

The Diorama No 18 Park Square East, Regent's Park, London

Transport Statement - Appendices

for The Diorama Estates Limited





Drawings



		A50	I MARYLEBONE ROAD		
			Project: The Diorama Project		
	mot	ion	Title: Local Highway Network		
	84 North Street Guildford Surrey GU1 4AU	Cargo Works 1-2 Hatfields London SE1 9PG	Scale: 1:500 (@ A3)		
© Crown Copyright 2012. All rights reserved. Licence number 100043407	T: 01483 531 300 www.moti	T: 020 8065 5208	Notes:	Drawing: 1907072-GA01	Revision: A



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Revision:





Camden 11.6m Refuse Vehicle Overall Length Overall Body Height Min Body Ground Clearance Track Width Lock to lock time Kerb to Kerb Turning Radius

11.600m 2.500m 3.707m 0.304m 2.500m 4.00s 10.150m



84 North Street Guildford Surrey GU1 4AU T: 01483 531 300 Cargo Works 1-2 Hatfields London SE1 9PG T: 020 8065 5208

www.motion.co.uk

Project:

The Diorama Project

Title:

Swept Path Analysis Refuse Vehicle

Scale: 1:500 (@ A3)

Drawing:

1907072-TK102 A

Revision:





Appendix A

PTAL Output



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	PTAL output for Base Year 6b
11	6 Park Square E, Marylebone, London NV

16 Park Square E, Marylebone, London NW1 4LH, UK Easting: 528762, Northing: 182270

Grid Cell: 89381

Report generated: 23/08/2019

Calculation Parameters	
Dayof Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus ReliabilityFactor	2.0
LU Station Max. Walk Access Time (mins)	12
LU ReliabilityFactor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail ReliabilityFactor	0.75



Calcu	Calculation data									
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	A
Bus	REGENT'S PARK STATION	30	189.53	7.5	2.37	6	8.37	3.58	0.5	1.79
Bus	REGENT'S PARK STATION	453	189.53	12	2.37	4.5	6.87	4.37	0.5	2.18
Bus	REGENT'S PARK STATION	18	189.53	17	2.37	3.76	6.13	4.89	1	4.89
Bus	REGENT'S PARK STATION	27	189.53	8	2.37	5.75	8.12	3.69	0.5	1.85
Bus	REGENT'S PARK STATION	205	189.53	8	2.37	5.75	8.12	3.69	0.5	1.85
Bus	WARREN STREET STATION	10	615.54	4.5	7.69	8.67	16.36	1.83	0.5	0.92
Bus	WARREN STREET STATION	24	615.54	10	7.69	5	12.69	2.36	0.5	1.18
Bus	WARREN STREET STATION	134	615.54	12	7.69	4.5	12.19	2.46	0.5	1.23
Bus	WARREN STREET STATION	390	615.54	8	7.69	5.75	13.44	2.23	0.5	1.12
Bus	WARREN STREET STATION	73	615.54	18	7.69	3.67	11.36	2.64	0.5	1.32
Bus	WARREN STREET STATION	29	615.54	15	7.69	4	11.69	2.57	0.5	1.28
Bus	WARREN STREET STATION	14	615.54	13	7.69	4.31	12	2.5	0.5	1.25
Bus	ALBANY ST OSNABURGH ST	C2	198.23	8	2.48	5.75	8.23	3.65	0.5	1.82
Bus	GREAT PORTLAND ST STN	88	202.28	9	2.53	5.33	7.86	3.82	0.5	1.91
LUL	Baker Street	'Stratford-WembleyPa'	888.97	3.67	11.11	8.92	20.04	1.5	0.5	0.75
LUL	Baker Street	'WillesdenGreen-Stra'	888.97	4.33	11.11	7.68	18.79	1.6	0.5	0.8
LUL	Baker Street	'Stanmore-Stratford'	888.97	17.65	11.11	2.45	13.56	2.21	0.5	1.11
LUL	Baker Street	'BakerSt-AmerFast'	888.97	1.33	11.11	23.31	34.42	0.87	0.5	0.44
LUL	Baker Street	'Watford-BStreetSF '	888.97	2.33	11.11	13.63	24.74	1.21	0.5	0.61
LUL	Baker Street	'BakStr-WatfordSlow'	888.97	1.67	11.11	18.71	29.83	1.01	0.5	0.5
LUL	Baker Street	'BkStr-UxbridgeSFast'	888.97	2.33	11.11	13.63	24.74	1.21	0.5	0.61
LUL	Baker Street	'Uxbridge-BStreetSI '	888.97	3.67	11.11	8.92	20.04	1.5	0.5	0.75
LUL	Baker Street	'BStreet-WembleyPk'	888.97	0.33	11.11	91.66	102.77	0.29	0.5	0.15
LUL	Baker Street	'BakerSt-HarrowHill'	888.97	0.67	11.11	45.53	56.64	0.53	0.5	0.26
LUL	Great Portland Street	'Edgware-Hammersmith'	159.92	6	2	5.75	7.75	3.87	0.5	1.94
LUL	Great Portland Street	'Barking-Hammersmith'	159.92	6.34	2	5.48	7.48	4.01	0.5	2.01
LUL	Great Portland Street	'Hammersmith-Plaistow'	159.92	1	2	30.75	32.75	0.92	0.5	0.46
LUL	Great Portland Street	'Amer-AldgateFast'	159.92	1	2	30.75	32.75	0.92	0.5	0.46
LUL	Great Portland Street	'Ches-AldgateFast'	159.92	2	2	15.75	17.75	1.69	0.5	0.85
LUL	Great Portland Street	'Uxbridge-AldSlow'	159.92	5.33	2	6.38	8.38	3.58	0.5	1.79
LUL	Great Portland Street	'Watford-AldSfast '	159.92	3.67	2	8.92	10.92	2.75	0.5	1.37
LUL	Great Portland Street	'Aldg-WatfordSlow'	159.92	3.67	2	8.92	10.92	2.75	0.5	1.37
LUL	Great Portland Street	'Ald-HarrowHill '	159.92	1.33	2	23.31	25.31	1.19	0.5	0.59
LUL	Regent's Park	'QueensPk-El&Castle'	219.84	11.01	2.75	3.47	6.22	4.82	1	4.82
LUL	Regent's Park	'El&Castle-Harrow&W'	219.84	5.67	2.75	6.04	8.79	3.41	0.5	1.71
LUL	Regent's Park	'StbridgePk-El&Castle'	219.84	5	2.75	6.75	9.5	3.16	0.5	1.58
LUL	Regent's Park	'Waterloo-QueensPk'	219.84	1	2.75	30.75	33.5	0.9	0.5	0.45
LUL	Regent's Park	'Waterloo-Harrow&W'	219.84	0.33	2.75	91.66	94.41	0.32	0.5	0.16
LUL	Warren Street	'Morden-Edgware'	584.03	4.67	7.3	7.17	14.47	2.07	0.5	1.04
LUL	Warren Street	'HighBarnet-Morden'	584.03	0.33	7.3	91.66	98.96	0.3	0.5	0.15
LUL	Warren Street	'Edgware-Kennington'	584.03	8	7.3	4.5	11.8	2.54	0.5	1.27
LUL	Warren Street	'HighBarnet-Kenningt'	584.03	5.33	7.3	6.38	13.68	2.19	0.5	1.1
LUL	Warren Street	'MillHill-Morden'	584.03	1.67	7.3	18.71	26.01	1.15	0.5	0.58
LUL	Warren Street	'MillHillE-Kenningt'	584.03	1.67	7.3	18.71	26.01	1.15	0.5	0.58
LUL	Warren Street	'Brixton-WalthamstowC'	584.03	15.67	7.3	2.66	9.96	3.01	0.5	1.51
LUL	Warren Street	'SevenSisters-Brixton'	584.03	11.67	7.3	3.32	10.62	2.82	0.5	1.41
									Total Grid Cell Al:	57.77



