The Welcome Trust Ltd

210 Euston Road

Transport Statement

June 2018

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1 INTRODUCTION

1.1 Vectos have been commissioned by The Welcome Trust Ltd to provide traffic and highways advice in support of a full planning application for the refurbishment and single storey extension of the existing office building at 210 Euston Road.

1.2 The proposed development seeks to provide 565 sqm (GIA) of Flexible Retail/Leisure floorspace and an uplift of 1,086 sqm (GIA) of office floorspace (Use Class B1), resulting in a total provision of 7,020 sqm (GIA). The site's location relative to the local highway network is shown within **Figure 1**.

1.3 A Travel Plan Statement has also been prepared to accompany the planning application.

1.4 The local planning authority is London Borough Camden (LBC).

1.5 The Transport Statement (TS) considers the transportation implications associated with the development proposals, its consistency with national, regional and local policy and the impact of the site on the local highway network.

1.6 In considering the relevant transport implications, the TS has been structured as follows:

- Section 2- Baseline Conditions;
- Section 3- Planning Policy;
- Section 4- Development Proposals;
- Section 5- Trip Generation, and;
- Section 6- Summary and Conclusions.

2 BASELINE CONDITIONS

2.1 This section of the TS summaries the location of the development site at a strategic and local level and describes the existing transport networks for all modes of transport relevant to the site.

Site Location

2.2 The site is located to the north of A501 Euston Road approximately 120m north of Euston Square Underground Station. The site's borders are defined by commercial uses to the east and west and Stephenson Way borders the site to the north. **Figure 1** shows the site in the context of the local highway network.

Accessibility by Non-Car Modes of Transport

Walking and Cycling

2.3 Central Government research refers to a distance of 2km as the maximum distance over which walking might replace car trips. Similarly, the Institution of Highways and Transportation (IHT) Guidelines suggest a maximum 'acceptable' walking distance for pedestrians without a mobility impairment of 2km.

2.4 There are wide footways in the vicinity of the site along both sides of Euston Road which form part of the existing network of footways within the Euston area. Lighting along Euston Road is present at regular intervals.

2.5 An uncontrolled crossing point is provided east of the site allowing users to safely travel north and south of the Euston Road carriageway. A two-stage controlled crossing point located east of the site allows pedestrians to safely cross Melton Street. To the west, a controlled multi stage crossing provides pedestrians with opportunity to cross towards University College Hospital.

2.6 Making reference to the TfL cycling guide there are a number of roads which have been identified as being roads 'recommended by cyclists'. These roads include Gordon Street, Melton Street, Euston Street and Drummond Street. 9 Cycle parking spaces are available immediately adjacent the site frontage.

2.7 The site also benefits from being within close proximity of a number of Santander Cycle Docking Stations. The closest docking station is located on Euston Road and provides 14 spaces with further docking stations located a short walk from this location.

2.8 A total of 202 cycle parking spaces and 5 accessible parking spaces will be provided. There will also be 15 showers and 212 lockers available for staff to shower and change.

Public Transport Accessibility Level (PTAL)

2.9 The Public Transport Accessibility Level (PTAL) is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.

2.10 The PTAL measure, reflects:

- The walking distance from the point of interest to the public transport access points
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

2.11 The PTAL is categorised into eight levels, 1a to 6b where 6b represents an excellent level of accessibility and 1a a low level of accessibility.

2.12 The site achieves a PTAL score of 6b (Excellent) through its proximity to a multitude of bus services in addition to Underground and Rail services.

Bus Services

2.13 The closest bus stop to the site is the Euston Square Stop (Stop Q) located on Euston Road approximately 140m west of the site. Further bus services are also available a short walking distance away. The bus services available within the vicinity of the site are summarised in **Table 2.1** below.

