ARDENT | CONSULTING ENGINEERS

SHURGARD UK LTD

B8 (SELF-STORAGE) FACILITY EXTENSION: SHURGARD, 145-147 YORK WAY, CAMDEN

TRANSPORT STATEMENT

REPORT REF. NO 196740-01

PROJECT NO. 196740

NOVEMBER 2019

B8 (SELF-STORAGE) FACILITY EXTENSION: SHURGARD, 145-147 YORK WAY, CAMDEN

TRANSPORT STATEMENT

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	1st draft for project team review	SE	DH	KM	08/11/19
-	2nd draft	SE	DH	KM	18/11/19

1.0 INTRODUCTION

1.1 Ardent Consulting Engineers (ACE) has been appointed by Shurgard UK LTD to advise on the highways/transportation and infrastructure planning/engineering aspects of the proposed extension to the existing Shurgard self-storage facility at 145-147 York Way, London, N7 9LG.

1.2 This Transport Statement (TS) has been prepared to accompany a planning application submission to the London Borough of Camden (LBC) as both planning and highway authority. It utilises survey information of an existing comparable Shurgard self-storage site from which site-specific trip rate information has been derived in order to fully assess the extension proposals at York Way, Camden.

1.3 The development proposals will see the extension of the exiting site to accommodate an additional 890sqm GEA of B8 self-storage use. There could therefore be an associated intensification in use of the site and this TS considers the operation of the site and potential uplift in trip attraction, once the new extended facility has been constructed.

1.4 This assessment has been prepared in-line with Transport for London's (TfL's) *Transport Assessment Best Practice Guidance* document, and in-line with guidance from LBC policy documents.

1.5 Following this introduction, this report is structured as follows: -

- **Section 2.0** considers the existing situation, including a summary of accessibility by all modes of transport;
- **Section 3.0** outlines the proposed extension development;
- **Section 4.0** sets out the predicted potential uplift in weekday trip attraction by mode; and
- **Section 5.0** provides a summary and conclusions.

2.0 EXISTING SITUATION

Site Location

2.1 The site is application site is located at 145-147 York Way, as shown in **Plate 2.1** below.

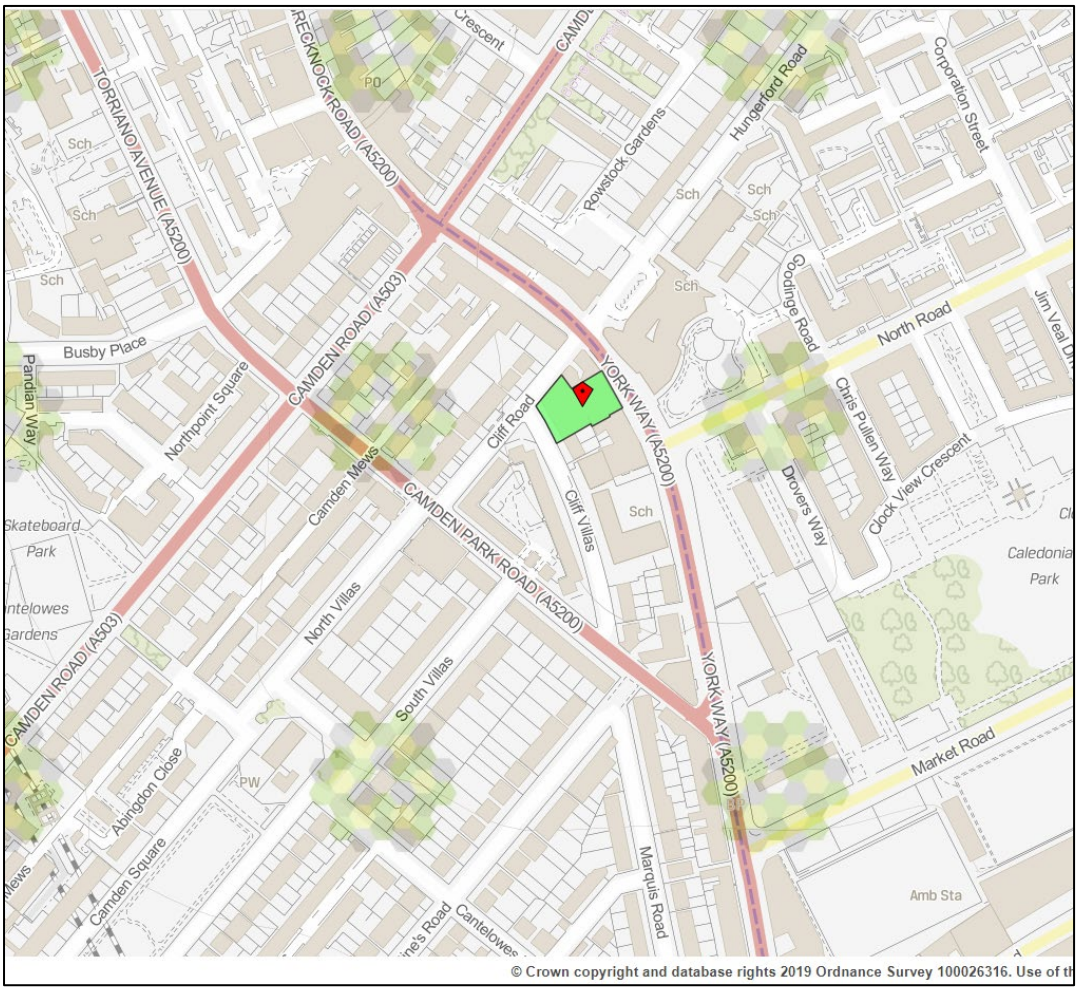


Plate 2.1: Site Location

(https://eservices.landregistry.gov.uk/)

2.2 The site operates as a self-storage facility (use Class B8) managed by Shurgard. The existing site has a total floor area of 3,675sqm GEA provided within a 6-storey building.

2.3 The site takes both vehicular and pedestrian access from York Way, with a single access point in use for access and egress.

2.4 The surrounding area is a mix of commercial office and residential development, with some local shops, cafes and restaurants to the north.

Local Highway Network

2.5 In the vicinity of the site York Way (classified A5200) is a one-way road in a southbound direction.

2.6 The overall carriageway width is around 8 metres and benefits from footways on both sides in excess of 2 metres wide. It is lit and subject to a 20mph speed limit with bus stops for through bus services provided nearby.

2.7 There are dropped kerbs / tactile paving and signalised pedestrian crossings provided locally on key desire lines to the north whilst there are also zebra crossing facilities on York Way to the south of the site.

2.8 The adjacent York Way/Cliff Road/Hungerford Road 4-arm signal junction provides access to residential areas to the north east / south west.

2.9 Approximately 150 metres to the north west of the site York Way forms the southern arm of a 4-arm signal junction with the A503 Camden Road, which extends northeast towards the A1 Holloway Road and southwest towards Camden Town.

2.10 To the south, York Way extends towards King's Cross St Pancras and the A501 Euston Road.

Cycle Provision

2.11 There are a number of cycle routes available in the vicinity, including London Cycle Network Route No.6, as shown on the extract in **Plate 2.2**.