Appendix B

Architect's Ground Floor Plan (No.18)

PARK SQUARE EAST



vork in elevatio pecified timber floorin aked flooring system ettlad floor cale $K \setminus$ General Notes: 1. Al windows to rear of the Dionama (Peto Place Elevation) to be refurbished as consulted. repairsed. 2. Internally, secondary globing will be installed to all windows to the rear of the Denama (Pato Hidos Elevations). Existing brickwork to the reger of The Diorgena (Peto Place devations) to be cleaned a reparticle. All new brickwork to match ending. Discrete the set of New stone floor to reception area
 New steps down to ground floor in New steps down to ground floor level finished in Portland sto Boss plitting used to create markings in the floor redukent of the design and
pattern of The Dorame's fulcrum saming mechanism
 New staticture fittined is reconstituted Portiging Store with gass balastrade to
 wrap around the reflacted Discerne diffusion and service all fillions: 06 Proposed alized lifts to Rotunda 77 Traditionally detailed iron ratings to lightwell along Peto Place Pre-standing polyester powder coated planters with low level box hedging and trees to provide out jundscatched to Peto Picce Ightwel
 Timber bakatrade and screening 10 Diorama circular 'drum' to be fined with reclaimed i Glazed screens forming the Rotunda volume and sep space 12 Retained structure that forms rear atrium to be re Infil floor area within retained rear atrium structu Colling to rear atrium to be kept clear with coffer detail lluminated using doubt to the content of hotber details Extend existing by details ORDER
 Proposed basement under Reto Place with associated steel staincase to hous
 rew substation: Ste structural report for further details
 Proposed glaced near entrance doors and metal canopy with Steel "Diorama"
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 oropped cerup removed as part of benchlion works)
 [21] [21] exiting window porefing with reclaimed brickwork in tax window style
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 [27] Proposed lightweight structure independent of existing attium structure to
 support proposed from thill See structural report for further defails Proposed 3rd floor set back from pertmeter and constructed from PPC framed altoring and solid paneling as indicated on drawings. Packed element of roof to be indicated in actual state 24 Proposed plant enclosure with acoustic screening. Se further details Proposed roof terrace with timber privacy screens to mitigate overlooking
 Proposed roof form redojent of original Disrama roof. Glazed perimeter and
 mitigate lake 22 Low voltage ship light hidden in decorative pediment to fluminate 'Diorama' sign to front elevation 28 Refurbish existing stone steps and by new Portland stone Proposed starts CCV camera to existing facate

Proposed starts CCV camera to existing facate 22 Proposed security point Automatic door (minimum 15,03,2020 haved for Planets PLANNING 19011 The Diorama Estates Ltd. February 2020 scale 1:100 @ A1/ 1:200 @ A3 Protect No. 18 Park Square East, The Diorama, NW1 4LH Drawing Title: Proposed Ground Floor Plan P_02 A ΤВ AA CIA $\langle \rangle$ Marek Wojciechowski Architects Ltd Copyright Marek Woslectnowski Architects. No instituted lisence and the transmission of the bused to calculate areas for the pupposes of valuation. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility. Do not scale drawings, Al work must comely with relevant British stranders and Busling Regulations requirements. Drawing encode dmensions to be relevant British S 'Æ

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Appendix C

Car Parking Management and Reduction Plan



The Diorama No. 18 Park Square East Regent's Park, London

Car Parking Management and Reduction Plan

For

For the Diorama Estates Ltd





Document Control Sheet

The Diorama No. 18 Park Square East Regent's Park, London

For the Diorama Estates Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
18/03/20	d 1.0	JE	PdeJ

Motion 84 North Street Guildford Surrey GU1 4AU T 01483 531300 F 01483 531333 E info@motion.co.uk W www.motion.co.uk



Contents

1.0	Introduction	1
2.0	Parking Management Plan	2



1.0 Introduction

- 1.1 Motion has been appointed by The Diorama Estates Limited to prepare this Car Parking Management and Reduction Plan (CMRP) to respond to comments provided by London Borough of Camden officers further to a review of a planning application to extend the existing office building, namely the Diorama, No. 18 Park Square East. The LBC planning application reference is 2020/0801/P.
- 1.2 The comments provided by LBC highways relates to the proposed retention of an existing accessible car parking space as part of the development proposals:

Parking

The Proposed Ground Floor Plan for 18 Park Square East shows one disabled parking space. Policy T2 states that the Council will require all new developments in the borough to be car-free (the Council considers a change of use to be new development). Parking for disabled people should only be provided where it can be demonstrated as necessary, taking into account existing availability of on-street parking for Blue Badge holders. Where disabled car parking is proposed, Camden Planning Guidance (CPG): Transport makes specific recommendations in clauses 6.11 and 6.12 including the requirement for a Car Parking Management and Reduction Plan (CMRP). Details must also include how unallocated spaces will be managed to prevent any unused disabled car parking being used for general parking. Clause 6.13 states that a CMRP Car should form part of a development's planning application. The CMRP should be included in the Travel Plan. Without a CMRP, the layout cannot be approved."

Scope of Car Parking Management and Reduction Plan

- 1.3 The aim of the CMRP is to identify the proposed accessible parking strategy and to minimise the impacts of spaces being inappropriately used by people without the necessary permit. The principle issues addressed by the CMRP are:
 - Site location;
 - Existing Blue Badge parking space provision close to the site;
 - Summary of development proposals and blue badge car parking justification;
 - Blue badge parking provision; and
 - Blue badge parking provision and enforcement.



2.0 Parking Management Plan

General

- 2.1 This Parking Management Plan will seek to achieve the following objectives:
 - > Demonstrate that safe access can be achieved for blue badge holders, especially wheelchair users;
 - Allocation of blue badge spaces will be communicated to office staff; and
 - ▶ Blue badge parking will have appropriate enforcement measures.

Site Location

2.2 The site is located to the south-east of Regent's Park and is bounded by Albany Terrace/Peto Place to the east. The site is approximately 230 metres north east of Regent's Park Underground station and 210 metres north west of Great Portland Underground station. The site is well located with regard to the wider road network with the A501 located to the south. The administrative boundary is the London Borough of Camden. The site in relation to strategic transport links is shown in **Figure 2.1**.



Figure 2.1: Strategic Site Location Plan

2.3 The vehicle access is off Albany Terrace/Peto Place which lies to the rear of the site is part of the Crown Estate, therefore not part of the London Borough of Camden's Road Network. Restrictions throughout the Crown Estate include no trade or business vehicles unless authorised and roads closed between midnight and 07:00 hours. Park Square East to the front of No 18, is also part of the Crown Estate and offers direct access to the footway. No vehicle access to No 18 and The Diorama is available from Park Square East.



Existing Blue Badge Car Parking Provision

- 2.4 The existing Diorama building includes one accessible car parking space which is provided for tenants of the office space who may require it. The space is on part of the Crown Estate land and there is an agreement that the space may only be used by the occupant of the building.
- 2.5 A review of the local road network shows that there are no dedicated on-street disabled parking spaces within reasonable walking distance of the redevelopment site. Park Square East is a private road under the control of the Crown Estate and any parking required a permit, There are no dedicated spaces on Albany Street to the east of the Diorama office space within reasonable distance of the proposed development site.

Development Proposals

- 2.6 The site is located to the south-east of Regent's Park and is bounded by Albany Terrace/Peto Place to the east. The site is approximately 230 metres north east of Regent's Park Underground station and 210 metres north west of Great Portland Underground station. The site is well located with regard to the wider road network with the A501 located to the south. The administrative boundary is the London Borough of Camden.
- 2.7 The full development of the Diorama site comprises of works to Nos. 17 19 Park Square East. The current building (Nos 17-19) are used as B1 Office space and the proposals seek to return Nos. 17 and 19 as residential dwellings and extend No.18 to deliver updated office space. The detail of the proposals are as follows:

No. 17 Park Square East

Change of use from institutional use to residential (Class C3) to form a self-contained dwelling over B, G + 3 storeys, excavation of existing vaults, extension at ground floor level to provide a single storey rear extension, internal subdivision and refurbishment and associated works.