Table 2.1: Bus Service frequency (minutes)

Bus Service	Route	Frequency (min)		
		Weekday	Sat	Sun
24	Hampstead Heath - Camden Town - Pimlico	7-10	7-10	7-10

134	Tottenham Court Road - Camden Town - Archway - Highgate - Muswell Hill - North Finchley	5-8	4-8	8-12
29	Trafalgar Square - Camden Town - Finsbury Park - Wood Green	4-8	5-8	6-8
88	Clapham Common - Vauxhall - Oxford Circus - Camden Town	6-9	6-10	11-13
27	Chalk Farm - Hammersmith - Chiswick Business Park	6-10	9-12	10-14
10	King's Cross - Marble Arch - Hammersmith	7-10	8-12	10-13
390	Archway - Tufnell Park - King's Cross - Oxford Circus - Victoria	3-7	10	5-9
30	Marble Arch - Euston - Islington - Dalston - Hackney Central	11-12	9-12	11-13
73	Oxford Circus - King's Cross - Essex Road - Newington Green - Stoke Newington	3-6	6-10	5-9
18	Sudbury - Wembley - Harlesden - Harrow Road - Baker Street - Euston	3-6	7-11	6-10
205	Paddington - Baker Street Station - Euston - King's Cross - Shoreditch - Aldgate - Mile End - Bow Church	7-10	7-10	10-13
14	Putney Heath - Putney Bridge - Fulham Broadway - South Kensington - Piccadilly Circus - Warren Street	7-10	6-10	11-13
253	Clapton - Finsbury Park - Euston	4-8	5-8	6-10
390	Archway - Tufnell Park - King's Cross - Oxford Circus - Victoria	4-7	5-6	8-11
476	Euston - King's Cross - Angel - Stoke Newington - Tottenham - Northumberland Park	7-11	7-10	10-14

2.14 It can be seen from the above table that there are a wide variety of bus services available within walking distance of the site, providing excellent opportunities for residents and visitors to travel to the site by bus. Regular services are provided to destinations in the south London area and further afield via connecting services.

Underground Services

2.15 The site is located in proximity of a number of Underground Stations the closest of which are Euston and Euston Square stations. Euston Station runs services on the Northern (Bank and

Charing Cross branches) and Victoria lines while Euston Square Station provides services on the Circle, Hammersmith & City and Metropolitan lines.

2.16 A summary of destinations and frequencies from these stations are provided in **Table 2.2** below.

Table 2.2: Local Underground Services

Line /Direction	Frequency (Per Hour)		
	AM	PM	Sat
Victoria Line Southbound	36	36	36 - 27
Victoria Line Northbound	35	35	35
Northern Line (Charing Cross branch) Southbound	24	24	20
Northern Line (Edgware branch) Northbound	20	20	20
Northern Line (Bank branch) Southbound	24	24	20
Northern Line (High Barnet branch) Northbound	5	5	3
Hammersmith & City Eastbound	6	6	6
Hammersmith & City Westbound	6	6	6
Metropolitan Line Eastbound	15	15	12
Metropolitan Line Westbound	7	7	7
Circle Line	6	6	6

2.17 As can be seen from **Table 2.2** the site benefits from excellent connections to the London Underground network providing connection to various destinations throughout London

Train services

2.18 New Cross Gate train station is located approximately 350m (4 min walk) south of the site. The station is managed by London Overground and as such provides Overground services towards destinations within London and provides opportunity to access the London Underground services. In addition, Southern rail and Thameslink services are provided at the station.

2.19 The peak frequencies of National Rail services and Overground from New Cross Gate Station is outlined in **Table 2.2** and **Table 2.3** respectively**.**

Table 2.2: Frequency of National Rail services from New Cross Gate Station (per hour)

Destination	Weekday	Sat	Sun

Horsham	2	2	4
London Bridge	16	6	6
Caterham	3	4	2
London Victoria	13	13	7

Table 2.3: Frequency of Overground services from New Cross Gate Station (per hour)

Line	Weekday	Sat	Sun
West Croydon	7	7	4
Highbury & Islington	8	8	4
Crystal palace	8	8	4

2.20 It can be seen from the above tables that the site benefits from an excellent level of accessibility to national rail and underground services.

Accessibility Overview

2.21 The site is highly accessible by non-car modes such as bus, underground and rail services, where there are a high number of services to areas across London, including central London. The site also benefits from pedestrian and cycle facilities within the immediate vicinity of the site.

3 PLANNING POLICY

3.1 This section of the report considers the relevant current and emerging land use and transport planning policies in relation to the development proposals.

National Policy

National Planning Policy Framework, 2012

3.2 The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in March 2012 and sets out national policy for delivering sustainable growth and development in England. The NPPF details how it expects policy to be applied and it aims to make the planning system less complex and more accessible.