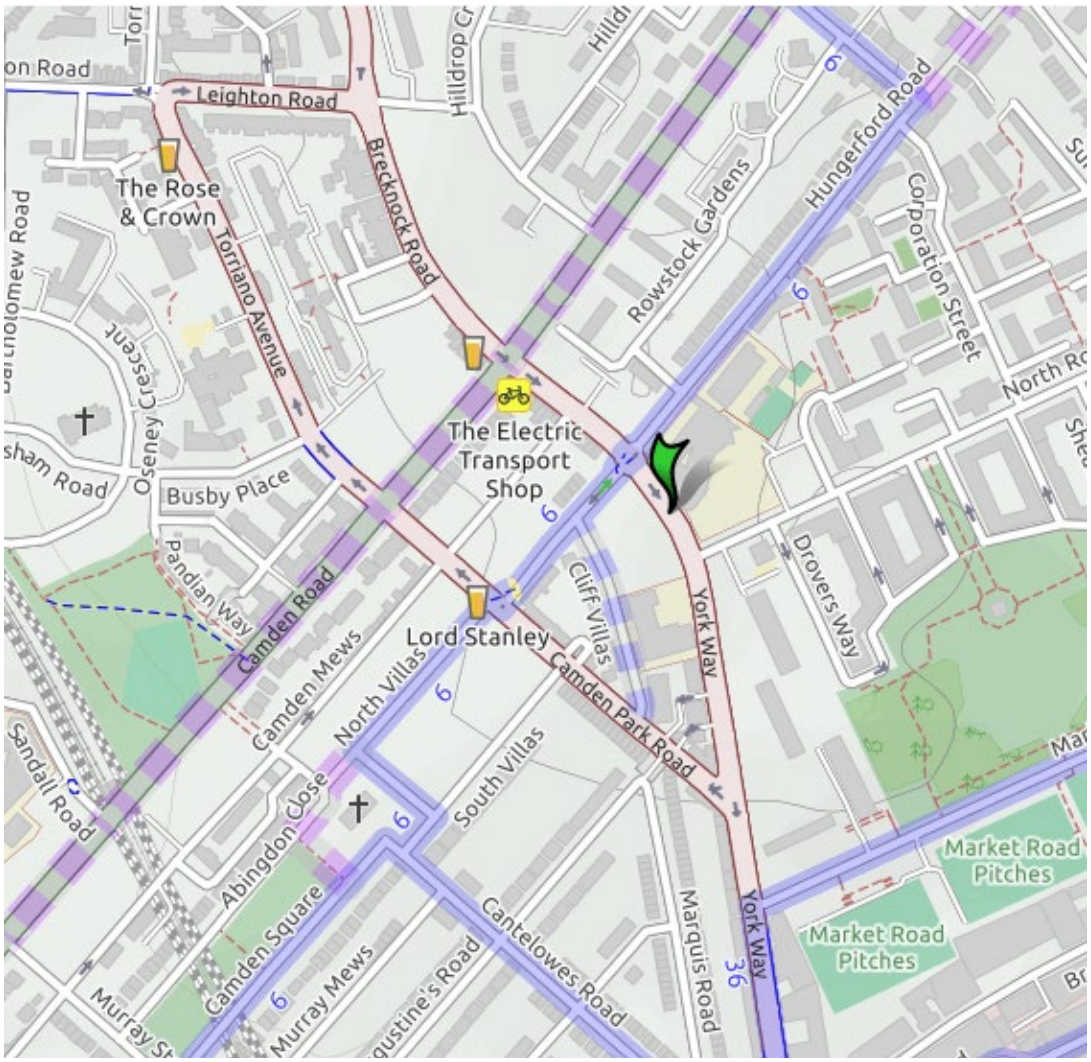


Plate 2.2: Cycle Route Plan Extract
(https://camden.cyclestreets.net/journey/)

Public Transport

2.12 A detailed Public Transport Accessibility Level (PTAL) analysis has been undertaken for the site. The full output is attached at **Appendix A**.

2.13 The results indicate that in the base year scenario the site has a PTAL 4 – 'good'. An extract of the PTAL mapping is provided in **Plate 2.3**.

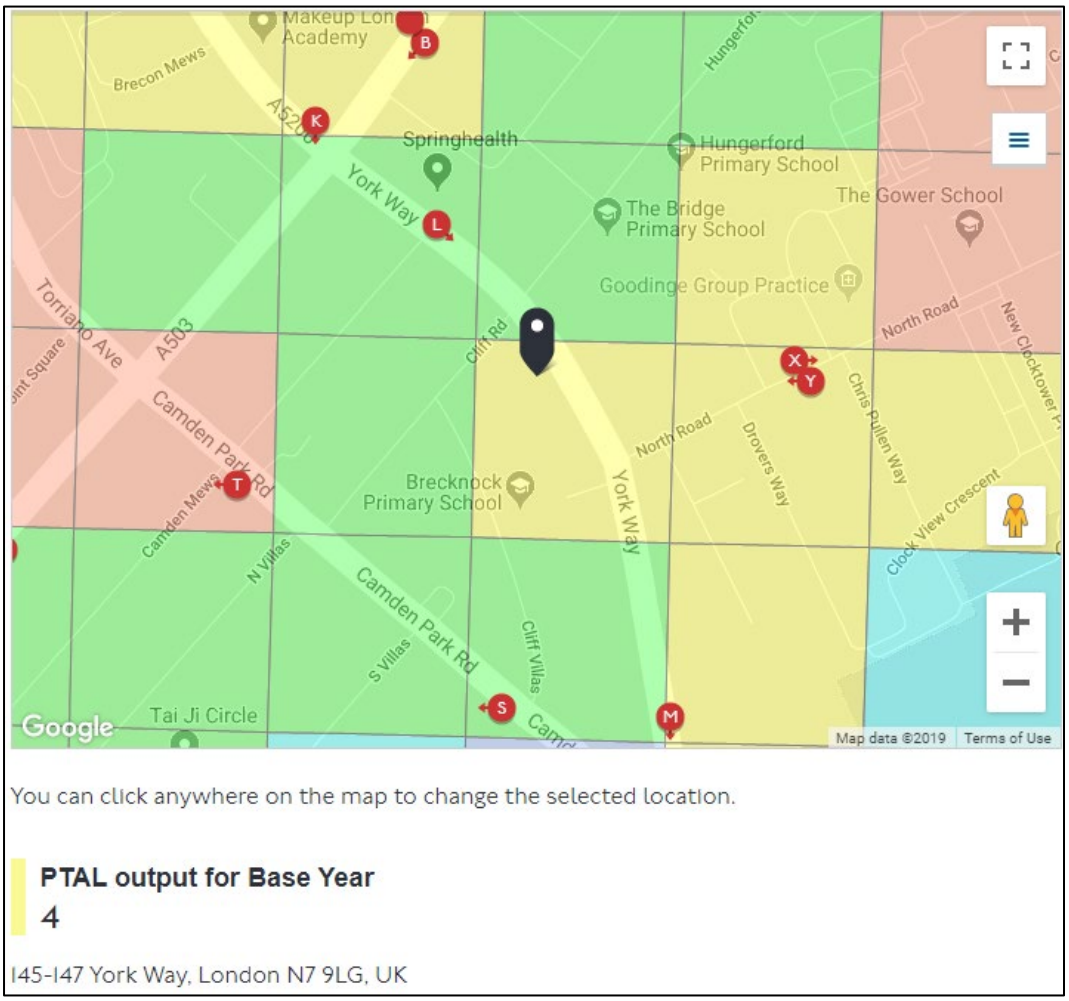


Plate 2.3: PTAL mapping extract
(https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat)

2.14 The PTAL data output included in **Appendix A** indicates the site is in close proximity to regular bus services, ensuring access to local destinations, including local residential population, and wider area travel to the centre of London. The site is also located within the recognised PTAL walk distance of 960 metres to Caledonian Road underground station, with regular services on the Piccadilly Line.

Summary

2.15 Whilst the nature of the site use will necessitate travel using a vehicle, it is considered that the site is suitably located for use of sustainable and active modes of travel to and from the site. This includes staff being able to travel to/from the site on-foot and by bicycle from the local residential areas.

2.16 The site has a PTAL score of 4 – classified as 'good', with convenient access to frequent bus services and good cycle provisions, as well as being well located for pedestrian access with good footway & crossing facilities available in the locality. There is also good opportunity to travel to / from the site via Caledonian Road Underground Station using the Piccadilly Line.

3.0 THE PROPOSED DEVELOPMENT

3.1 This application is for the extension of the self-storage facility (B8 use) at 145-147 York Way, Camden. The proposed scheme operation will largely reflect the existing arrangement at the site in terms of parking and turning within the site. The level of car parking provided reflects the operational needs of the site based on typical Shurgard site operation. The access / egress arrangement will be amended to allow for separate access and egress.

3.2 The proposed floor area of the extended site will amount to a total of 4,565sqm, provided across ground through to fifth floor levels. This amounts to a total increase of 890sqm GEA over the existing floor area (an additional +178sqm per floor between 1st floor to 5th floor levels). The proposed scheme layout plan is included in **Appendix B**.

3.3 A total of 5 car parking spaces are proposed including provision for both staff and customers. In terms of cycle parking, a total of 16 cycle parking spaces are proposed on site in accordance with the London Plan minimum standards which are as follows:

Use Class	Description of use	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
B2-B8	General industrial, storage or distribution	1 space per 500 sqm (GEA)	1 space per 1,000 sqm (GEA)

3.4 Based on the existing operation of the site which incorporates no parking for bicycles, the proposed provision represents a significant improvement in respect of encouraging greater levels of cycling.

3.5 The proposals will retain the existing pedestrian entrance from York Road. Most vehicle movements associated with the site are in association with customer vehicles including cars and light goods/vans, however, there may also need to be occasional larger

vehicles, which would serve from on-street as per the existing arrangement.

3.6 We have tested the operation of the site's vehicle access route for customer vehicles including cars and light goods / vans. As shown on **ACE Drawing Ref 196740-001** the internal layout is satisfactory to accommodate the necessary swept path manoeuvres of customer vehicles visiting the site.

3.7 Given the site can be satisfactorily accessed by vehicles anticipated to use the site, the level of on-site parking/loading provision is in-line with the anticipated operational needs for the site based upon historical demand of Shurgard self-storage sites, and in order to limit the potential for overspill parking onto the local highway network, the proposed site layout is considered appropriate to the needs of the proposed use.

3.8 Servicing/delivery and refuse collection arrangements will reflect the existing operation at the site, with a refuse collection point provided at ground floor level within close proximity to the internal access road to aid wheeling of refuse containers between the building and a waiting vehicle.

