

Austringer Capital Limited

PROPOSED MIXED-USE DEVELOPMENT, 212 - 214 HIGH HOLBURN, CAMDEN, LONDON

Transport Statement and Framework Travel Plan

Austringer Capital Limited

PROPOSED MIXED-USE DEVELOPMENT, 212 - 214 HIGH HOLBURN, CAMDEN, LONDON

Transport Statement and Framework Travel Plan

FINAL V1.3 PUBLIC

PROJECT NO. 212-214 HIGH HOLBURN OUR REF. NO. TR001

DATE: JUNE 2018

WSP St. Johns House Queen Street Manchester M2 5JB Phone: +44 161 602 8400

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	v1.1	v1.2	Final v1.3
Date	13/12/16	09/01/17	20/01/17	05/06/18
Prepared by	HDK	HDK	HDK	JR
Signature				
Checked by	JR	JR	JR	NM
Signature				
Authorised by	NM	NM	NM	NM
Signature				
Project number	212-214 High Holburn			
Report number	TR001			
File reference	-			

CONTENTS

115

1	INTRODUCTION	1
1.1	INTRODUCTION	1
1.2	REPORT SCOPE	1
1.3	REPORT STRUCTURE	1
1.4	REPORT CONCLUSION	1
2	PROPOSED DEVELOPMENT	5
2.1	INTRODUCTION	5
2.2	EXISTING SITE	5
2.3	SITE LOCATION	5
2.4	DEVELOPMENT PROPOSALS	5
2.5	PEDESTRIAN ACCESS	5
2.6	CYCLE PARKING	6
2.7	SERVICING ARRANGEMENTS	6
3	POLICY CONTEXT	9
3.1	INTRODUCTION	9
3.2	NATIONAL PLANNING POLICY AND WHITE PAPERS	9
3.2.1	National Planning Policy Framework	9
3.2.2	Planning Practice Guidance	10
3.2.3	Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen, White Paper	10
3.3	REGIONAL PLANNING POLICY	10
3.3.1	London Plan (Mayor of London, March 2016)	10
3.4	LOCAL PLANNING POLICY	12
3.4.1	Camden Development Policies (2010 – 2025)	12
3.4.2	Camden Planning Guidance (CPG) 7 – Transport	13
4	SUSTAINABLE TRAVEL ASSESSMENT	17

4.1	OVERVIEW	17
4.2	ACCESS ON FOOT	17
4.3	ACCESS BY BICYCLE	18
4.4	ACCESS BY BUS	21
4.5	ACCESS BY UNDERGROUND	22
4.6	ACCESS BY RAIL	22
4.7	CONCLUSION	23
5	PTAL ASSESSMENT	27
5.1	INTRODUCTION	27
5.2	PTAL	27
5.3	THE PTAL PROCESS	27
5.4	PROPOSED DEVELOPMENT PTAL INDICATOR	29
6	TRIP GENERATION	33
6.1	INTRODUCTION	33
6.2	PROPOSED DEVELOPMENT	33
6.3	TRIP GENERATION	33
7	FRAMEWORK TRAVEL PLAN	37
7.1	OBJECTIVES AND TARGETS	37
7.2	TRAVEL PLAN MEASURES	37
7.2.1	Travel Plan Coordinator	37
7.2.2	Travel Information Pack	37
7.2.3	Annual Travel Survey	37
7.2.4	Factors and Possible Measures to Promote Sustainable Travel	38
7.2.5	Travel Plan Cycle	39
7.2.6	Management and Coordination of Travel Plan	39
8	SUMMARY AND CONCLUSION	43
8.1	SUMMARY	43
8.2	CONCLUSION	43

vsp

TABLES

Table 1 – Bus Service Frequency in the Vicinity of the Proposed Development	22
Table 2 – PTAL Assessment Levels	28
Table 3 – Trip Generation for Proposed Development	33
Table 4 – Comparison of Existing Use Trips against Proposed	34

FIGURES

Figure 1 – Existing Site Frontage Access	5
Figure 2 – Existing Site Frontage Access	6
Figure 3 – Indicative Walking Catchment: 0.5km, 1km, and 2km	17
Figure 4 – Pedestrian Facilities on High Holborn	18
Figure 5 – Indicative Cycling Catchment: 5km	19
Figure 6 – Sustrans Cycle Routes in the Vicinity of the Proposed Development	19
Figure 7 – Contra-Flow Bus and Cycle Lane: A40 Bloomsbury Way	20
Figure 8 – Cycle Parking opposite the Proposed Development	20
Figure 9 – Southampton Place Santander Bikes Docking Station	21
Figure 10 – Bus Stop outside Proposed Development Site	21
Figure 11 – Farringdon Railway Station	23
Figure 12 – PTAL Map	29
Figure 13 - Travel Plan Cycle	39

APPENDICES

Appendix A Site Layout Plans

Appendix B Walking & Cycling Isochrones

Appendix C TRICS Output Reports

Appendix D Travel Survey Pro-Forma

1

INTRODUCTION

. \\SP

INTRODUCTION 1

1.1 INTRODUCTION

Austringer Capital Limited has appointed WSP to prepare a Transport Statement (TS), incorporating a Framework Travel Plan, to support an application for planning permission and listed building consent for a mixed use development at 212-214 High Holborn, Camden, London. The proposed ground floor plan is provided in Appendix A.

1.2 **REPORT SCOPE**

This report presents the TS process for the proposed development and its findings. The document is intended to assist Camden Council in their determination of the planning application for the proposals.

The TS seeks to identify any potential adverse transport impacts which the development might have on the surrounding area and highway network. Any measures necessary to mitigate the impact of the development proposals are also identified and recommended in the report.

In line with best practice, the TS has been developed in accordance with Planning Practice Guidance on Travel Plans, Transport Assessments and Statements and the National Planning Policy Framework (NPPF).

This TS has been prepared in accordance with current Planning Practice Guidance. Reference has also been made to the former Department for Transport publication 'Guidance on Transport Assessment' dated March 2007.

1.3 REPORT STRUCTURE

This TS investigates the highway and transportation issues associated with the proposals. The remainder of the report will take the following structure:

- Section 2 discusses the development proposals and provides a description of the existing site;
- Section 3 summarises the local and national planning policies that are relevant to the development • proposals;
- Section 4 investigates the sustainable transport options in the vicinity of the proposed development; •
- Section 5 presents a PTAL assessment for the site; •
- Section 6 sets out the trip generation associated with the proposed development; and •
- Section 7 presents a Framework Travel Plan for the site. .

1.4 REPORT CONCLUSION

The report is summarised in Section 8, and finds that the development proposals are in accordance with relevant policy, that the site location maximises sustainable transport options, and is likely to have an imperceptible impact in terms of vehicular trips.

It is therefore concluded that there are no transport-related reasons for the application to be refused.

WSP



PROPOSED DEVELOPMENT

wsp

2 PROPOSED DEVELOPMENT

2.1 INTRODUCTION

This section describes the proposed development composition and outlines any impacts likely to be generated by the proposals. This section also briefly describes the existing site.

2.2 EXISTING SITE

The existing site encompasses no. 212-214 High Holborn, Camden, London. The basement, ground floor, and mezzanine level of the site is currently in Class A2 usage. A scale drawing showing the red line boundary is available in Appendix A.

2.3 SITE LOCATION

The site is located in Camden, in the heart of central London, and fronts directly onto the A40 High Holborn. The site is well placed to benefit from the high-quality sustainable and active travel infrastructure available in central London, while also being served by a comprehensive local highway network.

The site covers an area of 437.4m² (0.11 acres), encompassing the existing buildings and land to the rear, as shown by the red line boundary in Figure 1 below, which shows the site location in both a strategic and local context.



Figure 1 – Existing Site Frontage Access

2.4 DEVELOPMENT PROPOSALS

The existing site has a Gross Floor Area (GFA) of approximately 1,393m², while the proposals will increase this to a Gross Internal Area (GIA) of approximately 2,909m². The proposals include provision of a retail unit (Class A1) with GIA of 338m² with the remaining development to be used as offices (Class B1), with a GIA of 2,571m².

2.5 PEDESTRIAN ACCESS

Access to the offices and retail use are segregated via the existing access points, shown in Figure 2, overleaf. There is no means of accessing the building from the rear; it is only accessible from High Holburn.

۱۱SD

Figure 2 – Existing Site Frontage Access



2.6 CYCLE PARKING

The proposed development provides indoor parking for 17 bicycles, and includes lockers and shower / changing facilities. Camden Planning Guidance 7 states that the cycling standards presented in the Camden Development Policies document apply to GFA across the whole development, rather than to each separate unit where there are a mix of uses. The proposed development has a total GIA of 2,909m², comprising 2,571m² B1 office use and 338m² A1 retail use.

The cycle parking standards for B1 and A1 usage are the same in terms of staff, at 1 space per 250m². Visitor parking for B1 usage is set at 2 spaces (or 10% of the expected visitors at any one time), while visitor parking for A1 usage is set as another 1 space per 250m².