No. 18 Park Square East

Change of use of building from institutional use (SG) to be used as Offices (Class B1a), extension at roof level to provide new third floor, internal subdivision, infilling, refurbishment and associated works.

No. 19 Park Square East

Change of use from offices to residential (Class C3) to form a self-contained dwelling over B, G + 3 storeys, excavation of existing vaults, extension at ground floor level to provide a single storey rear extension, internal subdivision and refurbishment and associated works.





Figure 2.1 – Proposed site layout

Blue Badge car parking - office

- 2.8 The development proposals will not require any alteration to the existing parking arrangements to the rear of the office building. The current car parking will be maintained including the dedicated accessible parking space on Peto Place adjacent to the rear entrance of The Diorama building. It is considered the removal of the parking space on private land will remove a necessary vehicle access provision for those who are less able and may need it. There are no accessible parking spaces available nearby to the proposed office space which may be used as an alternative. The occupation of the accessible space for the Diorama building will be strictly managed.
- 2.9 The London Borough of Camden SPG on Transport (March 2019) indicates that development should be car-free particularly buildings where new occupants are proposed. The policy indicates that the reduction of parking should be considered where the space may be converted for a more appropriate use it is considered that there is no better use for the existing accessible parking space than for it to be retained for those who may need it in the future.
- 2.10 The Draft New London Plan promotes car-free developments but Policy T6 states that appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.5 for non-residential development.

Blue badge space location

- 2.11 As shown on Figure 2.1, there is one blue badge space to the rear of the building close to the building entrance. Internal ramps and a lift are provided within the building to provide step-free access for people who may require it to access the upper floors of the building.
- 2.12 There is a commitment in this Car Parking Management and Reduction Plan that The Diorama Estates will introduce measures to allocate and manage use of the office blue badge spaces to ensure the space is allocated to the appropriate staff.



Blue Badge Parking Allocation and Management Strategy

- 2.13 The future tenants of the office space will be advised of the parking allocation and management strategy upon occupation. The following measures will be introduced by:
 - Communication of Allocations: The Diorama Estate will allocate the space to blue badge holders of the office development only and will communicate this information to future residents at No. 17 and No. 19.
 - Enforcement: If a driver does not comply with the blue badge restrictions (as witnessed by office staff or LBC) The Diorama Estate will be informed of the vehicle registration details in order to take appropriate steps to deter future anti-social parking.
- 2.14 The proposed accessible space re-provides an existing accessible parking space and the reconfiguration of the existing building does not seek to remove the current accessible parking space allocated to the building. The removal of the space would be considered discriminatory to those who may benefit from the use of the space given there are no suitable alternatives to park nearby.



Appendix D

TRICS outputs

Calculation Reference: AUDIT-734001-191001-1000

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL Land Use : A - HOUSES PRIVATELY OWNED Category MULTI-MODAL VEHICLES

Selected regions and areas: GREATER LONDON 01

ONLA		
BN	BARNET	1 days
HO	HOUNSLOW	1 days
WF	WALTHAM FOREST	1 days

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

Secondary Filtering selection:

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

Parameter:	Number of dwellings
Actual Range:	9 to 50 (units:)
Range Selected by User:	9 to 82 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision: Selection by:

Date Range: 01/01/11 to 06/06/19

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.

Include all surveys

<u>Selected survey days:</u>	
Monday	1 days
Tuesday	1 days
Thursday	1 days

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

<u>Selected survey types:</u>	
Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:	
Edge of Town Centre	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories: **Residential Zone**

3

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.

Secondary Filtering selection:

Use Class: C3

3 days

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

TRICS 7.6.3. 260919 B19.23 Database r	ight of TRICS Consortium Limited 2019 All rights reserved	Tuesday 01/10/19
Residential Trip Rates		Page 2
Motion High Street Guildford		Licence No: 734001
Secondary Filtering selection (C	ont).	
Secondary Intering Selection (o	on	
Population within 1 mile:		
20,001 to 25,000	1 days	
50,001 to 100,000	2 days	
This data displays the number of se	lected surveys within stated 1-mile radii of population.	
Population within 5 miles:		
250,001 to 500,000	1 days	
500,001 or More	2 days	
This data displays the number of se	lected surveys within stated 5-mile radii of population.	
Car ownership within 5 miles:		
0.6 to 1.0	1 days	
1.1 to 1.5	2 days	
This data displays the number of se	lected surveys within stated ranges of average cars owned per re	esidential dwelling.
within a radius of 5-miles of selecte	d survey sites.	,eldential artennig,
	-	

Travel Plan:	
Yes	1 days
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.

<u>PTAL Rating:</u>	
2 Poor	1 days
3 Moderate	1 days
5 Very Good	1 days

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

1	BN-03-A-02 SWEETS WAY WHETSTONE	MIXED HOUSES		BARNET
2	Neighbourhood Cent Residential Zone Total Number of dwe <i>Survey date:</i> HO-03-A-02 HIBERNIAN ROAD HOUNSLOW	rre (PPS6 Local Centre) ellings: <i>TUESDAY</i> MI XED HOUSES	21 <i>03/07/18</i>	<i>Survey Type: MANUAL</i> HOUNSLOW
3	Edge of Town Centre Residential Zone Total Number of dwe <i>Survey date:</i> WF-03-A-02 PALMERSTON ROAD WALTHAMSTOW	ellings: <i>MONDAY</i> SEMI DETACHED & TE	50 <i>29/06/15</i> RRACED	<i>Survey Type: MANUAL</i> WALTHAM FOREST
	Edge of Town Centre Residential Zone Total Number of dwe <i>Survey date:</i>	e ellings: <i>THURSDAY</i>	9 <i>06/06/19</i>	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.

Motion High Street Guildford

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL VEHICLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
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03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.025	3	27	0.163	3	27	0.188
08:00 - 09:00	3	27	0.138	3	27	0.300	3	27	0.438
09:00 - 10:00	3	27	0.113	3	27	0.188	3	27	0.301
10:00 - 11:00	3	27	0.100	3	27	0.138	3	27	0.238
11:00 - 12:00	3	27	0.188	3	27	0.100	3	27	0.288
12:00 - 13:00	3	27	0.188	3	27	0.150	3	27	0.338
13:00 - 14:00	3	27	0.138	3	27	0.188	3	27	0.326
14:00 - 15:00	3	27	0.075	3	27	0.087	3	27	0.162
15:00 - 16:00	3	27	0.200	3	27	0.138	3	27	0.338
16:00 - 17:00	3	27	0.138	3	27	0.113	3	27	0.251
17:00 - 18:00	3	27	0.212	3	27	0.150	3	27	0.362
18:00 - 19:00	3	27	0.325	3	27	0.212	3	27	0.537
19:00 - 20:00	3	27	0.250	3	27	0.138	3	27	0.388
20:00 - 21:00	3	27	0.275	3	27	0.225	3	27	0.500
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.365			2.290			4.655

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.