3.9 There is likely to be an imperceptible increase in servicing/delivery and refuse collection vehicles waiting on street as a result of the proposed extension and the development proposal will therefore not result in a significant impact on the operation of the local road network.

3.10 In summary, since the proposals largely reflect the existing operation of the site, there will be no significant changes from the existing operation in terms of safety, access, trips (see **Section 4.0**), parking strategy and hence, development impact will be negligible.

4.0 TRIP ATTRACTION

4.1 The proposals involve a small increase in operational floor area amounting to 890sqm, which we have adopted in order to consider potential change in trip attraction associated with the site.

4.2 We have utilised survey information of a comparable Shurgard site that is currently in operation in order to understand the potential uplift in trips on a pro rata basis, as described below. Shurgard sites are fairly typically located in similar positions relative to local populations since their location is strategically chosen to meet potential demand. Utilising survey information from another Shurgard site therefore ensures the typical travel patterns and hence demand associated with proposals are utilised in the assessment.

Proposed Site Operation – Survey Assessment: Shugard Site

4.3 In order to present a robust assessment regarding the potential uplift in trips associated with the proposed Shurgard extension development, survey results from a comparable site at 185 Freston Rd, North Kensington have been analysed. This survey was undertaken on a neutral weekday on Thursday 24th May 2018 in connection with relocation proposals of another Shurgard site, but the travel patterns from site to site are very similar owing to Shurgard sites being best suited to particular locations and users.

4.4 A report detailing the survey results and methodology of determining Shurgard-specific trip rates is attached at **Appendix C**.

4.5 A 12-hour survey period (07:00-19:00) was assessed, with circa 60 vehicle movements, and 230 pedestrian movements observed. It is anticipated that the recorded level of pedestrian movements also incorporates some public transport users that travelled by bus/train to the local area and then completed the final leg of their journey on foot.

4.6 Trip rates have been derived from the survey data by factoring the observed trips, against the 7,820sqm GFA of the surveyed Kensington store, to provide multi-modal trip rate per 100 sqm. These trip rates are summarised in **Table 4.1** below.

4.7 The trip rates shown in **Table 4.1** have been factored against the proposed +890sqm increase in floor area at the Shurgard, Camden site, to forecast the resultant 'pro rata' increase in the number of trips that could be associated with this uplift in floor area. A 'pro rata' increase in trips is unlikely to occur in reality, therefore the below assessment is considered to be robust and potentially reflects a worst case scenario.

Table 4.1: Proposed Shurgard, Camden Site Extension: Potential weekday 12-hour trip rates and associated increase in trips (source: Survey of an existing Shurgard facility)

	Weekday 12-hour period (07:00-19:00) – Two-way trips							
	Cars	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Peds**	**Cyc**
Trip Rate (per 100sqm)	0.448	0.256	0.038	0.000	0.000	0.026	2.992	0.000
Trips (+890sqm sqm - B8)	4	2	0	0	0	0	27	0

4.8 It should be noted that the survey will have grouped trips involving public transport into the pedestrian category. There will likely have been a number of trips arriving using local public transport services included within this category.

4.9 In summary, the net change in trips analysis indicates that the proposed extension of the Camden Shurgard site would result in a negligible change in trips and would not act to materially impact on the operation of the local road or public transport networks.

5.0 SUMMARY AND CONCLUSIONS

5.1 ACE have been appointed by Shurgard UK Limited to advise on the highways/transportation aspects of their site at 145-147 York Way, Camden.

5.2 This Transport Statement (TS) has been prepared in accordance with relevant guidance to accompany a planning application in respect to the Shurgard self-storage (B8 Use) facility extension proposals for their existing Camden site.

5.3 The site is within walking distance of a range of facilities and substantial residential population, as well as numerous public transport services. Whilst many site users will need to travel to/from the site using a vehicle owing to the nature of the site, a substantial number will be able to travel using sustainable modes of travel.

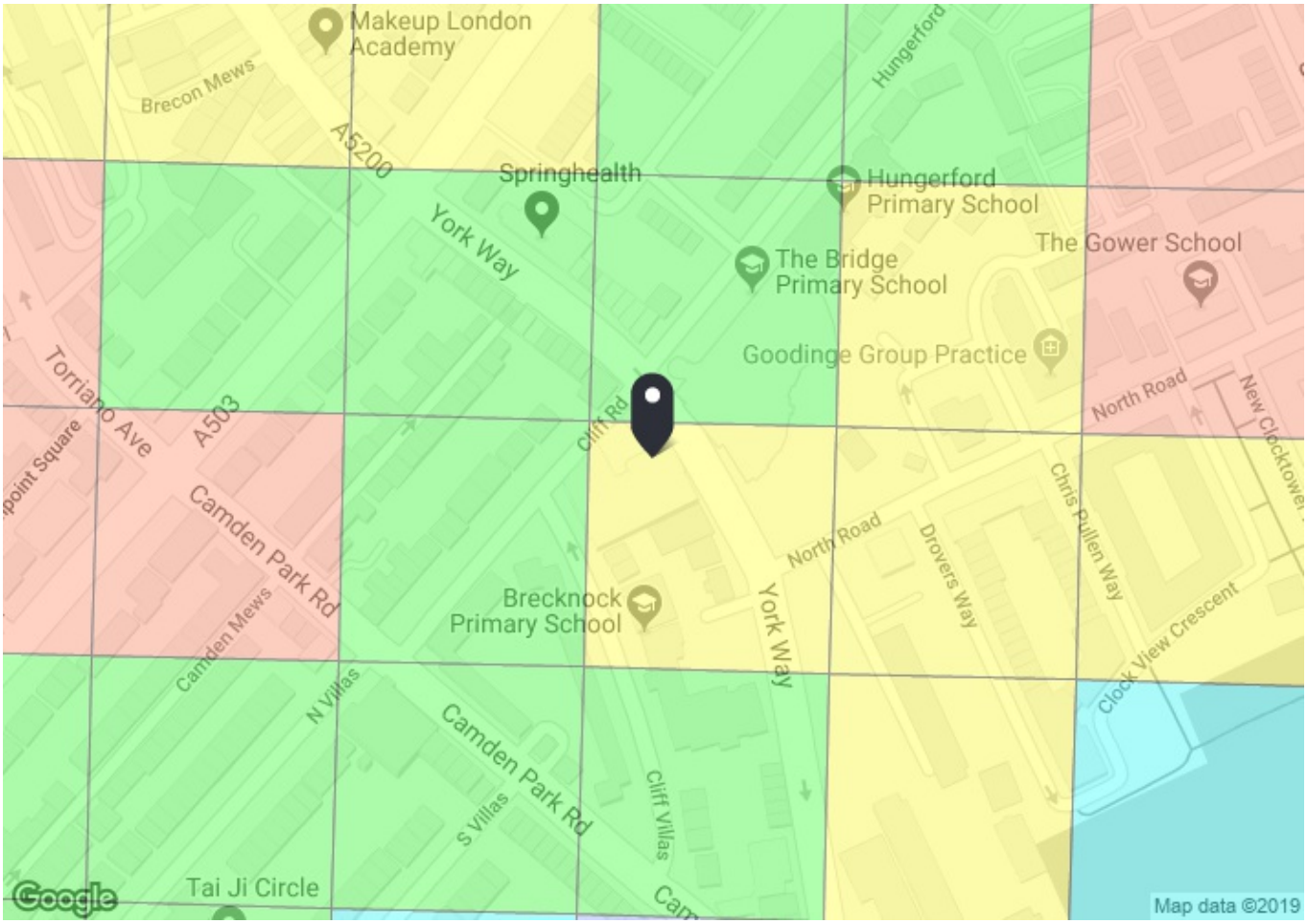
5.4 We have derived the predicted increase in weekday trip attraction owing to the proposed extension of the site by mode of travel using survey data of another Shurgard site. The assessment found that there would be a negligible change in the number of vehicular trips as a result of the proposed floor area increase of +890sqm.

5.5 The proposals involve a largely like-for-like re-provision of the existing site in terms of layout and car parking provision. However, cycle parking would be provided which is an improvement over the existing site which does not currently provide formal cycle parking facilities. Furthermore, there would be an improvement to the access arrangement to allow for separate access and egress for vehicles.

5.6 It is considered that the development will have a negligible impact on the operation of the local road network and in view of this we consider that there are no grounds to object to the application on highways and transportation grounds.