The proposed provision of 17 cycle parking spaces includes for the required 12 staff cycle parking spaces plus provision of 5 spaces for visitors. This is considered to be more than sufficient considering the primary function of B1 office use.

2.7 SERVICING ARRANGEMENTS

Servicing arrangements for the B1 (office) use are anticipated to operate as per the arrangements for the existing building.

An end user for the retail use on the lower floors has yet to be determined, so the precise servicing requirements are unknown. It could be expected that such a use will require potentially daily deliveries, as well as regular refuse collection.

It is considered that the A40 High Holborn is well suited to accommodate deliveries and servicing; High Holborn is a one-way street in the vicinity of the proposed development (west-bound), with two wide lanes. There are lay-bys available on either side of the street to allow passing vehicles, while restrictions currently in operation ensure deliveries and servicing are outside of peak hours. Furthermore, there are a number of retail / food outlets opposite and adjacent, setting a precedent for the acceptability of servicing and loading.



POLICY CONTEXT

wsp

POLICY CONTEXT 3

3.1 INTRODUCTION

Legislation and policy play an important role in shaping and guiding new development. As such, the purpose of this section is to outline the relevant transport policies which influence the proposed development from a national and local level. Furthermore, this section will identify how the development proposals are aligned with the appropriate policies.

3.2 NATIONAL PLANNING POLICY AND WHITE PAPERS

3.2.1 NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) published in March 2012 replaces a number of planning guidance documents including 'Planning Policy Guidance 13: Transport' (PPG13).

The aim of the NPPF is to simplify and combine a number of previous planning guidance documents and to put planning decision-making back into the hands of local Councils and people.

The NPPF states:

"The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied... At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both planmaking and decision-takina".

NPPF gives responsibility back to local people by providing a framework within which local authorities and local people can produce their own plans to reflect the needs and priorities of their communities.

The NPPF states the importance of encouraging sustainable modes of transport that support reductions in greenhouse gas emissions and reduce congestion. The preparation of Transport Statements and Assessments is also mentioned, for developments that generate significant amounts of transport movements Paragraph 32 states that 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 effectively limit the significant impacts of the development."

This paragraph concludes:

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

The document states the importance of locating developments that generate significant movement where the need to travel will be minimised, and the use of sustainable transport modes can be maximised:

"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;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of disabled people by all modes of transport."

WSP

Unlike the superseded PPG13, the NPPF does not outline maximum parking standards for new development, and instead places this responsibility into the hands of local authorities. It does state the following in terms of parking provision:

"If setting local parking standards for residential and non-residential development, local planning authorities should take into account: the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles."

As discussed in Section 4, the proposed development has good cycle links and access to public transport facilities. As discussed in Section 6, the proposed development will generate a low number of vehicle trips. As such, the development will not have a significant impact on the local highway network. The proposal therefore conforms to the transport requirements of NPPF.

3.2.2 PLANNING PRACTICE GUIDANCE

The DfT publication 'Guidance on Transport Assessment' (2007) was replaced by new Planning Practice Guidance in October 2014. This guidance is summarised in the following paragraphs.

Travel Plans, Transport Assessments and Statements in Decision-Taking (March 2014)

- Provides advice on when Transport Assessments and Transport Statements are required, and what they should contain;
- Paragraph 2 states: "(*Transport Assessments*) are required for all developments which generate significant amounts of movements";
- Paragraph 5 states: "Transport Assessments can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework."
- Paragraph 8 states: "Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable."
- Paragraph 13 states: "Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility)."
- Paragraph 14 states: "It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years)."

The methodology established for assessing the transport impacts within this TS has been undertaken in accordance with the above principles.

3.2.3 CREATING GROWTH, CUTTING CARBON – MAKING SUSTAINABLE LOCAL TRANSPORT HAPPEN, WHITE PAPER

The White Paper was published in January 2011 and states:

"Our vision is for a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities."

The White Paper sets out the changes from PPG13 to NPPF and acknowledges the further freedoms given to local authorities to adopt the right polices for their area.

3.3 REGIONAL PLANNING POLICY

3.3.1 LONDON PLAN (MAYOR OF LONDON, MARCH 2016)

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The London Plan as published in March 2016 is consolidated with all the alterations to the London Plan since 2011.

۱۱SD

The London Plan contains a number of policies specifically related to the integration of transport and land use planning, and these are provided below. Many of these relate specifically as instruction to local authorities in the preparation of their Development Plan Documents (DPDs), but nevertheless remain relevant as a material consideration of any new development in London.

In the following section, each policy is summarised where there is relevance to the proposed development, rather than being reproduced in its entirety.

Policy 6.1 (Transport) – Strategic Approach: The Mayor will work with all relevant partners to encourage the closer integration of transport and development, by:

- Encouraging patterns and nodes of development that reduce the need to travel, especially by car Boroughs should use the standards set out in the Parking addendum to this section to set maximum parking standards in development plans.
- Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand Boroughs should use the standards set out in the Parking addendum to this section to set minimum cycle parking standards.
- Supporting development that generates high levels of trips at locations with high public transport accessibility and / or capacity, either currently or via committed, funded improvements including, where appropriate those provided by developers.
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management.
- Promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced.
- Promoting walking by ensuring an improved urban realm.

Policy 6.3 (Transport) – Assessing the effects of development on transport capacity:

- 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.
- Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, Boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.
- Transport Assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and / or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction Logistics Plans and Delivery and Servicing Plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.

Policy 6.9 (Transport) – Cycling: Developments should:

- Provide secure, integrated and accessible cycle parking facilities in line with the minimum standards and guidance set out in the London Cycle Design standards.
- Provide onsite changing facilities and showers for cyclists.

Policy 6.10 (Transport) – Walking: Development proposals should ensure high quality pedestrian environments and emphasis the quality of the pedestrians and street space.

Policy 6.13 (Transport) - Parking: Planning Decisions:

- The maximum standards set out in the Parking Addendum should be applied to planning applications.
- In addition, developments must:
 - Provide parking for disabled people in line with the Parking Addendum.
 - Meet the minimum cycle parking standards.
 - Provide for the needs of businesses for delivery and servicing.

3.4 LOCAL PLANNING POLICY

3.4.1 CAMDEN DEVELOPMENT POLICIES (2010 – 2025)

Camden Development Policies forms part of the Council's Local Development Framework (LDF), and sets out detailed planning policies that the Council uses when determining applications for planning permission in the borough.

Section 2 *Meeting Camden's Needs* sets out a number of policies to promote sustainable and efficient transport in the borough. A number of these are relevant to the proposed development:

- DP16: The transport implications of development;
- DP17: Walking, cycling and public transport; and
- DP18: Parking standards and limiting the availability of parking.

DP16: The transport implications of development

This policy sets out the requirements for the assessment of the transport impacts of proposed development, referring to the indicative thresholds given in Appendix 1 of the DPD. It also sets out requirements for Travel Plans.

DP17: Walking, cycling and public transport

This policy sets out in detail the council's requirements for new development in terms of provision for walking, cycling and public transport. The policy clearly states that the Council will resist development that would be dependent on travel by private motor vehicle.

17.10 states that cyclists will need storage for bicycles, equipment and protective clothing, and will often need to shower. The development provides indoor cycle parking above that proscribed in the DPD, in addition to showers and lockers.

Parking standards and limiting the availability of parking

This policy sets out the Council's approach to parking in new development, as well as promoting cycle parking. The policy states that development will be expected to meet the Council's minimum standards for cycle parking, as set out in the DPD appendices.



3.4.2 CAMDEN PLANNING GUIDANCE (CPG) 7 – TRANSPORT

The Camden Planning guidance is a Supplementary Planning Document (SPD) designed to support the policies in the Camden Local Development Framework.

CPG 7 covers transport related guidance, of which a number of sections are relevant to the proposed development:

- Assessing Transport Capacity;
- Travel Plans;
- Car Free and Car Capped Development; and
- Cycling Facilities.

Assessing Transport Capacity

The development proposals do not meet any of the thresholds as set out in CPG7 or Appendix 1 of the Camden Development Policies document. Development Policy DP16 states that larger developments that would have implications for transport, but which fall below the threshold for a full transport assessment, will still be required to submit information regarding the transport implications of that scheme. Appendix 1 of the Development Policies document provides guideline floorspace thresholds for these types of developments.

Travel Plans

It is stated that the guidance applies to all planning applications that involve a significant impact on travel or the transport system. Given the scale of the proposed development, it is not anticipated that a Travel Plan will be a necessity. Nevertheless, a Framework Travel Plan has been submitted as Section 7 of this document, outlining potential measures in accordance with the guidance in CPG7, as well as the TfL document Guidance for workplace travel planning for development'.