3.3 One of the 12 core land-use principles within the NPPF includes:

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

3.4 Section 4 of the NPPF deals with promoting sustainable transport, and paragraphs 29 and 32 state:

The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

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

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

3.5 The NPPF also states at paragraph 35 that:

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

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

Regional Policy

The London Plan March 2016

3.6 The London Plan is the strategic planning policy framework document for Greater London. The transport aspects of the London Plan tie in closely with the Mayor's Transport Strategy where the objectives are to:

- Support economic development and population growth
- Enhance the quality of life for all Londoners
- Improve the safety and security of all Londoners
- Improve transport opportunities for all Londoners
- Reduce transport's contribution to climate change, and improving its resilience

3.7 Policy 6.2 of the London Plan is aimed at public transport. The mayor wants to

- improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system
- co-ordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable.

3.8 Policy 6.9 looks into improving cycling in London "*The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026"*

3.9 Policy 6.10 on Walking in London, states that the Mayor seeks to increase walking in London " *The Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasizing the quality of the pedestrian and street environment, including the use of shared space principles, – promoting simplified streetscape, decluttering and access for all.*

3.10 Policy 6.13 discusses parking and states that; *The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.* Further to this, the maximum residential parking standards table (Table 6.2) states that; *All developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit*.

Local Policy

Camden Local Plan - 2017

3.11 The Camden Local Plan sets out the councils planning policies and replaces the Core Strategy and Development Policies (adopted 2010). The Local Plan is a key document in the Council's development plan and covers the period up to 2031. The document assesses planning policies pertaining to housing needs, community, Economic growth and transport among others.

3.12 Relevant Transport policies are contained within chapter 10 of the Camden Local Plan. The Council has expressed ambition to ensure that population growth is supported by healthy and sustainable transport choices.

3.13 Policy T1 outlines the Council's commitment to prioritising walking, cycling and public transport. In regards to walking it is stated that *"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough"*

3.14 Cycling is also discussed and it is mentioned that "*In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:*

h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;

i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers; and

j. is easy and safe to cycle through ('permeable');

3.15 Policy T2 is concerned with Parking and Car free development and outlines the Councils approach. It is mentioned clearly that "*The Council will limit the availability of parking and require all new developments in the borough to be car-free.*

Summary

3.16 The focus of transport and land use planning policy is on the development of sustainable travel measures and the encouragement of development proposals which widen the accessibility of sustainable travel to site attendees and the wider community. The site is situated in an accessible location within walking distance of bus and rail services. The site is also well connected to the cycle network.

4 DEVELOPMENT PROPOSALS

4.1 This section of the report outlines the development proposals for the site. It includes a description of the proposed land use and proposed access arrangements by all modes.

Proposed Development Schedule

4.2 It is proposed to refurbish and extend the existing site to provide 565 sqm of Flexible Retail/Leisure floorspace and 6,455sqm of office floorspace (Use Class B1).

4.3 The proposed layout plans are provided at **Appendix A** of this report.

Parking Provision

4.4 No on-site car parking is to be provided as part of the proposed development. However, 2 disabled parking spaces are currently located on Stephenson Way to the rear of the site. The remaining on-street parking provided on Stephenson Way is either pay-by-phone, with a maximum stay of 2 hours, or restricted to permit holders only.

4.5 A total of 202 cycle parking spaces and 5 accessible parking spaces will be provided. These spaces will be provided at basement level which is accessed via a bike lift located at ground floor level. There will also be 15 showers and 212 lockers available for staff and visitors to shower and change.

Service and Refuse Collection

4.6 Refuse collection will take place from the rear of the building along Stephenson Way as per the existing arrangements. The bin store is located at the northwest corner of the lower ground floor. Given the limited uplift in floor area the proposed development is not expected to result in any additional impact on existing arrangements.

4.7 Similarly, servicing will take place along Stephenson Way adjacent to the rear of the building.

4.8 Consideration is also given to forthcoming High Speed 2 (HS2) works which require the relocation of the existing London Underground Substation and Vent Shaft to Stephenson Way. These works are expected to result in the closure of the northern extent of Stephenson Way. This closure however will not to interfere with the delivery and servicing arrangements described above.