Appendix A

TRANSPORT FOR LONDON



PTAL output for Base Year
4

145-147 York Way London N7 9LG, UK
Easting: 529923, Northing: 184880

Grid Cell: 103100

Report generated: 29/10/2019

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

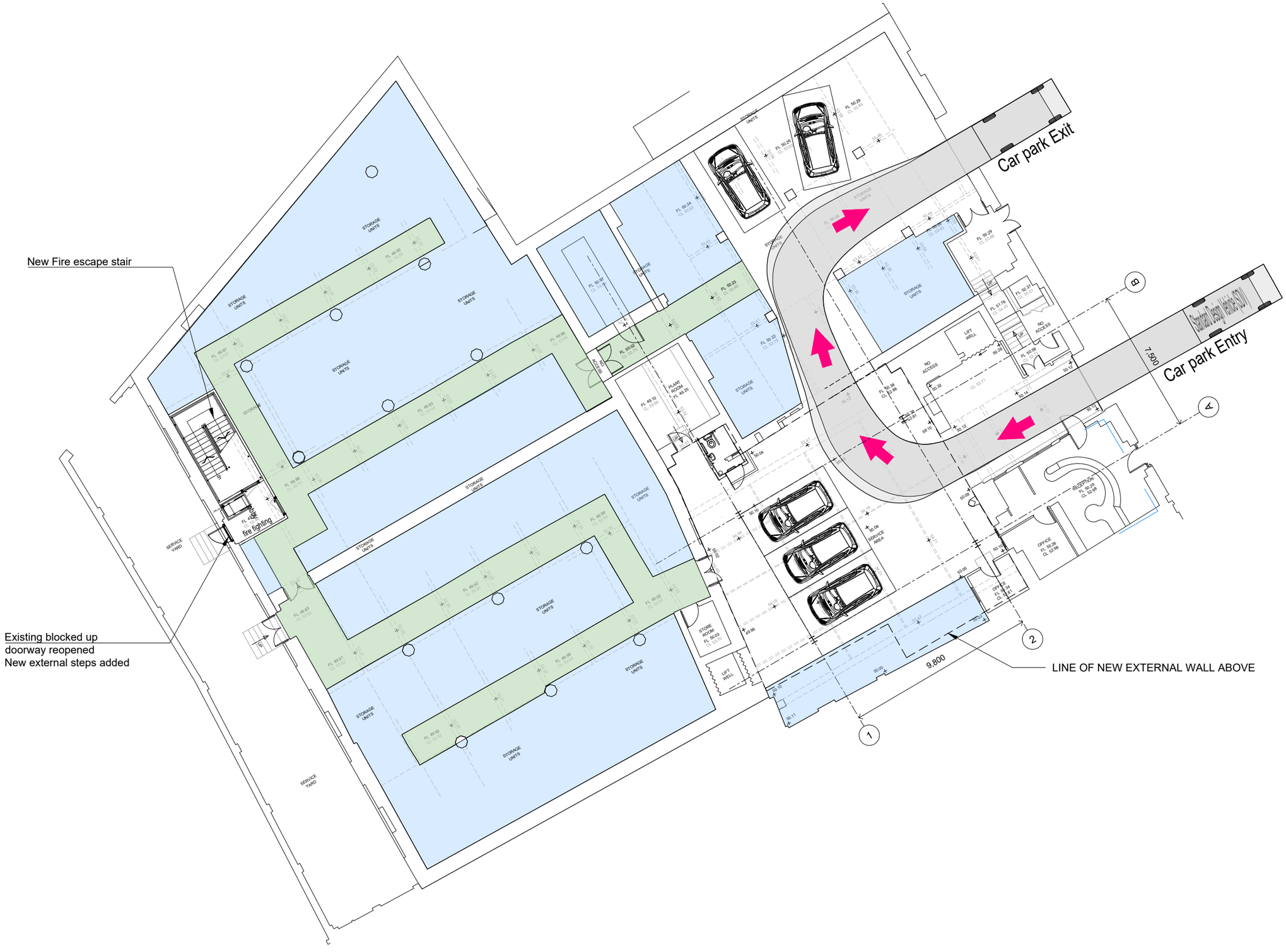
Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAMDEN RD UNICORN PH	29	282.19	15	3.53	4	7.53	3.99	1	3.99
Bus	CAMDEN RD UNICORN PH	253	282.19	12	3.53	4.5	8.03	3.74	0.5	1.87
Bus	YORK WAY HUNGERFORD ROAD	390	155.39	8	1.94	5.75	7.69	3.9	0.5	1.95
Bus	MARKET R YORK WAY ESTATE	274	379.55	7.5	4.74	6	10.74	2.79	0.5	1.4
Bus	NORTH ROAD YORK WAY	393	135.46	5	1.69	8	9.69	3.09	0.5	1.55
LUL	Caledonian Road	'Cockfosters-LHRT4LT '	886.43	4.67	11.08	7.17	18.25	1.64	0.5	0.82
LUL	Caledonian Road	'RayLane-Cockfosters '	886.43	3.67	11.08	8.92	20	1.5	0.5	0.75
LUL	Caledonian Road	'LHRT4LT-ArnosGrove '	886.43	4.67	11.08	7.17	18.25	1.64	0.5	0.82
LUL	Caledonian Road	'ArnosGrove-RayLane '	886.43	0.33	11.08	91.66	102.74	0.29	0.5	0.15
LUL	Caledonian Road	'ArnosGrove-Nthfields'	886.43	3	11.08	10.75	21.83	1.37	0.5	0.69
LUL	Caledonian Road	'Oakwood-RayLane '	886.43	0.33	11.08	91.66	102.74	0.29	0.5	0.15
LUL	Caledonian Road	'Nthfields-Cockfoster'	886.43	1	11.08	30.75	41.83	0.72	0.5	0.36
LUL	Caledonian Road	'LHRT5-Cockfosters '	886.43	6	11.08	5.75	16.83	1.78	1	1.78
LUL	Caledonian Road	'Uxbridge-Cockfosters'	886.43	3.67	11.08	8.92	20	1.5	0.5	0.75
LUL	Caledonian Road	'Ruislip-Cockfosters '	886.43	2.33	11.08	13.63	24.71	1.21	0.5	0.61
LUL	Caledonian Road	'ArnosGrove-Uxbridge '	886.43	1	11.08	30.75	41.83	0.72	0.5	0.36
LUL	Caledonian Road	'Oakwood-Uxbridge '	886.43	0.33	11.08	91.66	102.74	0.29	0.5	0.15
LUL	Caledonian Road	'Oakwood-Ruislip '	886.43	0.33	11.08	91.66	102.74	0.29	0.5	0.15
									Total Grid Cell AI:	**18.29**

Appendix B



NOTES

ORIGINAL A1

All levels and dimensions to be checked on site prior to construction / fabrication; report discrepancies immediately.
Do not scale dimensions from this drawings.

REVISION

A	5.2.19.	REDRAWN	
B	19.2.19.	Redraw: Vehicle movement illustrated Fire Access Stair incorporated.	
C			
D	040719	STAIR REALIGNED	AF
E	11/07/19	LOBBY UPDATED	AF
F	031019	Stair lobby flipped	AF

WHOLE BUILDING	
LEVEL	NIA
ground floor	563 msq.
first floor	827msq.
second floor	823msq.
third floor	828 msq.
fourth floor	786 msq.
fifth floor	751 msq.
TOTAL GD floor + 5:	4,565 msq.

EXTENSION ONLY		
LEVEL	GEA	NIA
ground floor	-	-
first floor	178msq.	120msq.
second floor	178msq.	120msq.
third floor	178msq.	120msq.
fourth floor	178msq.	120msq.
fifth floor	178msq.	120msq.
TOTAL GD floor + 5:	890msq.	600msq.

SCALE 1:100
0 1 2 3 4 5m

N

SCALE	DATE	DRAWN	CHECKED
1:100	JAN'19	DA	

PROJECT
SHURGARD UK
CAMDEN

DRAWING
Ground Floor Plan
As Proposed

Threesixty Architecture
10 MONTROSE STREET
GLASGOW
G1 1RE
t 0141 229 7575
www.360architecture.com

DRAWING No.
18170GA_SK_2F

Appendix C

ARDENT CONSULTING ENGINEERS

TRANSPORT NOTE 182750-01

Date : June 2018

Project Ref : 182750

Report Ref : 182750-01

DOCUMENT CONTROL

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Client Issue	DH	DH	KM	13/06/18
-	Final	DH	DH	KM	22/06/18

1.0 INTRODUCTION

1.1 Ardent Consulting Engineers has been appointed by Shurgard UK Ltd to undertake a multi-modal survey of the existing Shurgard site at 185 Freston Road, North Kensington W10 6TH.

1.2 This Transport Note (TN) has been prepared for the benefit of Shurgard UK Ltd in order to fully understand the current operation of their Kensington store and present the multi-moal total trip attraction assessment.

1.3 The site is located to the southwest of Freston Road within a largely light industrial/employment area, although residential properties are located to the east of the site. The site is bound by Freston Road to the east, Bard Road to the west, the railway line to the south and the Harrow Club to the north. The site's location is shown in **Plate 1**.