Car Free and Car Capped Development

This policy states that Camden expect development to be car free in highly accessible areas, which are considered to be areas with a PTAL indicator score of 4 and above. As seen in Section 5, the proposed development has the highest possible accessibility score at 6b, with the majority of the surrounding vicinity also achieving a score of 6b or 6a.

In line with this guidance, the proposed development does not include any car-parking. It is noted this maintains the existing arrangements, as the current usage does not have an existing car parking provision.

Cycling Facilities

The guidance on cycling facilities applies to applications which propose additional floor space of 500m² or more. The guidance states that the standards are set out in detail in the Camden Development Policies DPD Appendix 2.



SUSTAINABLE TRAVEL ASSESSMENT

****\$P

vsp

4 SUSTAINABLE TRAVEL ASSESSMENT

4.1 OVERVIEW

This section of the TS provides an overview of the existing infrastructure available to pedestrians, cyclists and public transport users within the vicinity of the site. The site is situated close to the centre of London and therefore provides unparalleled access to a range of services on foot, by bicycle and using public transport.

4.2 ACCESS ON FOOT

Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT publication Guidelines for Providing Journeys on Foot (IHT 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m to a preferred maximum of 2,000m.

In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1,000m and the preferred maximum is 2,000m. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

Figure 3, below, shows an indicative 0.5km, 1km and 2km isochrone from the site, which illustrates the areas which lie within reasonable walking distance. A copy of the walking isochrone is provided in Appendix B.





It is impractical to attempt to list all the facilities and points of interest located within a 2km catchment from the proposed site. As would be expected, the site is located within a highly accessible area, with a large number of eateries, banks, local stores and similar facilities within walking distance. Notably, there is a Sainsbury's Local,



RBS and Nationwide within 100m of the proposed development. Additionally, the site is close to Covent Garden Medical Centre and a Boots store (including pharmacy).

The proposed site is also located less than a kilometre from the popular Covent Garden District, renowned for food, shopping, theatre and the arts.

The immediate surrounding area is characterised by wide footways, as appropriate for a predominantly retail district, with signalised junctions incorporating pedestrian facilities, as shown in Figure 4, below.



Figure 4 – Pedestrian Facilities on High Holborn

4.3 ACCESS BY BICYCLE

It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. The urban location and significant cycling infrastructure in the vicinity should assist in encouraging users of the proposed development to travel by cycle.

Figure 5 presents an extract of the indicative 5km cycling isochrone from the site. A copy of the cycling isochrone is provided in Appendix B. 5km is equivalent to a typical cycle time of 15-20 minutes, making it an achievable distance for most people.



Figure 5 – Indicative Cycling Catchment: 5km

As can be seen, a significant amount of the surrounding city can be accessed by bicycle along urban routes.

Figure 6, below, provides an extract of the Sustrans cycle map for the area surrounding the site.



Figure 6 – Sustrans Cycle Routes in the Vicinity of the Proposed Development

The map indicates there a number of on and off road cycle routes within 2km, including National Cycle Network route 4.

There is also additional cycling infrastructure available in the near vicinity, with Advanced Stop Lines (ASLs) at signalised junctions, and contra-flow bus and cycle lanes along the A40 Bloomsbury Way, as shown in Figure 7, overleaf.

vsp



Figure 7 – Contra-Flow Bus and Cycle Lane: A40 Bloomsbury Way

Cycle stands are located opposite the proposed development, as shown in Figure 8 below.



Figure 8 – Cycle Parking opposite the Proposed Development

There are also a number of Santander Cycle docking stations in the immediate vicinity, including Southampton Place, located opposite the proposed development site, as shown in Figure 9, overleaf.

۱۱SD

Figure 9 – Southampton Place Santander Bikes Docking Station



It can be concluded that the site is ideally located to support travel to work via bicycle, and the provision of internal cycle facilities (including lockers and showers) supported by travel plan measures will maximise the use of this mode.

4.4 ACCESS BY BUS

The closest bus stops to the site are provided along High Holborn, with a stop directly outside the proposed development, as shown in Figure 10, below, providing for the service numbers 8, 25, 242, and 521. There are also stops available nearby on Kingsway and Vernon Place, serving bus routes 1, 59, 68, 91, 171, 188, 243, 521, X68 and 19, 38, 55 respectively.



Figure 10 – Bus Stop outside Proposed Development Site

The stops in this location provide full shelters. The stops benefit from street lighting and excellent levels of natural surveillance, increasing the propensity of commuters to use this mode.

Table 1, overleaf, summarises the frequency of services accessible from the site.

۸SD

Rus No	Pouto		Notos		
Bus NO.	Koule	Monday to Friday	Saturday	Sunday	Notes
1	Canada Water – Tottenham Court Road	Every 6-10 mins (7-8 buses /hr)	Every 8-10 min (6-7 buses /hr)	Every 11-12 min (5 buses /hr)	
8	Bow Church to Tottenham Court Road	Every 4-8 mins (10 buses /hr)	Every 6-10 mins (7-8 buses /hr)	Every 8-12 min (6 buses /hr)	
19	Battersea Bridge – Finsbury Park	Every 6-10 mins (7-8 buses /hr)	Every 6-10 mins (7-8 buses /hr)	Every 8-11 min (6 buses /hr)	
25	Ilford – Oxford Circus	Every 5-9 mins (8-9 buses /hr)	Every 5-9 mins (8-9 buses /hr)	Every 4-8 min (10 buses /hr)	24 hr service
38	Clapton - Victoria	Every 2-6 mins (15 buses /hr)	Every 2-6 mins (15 buses /hr)	Every 2-6 mins (15 buses /hr)	
55	Oxford Circus - Leyton	Every 5-8 mins (9 buses /hr)	Every 8-11 min (6-7 buses /hr)	Every 8-11 min (6-7 buses /hr)	
59	King's Cross – Streatham Hill	Every 4-8 mins (10 buses /hr)	Every 6-10 mins (7-8 buses /hr)	Every 10-12 min (5-6 buses /hr)	
68	Euston – West Norwood	Every 6-10 mins (7-8 buses /hr)	Every 7-11 mins (6-7 buses /hr)	Every 9-13 mins (5 buses /hr)	
91	Crouch End – Trafalgar Square	Every 6-10 mins (7-8 buses /hr)	Every 7-10 mins (7 buses /hr)	Every 7-11 mins (6-7 buses /hr)	
168	Hampstead Heath – Old Kent Road	Every 5-8 mins (9 buses /hr)	Every 6-10 mins (7-8 buses /hr)	Every 8-12 min (5-6 buses /hr)	
171	Bellingham	Every 8-12 min (6 buses /hr)	Every 7-10 mins (7 buses /hr)	Every 10-14 min (5 buses /hr)	
188	North Greenwich – Russell Square	Every 7-9 mins (7-8 buses /hr)	Every 7-9 mins (7-8 buses /hr)	Every 10-14 min (5 buses /hr)	24 hr
242	Homerton Hospital - Tottenham Court Road	Every 6-9 mins (8 buses /hr)	Every 5-8 mins (9 buses /hr)	Every 7-11 mins (6-7 buses /hr)	24 hr service
243	Waterloo – Wood Green	Every 5-8 mins (9 buses /hr)	Every 7-11 mins (6-7 buses /hr)	Every 9-12 min (5-6 buses /hr)	24 hr service
521	London bridge - Waterloo	Every 10 min (6 buses /hr)	No service	No service	
X68	Russell Square – West Croydon	3 buses an hour (AM peak in one direction, PM peak in the other direction)	No service	No service	
Total		125	105	90	

Table 1 – Bus Service Frequency in the Vicinity of the Proposed Development

4.5 ACCESS BY UNDERGROUND

The site is located approximately 100m from Holborn Station, which is served by the Central and Piccadilly Lines on the London Underground network. The Central line provides east-west connections every 2 minutes for central London destinations during the weekday peak hours. The Piccadilly line provides north-south connections every 2-3 minutes for central London destinations during the weekday peak hours, while both lines connect into the wider Underground network.

It is noted that while you cannot take standard bicycles on these services, Brompton and folding-style bicycles are acceptable (once folded), which could encourage the use of the two modes.

4.6 ACCESS BY RAIL

Farringdon railway station is located approximately 1.3km from the proposed development, about a 15 minute walk. The station is both an Underground and connected National Rail station, serving the Circle, Hammersmith & City, and Metropolitan lines.

The station is served by a number of services, including:

- Sutton to Luton;
- Sevenoaks to West Hampstead Thameslink; and
- Three Bridges to Bedford.

The station is anticipated to become a major interchange station on the completion of Thameslink and Crossrail, both of which will serve the station.

Figure 11 – Farringdon Railway Station



4.7 CONCLUSION

In summary, the proposed development site is located in a highly accessible location in Camden, enabling commuters to make use of the existing public transport links and pedestrian / cycle routes. The site is well connected to London and the wider area by bus, underground and rail networks.

The proposed development is therefore compliant with the key objectives noted within current national and local policy. There are various sustainable and active transport choices available for commuters and visitors to the site, which reduces the need for people to travel by private car.