5 TRIP GENERATION

5.1 This section considers the likely number of trips that the development is forecast to generate.

5.2 In order to determine the traffic impact of the development proposals, a trip generation exercise has been undertaken to establish the net change in traffic generated between the existing site use and the proposed site use. Given the lack of on-site parking provision for both the existing and proposed uses, vehicle trip generation has been limited to servicing trips.

Existing Office Trip Rates & Trip Generation

5.3 In order to establish the likely trip generation of the existing office use, TRICS, the industry standard trip generation database, was interrogated. The raw TRICS data is contained at **Appendix B**.

5.4 The resulting total person trip rates during the AM peak (08:00-09:00) and PM peak (17:00-18:00) are shown in **Table 5.1** below.

Table 5.1: Existing Use – Office Trip Rates (per 100 sqm)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**
Trip Rates	2.081	0.091	2.172	0.277	1.066	1.343

5.5 When the total person trip rates are applied to the existing floor area of 5,101 sqm GFA, the corresponding person trip generation is as shown in **Table 5.2** below.

Table 5.2: Existing Use - Office Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**
Trip Generation	106	5	111	14	54	69

5.6 It can be seen from **Table 5.2** above that the existing office land use generates 111 two-way trips during the AM peak and 69 two-way trips during the PM peak. Given the car-free nature of the existing site, it is considered that these existing trips are distributed across all public transport modes, including walking and cycling.

Proposed Office and Retail Trip Rates & Trip Generation

B1-Office use

5.7 In order to establish the likely trip generation of the proposed office use, TRICS, the industry standard trip generation database, was interrogated. The raw TRICS data is contained at **Appendix B**.

5.8 The resulting total person trip rates during the AM peak (08:00-09:00) and PM peak (17:00-18:00) are shown in **Table 5.3** below.

Table 5.3: Proposed Use – Office Total Person Trip Rates

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**
Trip Rates	2.081	0.091	2.172	0.277	1.066	1.343

5.9 When the total person trip rates are applied to the proposed floor area of 6,455 sqm the corresponding total person trip generation is as shown in **Table 5.4** below.

Table 5.4: Proposed Use - Office Total Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**
Trip Generation	134	6	140	18	69	87

5.10 It can be seen from Table 5 above that the proposed office is likely to generate 140 two-way trips during the AM peak and 87 two-way trips during the PM peak.

Retail Use

5.11 It is proposed to provide 565 sqm of flexible retail/leisure use split across the ground and lower ground floors. The exact area allocation of each use is yet to be confirmed and as such a robust trip generation exercise has been undertaken, applying the more onerous retail trips rates to the entire 'flexible' floor space.

5.12 In order to establish the likely trip generation of the proposed 565 sqm of flexible retail/leisure use trip rates have been extracted from the TRICS data base. The raw trip data can be viewed in **Appendix B**.

5.13 The resulting total person trip rates during the AM peak (08:00-09:00) and PM peak (17:00-18:00) are shown in **Table 5.5** below.

Table 5.5: Proposed Use - Retail Total Person Trip Rates

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**
Trip Rates	41.959	41.443	83.402	57.113	56.289	113.402

5.14 When the trip rates are applied to the proposed floor area of 565 sqm the corresponding person trip generation is as shown in **Table 5.6** below.

Table 5.6: Proposed Use - Retail Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**
Trip Generation	237	234	471	323	318	641

5.15 It can be seen from **Table 5.6** above that the proposed retail convenience store use is likely to generate 471 two-way trips during the AM peak and 641 two-way trips during the PM peak.

5.16 It should be noted that given the location of the site, most if not all trips will be captured locally and be pass-by trips, rather than new trips.

Combined Proposed Uses

5.17 The total person trip generation of the proposed uses is set out in **Table 5.7** below.

Table 5.7: Proposed Use - Total Person Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**
Trip Generation	371	299	604	341	387	728

5.18 It can be seen from **Table 5.7** above that the combined total person trip generation of the proposed uses is likely to generate 604 two-way trips during the AM peak and 728 two-way trips during the PM peak. It should be noted that no allowance has been made for pass-by trips to the retail use.

Comparison of Existing and Proposed Person Trip Generation

5.19 Based on the potential total trip generation of the existing uses and the proposed development, the net change in total trips has been determined and is shown in **Table 5.8** below.