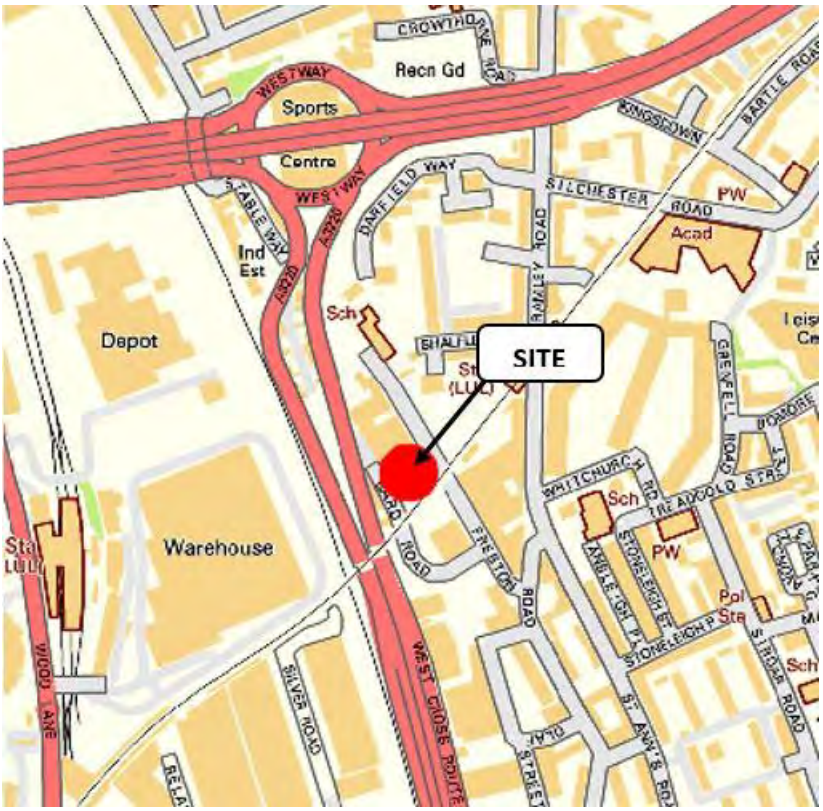


Plate 1 – Site location

1.4 Freston Road has footways on both sides of the road whilst there are dropped kerbs available at nearby junctions to assist pedestrians to cross the road. A footway is also available to the rear of the site on Bard Road, which connects with Freston Road to the south of the site.

1.5 There is a Santander cycle hire docking station on the site frontage that provides access to up to 23 cycles whilst Freston Road is identified as a signed or marked cycle route within the Transport for London (TfL) cycle guides.

1.6 The site is located within a Public Transport Accessibility Level (PTAL) of 2, which denotes low access to public transport, although the site is close to the boundary of a PTAL 3. The site is however in close proximity to Latimer Road Underground station and as such, access to public transport for wider area travel is easily available.

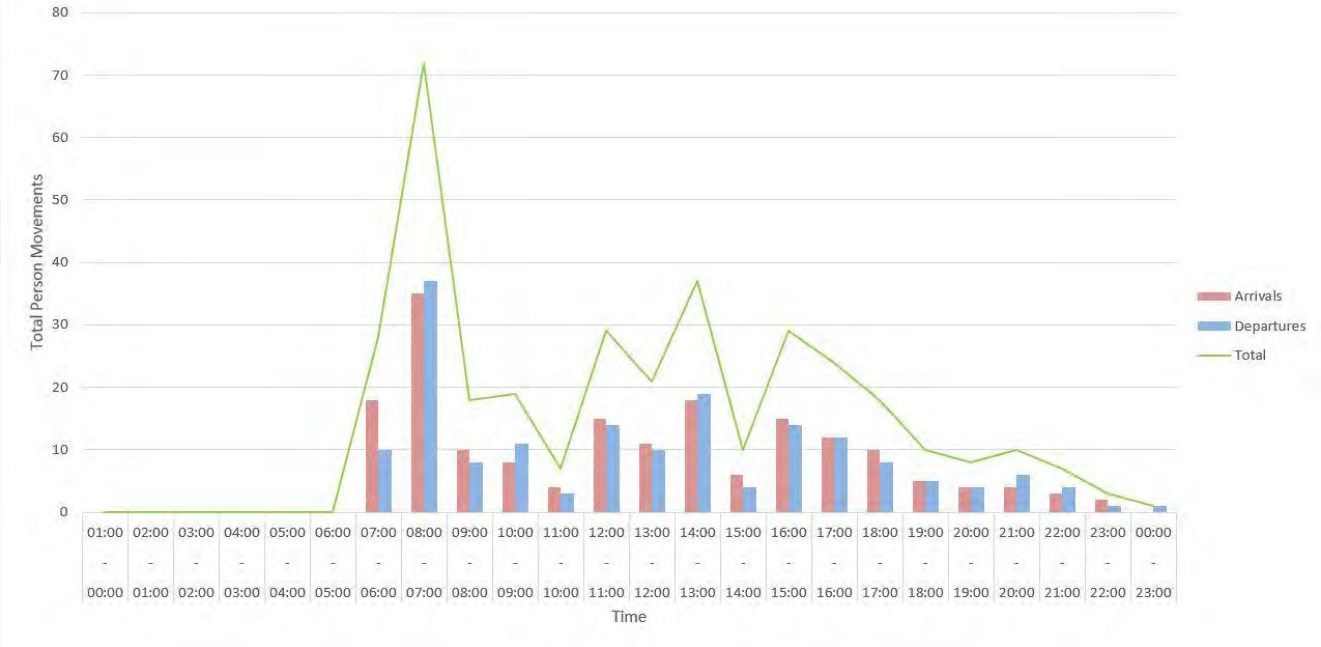
1.7 The site currently occupies 7,820sqm floor area and provides access to the on-site storage units 06:00–23:00 Monday to Sunday. Office opening hours

are 09:00–18:00 Monday to Friday, 10:00-16:00 on Saturday and 10:00-15:00 on Sunday.

2.0 SURVEY RESULTS

2.1 Cameras were installed on Thursday 24th May 2018 for the period of 24 hours to record all movements associated with the site. There are three entrance points to the building, two on Freston Road and one on Bard Road and all accesses were surveyed in order to calculate the total all person movements over the course of a typical day for the site.

2.2 A summary of the total person site activity recorded by the survey is presented in Graph 1.



Graph 1 – Surveyed Total Person Trip Profile

2.3 The full results are attached at Appendix A and indicate the sites operating AM peak hour is 07:00-08:00 and the PM peak hour is 13:00-14:00. Owing to the late opening hours the typical network PM peak hour (17:00-18:00) does not reflect a significant level of activity associated with the site, most likely since visitors are able to continue to access the site into the evening.

2.4 We have prepared a summary of arrivals and departures associated with the site during the 12-hour period 07:00 – 19:00 within Table 2.1.

Table 2.1 – Surveyed Total Person Trips (12-hour period 07:00-19:00)

Time	*Arr*	*Dep*	*Total*
0700 – 0800	35	37	72
0800 – 0900	10	8	18
0900 – 1000	8	11	19
1000 – 1100	4	3	7
1100 - 1200	15	14	29
1200 – 1300	11	10	21
1300 – 1400	18	19	37
1400 – 1500	6	4	10
1500 – 1600	15	14	29
1600 – 1700	12	12	24
1700 – 1800	10	8	18
1800 – 1900	5	5	10
Total	**149**	**145**	**294**

2.5 Based on the total person trips recorded it is possible to identify the mode split for those who are travelling to and from the site. The overall mode of travel proportion by each mode for the site is presented in Table 2.2.

Table 2.2 – Surveyed Mode of Travel Proportion

Mode of Travel	*Proportion (%)*
Cars	13.7%
LGV	6.8%
OGV1	1.7%
OGV2	0.0%
PSV	0.0%
M/C	1.1%
Pedestrians	76.4%
Cyclists	0.3%
Total	**100%**

3.0 TRIP ATTRACTION

3.1 Based on the floor area of the site of 7,820sqm we have been able to derive a trip rate for the operation of the Shurgard facility. This has involved dividing the number of trips recorded in the survey by the floor area of the site and presenting the resulting trip rate in a *per 100sqm* trip rate form.

3.2 A summary of typical network peak hour trips associated with the site have been derived and summarised in Tables 3.1, 3.2 and 3.3 for arrivals, departures and two-way totals respectively.