PTAL ASSESSMENT

wsp

5 PTAL ASSESSMENT

5.1 INTRODUCTION

This section seeks to analyse how effectively the proposed development is served by public transport. TfL refers to this analysis as 'connectivity assessment' to avoid confusion with accessibility assessments.

5.2 PTAL

In London, The most widely recognised way to measure connectivity to the public transport network in London is by using Public Transport Access Level (PTAL) indicators. The PTAL value combines information about how close public transport services are to a site and how frequent these services are. The highest level of connectivity has a PTAL of 6b and the lowest has a PTAL of 0. For the policies in the London Plan, it is important to use connectivity indicators like PTAL because sites with better connectivity provide opportunities for development at higher densities and for sustainable development that reduces the need to travel by car.

TfL introduced a new PTAL checking service in 2015 called WebCAT, a web-based connectivity assessment toolkit which allows users to search for a specific location and view a PTAL map for the area around that location.

5.3 THE PTAL PROCESS

Despite the change in interface, the method used to calculate PTAL remains the same and involves a number of stages, each of which are outlined below:

Defining the Point of Interest [POI]

The exact location of a POI may have a considerable influence on its PTAL score. WebCAT uses postcodes or coordinates as the POI, and in this instance, the postcode of the proposed development has been used.

Calculation of the Walk Access Time

The walk access time is the time taken to travel from a POI to a public transport service access point [SAP]. SAPs generally represent a group of points, for example, all rail services from a station will be allocated a single SAP, generally at the station entrance, as would a pair of bus stops on the road. The walk access time from a POI to a SAP is calculated by measuring the distance between the two points and converted to a measure of time using an average walking speed of 4.8kph.

Walk access times are governed by a number of parameters. The maximum walk time to a bus stop is 8 minutes (640 metres) and the maximum distance to a train or underground stop is 12 minutes (960 metres). Any SAPs which fall outside these thresholds cannot be included within the PTAL calculation.

Identify Valid Routes

The next stage is to identify those routes serving each SAP that fall within the thresholds stated above. The validity of routes is governed by a number of factors:

- In general, service frequency data should be used for the period 08:15 to 09:15.
- For each POI, a route can only be considered once (i.e. if a route calls at two points within the POI threshold, only the nearest point may be considered).
- If a route has different 'run patterns', then they can be considered as individual routes.
- Where routes are bi-directional, the direction with the highest frequency shall be included in the PTAL assessment.
- For train services to be included in a PTAL assessment, they must call at least two stations within the Greater London boundary.

Calculating Total Access Time

The service waiting time [SWT] is the average time a passenger will have to wait for a service from the time they arrive at the SAP. Passengers are assumed to arrive at random and therefore the SWT is taken to be half the service headway.

The reliability of all public transport services can be affected by a number of factors. For these reasons, a reliability factor is added to the SWT. In the case of bus services this factor is 2, for rail services (including underground) it is 0.75.

The combined SWT and reliability factors give the average waiting time.

The total access time [TAT] is calculated by the addition of the average waiting time to the walk time.

Calculating Equivalent Doorstep Frequency

The Equivalent Doorstep Frequency [EDF] is a further calculation, which treats all services as if they operate from the defined POI. The TAT is assumed to be an overall headway if all services included in the calculation operate from the same point, on the "doorstep" of the site. Therefore the calculation for the EDF is:

EDF = 0.5*(60 / TAT)

Calculating Public Transport Accessibility Level

Before calculating the Public Transport Accessibility Index [PTAI] a number of additional factors must be considered:

- routes often travel in parallel along key corridors so the range of destinations and frequency of services are likely to be less than suggested by the number of routes in the calculation;
- passengers often have to change services to reach their final destination, adding delays to the journey;
- to take account of this, the most accessible or dominant route for each mode is given a weighting of 1, whilst all others are given a weighting of 0.5. This halves the EDF for these services and as a result compensates for the above factors; and
- the accessibility index for a single mode is calculated by adding the EDF of the highest route to the sum of the EDF's for other routes multiplied by 0.5.

The total score allocated to each of the accessibility indices for each mode gives the public transport accessibility index (PTAI). These indices are then allocated a PTAL rating by finding the band in which the PTAI falls from Tabkle 2, below.

PTAL	Range of PTAI Index	Description
1a (Low)	0.01 – 2.50	Very Poor
1b	2.51 - 5.00	Very Poor
2	5.01 – 10.00	Poor
3	10.01 – 15.00	Moderate
4	15.01 – 20.00	Good
5	20.01 – 25.00	Very Good
6a	25.01 - 40.00	Excellent
6b (High)	40.01 +	Excellent

Table 2 – PTAL Assessment Levels

vsp

5.4 PROPOSED DEVELOPMENT PTAL INDICATOR

To identify the PTAL score for the existing site, Transport for London's online PTAL mapping tool, WebCAT, has been used. The outputs are illustrated in Figure 12, below.



Figure 12 – PTAL Map

The map illustrates that the site has an PTAL rating of 6b, which is classified as *Excellent*. The area surrounding the store has PTAL ratings of 6b and 6a, which are both *Excellent*. This supports the findings of the sustainable accessibility section as outlined in Section 4 of this TS.



TRIP GENERATION

wsp

6 TRIP GENERATION

6.1 INTRODUCTION

The purpose of this section is to provide an overview of the traffic generated by the proposed development.

6.2 PROPOSED DEVELOPMENT

The Gross Internal Area (GIA) of each element of the proposed development is summarised below:

- B1 Office Use: 2,571m²; and
- A1 Retail Use: 338m².

For the purposes of this assessment, the GIA has been assumed to be equal to the Gross Floor Area (GFA) which is referred to when searching for sites in the TRICS database. Any minor discrepancies between these figures are considered immaterial in the context of the trip generation calculations.

6.3 TRIP GENERATION

The TRICS 7.3.3 online database has been interrogated to derive sites that are comparable to the proposed development. The trip generation has been calculated for the weekday morning and evening peak hours to reflect the typical travel patterns associated with office developments. The TRICS output reports are provided in **Appendix C**.

Trip rates for offices located in Greater London and of comparable size to the proposal have been obtained from TRICS. For the retail element, trip rates for a convenience store have been calculated, based on two sites in central London. Although the sample size is low, it is considered more appropriate to select all of the available sites which best represent the central London location.

The resulting trip rates and trip generation are shown in Table 3, below.

Table 3 – Trip Generation for Proposed Development

Land Use	Floor Area	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)			
		Arr.	Dep.	Total	Arr.	Dep.	Total	
Office	2,571m²	0.231	0.056	0.287	0.128	0.295	0.423	
		6	1	7	3	8	11	
Convenience Store	338m²	1.294	1.059	2.353	0.941	1.294	2.235	
		4	4	8	3	4	8	
Total Trip C	Seneration	10	5	15	6	12	19	

The above table illustrates that the proposed development generates a relatively low number of additional vehicle trips, equating to an additional 15 and 19 total vehicle movements during the morning and evening peak hours respectively.

It should be noted that this level of vehicular trips is based solely on a TRICS assessment. As shown in this Transport Statement, the site is well located for sustainable modes, achieving the maximum PTAL value of 6b, and there is no proposed parking, nor is there any long-stay parking available in the near vicinity. Any commuters looking to use the private car would have to locate inner city parking or combine modes.



Similarly, the retail unit would be unlikely to generate any vehicular trips in the near vicinity of the proposed development, as there are limited short-stay parking opportunities in the vicinity. Furthermore, were the enduser to be a convenience store, any potential vehicular trip is likely to be a pass-by or diverted trip, rather than a new trip to the network.

Table 4, below, compares the potential vehicular trip rate of the existing use (Permission for B1 use: 1,393m² GFA) against the total proposed vehicular trips rates, using a TRICS assessment.

Land Use	Floor Area	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)			
		Arr.	Dep.	Total	Arr.	Dep.	Total	
Existing Permission	1,393m²	0.231	0.056	0.287	0.128	0.295	0.423	
		3	1	4	2	4	6	
Total Proposed Development	2,909m²	10	5	15	6	12	19	
Differ	ence	+7	+4	+11	+4	+8	+13	

Table 4 – Comparison of Existing Use Trips against Proposed

As previously discussed, it is unlikely that the proposed development will realise this level of vehicular trip generation, and it stands to reason that the existing development is similarly constrained. Nevertheless, the comparison serves to illustrate that the proposed development is likely to generate minimal levels of vehicular trips above the current permission.

It is WSP's view that this level of trip generation would not have a detrimental impact on the local highway network, and that the TRICS assessment presented is likely to be a considerable over-estimate of the likely trip generation associated with the proposed development.

7

FRAMEWORK TRAVEL PLAN

wsp

7 FRAMEWORK TRAVEL PLAN

7.1 OBJECTIVES AND TARGETS

The objectives and targets set out in this section will be based on overarching travel planning initiatives that will seek to define and influence travel patterns for future occupants of the development. As it is anticipated that the development will encompass a mixture of office and retail space, all objectives, targets and initiatives will be aimed towards all staff and visitors associated with the proposed development at no. 212-214 High Holborn.