Table 5.8: Net Change in Total Person Trip Generation between Existing and Proposed Uses

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**
Existing	127	6	133	17	65	82
Proposed	371	299	604	341	387	728
Net Change	+244	+293	+471	+324	+322	+646

5.20 **Table 5.8** suggests that, when comparing the proposed and existing uses, there will be a net increase of 471 total person trips during the weekday AM Peak and an increase of 646 total person trips during the PM peak hour. However, it should be noted that this is largely related due to the retail use, which is considered to be pass-by trips and unlikely to be new trips. It should also be noted that these are wholly non-car trips by foot, cycle or public transport.

5.21 It is considered that given the high level of accessibility to the site and limited net impact of the proposals, that there will be no material transport impact as a result of the proposals.

Delivery and Servicing Management Strategy

5.22 The objectives of the strategy will be to manage delivery and servicing vehicle movements at the premises in order to ensure the successful operation of servicing (including refuse storage and collection) for all elements of the scheme. Effective management will ensure that the potential for vehicle conflicts is avoided and that the proposals have the minimum impact on the surrounding highway and pedestrian network.

5.23 All delivery and servicing will be undertaken from Stephenson Way to the rear of the Site, as per the existing arrangement.

5.24 The level of servicing trips has been assessed using the TRICS database for LGV and OGV movements, with the full outputs provided at **Appendix B**. The proposed servicing vehicle trips are outlined in **Table 5.9** below:

Land Use	**Floor area (sqm)**	**Daily TRIPS**		
		OGV	**LGV**	**Total**
Office	6,455	1	17	18
Flexible Retail / Leisure	565	21	0	21
Total	[redacted]	20	17	39

5.25 It can be seen from **Table 5.9** that the daily level of servicing movements will be low, with minimal movements in the peak periods expected. These figures represent no significant change when considering the existing office use.

5.26 A fundamental aspect of the development will be to aim to:

- Rationalise / minimise the number of servicing trips generated by the development;
- Avoid peaks in demand for servicing activity;
- Minimise deliveries during peak hours and maximise deliveries during off peak hours;
- Ensure a fast turnaround for delivery vehicles; and
- Provide feedback / monitoring to ensure that the servicing area operates effectively.

5.27 In order to meet the key objectives of the plan (i.e. to minimise service vehicle / car conflict and safeguard the amenity of pedestrians), the following initiatives will be adopted:

- On site management team will be employed to manage servicing activity at the site;
- All commercial operators will be provided with written/emailed instructions on how to book deliveries and the procedures to be adopted;
- Suppliers will be encouraged to use car and transit vehicles to deliver goods where possible;
- The management team will work with delivery companies (including food retailers) to minimise the number of arrivals per day and to consolidate deliveries, where possible;
- The management team will ensure that delivery vehicles remain in the vicinity of the site for as little time as required and that vehicle engines are switched off while stationary (where possible);
- The concierge will have the ability to receive goods from couriers (i.e. online retailers such as Amazon) if a resident is not available, in order to minimise the number of repeat trips on the network; and
- The on-site management team will seek to minimise, where possible, deliveries during the peak hours.

6 SUMMARY AND CONCLUSION

6.1 Vectos have been commissioned by The Welcome Trust Ltd to provide traffic and highways advice in support of a full planning application for the refurbishment and single storey extension of the existing office building at 210 Euston Road.