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Parameter summary

Trip rate parameter range selected:	9 - 50 (units:)
Survey date date range:	01/01/11 - 06/06/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL TAXIS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									L
01:00 - 02:00									I
02:00 - 03:00									L
03:00 - 04:00									
04:00 - 05:00									L
05:00 - 06:00									
06:00 - 07:00									L
07:00 - 08:00	3	27	0.000	3	27	0.000	3	27	0.000
08:00 - 09:00	3	27	0.000	3	27	0.000	3	27	0.000
09:00 - 10:00	3	27	0.000	3	27	0.000	3	27	0.000
10:00 - 11:00	3	27	0.013	3	27	0.013	3	27	0.026
11:00 - 12:00	3	27	0.000	3	27	0.000	3	27	0.000
12:00 - 13:00	3	27	0.000	3	27	0.000	3	27	0.000
13:00 - 14:00	3	27	0.013	3	27	0.013	3	27	0.026
14:00 - 15:00	3	27	0.000	3	27	0.000	3	27	0.000
15:00 - 16:00	3	27	0.013	3	27	0.013	3	27	0.026
16:00 - 17:00	3	27	0.013	3	27	0.013	3	27	0.026
17:00 - 18:00	3	27	0.000	3	27	0.000	3	27	0.000
18:00 - 19:00	3	27	0.000	3	27	0.000	3	27	0.000
19:00 - 20:00	3	27	0.000	3	27	0.000	3	27	0.000
20:00 - 21:00	3	27	0.013	3	27	0.013	3	27	0.026
21:00 - 22:00									L
22:00 - 23:00									ļ
23:00 - 24:00									L
Total Rates:			0.065			0.065			0.130

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.

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI - MODAL OGVS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.000	3	27	0.000
08:00 - 09:00	3	27	0.000	3	27	0.000	3	27	0.000
09:00 - 10:00	3	27	0.013	3	27	0.013	3	27	0.026
10:00 - 11:00	3	27	0.000	3	27	0.000	3	27	0.000
11:00 - 12:00	3	27	0.025	3	27	0.000	3	27	0.025
12:00 - 13:00	3	27	0.013	3	27	0.037	3	27	0.050
13:00 - 14:00	3	27	0.013	3	27	0.013	3	27	0.026
14:00 - 15:00	3	27	0.000	3	27	0.000	3	27	0.000
15:00 - 16:00	3	27	0.025	3	27	0.013	3	27	0.038
16:00 - 17:00	3	27	0.000	3	27	0.013	3	27	0.013
17:00 - 18:00	3	27	0.000	3	27	0.000	3	27	0.000
18:00 - 19:00	3	27	0.000	3	27	0.000	3	27	0.000
19:00 - 20:00	3	27	0.000	3	27	0.000	3	27	0.000
20:00 - 21:00	3	27	0.000	3	27	0.000	3	27	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.089			0.178

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL PSVS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.000	3	27	0.000
08:00 - 09:00	3	27	0.013	3	27	0.013	3	27	0.026
09:00 - 10:00	3	27	0.000	3	27	0.000	3	27	0.000
10:00 - 11:00	3	27	0.000	3	27	0.000	3	27	0.000
11:00 - 12:00	3	27	0.000	3	27	0.000	3	27	0.000
12:00 - 13:00	3	27	0.000	3	27	0.000	3	27	0.000
13:00 - 14:00	3	27	0.000	3	27	0.000	3	27	0.000
14:00 - 15:00	3	27	0.000	3	27	0.000	3	27	0.000
15:00 - 16:00	3	27	0.000	3	27	0.000	3	27	0.000
16:00 - 17:00	3	27	0.013	3	27	0.013	3	27	0.026
17:00 - 18:00	3	27	0.000	3	27	0.000	3	27	0.000
18:00 - 19:00	3	27	0.000	3	27	0.000	3	27	0.000
19:00 - 20:00	3	27	0.000	3	27	0.000	3	27	0.000
20:00 - 21:00	3	27	0.000	3	27	0.000	3	27	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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.

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI - MODAL CYCLISTS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	S	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.013	3	27	0.013
08:00 - 09:00	3	27	0.000	3	27	0.037	3	27	0.037
09:00 - 10:00	3	27	0.013	3	27	0.013	3	27	0.026
10:00 - 11:00	3	27	0.000	3	27	0.037	3	27	0.037
11:00 - 12:00	3	27	0.013	3	27	0.000	3	27	0.013
12:00 - 13:00	3	27	0.013	3	27	0.025	3	27	0.038
13:00 - 14:00	3	27	0.025	3	27	0.000	3	27	0.025
14:00 - 15:00	3	27	0.013	3	27	0.013	3	27	0.026
15:00 - 16:00	3	27	0.000	3	27	0.000	3	27	0.000
16:00 - 17:00	3	27	0.025	3	27	0.025	3	27	0.050
17:00 - 18:00	3	27	0.025	3	27	0.000	3	27	0.025
18:00 - 19:00	3	27	0.000	3	27	0.013	3	27	0.013
19:00 - 20:00	3	27	0.025	3	27	0.000	3	27	0.025
20:00 - 21:00	3	27	0.013	3	27	0.000	3	27	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.165			0.176			0.341

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.

Motion High Street Guildford

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL VEHICLE OCCUPANTS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.025	3	27	0.188	3	27	0.213
08:00 - 09:00	3	27	0.150	3	27	0.425	3	27	0.575
09:00 - 10:00	3	27	0.125	3	27	0.237	3	27	0.362
10:00 - 11:00	3	27	0.113	3	27	0.225	3	27	0.338
11:00 - 12:00	3	27	0.263	3	27	0.138	3	27	0.401
12:00 - 13:00	3	27	0.300	3	27	0.250	3	27	0.550
13:00 - 14:00	3	27	0.200	3	27	0.263	3	27	0.463
14:00 - 15:00	3	27	0.100	3	27	0.100	3	27	0.200
15:00 - 16:00	3	27	0.313	3	27	0.175	3	27	0.487
16:00 - 17:00	3	27	0.175	3	27	0.113	3	27	0.288
17:00 - 18:00	3	27	0.313	3	27	0.237	3	27	0.549
18:00 - 19:00	3	27	0.400	3	27	0.263	3	27	0.663
19:00 - 20:00	3	27	0.287	3	27	0.150	3	27	0.437
20:00 - 21:00	3	27	0.338	3	27	0.263	3	27	0.601
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.100			3.027			6.127

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.

Motion High Street Guildford

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL PEDESTRIANS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	S	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.025	3	27	0.075	3	27	0.100
08:00 - 09:00	3	27	0.025	3	27	0.350	3	27	0.375
09:00 - 10:00	3	27	0.188	3	27	0.200	3	27	0.388
10:00 - 11:00	3	27	0.100	3	27	0.025	3	27	0.125
11:00 - 12:00	3	27	0.100	3	27	0.087	3	27	0.187
12:00 - 13:00	3	27	0.063	3	27	0.100	3	27	0.162
13:00 - 14:00	3	27	0.150	3	27	0.150	3	27	0.300
14:00 - 15:00	3	27	0.100	3	27	0.163	3	27	0.263
15:00 - 16:00	3	27	0.400	3	27	0.138	3	27	0.538
16:00 - 17:00	3	27	0.263	3	27	0.163	3	27	0.426
17:00 - 18:00	3	27	0.300	3	27	0.113	3	27	0.413
18:00 - 19:00	3	27	0.175	3	27	0.263	3	27	0.438
19:00 - 20:00	3	27	0.263	3	27	0.250	3	27	0.513
20:00 - 21:00	3	27	0.188	3	27	0.138	3	27	0.326
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.339			2.215			4.554

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.

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI - MODAL BUS/TRAM PASSENGERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.050	3	27	0.050
08:00 - 09:00	3	27	0.025	3	27	0.050	3	27	0.075
09:00 - 10:00	3	27	0.000	3	27	0.037	3	27	0.037
10:00 - 11:00	3	27	0.000	3	27	0.025	3	27	0.025
11:00 - 12:00	3	27	0.013	3	27	0.050	3	27	0.063
12:00 - 13:00	3	27	0.037	3	27	0.000	3	27	0.037
13:00 - 14:00	3	27	0.050	3	27	0.037	3	27	0.087
14:00 - 15:00	3	27	0.013	3	27	0.000	3	27	0.013
15:00 - 16:00	3	27	0.025	3	27	0.025	3	27	0.050
16:00 - 17:00	3	27	0.050	3	27	0.013	3	27	0.063
17:00 - 18:00	3	27	0.050	3	27	0.000	3	27	0.050
18:00 - 19:00	3	27	0.087	3	27	0.013	3	27	0.100
19:00 - 20:00	3	27	0.025	3	27	0.037	3	27	0.062
20:00 - 21:00	3	27	0.025	3	27	0.000	3	27	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.400			0.337			0.737

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.