It is intended that the Travel Plan will help to fulfil the following objectives once the development is occupied and operational:

- Present realistic sustainable travel options to all employees and provide a comprehensive description of the local transport environment;
- Minimise the possibility of travel by car to / from work for employees;
- Maximise the sustainability of trips to / from the site;
- Reduce the need for unnecessary trips by employees;
- Help improve health of employees by switching to alternative modes such as walking and cycling; and
- Accommodate those journeys that need to be made by car.

Following the initial occupation of the site this framework Travel Plan can be developed into a full Travel Plan. This will require travel surveys to be carried out in order to define a set of measures that can influence the travel patterns of the employees once they are known. A full Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendments.

7.2 TRAVEL PLAN MEASURES

7.2.1 TRAVEL PLAN COORDINATOR

After initial occupation of the building and the beginning of employment, a Travel Plan Coordinator (TPC) should be appointed for each tenancy. The TPC will be tasked with promoting the Travel Plan and acting as a point of contact for employees on travel issues as well as monitoring the success of the travel plan.

7.2.2 TRAVEL INFORMATION PACK

A travel information pack (TIP) can be prepared based on the site-specific information which is provided in the previous sections of this report, in order to present a comprehensive description of possible travel opportunities and the building design features and facilities relating to access. The TIP should be provided to future tenants for circulation amongst employees via each TPC, and it should be presented as part of the welcome package to all new employees. The TIP will need to be updated as part of the periodic updates of the travel plan.

7.2.3 ANNUAL TRAVEL SURVEY

This framework Travel Plan can be developed into a full Travel Plan after the occupation of the development and a key tool required to facilitate this is a travel survey. An employee travel survey can be conducted annually by the TPCs. This will be undertaken as a paper based / electronic exercise and staff will have a 3-week period in which to return the completed questionnaires to the TPC. It is desirable that a minimum of 85% of all employees return a completed survey pro-forma. An example survey pro-forma is enclosed as **Appendix D**. The questions and response options can be amended by the TPC as required, and the survey can be tailored to obtain responses relevant to the proposed travel plan initiatives.

The initial objective of the travel survey is to identify the employees' current travel choices. This can be used to identify any travel patterns that are not in line with the targets of the travel plan. The survey will be undertaken

annually in order to monitor any changing travel patterns and can be used to monitor the success of the travel plan.

7.2.4 FACTORS AND POSSIBLE MEASURES TO PROMOTE SUSTAINABLE TRAVEL

Measures to Discourage Access by Private Car: A number of factors which are inherent to the location of a development can discourage access by private car, including the provision of no dedicated car parking in proposed development; the site being located within the London Congestion Charging Zone; and limited and expensive on-street parking provision in the local area.

In general, the use of a private-car for commuting to / from work is rare in Central London, as the cost of parking and road charging payments make car travel unattractive for daily travel when compared to other parts of London and the United Kingdom.

Measures to Promote and Facilitate Walking: Given the sedentary nature of office work, walking to / from work for office employees is regarded as an important part of everyday activity. Encouraging walking as a primary mode of transport should be regarded as promoting healthy living as well as promoting sustainable travel.

Providing information regarding pedestrian routes and walking times to key destinations can often be enlightening for users who are not familiar with the local area. The pedestrian walking catchment map shown in Figure 3 of this report should be included in the TIP to inform employees of possible walking times from key local transport hubs and landmarks. The TIP should stress that the shower and changing facilities are not just for use by cyclists and are available to all employees.

Measures to Promote and Facilitate Cycling: The use of the bicycle as a main mode of transport has been steadily growing in London and is further promoted by an expanding cycle network and increasing awareness of safety issues. The benefits of cycling are recognised in terms of flexibility, low cost, health improvement, environmentally-friendly operation and more specifically a reduction in car borne journeys.

As described in Section 2 the proposed design provides facilities that can encourage employees to make cycling their mode choice for their journey to work. The following design features and possible measures can help to facilitate and promote cycling:

- Secured on-site cycle storage facilities;
- Travel Information Packs (TIP) will be issued to all employees, which will provide details of cycling routes and other facilities in the nearby area;
- Changing and washing facilities for employees;
- Promote events such as "National bike week"; and
- Possibility of a subsidised bike purchase scheme for employees provided by employers.

Measures to Promote and Facilitate Public Transport Use: The following measures can encourage employees to make use of public transport for their journey to the site:

- Travel Information Packs (TIP) will be issued, giving full details of public transport services and timetables for the area and information;
- In the case of the retail units, the company website and information material can include a section describing how customers can access the site via public transport; and
- Encourage participation in national events such as "In town without my car day".

Measures to Promote the Use of Motorcycles: The TIP should include a map highlighting on-street motorcycle parking bays in the local area.

wsp

7.2.5 TRAVEL PLAN CYCLE

As described in the previous section, this framework Travel Plan can be developed into a full Travel Plan once the development is operational and occupied. A full Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.

A typical travel plan cycle comprises of the components outlined in Figure 13 below.

Figure 13 - Travel Plan Cycle



7.2.6 MANAGEMENT AND COORDINATION OF TRAVEL PLAN

Overall responsibility for the Travel Plan will lie with the landlord or building manager. A TPC will be appointed for each Tenancy within six weeks occupation of the site.

The role of the TPC is primarily to drive every aspect of the Travel Plan forward and promote its contents. This includes actioning initiatives and measures, in addition to evaluating travel plan performance and regularly amending the travel plan (at its various stages) to reflect changes in circumstance or changes in strategy.

The TPC will take responsibility for all site-wide transport matters. Upon commencement of this travel plan the TPC will take on the following roles:

• Provide a point of contact and travel information for staff;

- Promote and encourage the use of alternative, more sustainable travel modes, to staff;
- Ensure that relevant information is provided to all new members of staff and that up to date information is clearly displayed on the travel plan notice boards and in the TIPs;
- Encourage businesses located within the development to publish up-to-date sustainable travel options on the company website for visitors / customers; and

Ensure that relevant information is made available to future employees and updated as necessary.



SUMMARY AND CONCLUSION

vsp

8 SUMMARY AND CONCLUSION

8.1 SUMMARY

Austringer Capital Limited has appointed WSP to prepare a TS to support an application for planning permission and listed building consent for a mixed use development at 212-214 High Holborn, located in Camden, London.

The development site is located to the south of Camden in central London, and is well placed to maximise the use of sustainable and active modes, as evidenced by the location achieving the highest possible PTAL score.

The development is car-free, maintaining the existing arrangements, while providing indoor cycle parking above Camden Council's requirements, as well as lockers and showering facilities.

The development has been shown to be in accordance with all local, national and regional policy.

From the trip generation calculations undertaken in Section 6, it is anticipated that 15 and 19 total trips will be generated by the proposed development during the morning and evening peak hours respectively. This level of vehicular trips is anticipated to have an imperceptible impact on the Local Highway Network.

The implementation of a robust Travel Plan will further promote modal shift and ensure the sustainable operation of the development as a car-free site.

8.2 CONCLUSION

It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transport-related reasons upon which a refusal of the planning application for these proposals would be justified.

Appendix A

1150

SITE LAYOUT PLANS

This drawing is subject to copyright and is not to be reproduced in part or whole without approval. Do not scale this drawing - check all dimensions on site .

Health & Safety Notes

 Contractor must ensure that all work on site is carried out in a safe & satisfactory manner, in accordance with Health & Safety At Work Act 1974, COSHH Regulations 2002 & requirements of C.D.M







Rov	Description								Date
Cassidy ⁺ Ashton			Client Austringer Capital Ltd	Drawing Title LOCATION PLAN			Date		
	www.cassidyashton	.co.uk	Desirat	Drawn by	ΗK	Checked I	by ND	Date 2	7.10.2016
Architecture + Building Surveying + Town Planning		own Planning		Status	PL/	ANNING	Scale @ A4		1:1250
7 Ea 10 H Ches	st Cliff, Preston, Lancashire, PR1 3JE unters Walk, Canal Street, iter, CH1 4EB	01772 258 356 01244 402 900	PROPOSED OFFICES	Job no. 8918	D	wg.no.	L01		Rev.







This drawing is subject to copyright and is not to be reproduced in part or whole without approval. Do not scale this drawing - check all dimensions on site .