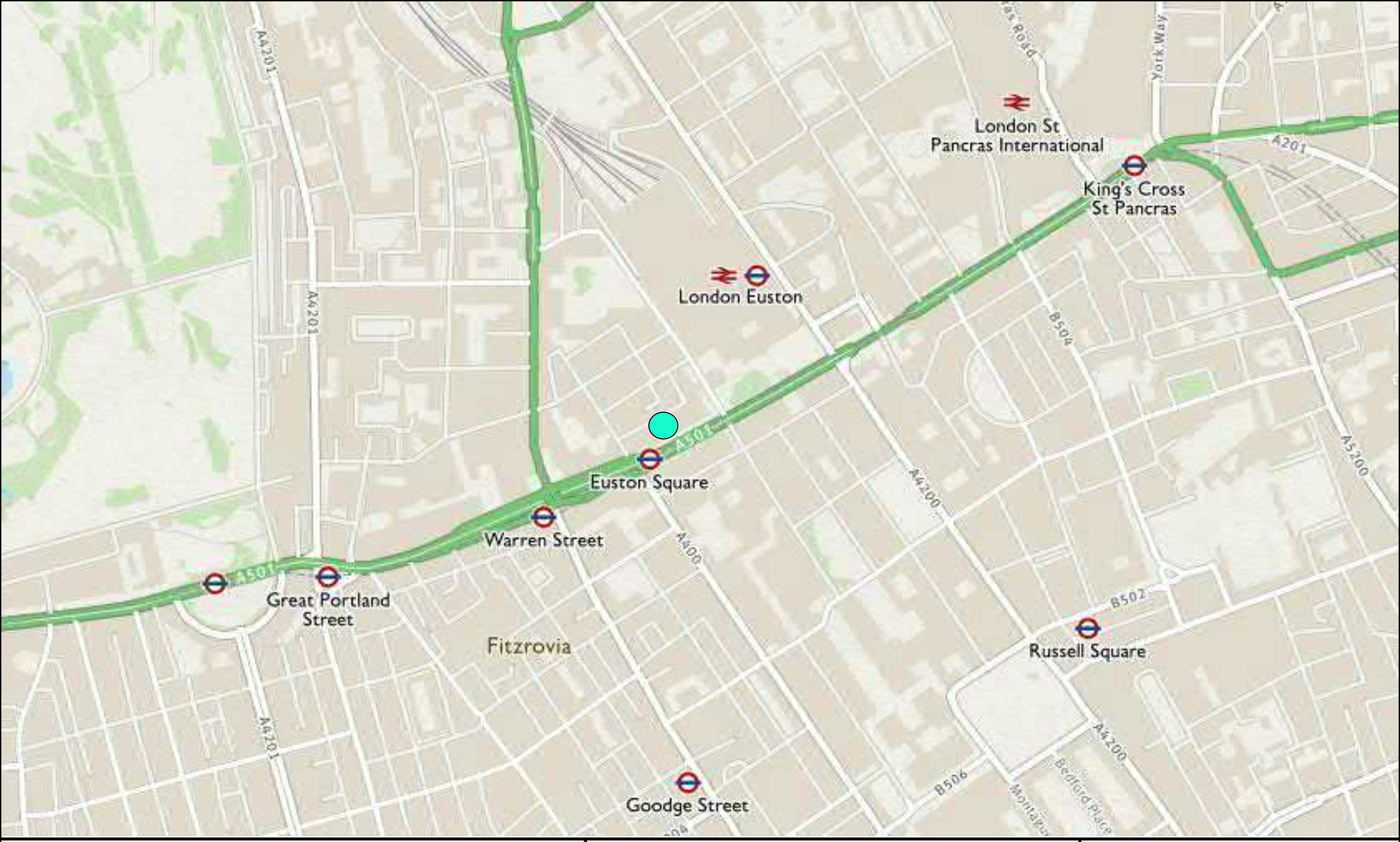
6.2 The proposed development seeks to provide 565 sqm (GIA) of Flexible Retail/Leisure floorspace and an uplift of 1,086 sqm (GIA) of office floorspace (Use Class B1), resulting in a total provision of 7,020 sqm (GIA).

6.3 The site is currently occupied by an office building. The existing access is taken from Euston Road

6.4 A review of accessibility indicates that the site is located within an accessible location close to a number of bus routes, cycle routes and a good pedestrian network. Euston and Underground Stations are also within walking distance of the site, which provides access to several local areas. The principle of a largely car free development is supported by the high PTAL rating (6b) for the site.

6.5 To conclude, the proposed development will not result in a negative impact on the highway network and is considered appropriate to satisfy both local and regional planning policy.

Figures



Key:

Site Location

210 Euston Road

Site Location Plan

DRAWN:	CHECKED:	DATE:	SCALES:
YA	AJP	17/05/2018	

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DRAWING REFERENCE: Figure 1

Appendix A

Rev	Description	Date	Checked
00	First Issue	08-02-18	VS
01	Layout Update	15-02-18	VS
02	Layout Update	26-02-18	VS
03	Layout Update	01-03-18	NT
04	Layout Update	06-03-18	VS
05	Layout Update	15-03-18	VS
06	Layout Update	22-03-18	VS

Status
Preliminary

Client
Wellcome Trust

Project
210 Euston Road

Drawing
Proposed Ground Floor Plan

Scale	Drawn	Date	Checked
1 : 100	VS	01/29/18	SB

Project no.	Drg	Revision
15077	A - (03) - 100	06

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Appendix B

TRICS 7.5.1
Trip Rate P: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 01 - RETAIL
Category O - CONVENIENCE STORE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