Motion High Street Guildford

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL TOTAL RAIL PASSENGERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.188	3	27	0.188
08:00 - 09:00	3	27	0.000	3	27	0.188	3	27	0.188
09:00 - 10:00	3	27	0.000	3	27	0.063	3	27	0.062
10:00 - 11:00	3	27	0.025	3	27	0.000	3	27	0.025
11:00 - 12:00	3	27	0.000	3	27	0.025	3	27	0.025
12:00 - 13:00	3	27	0.013	3	27	0.025	3	27	0.038
13:00 - 14:00	3	27	0.025	3	27	0.000	3	27	0.025
14:00 - 15:00	3	27	0.025	3	27	0.025	3	27	0.050
15:00 - 16:00	3	27	0.013	3	27	0.037	3	27	0.050
16:00 - 17:00	3	27	0.037	3	27	0.000	3	27	0.037
17:00 - 18:00	3	27	0.150	3	27	0.000	3	27	0.150
18:00 - 19:00	3	27	0.113	3	27	0.013	3	27	0.126
19:00 - 20:00	3	27	0.125	3	27	0.000	3	27	0.125
20:00 - 21:00	3	27	0.087	3	27	0.000	3	27	0.087
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.613			0.563			1.176

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.

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI - MODAL COACH PASSENGERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.000	3	27	0.000
08:00 - 09:00	3	27	0.000	3	27	0.037	3	27	0.037
09:00 - 10:00	3	27	0.000	3	27	0.000	3	27	0.000
10:00 - 11:00	3	27	0.000	3	27	0.000	3	27	0.000
11:00 - 12:00	3	27	0.000	3	27	0.000	3	27	0.000
12:00 - 13:00	3	27	0.000	3	27	0.000	3	27	0.000
13:00 - 14:00	3	27	0.000	3	27	0.000	3	27	0.000
14:00 - 15:00	3	27	0.000	3	27	0.000	3	27	0.000
15:00 - 16:00	3	27	0.000	3	27	0.000	3	27	0.000
16:00 - 17:00	3	27	0.013	3	27	0.000	3	27	0.013
17:00 - 18:00	3	27	0.000	3	27	0.000	3	27	0.000
18:00 - 19:00	3	27	0.000	3	27	0.000	3	27	0.000
19:00 - 20:00	3	27	0.000	3	27	0.000	3	27	0.000
20:00 - 21:00	3	27	0.000	3	27	0.000	3	27	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.037			0.050

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.

Motion High Street Guildford

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL PUBLIC TRANSPORT USERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									L
01:00 - 02:00									I
02:00 - 03:00									L
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.237	3	27	0.237
08:00 - 09:00	3	27	0.025	3	27	0.275	3	27	0.300
09:00 - 10:00	3	27	0.000	3	27	0.100	3	27	0.100
10:00 - 11:00	3	27	0.025	3	27	0.025	3	27	0.050
11:00 - 12:00	3	27	0.013	3	27	0.075	3	27	0.088
12:00 - 13:00	3	27	0.050	3	27	0.025	3	27	0.075
13:00 - 14:00	3	27	0.075	3	27	0.037	3	27	0.112
14:00 - 15:00	3	27	0.037	3	27	0.025	3	27	0.062
15:00 - 16:00	3	27	0.037	3	27	0.063	3	27	0.099
16:00 - 17:00	3	27	0.100	3	27	0.013	3	27	0.113
17:00 - 18:00	3	27	0.200	3	27	0.000	3	27	0.200
18:00 - 19:00	3	27	0.200	3	27	0.025	3	27	0.225
19:00 - 20:00	3	27	0.150	3	27	0.037	3	27	0.187
20:00 - 21:00	3	27	0.113	3	27	0.000	3	27	0.113
21:00 - 22:00									ļ
22:00 - 23:00									ļ
23:00 - 24:00									L
Total Rates:			1.025			0.936			1.961

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.

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Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI - MODAL TOTAL PEOPLE Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS]	DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.050	3	27	0.512	3	27	0.562
08:00 - 09:00	3	27	0.200	3	27	1.087	3	27	1.287
09:00 - 10:00	3	27	0.325	3	27	0.550	3	27	0.875
10:00 - 11:00	3	27	0.237	3	27	0.313	3	27	0.549
11:00 - 12:00	3	27	0.388	3	27	0.300	3	27	0.688
12:00 - 13:00	3	27	0.425	3	27	0.400	3	27	0.825
13:00 - 14:00	3	27	0.450	3	27	0.450	3	27	0.900
14:00 - 15:00	3	27	0.250	3	27	0.300	3	27	0.550
15:00 - 16:00	3	27	0.750	3	27	0.375	3	27	1.125
16:00 - 17:00	3	27	0.563	3	27	0.313	3	27	0.874
17:00 - 18:00	3	27	0.838	3	27	0.350	3	27	1.188
18:00 - 19:00	3	27	0.775	3	27	0.563	3	27	1.337
19:00 - 20:00	3	27	0.725	3	27	0.438	3	27	1.163
20:00 - 21:00	3	27	0.650	3	27	0.400	3	27	1.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.625			6.348			12.973

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.
Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL CARS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.025	3	27	0.150	3	27	0.175
08:00 - 09:00	3	27	0.087	3	27	0.275	3	27	0.362
09:00 - 10:00	3	27	0.063	3	27	0.113	3	27	0.175
10:00 - 11:00	3	27	0.063	3	27	0.087	3	27	0.149
11:00 - 12:00	3	27	0.138	3	27	0.075	3	27	0.213
12:00 - 13:00	3	27	0.163	3	27	0.087	3	27	0.250
13:00 - 14:00	3	27	0.087	3	27	0.150	3	27	0.237
14:00 - 15:00	3	27	0.075	3	27	0.063	3	27	0.137
15:00 - 16:00	3	27	0.150	3	27	0.100	3	27	0.250
16:00 - 17:00	3	27	0.087	3	27	0.075	3	27	0.162
17:00 - 18:00	3	27	0.175	3	27	0.113	3	27	0.288
18:00 - 19:00	3	27	0.300	3	27	0.188	3	27	0.488
19:00 - 20:00	3	27	0.225	3	27	0.125	3	27	0.350
20:00 - 21:00	3	27	0.212	3	27	0.175	3	27	0.387
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.848			1.775			3.623

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL LGVS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.013	3	27	0.013
08:00 - 09:00	3	27	0.037	3	27	0.013	3	27	0.050
09:00 - 10:00	3	27	0.025	3	27	0.050	3	27	0.075
10:00 - 11:00	3	27	0.025	3	27	0.037	3	27	0.062
11:00 - 12:00	3	27	0.025	3	27	0.013	3	27	0.038
12:00 - 13:00	3	27	0.013	3	27	0.025	3	27	0.038
13:00 - 14:00	3	27	0.025	3	27	0.013	3	27	0.038
14:00 - 15:00	3	27	0.000	3	27	0.013	3	27	0.013
15:00 - 16:00	3	27	0.013	3	27	0.013	3	27	0.026
16:00 - 17:00	3	27	0.025	3	27	0.000	3	27	0.025
17:00 - 18:00	3	27	0.037	3	27	0.037	3	27	0.074
18:00 - 19:00	3	27	0.025	3	27	0.025	3	27	0.050
19:00 - 20:00	3	27	0.025	3	27	0.013	3	27	0.038
20:00 - 21:00	3	27	0.000	3	27	0.013	3	27	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.275			0.278			0.553

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.