Health & Safety Notes

 Contractor must ensure that all work on site is carried out in a safe & satisfactory manner, in accordance with Health & Safety At Work Act 1974, COSHH Regulations 2002 & requirements of C.D.M

G 212-214 High Holborn GROUND LEVEL PLAN



Schedule of Accommodation

Level	GIA m2 (ft2)	Nett m2 (ft2)				
Basement	344 (3,703)	240 (2,583)	Drawing Title			
Ground	370 (3,983)	205 (2,207)	Propose	ed G	round	Level
Mezzanine	395 (4,252)	239 (2,573)				
1st	395 (4,252)	303 (3,261)	Drawn by	JP	Checked by	ND
2nd	395 (4,252)	249 (2,680)	Status	PL/	ANNING	Scale @ A1
3rd	396 (4,263)	275 (2,960)	Job no.	Dwg	j.no.	
4th	307(3,305)	221 (2,379)	8918		P	212
5th	307(3,305)	221 (2,379)				
Total	2,909 (31,312)	1,953 (21,022)	Cas	si	dvt	-
NOTE:					A A	sht
EXISTING SUR	VEY CARRIED OUT BY	CTES.	Architectur	e + Bı	uilding Su	irveying
EXISTING AND	PROPOSED PLANS AN	ID ELEVATIONS.	7 East Cliff, Pres 10 Hunters Walk,	ston, La , Canal S	incashire, PF Street, Cheste	R1 3JE er, CH1 4EB

A	Revised Layo	ut				(09/01/2018
P1	First Issue					2	21/04/201
Rev.	Description					[Date
Α	ustring	ger	Capital	Ltd			
Proj 2*	ect 12-214	Hig	h Holb	orn			
Drav P	ving Title	ed G	fround	Level	Plar	1	
Drav	wn by	JP	Checked by	ND	Date	21.04	.2017
Stat	us	PL	ANNING	Scale @ A1			1:50
Job	no.	Dw	g.no.			Rev.	
8	918		F	212			4
(י פר	si	dvt	-			C+
	Jas		A A	.sht		n I	

01772 258 356 01244 402 900

This drawing is subject to copyright and is not to be reproduced in part or whole without approval. Do not scale this drawing - check all dimensions on site .

Health & Safety Notes

1. Contractor must ensure that all work on site is carried out in a safe & satisfactory manner, in accordance with Health & Safety At Work Act 1974, COSHH Regulations 2002 & requirements of C.D.M



212-214 HIGH HOLBORN





			В	Section Revised			20/04/2018
			A	Revised Layout Refle	ected in Section		09/01/2018
			P1	First Issue			21/04/2017
			Rev.	Description			Date
			A	ustringer	^r Capita	l Ltd	
Schedule of	of Accommodatio	n	Proj	^{ect} 12₋214 Hi	ah Holk	orn	
Level	GIA m2 (ft2)	Nett m2 (ft2)		12-21411	gii iioir	John	
Basement	344 (3,703)	240 (2,583)					
Ground	370 (3,983)	205 (2,207)	Drav P	roposed	Section		
Mezzanine	395 (4,252)	239 (2,573)					
1st	395 (4,252)	303 (3,261)			_		
2nd	395 (4,252)	249 (2,680)	Drav	wn by Jł	Checked by	ND Date	21.04.2017
3rd	396 (4,263)	275 (2,960)	Stat Job	no.	Dwa.no.	Scale @ A1	1:100 Rev.
4th	307(3,305)	221 (2,379)	8	918		P22	В
5th	307(3,305)	221 (2,379)					
Total	2,909 (31,312)	1,953 (21,022)	\mathbf{C}	lass	idv.	F.	C+5
NOTE:					'A	shto	n 🖆
EXISTING SURVEY CARRIED OUT BY CTES.			Ar	chitecture +	Building S	urveying + To	wn Planning
ACCURATE SU EXISTING AND	IRVEY DATA HAS BEEN D PROPOSED PLANS AN	USED IN PRODUCING	7 E 10	ast Cliff, Preston Hunters Walk, Can	, Lancashire, P nal Street, Ches	R1 3JE ter, CH1 4EB	01772 258 356 01244 402 900

Appendix B

WALKING & CYCLING ISOCHRONES





Appendix C

TRICS OUTPUT REPORTS

Calculation Reference: AUDIT-305903-161212-1220

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 02 - EMPLOYMENT Land Use Category : A - OFFICE VEHIČLES

Selected regions and areas: 01

GREA	TER LONDON	
CI	CITY OF LONDON	2 days
CN	CAMDEN	1 days
MR	MERTON	1 days
SK	SOUTHWARK	1 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 4062 (units: sqm)
Range Selected by User:	1000 to 5000 (units: sqm)

Public Transport Provision: Selection by:

. . . .

Include all surveys

Date Range: 01/01/08 to 16/11/15

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.

1 days
1 days
3 days
1 days

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

Selected survey types:	
Manual count	6 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
Edge of 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	2
Built-Up Zone	3
High Street	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:

B1

6 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®.

1 days
1 days
4 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	5 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	3 days
0.6 to 1.0	3 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

6 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 50 CANNON STREET CITY OF LONDON BANK Town Centre		CITY OF LONDON
2	Built-Up Zone Total Gross floor area: Survey date: WEDNESDAY CI-02-A-03 OFFICES MONUMENT STREET MONUMENT	1386 sqm 21/10/09	Survey Type: MANUAL CITY OF LONDON
3	CTTY OF LONDON Town Centre Commercial Zone Total Gross floor area: Survey date: FRIDAY CN-02-A-01 OFFICES ELY PLACE	1951 sqm 29/11/13	Survey Type: MANUAL CAMDEN
4	HOLBORN CIRCUS HOLBORN Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY MR-02-A-01 OFFICE	4062 sqm 23/10/08	Survey Type: MANUAL MERTON
5	WIMBLEDON Edge of Town Centre High Street Total Gross floor area: Survey date: THURSDAY SK-02-A-02 OFFICES	1548 sqm 10/09/09	Survey Type: MANUAL SOUTHWARK
-	ST OLAV'S COURT ROTHERHITHE Edge of Town Centre Commercial Zone Total Gross floor area: Survey date: MONDAY	2371 sqm 20/10/08	Survey Type: MANUAL
6	WH-02-A-02 OFFICES BATTERSEA PARK ROAD BATTERSEA Town Centre Built-Up Zone Total Gross floor area:	1215 sam	WANDSWORTH
	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.

Monday 12/12/16 Page 4 Licence No: 305903

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	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 - 08:00	6	2089	0.128	6	2089	0.040	6	2089	0.168
08:00 - 09:00	6	2089	0.231	6	2089	0.056	6	2089	0.287
09:00 - 10:00	6	2089	0.271	6	2089	0.056	6	2089	0.327
10:00 - 11:00	6	2089	0.160	6	2089	0.136	6	2089	0.296
11:00 - 12:00	6	2089	0.160	6	2089	0.152	6	2089	0.312
12:00 - 13:00	6	2089	0.136	6	2089	0.152	6	2089	0.288
13:00 - 14:00	6	2089	0.096	6	2089	0.152	6	2089	0.248
14:00 - 15:00	6	2089	0.176	6	2089	0.128	6	2089	0.304
15:00 - 16:00	6	2089	0.072	6	2089	0.104	6	2089	0.176
16:00 - 17:00	6	2089	0.120	6	2089	0.136	6	2089	0.256
17:00 - 18:00	6	2089	0.128	6	2089	0.295	6	2089	0.423
18:00 - 19:00	6	2089	0.064	6	2089	0.255	6	2089	0.319
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.742			1.662			3.404

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

1215 - 4062 (units: sqm)
01/01/08 - 16/11/15
6
0
0
0
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.