1	GREATER LONDON		
	HK	HACKNEY	1 days
	KN	KENSINGTC	1 days
	WE	WESTMINS	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 Ran 120 to 550 (units: sqm)
Range Sele 120 to 550 (units: sqm)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/01 to 29/06/18

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

Selected survey types:
Manual co 3 days
Directional 0 days
This data di the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centr	2
Edge of Tov	1
Suburban A	0
Edge of Tov	0
Neighbourh	0
Free Standi	0
Not Known	0

This data di Edge of To Suburban / Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Z	0
Commercia	0
Developme	0
Residential	0
Retail Zone	0
Built-Up Zo	3
Village	0
Out of Tow	0
High Street	0
No Sub Cat	0

This data di Industrial Z Developme Residentia Retail Zone Built-Up Zo Village Out of Tow High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
A1 3 days
This data di which can be found within the Library module of TRICS®.

Population within 1 mile:
25,001 to 5 1 days
50,001 to 1 1 days
100,001 or 1 days

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

Population within 5 miles:
125,001 to 1 days
500,001 or 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 1 days
0.6 to 1.0 2 days
This data di within a radius of 5-miles of selected survey sites.

Petrol filling station:
Included in 0 days
Excluded fr 3 days
This data di and the number of surveys that do not.

Travel Plan:
Yes 1 days
No 2 days
This data di and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
6a Excellen 1 days
6b (High) E 2 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters
1 HK-01-O-01 SAINSBURY HACKNEY
MARE STREET

SOUTH HACKNEY
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 120 sqm
Survey date TUESDAY ######### Survey Type MANUAL
2 KN-01-O-01 SAINSBURY KENSINGTON AND CHELSEA
QUEENSWAY

BAYSWATER
Town Centre
Built-Up Zone
Total Gross floor area: 300 sqm
Survey date MONDAY ######### Survey Type MANUAL
3 WE-01-O-0 SAINSBURY WESTMINSTER
MORTIMER STREET

FITZROVIA
Town Centre
Built-Up Zone
Total Gross floor area: 550 sqm
Survey date TUESDAY ######### Survey Type MANUAL

This section it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

	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												524		
05:00-06:00														
06:00-07:00														
07:00-08:00	3	323	31.34	3	323	29.072	3	323	60.412	000	000	00000		
08:00-09:00	3	323	41.959	3	323	41.443	3	323	83.402		220		437	
09:00-10:00	3	323	44.124	3	323	45.361	3	323	89.485					
10:00-11:00	3	323	40.103	3	323	39.072	3	323	79.175					
11:00-12:00	3	323	40.206	3	323	38.763	3	323	78.969					
12:00-13:00	3	323	83.608	3	323	81.753	3	323	165.361					
13:00-14:00	3	323	99.485	3	323	102.062	3	323	201.547					
14:00-15:00	3	323	60.412	3	323	59.897	3	323	120.309					
15:00-16:00	3	323	52.784	3	323	52.99	3	323	105.774					
16:00-17:00	3	323	47.732	3	323	47.629	3	323	95.361					
17:00-18:00	3	323	57.113	3	323	56.289	3	323	113.402		299	295	594	
18:00-19:00	3	323	66.804	3	323	67.835	3	323	134.639					
19:00-20:00	3	323	53.814	3	323	52.062	3	323	105.876					
20:00-21:00	3	323	41.959	3	323	44.433	3	323	86.392					
21:00-22:00	3	323	30.722	3	323	32.062	3	323	62.784					
22:00-23:00														
23:00-24:00														
Daily Trip Rates:			792.165			790.723			1582.888					

Parameter summary

Trip rate pa 120 - 550 (units: sqm)
Survey date 01/01/01 - 29/06/18
Number of 3
Number of 0
Number of 0
Surveys aut 0
Surveys ma 0
This section followed b the total nu the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.5.1
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

1	GREATER LONDON		
	CI	CITY OF LO	3 days
	CN	CAMDEN	2 days
	HD	HILLINGDC	1 days
	SK	SOUTHWA	2 days
	WH	WANDSWC	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 Ran 1215 to 17187 (units: sqm)
Range Sele 408 to 114000 (units: sqm)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/01 to 05/07/17