Table 3.1 – Derived Shurgard Trip Rates – Arrivals per 100sqm (Typical Network Peak Periods)

Time	Mode								
	Cars	LGV	OGV1	OGV2	PSV	M/C	Peds	Cyc	Total
0800 – 0900	0.026	0.026	0.000	0.000	0.000	0.000	0.077	0.000	0.128
1700 – 1800	0.038	0.013	0.000	0.000	0.000	0.000	0.077	0.000	0.128
0700 – 1900	0.230	0.128	0.013	0.000	0.000	0.013	1.522	0.000	1.905
0000 – 0000	0.307	0.153	0.038	0.000	0.000	0.026	1765	0.013	2.302

Table 3.2 – Derived Shurgard Trip Rates – Departures per 100sqm (Typical Network Peak Periods)

Time	Mode								
	Cars	LGV	OGV1	OGV2	PSV	M/C	Peds	Cyc	Total
0800 – 0900	0.038	0.026	0.000	0.000	0.000	0.000	0.038	0.000	0.102
1700 – 1800	0.026	0.013	0.000	0.000	0.000	0.000	0.064	0.000	0.102
0700 – 1900	0.217	0.128	0.026	0.000	0.000	0.013	1.471	0.000	0.1854
0000 – 0000	0.307	0.153	0.038	0.000	0.000	0.026	1.662	0.000	2.187

Table 3.3 – Derived Shurgard Trip Rates – Totals per 100sqm (Typical Network Peak Periods)

Time	Mode								
	Cars	LGV	OGV1	OGV2	PSV	M/C	Peds	Cyc	Total
0800 – 0900	0.064	0.051	0.000	0.000	0.000	0.000	0.115	0.000	0.230
1700 – 1800	0.064	0.026	0.000	0.000	0.000	0.000	0.141	0.000	0.230
0700 – 1900	0.448	0.256	0.038	0.000	0.000	0.026	2.992	0.000	3.760
0000 – 0000	0.614	0.307	0.077	0.000	0.000	0.051	3.427	0.013	4.488

3.3 We have presented the full hourly trip rates by all modes within Table 3.4 for arrivals, Table 3.5 for departures and Table 3.6 for total two-way movements, which are set out below.

Table 3.4 – Derived Shurgard Trip Rates – Arrivals per 100sqm

Time	Mode								
	Cars	LGV	OGV1	OGV2	PSV	M/C	Peds	Cyc	Total
0000 – 0100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0100 – 0200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0200 – 0300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0300 – 0400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0400 – 0500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0500 – 0600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0600 – 0700	0.013	0.000	0.013	0.000	0.000	0.000	0.205	0.000	0.230
0700 – 0800	0.013	0.013	0.000	0.000	0.000	0.000	0.422	0.000	0.448
0800 – 0900	0.026	0.026	0.000	0.000	0.000	0.000	0.077	0.000	0.128
0900 – 1000	0.026	0.000	0.000	0.000	0.000	0.000	0.077	0.000	0.102
1000 – 1100	0.000	0.026	0.000	0.000	0.000	0.000	0.026	0.000	0.051
1100 - 1200	0.013	0.000	0.000	0.000	0.000	0.013	0.166	0.000	0.192
1200 – 1300	0.013	0.013	0.000	0.000	0.000	0.000	0.115	0.000	0.141
1300 – 1400	0.013	0.013	0.000	0.000	0.000	0.000	0.205	0.000	0.230
1400 – 1500	0.038	0.000	0.000	0.000	0.000	0.000	0.038	0.000	0.077
1500 – 1600	0.000	0.026	0.013	0.000	0.000	0.000	0.153	0.000	0.192
1600 – 1700	0.026	0.000	0.000	0.000	0.000	0.000	0.128	0.000	0.153
1700 – 1800	0.038	0.013	0.000	0.000	0.000	0.000	0.077	0.000	0.128
1800 – 1900	0.026	0.000	0.000	0.000	0.000	0.000	0.038	0.000	0.064
1900 – 2000	0.038	0.000	0.000	0.000	0.000	0.013	0.000	0.000	0.051
2000 – 2100	0.000	0.000	0.013	0.000	0.000	0.000	0.026	0.013	0.051
2100 – 2200	0.026	0.000	0.000	0.000	0.000	0.000	0.013	0.000	0.038
2200 – 2300	0.000	0.026	0.000	0.000	0.000	0.000	0.000	0.000	0.026
2300 - 0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	**0.307**	**0.153**	**0.038**	**0.000**	**0.000**	**0.026**	**1.765**	**0.013**	**2.302**

Table 3.5 – Derived Shurgard Trip Rates – Departures per 100sqm

Time	Mode								
	Cars	LGV	OGV1	OGV2	PSV	M/C	Peds	Cyc	Total
0000 – 0100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0100 – 0200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0200 – 0300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0300 – 0400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0400 – 0500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0500 – 0600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0600 – 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.128	0.000	0.128
0700 – 0800	0.000	0.013	0.013	0.000	0.000	0.000	0.448	0.000	0.473
0800 – 0900	0.038	0.026	0.000	0.000	0.000	0.000	0.038	0.000	0.102
0900 – 1000	0.013	0.000	0.000	0.000	0.000	0.000	0.128	0.000	0.141
1000 – 1100	0.000	0.013	0.000	0.000	0.000	0.000	0.026	0.000	0.038
1100 - 1200	0.026	0.013	0.000	0.000	0.000	0.013	0.128	0.000	0.179
1200 – 1300	0.013	0.000	0.000	0.000	0.000	0.000	0.115	0.000	0.128
1300 – 1400	0.000	0.013	0.000	0.000	0.000	0.000	0.230	0.000	0.243
1400 – 1500	0.026	0.000	0.000	0.000	0.000	0.000	0.026	0.000	0.051
1500 – 1600	0.013	0.013	0.013	0.000	0.000	0.000	0.141	0.000	0.179
1600 – 1700	0.026	0.026	0.000	0.000	0.000	0.000	0.102	0.000	0.153
1700 – 1800	0.026	0.013	0.000	0.000	0.000	0.000	0.064	0.000	0.102
1800 – 1900	0.038	0.000	0.000	0.000	0.000	0.000	0.026	0.000	0.064
1900 – 2000	0.038	0.000	0.000	0.000	0.000	0.000	0.013	0.000	0.051
2000 – 2100	0.026	0.000	0.000	0.000	0.000	0.013	0.038	0.000	0.077
2100 – 2200	0.026	0.000	0.013	0.000	0.000	0.000	0.013	0.000	0.051
2200 – 2300	0.000	0.013	0.000	0.000	0.000	0.000	0.000	0.000	0.013
2300 - 0000	0.000	0.013	0.000	0.000	0.000	0.000	0.000	0.000	0.013
Total	**0.307**	**0.153**	**0.038**	**0.000**	**0.000**	**0.026**	**1.662**	**0.000**	**2.187**

Table 3.6 – Derived Shurgard Trip Rates – Totals per 100sqm

Time	Mode								
	Cars	LGV	OGV1	OGV2	PSV	M/C	Peds	Cyc	Total
0000 – 0100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0100 – 0200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0200 – 0300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0300 – 0400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0400 – 0500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0500 – 0600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0600 – 0700	0.013	0.000	0.013	0.000	0.000	0.000	0.332	0.000	0.358
0700 – 0800	0.013	0.026	0.013	0.000	0.000	0.000	0.870	0.000	0.921
0800 – 0900	0.064	0.051	0.000	0.000	0.000	0.000	0.115	0.000	0.230
0900 – 1000	0.038	0.000	0.000	0.000	0.000	0.000	0.205	0.000	0.243
1000 – 1100	0.000	0.038	0.000	0.000	0.000	0.000	0.051	0.000	0.090
1100 - 1200	0.038	0.013	0.000	0.000	0.000	0.026	0.294	0.000	0.371
1200 – 1300	0.026	0.013	0.000	0.000	0.000	0.000	0.230	0.000	0.269
1300 – 1400	0.013	0.026	0.000	0.000	0.000	0.000	0.435	0.000	0.473
1400 – 1500	0.064	0.000	0.000	0.000	0.000	0.000	0.064	0.000	0.128
1500 – 1600	0.013	0.038	0.026	0.000	0.000	0.000	0.294	0.000	0.371
1600 – 1700	0.051	0.026	0.000	0.000	0.000	0.000	0.230	0.000	0.307
1700 – 1800	0.064	0.026	0.000	0.000	0.000	0.000	0.141	0.000	0.230
1800 – 1900	0.064	0.000	0.000	0.000	0.000	0.000	0.064	0.000	0.128
1900 – 2000	0.077	0.000	0.000	0.000	0.000	0.013	0.013	0.000	0.102
2000 – 2100	0.026	0.000	0.013	0.000	0.000	0.013	0.064	0.013	0.128
2100 – 2200	0.051	0.000	0.013	0.000	0.000	0.000	0.026	0.000	0.090
2200 – 2300	0.000	0.038	0.000	0.000	0.000	0.000	0.000	0.000	0.038
2300 - 0000	0.000	0.013	0.000	0.000	0.000	0.000	0.000	0.000	0.013
Total	**0.614**	**0.307**	**0.077**	**0.000**	**0.000**	**0.051**	**3.427**	**0.013**	**4.488**