Queen Str	eet	Manch		ID Rates					mendaj	Page 1
			iester						Licence	e No: 305903
							Calculation	Reference: Al	JDIT-305903-	161212-1223
IP RAIE	CALCI	JLATI	ON SELECT	FION PARA	METERS	:				
nd Use	: 01 -	RETAI	(L							
egory	: 0 -	CONVE	NIENCE ST	ORE						
ected regio	ons an	d areas	<u>):</u>							
GREA KN	ER LO		N N AND CHFI	I SFA		1 days				
WE	WEST	MINST	ER			1 days				
s section c	lisplay	s the n	umber of su	urvey days p	er TRICS	® sub-regio	n in the selected	set		
tering Sta	ige 2	select	ion:							
s data disp	olays ti n the	he chos	sen trip rate	e parameter	and its se	lected range	e. Only sites that t	fall within the	parameter rar	nge
	in the									
ameter:			Gross floc	or area	m)					
nge Selecte	ed by I	Jser:	120 to 55	0 (units: sqi 0 (units: sqi	n)					
olic Transp	ort Pro	ovision:								
ection by:						Include all s	surveys			
te Range:		01/01	/08 to 16/1	11/15						
s data disp luded in th	olays ti e trip	he rang rate ca	je of survey Iculation.	/ dates selec	ted. Only	surveys tha	t were conducted	within this da	te range are	
ected surv	ev dav	/S:								
nday					1 days					
esday					1 days					
s data disp	olays t	he num	ber of selec	cted surveys	by day of	the week.				
ected surv	ey typ	es:								
nual count					2 days					
ectional A	Ο ΟΟΙ	Int			0 days					
s data disp	lays t	he num	ber of man	ual classified	d surveys	and the nur	nber of unclassifie	ed ATC survey	s, the total ad	lding
dertaking u	ising r	nachine	es.	T the selecte	u set. Mai	iuai sui veys		using starr, wr	IIIST ATC SUIVE	eys are
	tions									
ented Long	10113.				2					
	ected regic GREAT KN WE s section d tering Sta s data disp included i rameter: ual Range: included in th ection by: te Range: s data disp ection by: te Range: s data disp luded in th ected surve nday esday s data disp ected surve nual count ectional AT s data disp to the ovel dertaking u	ad Use : 01- tegory : 0 - EHICLES ected regions an GREATER LO KN KENSI WE WEST is section displays tering Stage 2 is data displays the included in the fright exampter: rameter: rameter: rameter: rameter: rameter: rameter: rameter: te Range: is data displays the luded in the trip ected survey day nday esday is data displays the ected survey typenual count ectional ATC Count is data displays the count of the overall number the formal of the is data displays the ected survey typenual count ectional ATC Count is data displays the to the overall number the overall nu	ad Use : UT - RETAI legory : O - CONVE EHICLES GREATER LONDOI KN KENSINGTON WE WESTMINST s section displays the nu tering Stage 2 select s data displays the chose included in the trip rate rameter: ual Range: nge Selected by User: <u>blic Transport Provision:</u> ection by: te Range: 01/01 s data displays the rang luded in the trip rate ca <u>ected survey days:</u> nday esday s data displays the num <u>ected survey types:</u> nual count ectional ATC Count s data displays the num to the overall number c dertaking using machine	ad Use : 01 - RETAIL tegory : O - CONVENIENCE ST EHTCLES ected regions and areas: GREATER LONDON KN KENSINGTON AND CHEI WE WESTMINSTER is section displays the number of su tering Stage 2 selection: is data displays the chosen trip rate included in the trip rate calculation rameter: Gross floo rameter: Gross floo rameter: 120 to 55 olic Transport Provision: ection by: te Range: 01/01/08 to 16/1 is data displays the range of survey luded in the trip rate calculation. ected survey days: nday esday is data displays the number of select ectional ATC Count is data displays the number of man to the overall number of surveys in dertaking using machines.	a Use : 01 - RETAIL tegory : O - CONVENIENCE STORE CHICLES ected regions and areas: GREATER LONDON KN KENSINGTON AND CHELSEA WE WESTMINSTER s section displays the number of survey days p tering Stage 2 selection: s data displays the chosen trip rate parameter included in the trip rate calculation. ameter: Gross floor area ual Range: 300 to 550 (units: squ nge Selected by User: 120 to 550 (units: squ plic Transport Provision: ection by: te Range: 01/01/08 to 16/11/15 s data displays the range of survey dates selected luded in the trip rate calculation. ected survey days: nday esday s data displays the number of selected surveys ected survey types: nual count ectional ATC Count s data displays the number of manual classified to the overall number of surveys in the selected dertaking using machines.	to Use :: 01 - RETAIL tegory :: 0 - CONVENIENCE STORE I-HICLES ected regions and areas: GREATER LONDON KN KENSINGTON AND CHELSEA WE WESTMINSTER s section displays the number of survey days per TRICS tering Stage 2 selection: s data displays the chosen trip rate parameter and its set included in the trip rate calculation. rameter: Gross floor area ual Range: 300 to 550 (units: sqm) nge Selected by User: 120 to 550 (units: sqm) nge Selected by User: 120 to 550 (units: sqm) olic Transport Provision: ection by: te Range: 01/01/08 to 16/11/15 s data displays the range of survey dates selected. Only luded in the trip rate calculation. ected survey days: nday nday 1 days s data displays the number of selected surveys by day of ected survey types: nual count 2 days ectional ATC Count 0 days s data displays the number of manual classified surveys to the overall number of surveys in the selected set. Mar dertaking using machines.	to Use :: 01 - RETAIL tegory :: 0 - CONVENIENCE STORE HICLES ected regions and areas: GREATER LONDON KN KENSINGTON AND CHELSEA 1 days we WESTMINSTER 1 days s section displays the number of survey days per TRICS® sub-regio tering Stage 2 selection: s data displays the chosen trip rate parameter and its selected range included in the trip rate calculation. ameter: Gross floor area ual Range: 300 to 550 (units: sqm) nge Selected by User: 120 to 550 (units: sqm) nge Selected by User: 120 to 550 (units: sqm) nge Selected by User: 120 to 550 (units: sqm) s data displays the range of survey dates selected. Only surveys that luded in the trip rate calculation. ected survey days: mday 1 days nday 1 days s data displays the number of selected surveys by day of the week. ected survey types: nual count 2 days s data displays the number of selected surveys by day of the week. ected survey types: nual count 2 days s data displays the number of manual classified surveys and the nur to the overall number of surveys in the selected set. Manual surveys dertaking using machines.	In Use III OF RETAIL regory III OF RETAIL GREATER LONDON KN KENSINGTON AND CHELSEA INTER 1 days s section displays the number of survey days per TRICS® sub-region in the selected stering Stage 2 selection: s data displays the chosen trip rate parameter and its selected range. Only sites that finduded in the trip rate calculation. ameter: Gross floor area ual Range: 300 to 550 (units: sqm) nge Selected by User: 120 to 550 (units: sqm) nge Selected by User: 120 to 550 (units: sqm) nge Selected by User: 101/01/08 to 16/11/15 s data displays the range of survey dates selected. Only surveys that were conducted luded in the trip rate calculation. ected survey days: ndays nday 1 days s data displays the number of selected surveys by day of the week. ected survey types: 1 days nual count 2 days s data displays the number of manual classified surveys and the number of unclassified to the overall number of surveys in the selected set. Manual surveys are undertaken to the trip rate indertaken to the trip rate calculation.	ad USB : 01 - RELAIL regory : 0 - CONVENIENCE STORE :HICLES GREATER LONDON KN KENSINGTON AND CHELSEA 1 days we WESTMINSTER 1 days s section displays the number of survey days per TRICS® sub-region in the selected set tering Stage 2 selection: s s data displays the chosen trip rate parameter and its selected range. Only sites that fall within the included in the trip rate calculation. 'ameter: Gross floor area ual Range: 300 to 550 (units: sqm) geselected by User: 120 to 550 (units: sqm) olic Transport Provision: Include all surveys ter Range: 01/01/08 to 16/11/15 s data displays the range of survey dates selected. Only surveys that were conducted within this da luded in the trip rate calculation. ected survey days: mday 1 days s data displays the number of selected surveys by day of the week. ected survey types: mday 1 days s data displays the number of selected surveys by day of the week. ected survey types: maid 2 days s data displays the number of manual classified surveys and the number of unclassified ATC survey to the overall nu	In USE I: UI - RETAIL GREATER LONDON KN KENSINGTON AND CHELSEA 1 days WE WESTMINSTER 1 days s section displays the number of survey days per TRICS® sub-region in the selected set tering Stage 2 selection: s data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter rate included in the trip rate calculation. armeter: Gross floor area ual Range: 300 to 550 (units: sqm) nge Selected by User: 120 to 550 (units: sqm) nge Selected by User: 120 to 550 (units: sqm) blic Transport Provision: ection by: Include all surveys te Range: 01/01/08 to 16/11/15 s data displays the range of survey dates selected. Only surveys that were conducted within this date range are luded in the trip rate calculation. ected survey days: nday 1 days s data displays the number of selected surveys by day of the week. ected survey types: nual count 2 days s data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total ad to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys terken using machines.

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.

TRICS 7.3.3 240916 B17.41 (C) 2016 TRICS Cons	sortium Ltd	Monday 12/12/16
Convenience Store Weekday Average Trip Rates	8	Page 2
Mouchel Queen Street Manchester		Licence No: 305903
Filtering Stage 3 selection:		
Use Class:		
A1	2 days	
This data displays the number of surveys per l has been used for this purpose, which can be	Jse Class classification within the selected set. T found within the Library module of TRICS®.	he Use Classes Order 2005
Population within 1 mile:		
50,001 to 100,000	1 days	
100,001 or More	1 days	
This data displays the number of selected surv	eys within stated 1-mile radii of population.	
Population within 5 miles:		
500,001 or More	2 days	
This data displays the number of selected surv	eys within stated 5-mile radii of population.	
Car ownership within 5 miles:		
0.5 or Less	1 days	
0.6 to 1.0	1 days	
This data displays the number of selected surv within a radius of 5-miles of selected survey si	reys within stated ranges of average cars owned tes.	l per residential dwelling,
Petrol filling station		
Included in the survey count	0 days	
Excluded from count or no filling station	2 days	
This data displays the number of surveys within	in the selected set that include petrol filling stati	ion activity, and the number

of surveys that do not. <u>Travel Plan:</u> 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.