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:
Monday 1 days
Tuesday 2 days
Wednesda 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 co 10 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 6
Edge of To 4
Suburban A 0
Edge of To 0
Neighbour 0
Free Stand 0
Not Known 0
This data d Edge of Tc Suburban Neighbou Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 5
Developme 0
Residential 0
Retail Zone 0
Built-Up Zc 5
Village 0
Out of Tow 0
High Street 0
No Sub Cat 0
This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
B1 10 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
10,001 to 11 days
25,001 to 5 2 days
50,001 to 17 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
250,001 to 1 days
500,001 or 9 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 5 days
0.6 to 1.0 4 days
1.1 to 1.5 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Not Knowr 1 days
Yes 2 days
No 7 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Pr 5 days
4 Good 2 days
5 Very Goc 1 days
6b (High) E 2 days
This data displays the number of selected surveys with PTAL Ratings.

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 dat WEDNESD/ ######## Survey Typ MANUAL

2 CI-02-A-02 OFFICES CITY OF LONDON
GRACECHURCH STREET
MONUMENT
CITY OF LONDON
Town Centre
Commercial Zone
Total Gross floor area: 9803 sqm
Survey dat FRIDAY ######## Survey Typ MANUAL

3 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 dat FRIDAY ######## Survey Typ MANUAL

4 CN-02-A-0: OFFICES CAMDEN
ELY PLACE
HOLBORN CIRCUS
HOLBORN
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 4062 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

5 CN-02-A-0: OFFICES CAMDEN
GRAYS INN ROAD

CLERKENWELL
Town Centre
Built-Up Zone
Total Gross floor area: 6056 sqm
Survey dat WEDNESD/ ######## Survey Typ MANUAL

6 HD-02-A-0! DATA CEN HILLINGDON
MILLINGTON ROAD
HYDE PARK
HAYES
Edge of Town Centre
Commercial Zone
Total Gross floor area: 15000 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL

7 SK-02-A-01 GLA HQ SOUTHWARK
THE QUEENS WALK

SOUTHWARK
Town Centre
Commercial Zone
Total Gross floor area: 17187 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL

8 SK-02-A-02 OFFICES SOUTHWARK
ST OLAV'S COURT

ROTHERHITHE
Edge of Town Centre
Commercial Zone
Total Gross floor area: 2371 sqm
Survey dat MONDAY ######## Survey Typ MANUAL

9 WH-02-A-0 IT COMPAI WANDSWORTH
UPPER RICHMOND ROAD
EAST PUTNEY
PUTNEY
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5500 sqm
Survey dat FRIDAY ######## Survey Typ MANUAL

10 WH-02-A-0 OFFICES WANDSWORTH

BATTERSEA PARK ROAD

BATTERSEA
Town Centre
Built-Up Zone
Total Gross floor area: 1215 sqm
Survey dat THURSDAY ######## Survey Typ MANUAL

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
07:00-08:0	10	6126	0.656	10	6126	0.049	10	6126	0.705
08:00-09:0	10	6126	2.081	10	6126	0.091	10	6126	2.172
09:00-10:0	10	6126	1.827	10	6126	0.202	10	6126	2.029
10:00-11:0	10	6126	0.65	10	6126	0.415	10	6126	1.065
11:00-12:0	10	6126	0.446	10	6126	0.579	10	6126	1.025
12:00-13:0	10	6126	0.975	10	6126	1.436	10	6126	2.411
13:00-14:0	10	6126	1.376	10	6126	1.174	10	6126	2.55
14:00-15:0	10	6126	0.899	10	6126	0.615	10	6126	1.514
15:00-16:0	10	6126	0.622	10	6126	0.712	10	6126	1.334
16:00-17:0	10	6126	0.277	10	6126	1.066	10	6126	1.343
17:00-18:0	10	6126	0.204	10	6126	2.258	10	6126	2.462
18:00-19:0	10	6126	0.166	10	6126	1.074	10	6126	1.24
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			10.179			9.671			19.85

Parameter summary

Trip rate pa 1215 - 17187 (units: sqm)
Survey dat 01/01/01 - 05/07/17
Number of 10
Number of 0
Number of 0
Surveys au 1
Surveys ma 0
This sectio followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.