Appendix A

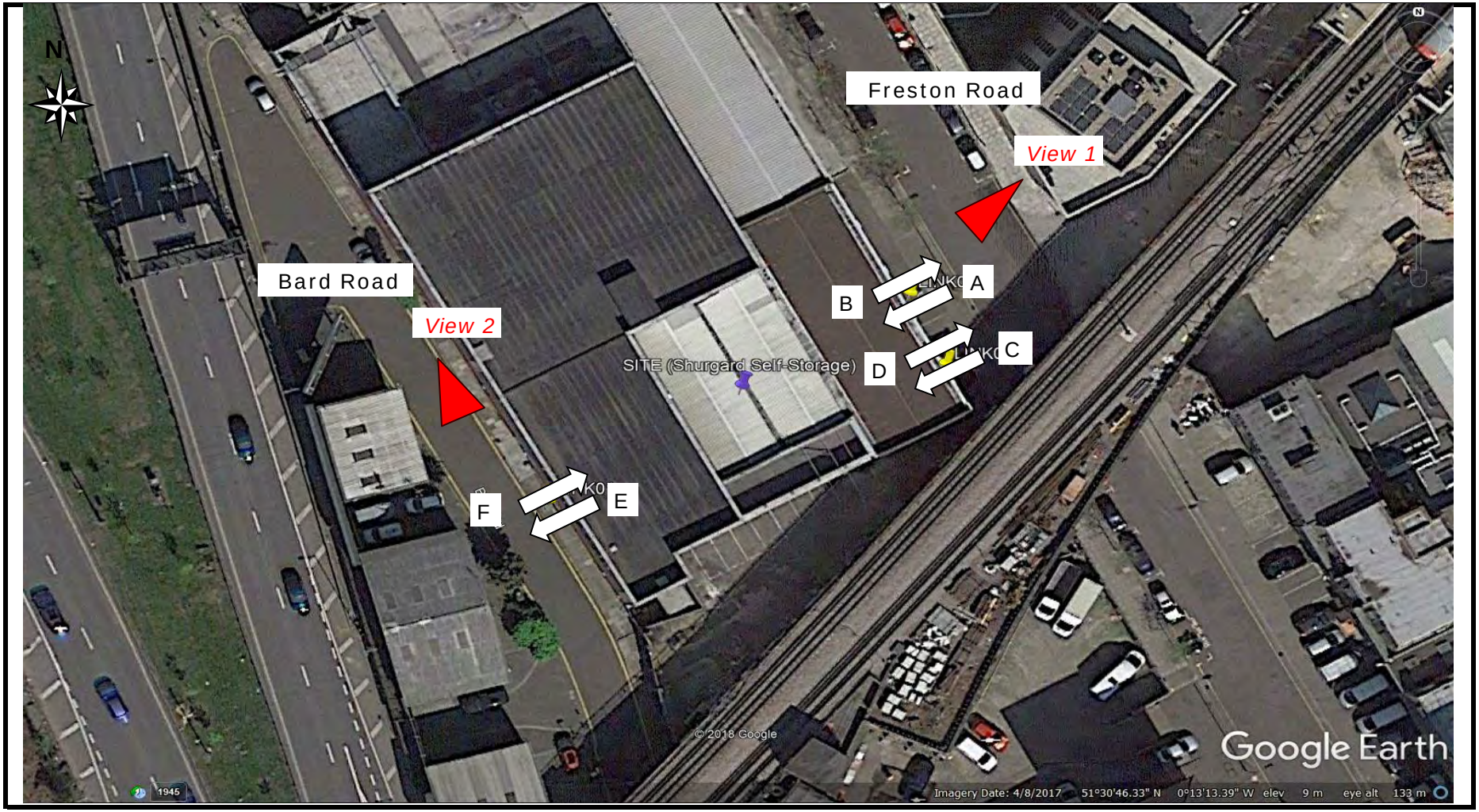
Survey Results

Countsequential Ltd

Shurgard Self Storage

Thursday 24th May 2018

Job Type:	Link Count				
Co-ordinates:	51°30'45.23"N,0°13'10.25"W	*Postcode:*	W10 6TH	*Times:*	0000-2400



Countsequential Ltd

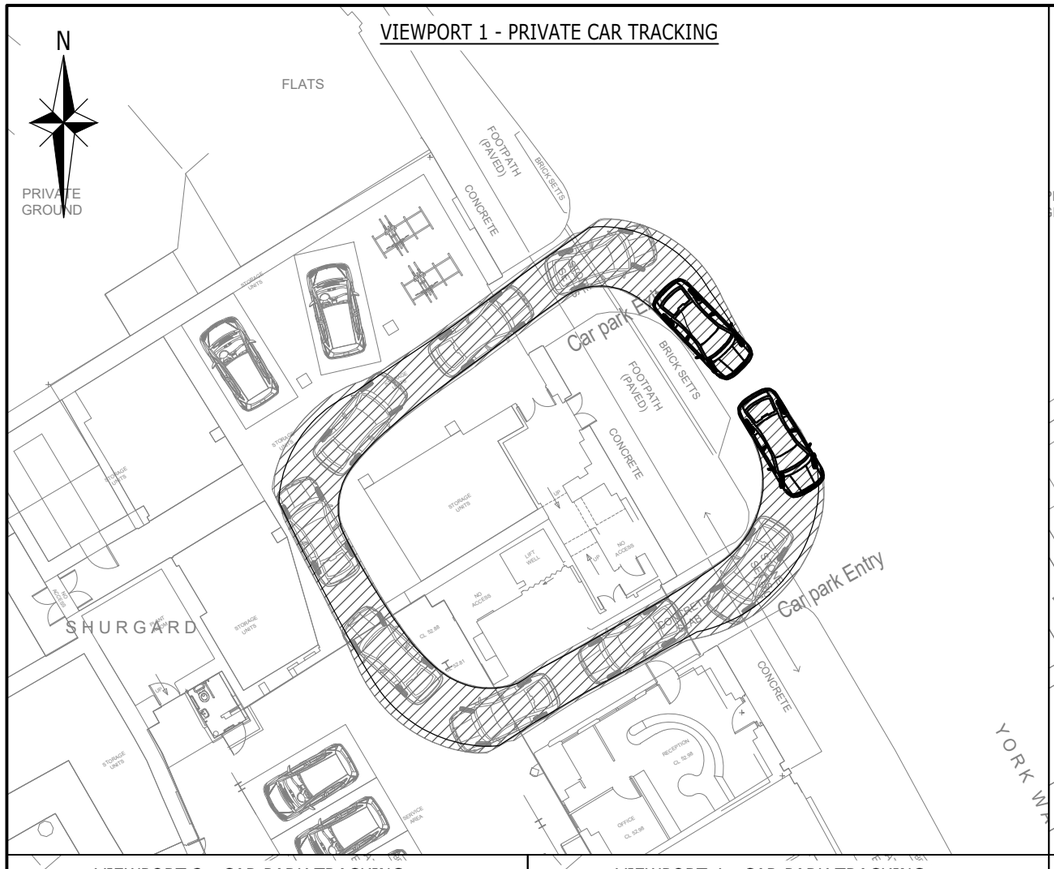
Shurgard Self Storage
Classified Counts

Thursday 24th May 2018

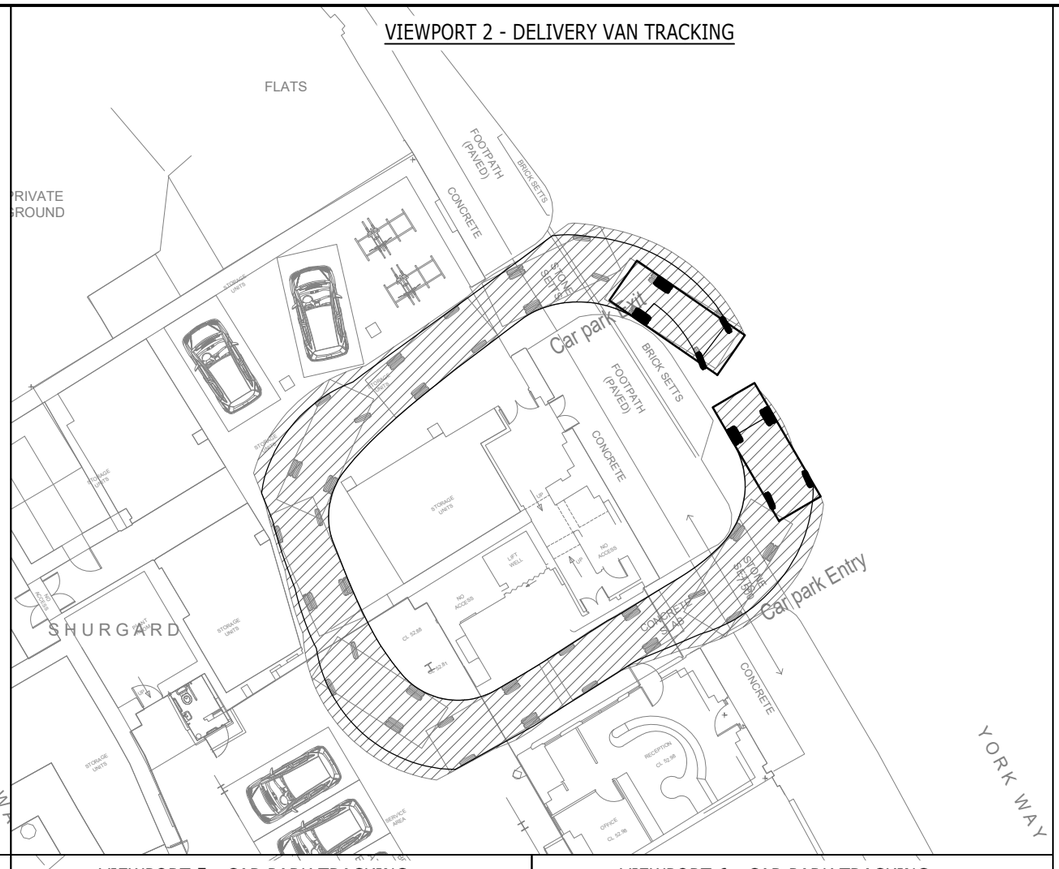
Times	Movement A								Movement B								Movement C								Movement D								Movement E								Movement F							
	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Peds	Cyc	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Peds	Cyc	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Peds	Cyc	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Peds	Cyc	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Peds	Cyc	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Peds	Cyc
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 - 06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
06:15 - 06:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	12	0	0	0	1	0	0	0	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	1	0	0	0	0	0	5	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	1	0	0	0	0	0	6	0	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	1	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	2	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:15 - 12:30	1	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	8	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	1	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	1	0	0	0	0	0	3	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	1	1	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:45 - 19:00	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45 - 20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
21:30 - 21:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15 - 22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Drawings