TRICS 7.3.	3 240916 B17.41 (C) 2016 TRICS Consortiur	Monday 12/12/	16		
Conveniend	ce Store Weekday Average Trip Rates	Page 3			
Mouchel (Queen Street Manchester		Licence No: 3059	03	
<u>LIST</u>	OF SITES relevant to selection parameters				
1	KN-01-O-01 SAINSBURY'S LOCAL		KENSINGTON AND CHELSEA		
	QUEENSWAY				
	5.0.000.755				
	BAYSWATER				
	Town Centre				
	Built-Up Zone				
	Total Gross floor area:	300 sqm	· · · · · · · · · · · · · · · · · · ·		
	Survey date: MONDAY	22/06/15	Survey Type: MANUAL		
2	WE-01-0-01 SAINSBURY'S LOCAL	-	WESTMINSTER		
	MORTIMER STREET				
	Town Contro				
	Puilt Un Zono				
	Total Cross floor groot	EEO cam			
		22/04/1E	Survey Type, MANUA		
	Survey date: TUESDAY	23/00/15	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.

Monday 12/12/16 Page 4 Licence No: 305903

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	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 - 08:00	2	425	1.059	2	425	0.588	2	425	1.647
08:00 - 09:00	2	425	1.294	2	425	1.059	2	425	2.353
09:00 - 10:00	2	425	1.412	2	425	1.412	2	425	2.824
10:00 - 11:00	2	425	1.882	2	425	1.176	2	425	3.058
11:00 - 12:00	2	425	1.294	2	425	0.941	2	425	2.235
12:00 - 13:00	2	425	0.824	2	425	1.412	2	425	2.236
13:00 - 14:00	2	425	0.353	2	425	0.824	2	425	1.177
14:00 - 15:00	2	425	0.235	2	425	0.471	2	425	0.706
15:00 - 16:00	2	425	0.588	2	425	0.353	2	425	0.941
16:00 - 17:00	2	425	1.647	2	425	0.941	2	425	2.588
17:00 - 18:00	2	425	0.941	2	425	1.294	2	425	2.235
18:00 - 19:00	2	425	1.059	2	425	1.529	2	425	2.588
19:00 - 20:00	2	425	0.588	2	425	0.588	2	425	1.176
20:00 - 21:00	2	425	2.235	2	425	2.706	2	425	4.941
21:00 - 22:00	2	425	0.941	2	425	0.706	2	425	1.647
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.352			16.000			32.352

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:	300 - 550 (units: sqm)
Survey date date range:	01/01/08 - 16/11/15
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.
Appendix D

TRAVEL SURVEY PRO-FORMA

116

Staff Travel Survey

We are asking all staff to complete this survey about how they travel to and from work. Your answers will help us to develop our Travel Plan, identify measures to reduce traffic and make it easier and safer for staff to walk, cycle and car share to their workplace.

1. Name of your home town or village:

Postcode:

Work Pattern

2. How far do you estimate that your journey to work is (one way)?

Less than 1 mile	1 – 2 miles	3 – 5 miles	
6 – 10 miles	11 – 20 miles	21 – 30 miles	
Over 30 miles 🛛			

3. What time do you normally arrive at work? (please tick one answer)

Before 0730	0730 – 0744	0745 – 0759	0800 – 0814	
0815 – 0829	0830 – 0844	0845 – 0859	0900 – 0914	
0915 – 0929	0930 or later			

4. What time do you normally leave work? (please tick one answer)

Before 1600	1600 – 1614	1615 – 1629	1630 – 1644	
1645 – 1659	1700 – 1714	1715 – 1729	1730 – 1744	
1745 – 1759	1800 or later			

Your usual travel pattern

5. Please indicate the number of days per week that you travel to work by the following modes of transport during a usual working week.

Mode	Number of days per week (0,1,2,3,4,5)
Car (as single occupant)	
Car (as a passenger)	
Car (as a driver with others)	
Scooter/Moped/ Motorbike	
Bus	
Bicycle	
Walk	
Other please specify	

Continued.....

If you travel to work by car (otherwise go to question 12)

6. What are your main reasons for using a car to get to work? (tick all that apply)

Time savings Cost savings Disability/ Health reasons Personal safety Other (please specify):	Alternatives not available / realistic Distance travelled too far to use alternative Car needed for business travel Carer responsibilities (e.g. School run)	
Other (please specify):		

7. How many days per week do you use your car for the following ? (please tick one answer)

	Daily	2-4 days	1 day	Occasionally	Never
Lunch time trips					
Other purposes on the way to work					
Other purposes on the way home					

8. What do you consider are the main traffic problems on your way to work? (tick all that apply)

Traffic congestion on the way to/from work	
Queuing traffic to access / exit the site	
Parking problems on site	
Lack of alternatives to the car to reach the site	
Other (please specify):	

9. How long does your journey to work take? (please tick one answer)

0-15 m	ins (16 – 30 mins	31 – 60 mins	
61 – 90 m	ins [7	over 90 mins		

10. How often do you experience traffic problems that add to your overall journey times? (tick all that apply)

Most days	2 – 3 days per week 🛛 🗖
2 – 3 days per fortnight	2 – 3 days per month
Never	

11. On average how much time do these problems add to your journey time? (tick one answer)

5 – 10 mins	11 – 20 mins	
21 – 30 mins	over 30 mins	

Journey to work by non-car users (Car users go to Q13)

12. What are your main reasons for not using a car to get to work? (tick all that apply)

Health/Fitness reasons	No car availa	able	
Enjoy using the alternatives	Cost savings		
Most practical method	Avoid congestion		

Environmental concerns		Other (please specify):
------------------------	--	-------------------------

Alternatives to the car

To be filled in by all respondents. If you already use such modes which of the following improvements would you like to see? (Tick all that apply)

13. Which of the following measures would encourage you to join a car-sharing scheme?

On line access to a Car Share database]	
Preferential guaranteed car-parking spaces for registered car sharers		כ
Guaranteed transport home in the event of an emergency/		
unforeseen work requirements	כ	
Incentive when actively start to car share	כ	
Ongoing incentive to car share		כ
Other (please specify):		

14. Would you be likely to use public transport if any of the following services were provided?

More convenient bus stop / pick up points on site	
Improved shelters	
Better quality buses	
Discounted or lower bus fares	
Tickets and timetable information available from work	
Bus links between site and nearest railway station	
More frequent lunchtime shuttle bus to nearest shops / services	
Other (please specify):	

15. Would you be likely to cycle if any of these facilities were provided?

Measures to improve cycle safety along the nearby roads	
Showers / changing and locker facilities at place of work	
Discounts / loans towards the purchase of a cycle	
Improved cycle network in local area	
Training, advice or guidance on safer cycling	
Other (please specify):	

16. If you travel to work by motorcycle/moped which of the following would you like to see?

Covered parking area for motorcycles/mopeds	
Improved secure parking	
Showers / changing / storage at work	
Training, advice or guidance on safer motorcycling	

Continued.....

17. How often would you be likely to use alternative methods of travel to the car if any of the above facilities were provided?

	Daily	3-4 a	1-2 a	Occasionally	Never	Summer
		week	week			
Car Sharing						
Public						
Transport						
Cycling						
Motorcycling						

Alternative Working Practices

18. If appropriate to your responsibilities how often would be interested in taking advantage of Homeworking? (Please tick one answer)

Daily		3-4 days per week	1-2 days per week	
Occasionally		Never		
Not appropriate	e to my	responsibilities		

Travel on Business

19. During the course of your working week do you need to leave your place of work on business

20. How do you normally make this journey?

Company Pool car	Car passenge	er 🗖	Own Car	
Lease Car	Train		Bus	
Cycle	Motorcycle			

21. How often do you travel on Business by car? (tick one answer)

Daily		3-4 c	lays per week		2-3 d	lays per week 🛛 🗖	
At least we	ekly		At least mont	hly		Less than monthly	

22. How many miles do you travel by car on business each year?

Less than 501 🛛	501 – 1,000	1,001 –	3,000		
3,001 – 5,000 🗖	5,001 - 10,000		More than 10,	,000	

23. Please indicate which of the following options represent realistic alternatives to the car for business trips (Tick all that apply)

Public Transport	Pool car	Car Sharing to meetings	
Walking	Cycling	Video Conferencing	

Continued.....

About You

24.	Please enter your Team / Service / Division and Unit.										
25.	What is your grading level or equivalent?										
26.	Do you norr Full-time	nally wo	ork Flexible he Part-time	ours		Fixed	hours				
27.	What is you	r age?									
	Under 20 50-59		20-29 □ 60+ □	30)-39 🗖	40)-49 🗖				
28.	Are you?				Male		Fema	e 🗖			
29.	Are you reg	istered	disabled? Ye	es		No					
30.	How many o	cars are	there in your h	nouse	ehold?	0 🗖	1 🗖	2□	3 🗖	+3□	

Over to you

Your views are important to us. Please feel free to add any thought, comments or ideas on travel issues in the space provided or on a separate sheet of paper to be enclosed with your completed questionnaire.