Motion High Street Guildford

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL MOTOR CYCLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.000	3	27	0.000
08:00 - 09:00	3	27	0.000	3	27	0.000	3	27	0.000
09:00 - 10:00	3	27	0.013	3	27	0.013	3	27	0.026
10:00 - 11:00	3	27	0.000	3	27	0.000	3	27	0.000
11:00 - 12:00	3	27	0.000	3	27	0.013	3	27	0.013
12:00 - 13:00	3	27	0.000	3	27	0.000	3	27	0.000
13:00 - 14:00	3	27	0.000	3	27	0.000	3	27	0.000
14:00 - 15:00	3	27	0.000	3	27	0.013	3	27	0.013
15:00 - 16:00	3	27	0.000	3	27	0.000	3	27	0.000
16:00 - 17:00	3	27	0.000	3	27	0.000	3	27	0.000
17:00 - 18:00	3	27	0.000	3	27	0.000	3	27	0.000
18:00 - 19:00	3	27	0.000	3	27	0.000	3	27	0.000
19:00 - 20:00	3	27	0.000	3	27	0.000	3	27	0.000
20:00 - 21:00	3	27	0.050	3	27	0.025	3	27	0.075
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.064			0.127

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL Underground Passengers Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

Motion

		ARRIVALS		[DEPARTURES	S		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									L
01:00 - 02:00									I
02:00 - 03:00									L
03:00 - 04:00									L
04:00 - 05:00									
05:00 - 06:00									L
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.138	3	27	0.138
08:00 - 09:00	3	27	0.000	3	27	0.163	3	27	0.163
09:00 - 10:00	3	27	0.000	3	27	0.063	3	27	0.062
10:00 - 11:00	3	27	0.025	3	27	0.000	3	27	0.025
11:00 - 12:00	3	27	0.000	3	27	0.025	3	27	0.025
12:00 - 13:00	3	27	0.013	3	27	0.025	3	27	0.038
13:00 - 14:00	3	27	0.013	3	27	0.000	3	27	0.013
14:00 - 15:00	3	27	0.025	3	27	0.000	3	27	0.025
15:00 - 16:00	3	27	0.013	3	27	0.013	3	27	0.026
16:00 - 17:00	3	27	0.037	3	27	0.000	3	27	0.037
17:00 - 18:00	3	27	0.087	3	27	0.000	3	27	0.087
18:00 - 19:00	3	27	0.100	3	27	0.013	3	27	0.113
19:00 - 20:00	3	27	0.087	3	27	0.000	3	27	0.087
20:00 - 21:00	3	27	0.075	3	27	0.000	3	27	0.075
21:00 - 22:00									I
22:00 - 23:00									L
23:00 - 24:00									
Total Rates:			0.475			0.439			0.914

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL National Rail Passengers Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

Motion

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.050	3	27	0.050
08:00 - 09:00	3	27	0.000	3	27	0.025	3	27	0.025
09:00 - 10:00	3	27	0.000	3	27	0.000	3	27	0.000
10:00 - 11:00	3	27	0.000	3	27	0.000	3	27	0.000
11:00 - 12:00	3	27	0.000	3	27	0.000	3	27	0.000
12:00 - 13:00	3	27	0.000	3	27	0.000	3	27	0.000
13:00 - 14:00	3	27	0.013	3	27	0.000	3	27	0.013
14:00 - 15:00	3	27	0.000	3	27	0.025	3	27	0.025
15:00 - 16:00	3	27	0.000	3	27	0.025	3	27	0.025
16:00 - 17:00	3	27	0.000	3	27	0.000	3	27	0.000
17:00 - 18:00	3	27	0.063	3	27	0.000	3	27	0.062
18:00 - 19:00	3	27	0.013	3	27	0.000	3	27	0.013
19:00 - 20:00	3	27	0.037	3	27	0.000	3	27	0.037
20:00 - 21:00	3	27	0.013	3	27	0.000	3	27	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.138			0.125			0.263

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.

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI -MODAL Bus Passengers Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.050	3	27	0.050
08:00 - 09:00	3	27	0.025	3	27	0.050	3	27	0.075
09:00 - 10:00	3	27	0.000	3	27	0.037	3	27	0.037
10:00 - 11:00	3	27	0.000	3	27	0.025	3	27	0.025
11:00 - 12:00	3	27	0.013	3	27	0.050	3	27	0.063
12:00 - 13:00	3	27	0.037	3	27	0.000	3	27	0.037
13:00 - 14:00	3	27	0.050	3	27	0.037	3	27	0.087
14:00 - 15:00	3	27	0.013	3	27	0.000	3	27	0.013
15:00 - 16:00	3	27	0.025	3	27	0.025	3	27	0.050
16:00 - 17:00	3	27	0.050	3	27	0.013	3	27	0.063
17:00 - 18:00	3	27	0.050	3	27	0.000	3	27	0.050
18:00 - 19:00	3	27	0.087	3	27	0.013	3	27	0.100
19:00 - 20:00	3	27	0.025	3	27	0.037	3	27	0.062
20:00 - 21:00	3	27	0.025	3	27	0.000	3	27	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.400			0.337			0.737

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.

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI - MODAL Servicing Vehicles Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

Motion

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	27	0.000	3	27	0.000	3	27	0.000
08:00 - 09:00	3	27	0.037	3	27	0.025	3	27	0.062
09:00 - 10:00	3	27	0.025	3	27	0.037	3	27	0.062
10:00 - 11:00	3	27	0.025	3	27	0.025	3	27	0.050
11:00 - 12:00	3	27	0.050	3	27	0.013	3	27	0.063
12:00 - 13:00	3	27	0.025	3	27	0.063	3	27	0.087
13:00 - 14:00	3	27	0.037	3	27	0.025	3	27	0.062
14:00 - 15:00	3	27	0.000	3	27	0.013	3	27	0.013
15:00 - 16:00	3	27	0.037	3	27	0.025	3	27	0.062
16:00 - 17:00	3	27	0.013	3	27	0.013	3	27	0.026
17:00 - 18:00	3	27	0.025	3	27	0.037	3	27	0.062
18:00 - 19:00	3	27	0.025	3	27	0.025	3	27	0.050
19:00 - 20:00	3	27	0.025	3	27	0.013	3	27	0.038
20:00 - 21:00	3	27	0.000	3	27	0.013	3	27	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.324			0.326			0.650

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.



Appendix E

Servicing Trip Calculations

THE DIORAMA - EXISTING OFFICE SERVICE VEHICLE **GENERATION - November 2019**

Future Servicing Demands

	R	etail	Restau	rant/Café	Ba	ars	Entertain Cine	iment & ma	Offi work	ce inc shops	Но	otel	Resid	lential	Rail Sta	tion
	GFA	NFA	GFA	NFA	GFA	NFA (70%)	GFA	NFA	GFA	NFA	GFA	NFA	GFA	NFA	GFA	NFA
Floor Area	0		0				0		2903		0					
Trip Rate (veh/100m ²)	0.85		1.2				0.25		0.2	0.29	0.1	0	0.07	0.09		0
Vehs/day	0		0		0	0	0		6	0	0	0	0	0	0	0
Vehs/peak hr	0		0		0	0	0		1	0	0		0	0	0	