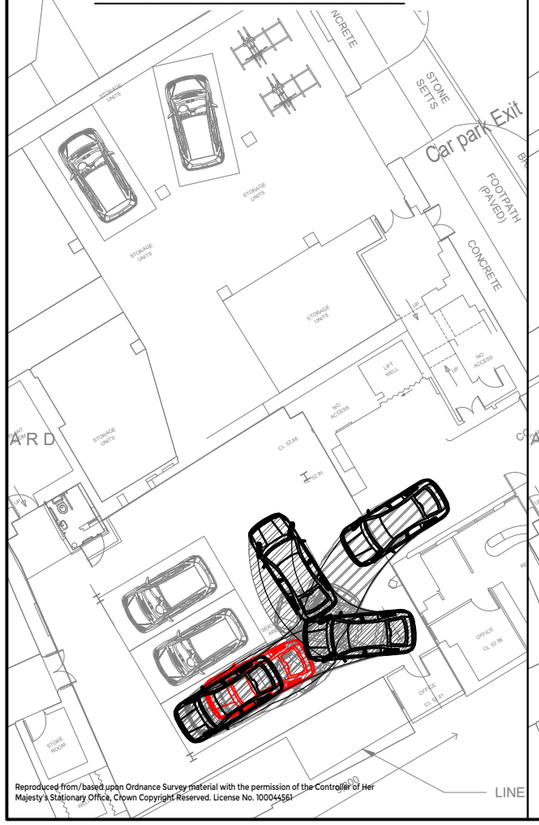
VIEWPORT 1 - PRIVATE CAR TRACKING



VIEWPORT 2 - DELIVERY VAN TRACKING



VIEWPORT 3 - CAR PARK TRACKING



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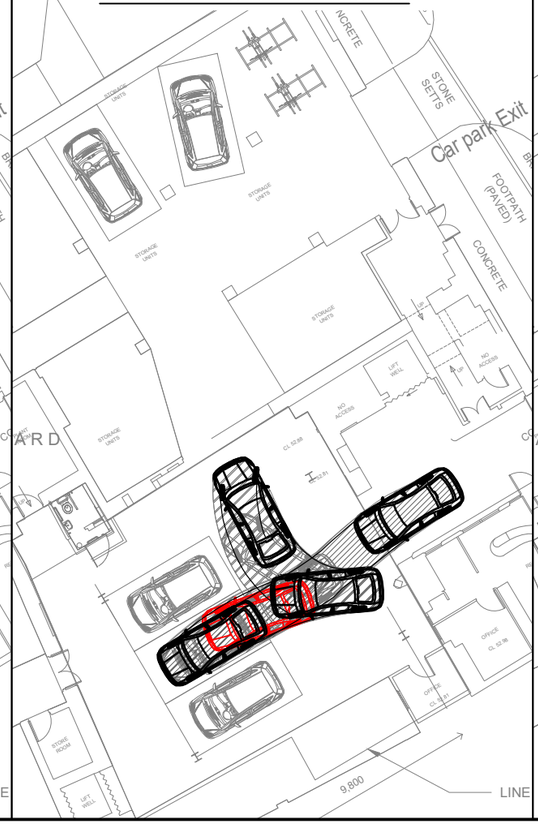
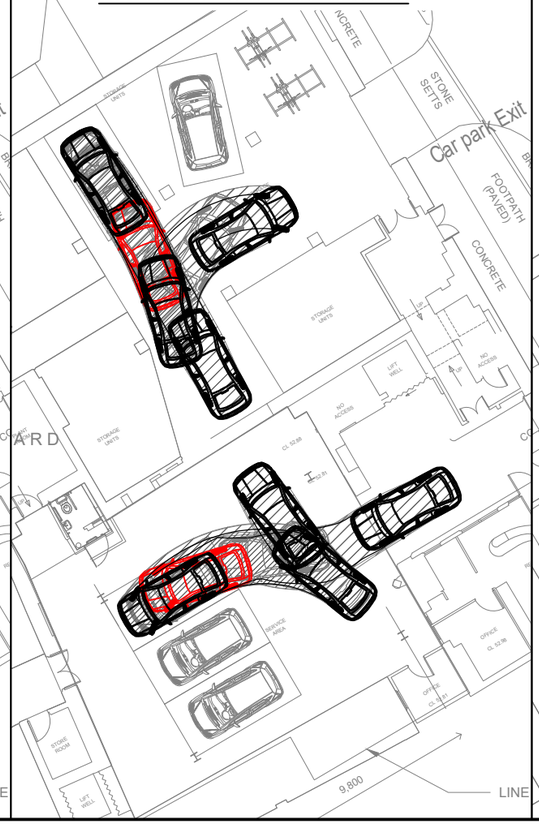
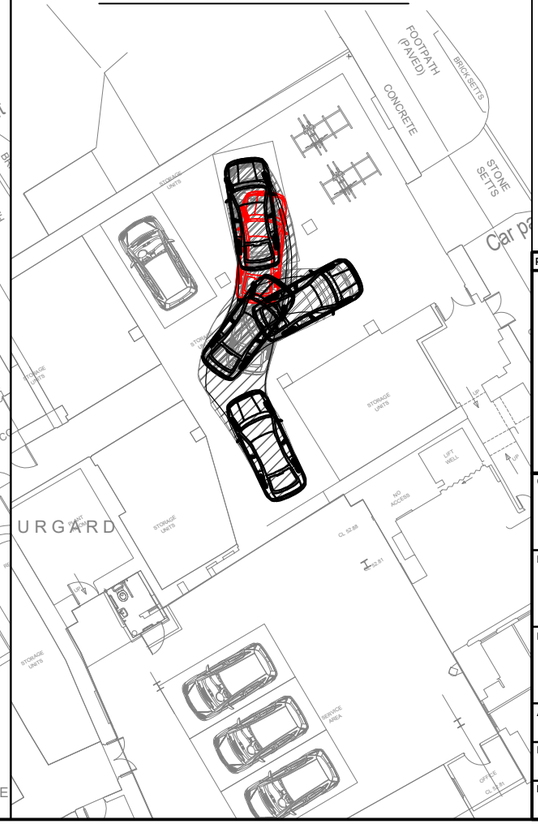
VIEWPORT 4 - CAR PARK TRACKING



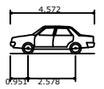
VIEWPORT 5 - CAR PARK TRACKING



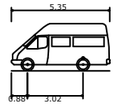
VIEWPORT 6 - CAR PARK TRACKING



VEHICLES USED:



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



3.5t Panel Van	
Overall Length	5.350m
Overall Width	1.970m
Overall Body Height	2.562m
Min Body Ground Clearance	0.335m
Track Width	1.970m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.850m

FOR INFORMATION ONLY

Rev	Description	Drn	Chk	App	Date

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Client

SHURGARD UK LIMITED

Project Title:

SHURGARD SELF STORAGE SITE, CAMDEN

Drawing Title:

PROPOSED LAYOUT
SWEPT PATH ANALYSIS

A3 Scale	Date	Designed by
1:250	OCT 2019	KI
Drawn by	**Checked by**	**Approved by**
KI	SE	ML

Drawing Number	Rev
196740-001	-