Time period			S	ervice Vehi	cle Arriva	ls %						Service	/ehicle A	rivals				Ve	ehicle Ty	pe		Bays	
	Retail	Rest/Café	Bars	Ent & Cinema	Office	Hotel	Residential	Rail Stn	Retail	Rest/Café	Bars	Ent & Cinema	Office	Hotel	Residential	Rail Stn	Total Arrivals	HGV	LGV	Small van	Total	Service Vehicles	
				*assumed								*assumed											
0000 - 0100	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
0100 - 0200	0.0%	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	1	
0200 - 0300	0.0%	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	0	1	1	
0300 - 0400	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
0400 - 0500	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	1	1	
0500 - 0600	0.0%	0.0%	0.0%	1.0%	2.9%	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
0600 - 0700	10.6%	22.0%	0.0%	5.0%	6.1%	5.6%	4.0%	10.6%	0	0	0	0	1	0	0	0	1	1	0	0	1	1	
0700 - 0800	9.6%	21.0%	5.0%	10.0%	8.1%	5.6%	8.0%	9.6%	0	0	0	0	1	0	0	0	1	0	1	0	1	1	
0800 - 0900	7.4%	18.0%	10.0%	10.0%	7.4%	11.1%	4.0%	7.4%	0	0	0	0	1	0	0	0	1	0	1	0	1	1	
0900 - 1000	19.1%	8.0%	15.0%	10.0%	10.7%	13.9%	2.0%	19.1%	0	0	0	0	1	0	0	0	1	0	1	0	1	1	
1000 - 1100	8.5%	2.0%	15.0%	5.0%	7.9%	8.3%	2.0%	8.5%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1100 - 1200	7.4%	3.0%	10.0%	0.0%	8.7%	11.1%	2.0%	7.4%	0	0	0	0	1	0	0	0	1	0	1	0	1	1	
1200 - 1300	8.5%	3.0%	5.0%	0.0%	6.9%	11.1%	2.0%	8.5%	0	0	0	0	1	0	0	0	1	0	1	0	1	1	
1300 - 1400	8.5%	13.0%	4.0%	5.0%	6.2%	5.6%	2.0%	8.5%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1400 - 1500	7.4%	10.0%	4.0%	5.0%	6.6%	5.6%	2.0%	7.4%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1500 - 1600	6.4%	0.0%	5.0%	10.0%	4.7%	8.3%	2.0%	6.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600 - 1700	4.3%	0.0%	10.0%	10.0%	4.7%	2.8%	2.0%	4.3%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1700 - 1800	0.0%	0.0%	10.0%	10.0%	2.5%	0.0%	7.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1800 - 1900	0.0%	0.0%	5.0%	5.0%	5.0%	5.6%	10.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900 - 2000	2.1%	0.0%	2.0%	5.0%	1.8%	0.0%	15.0%	2.1%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
2000 - 2100	0.0%	0.0%	0.0%	3.0%	1.6%	0.0%	15.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
2100 - 2200	0.0%	0.0%	0.0%	3.0%	0.8%	0.0%	12.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
2200 - 2300	0.0%	0.0%	0.0%	2.0%	0.3%	2.8%	8.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
2300 - 0000	0.0%	0.0%	0.0%	1.0%	1.6%	2.8%	1.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
	100.0%	100.0%	100.0%	100%	100.0%	100.0%	100.0%	100.0%	0	0	0	0	6	0	0	0	6	1	5	0	1	1	

References:

 Reterences:

 1. Business, goods and service vehicle trip generation at office developments (C.R. Eastman. 1992)

 2. Shopping centres: Deliveries and Servicing. (J.B. Rowlands & J.G. Wardley.1998)

 3. Surveys at Broadgate (OAP 1989 and Broadgate Estates 1998) for offices

 4. Hotel Numbers from surveys at London Metropole Hotel (1989) and Selfridges Hotel (2000):

 Based on 0.3 trip rate/ 100m² for highly serviced (restaurants/bars, gym,spa,etc)

 0.1 trip rate/ 100m² for low serviced hotels . Information supported by Malmaison Hotels (2016)

 5. Department stores trip rate is around 0.5 trips/100m²-It will vary according to Distribution centre use. Based on the Selfridges survey (2000). Retail distribution

based upon Paddington Surveys in May 2000

Notes:

Turnaround of 25mins for HGV, 15mins for LGVs and 25 min for maintenance/service/long-term vehicles.

TITLE: The Diorama JOB NO: 1907072 **DATE:** 13/11/19

THE DIORAMA - PROPOSED B1 SERVICE VEHICLE GENERATION -November 2019

Future Servicing Demands

	R	etail	Restau	rant/Café	Ba	ars	Entertain Cine	nment & ema	Offic work	ce inc (shops	Н	otel	Resid	lential	Rail Sta	tion
	GFA	NFA	GFA	NFA	GFA	NFA (70%)	GFA	NFA	GFA	NFA	GFA	NFA	GFA	NFA	GFA	NFA
Floor Area	0		0				0		2889		0					
Trip Rate (veh/100m ²)	0.85		1.2				0.25		0.2	0.29	0.1	0	0.07	0.09		0
Vehs/day	0		0		0	0	0		6	0	0	0	0	0	0	0
Vehs/peak hr	0		0		0	0	0		1	0	0		0	0	0	

Time period			S	ervice Vehi	icle Arriva	ls %						Service	Vehicle A	rrivals				V	ehicle Ty	ре		Bays	
	Retail	Rest/Café	Bars	Ent & Cinema	Office	Hotel	Residential	Rail Stn	Retail	Rest/Café	Bars	Ent & Cinema	Office	Hotel	Residential	Rail Stn	Total Arrivals	HGV	LGV	Small van	Total	Service Vehicles	
				*assumed								*assumed											í
0000 - 0100	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	í
0100 - 0200	0.0%	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	1	1
0200 - 0300	0.0%	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	0	1	1	
0300 - 0400	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
0400 - 0500	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	1	1	í
0500 - 0600	0.0%	0.0%	0.0%	1.0%	2.9%	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
0600 - 0700	10.6%	22.0%	0.0%	5.0%	6.1%	5.6%	4.0%	10.6%	0	0	0	0	1	0	0	0	1	1	0	0	1	1	1
0700 - 0800	9.6%	21.0%	5.0%	10.0%	8.1%	5.6%	8.0%	9.6%	0	0	0	0	1	0	0	0	1	0	1	0	1	1	
0800 - 0900	7.4%	18.0%	10.0%	10.0%	7.4%	11.1%	4.0%	7.4%	0	0	0	0	1	0	0	0	1	0	1	0	1	1	
0900 - 1000	19.1%	8.0%	15.0%	10.0%	10.7%	13.9%	2.0%	19.1%	0	0	0	0	1	0	0	0	1	0	1	0	1	1	
1000 - 1100	8.5%	2.0%	15.0%	5.0%	7.9%	8.3%	2.0%	8.5%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1100 - 1200	7.4%	3.0%	10.0%	0.0%	8.7%	11.1%	2.0%	7.4%	0	0	0	0	1	0	0	0	1	0	1	0	1	1	
1200 - 1300	8.5%	3.0%	5.0%	0.0%	6.9%	11.1%	2.0%	8.5%	0	0	0	0	1	0	0	0	1	0	1	0	1	1	
1300 - 1400	8.5%	13.0%	4.0%	5.0%	6.2%	5.6%	2.0%	8.5%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1400 - 1500	7.4%	10.0%	4.0%	5.0%	6.6%	5.6%	2.0%	7.4%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1500 - 1600	6.4%	0.0%	5.0%	10.0%	4.7%	8.3%	2.0%	6.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	i
1600 - 1700	4.3%	0.0%	10.0%	10.0%	4.7%	2.8%	2.0%	4.3%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1700 - 1800	0.0%	0.0%	10.0%	10.0%	2.5%	0.0%	7.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1800 - 1900	0.0%	0.0%	5.0%	5.0%	5.0%	5.6%	10.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900 - 2000	2.1%	0.0%	2.0%	5.0%	1.8%	0.0%	15.0%	2.1%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	i
2000 - 2100	0.0%	0.0%	0.0%	3.0%	1.6%	0.0%	15.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	i
2100 - 2200	0.0%	0.0%	0.0%	3.0%	0.8%	0.0%	12.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
2200 - 2300	0.0%	0.0%	0.0%	2.0%	0.3%	2.8%	8.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
2300 - 0000	0.0%	0.0%	0.0%	1.0%	1.6%	2.8%	1.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
	100.0%	100.0%	100.0%	100%	100.0%	100.0%	100.0%	100.0%	0	0	0	0	6	0	0	0	6	1	5	0	1	1	

References:

 Heterences:

 1. Business, goods and service vehicle trip generation at office developments (C.R. Eastman. 1992)

 2. Shopping centres: Deliveries and Servicing. (J.B. Rowlands & J.G. Wardley.1998)

 3. Surveys at Broadgate (OAP 1989 and Broadgate Estates 1998) for offices

 4. Hotel Numbers from surveys at London Metropole Hotel (1989) and Selfridges Hotel (2000):

 Based on 0.3 trip rate/ 100m² for highly serviced (restaurants/bars, gym,spa,etc)

 0.1 trip rate/ 100m² for low serviced hotels. Information supported by Malmaison Hotels (2016)

 5. Department stores trip rate is around 0.5 trips/100m²-It will vary according to Distribution centre use. Based on the Selfridges survey (2000). Retail distribution

based upon Paddington Surveys in May 2000

Notes:

Turnaround of 25mins for HGV, 15mins for LGVs and 25 min for maintenance/service/long-term vehicles.

TITLE: The Diorama JOB NO: 1907072 **DATE:** 25/11/19

THE DIORAMA - PROPOSED RESI SERVICE VEHICLE **GENERATION - November 2019**

Future Servicing Demands

	R	etail	Restau	rant/Café	B	ars	Entertair Cine	nment & ema	Offi work	ce inc shops	Но	otel	Resid	ential	Rail Sta	ition
	GFA	NFA	GFA	NFA	GFA	NFA (70%)	GFA	NFA	GFA	NFA	GFA	NFA	GFA	NFA	GFA	NFA
Floor Area	0		0				0		0		0		838			
Trip Rate (veh/100m ²)	0.85		1.2				0.25		0.2	0.29	0.1	0	0.07	0.09		0
Vehs/day	0		0		0	0	0		0	0	0	0	1	0	0	0
Vehs/peak hr	0		0		0	0	0		0	0	0		0	0	0	

Time period	Service Vehicle Arrivals %							Service Vehicle Arrivals								Vehicle Type			Bays				
	Retail	Rest/Café	Bars	Ent & Cinema	Office	Hotel	Residential	Rail Stn	Retail	Rest/Café	Bars	Ent & Cinema	Office	Hotel	Residential	Rail Stn	Total Arrivals	HGV	LGV	Small van	Total	Service Vehicles	
				*assumed								*assumed											
0000 - 0100	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0200	0.0%	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	
0200 - 0300	0.0%	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	0	0	0	
0300 - 0400	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0500	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	
0500 - 0600	0.0%	0.0%	0.0%	1.0%	2.9%	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0700	10.6%	22.0%	0.0%	5.0%	6.1%	5.6%	4.0%	10.6%	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
0700 - 0800	9.6%	21.0%	5.0%	10.0%	8.1%	5.6%	8.0%	9.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0900	7.4%	18.0%	10.0%	10.0%	7.4%	11.1%	4.0%	7.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900 - 1000	19.1%	8.0%	15.0%	10.0%	10.7%	13.9%	2.0%	19.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000 - 1100	8.5%	2.0%	15.0%	5.0%	7.9%	8.3%	2.0%	8.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100 - 1200	7.4%	3.0%	10.0%	0.0%	8.7%	11.1%	2.0%	7.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200 - 1300	8.5%	3.0%	5.0%	0.0%	6.9%	11.1%	2.0%	8.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300 - 1400	8.5%	13.0%	4.0%	5.0%	6.2%	5.6%	2.0%	8.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400 - 1500	7.4%	10.0%	4.0%	5.0%	6.6%	5.6%	2.0%	7.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500 - 1600	6.4%	0.0%	5.0%	10.0%	4.7%	8.3%	2.0%	6.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600 - 1700	4.3%	0.0%	10.0%	10.0%	4.7%	2.8%	2.0%	4.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1800	0.0%	0.0%	10.0%	10.0%	2.5%	0.0%	7.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800 - 1900	0.0%	0.0%	5.0%	5.0%	5.0%	5.6%	10.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900 - 2000	2.1%	0.0%	2.0%	5.0%	1.8%	0.0%	15.0%	2.1%	0	0	0	0	0	0	1	0	1	0	1	0	1	1	
2000 - 2100	0.0%	0.0%	0.0%	3.0%	1.6%	0.0%	15.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100 - 2200	0.0%	0.0%	0.0%	3.0%	0.8%	0.0%	12.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200 - 2300	0.0%	0.0%	0.0%	2.0%	0.3%	2.8%	8.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 0000	0.0%	0.0%	0.0%	1.0%	1.6%	2.8%	1.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	100.0%	100.0%	100.0%	100%	100.0%	100.0%	100.0%	100.0%	0	0	0	0	0	0	1	0	1	0	1	0	1	1	

References:

 Reterences:

 1. Business, goods and service vehicle trip generation at office developments (C.R. Eastman. 1992)

 2. Shopping centres: Deliveries and Servicing. (J.B. Rowlands & J.G. Wardley.1998)

 3. Surveys at Broadgate (OAP 1989 and Broadgate Estates 1998) for offices

 4. Hotel Numbers from surveys at London Metropole Hotel (1989) and Selfridges Hotel (2000):

 Based on 0.3 trip rate/ 100m² for highly serviced (restaurants/bars, gym,spa,etc)

 0.1 trip rate/ 100m² for low serviced hotels . Information supported by Malmaison Hotels (2016)

 5. Department stores trip rate is around 0.5 trips/100m²-It will vary according to Distribution centre use. Based on the Selfridges survey (2000). Retail distribution

based upon Paddington Surveys in May 2000

Notes:

Turnaround of 25mins for HGV, 15mins for LGVs and 25 min for maintenance/service/long-term vehicles.

TITLE: The Diorama JOB NO: 1907072 **DATE:** 13/11/19



Appendix F

Draft Construction Management Plan proforma – Proposed office-use

Construction Management Plan pro forma v2.2



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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
08/11/2019	Draft 1.1	Phil de Jongh

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by



Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance (CPG) 6: Amenity and (CPG) 8: Planning Obligations.

This CMP follows the best practice guidelines as described in <u>Transport for London's</u> (TfL's Standard for <u>Construction Logistics and Community Safety</u> (**CLOCS**) scheme) and <u>Camden's</u> <u>Minimum Requirements for Building Construction</u> **(CMRBC)**.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "<u>Demolition Notice.</u>"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion.**



(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.



Timeframe



Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: No 18 Park Square East, The Diorama

Planning reference number to which the CMP applies:

2. Please provide contact details for the person responsible for submitting the CMP.

Name: Phil de Jongh

Address: Motion, 84 North Street, Guildford, ...

Email: pdejongh@motion.co.uk

Phone: 01483 531300

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: To be provided by the contractor following appointment.

Address:

Email:

Phone:



4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of <u>Community Investment Programme (CIP)</u>, please provide contact details of the Camden officer responsible.

Name: To be provided by the contractor following appointment.

Address:

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: To be provided by the contractor following appointment.	
Address:	

Email:

Phone:



Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The site is located to the south-east of Regents Park and is bounded to Albany Terrace/Peto Place to the east. The site is approximately 230 metres north east of Regent's Park underground station and 210 metres north west of Great Portland underground station. The site is well located with regard to the wider road network with the A501 located to the south. The site location in relation to the surrounding area is shown in **Appendix A**.

The Diorama site is situated to the rear of No 17 - 19 Park Square East terrace building and within No 18 Park Square East. It is proposed to retain this part of the building for B1 office use but extend the roof to increase the B1 floor area.

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The proposals seek to refurbish the office use at No 18 Park Square East/The Diorama and to extend the roof to increase the B1 floor area. Albany Terrace/Peto Place which lies to the rear of the site is part of the Crown Estate, therefore not part of the London Borough of Camden's Road Network. Restrictions throughout the Crown Estate include no trade or business vehicles unless authorised and roads closed between midnight and 07:00 hours.

Park Square East to the front of No 18, is also part of the Crown Estate and offers direct access to the footway. No vehicle access to No 18 and The Diorama is available from Park Square East.

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The nearest receptors will be the adjoining offices on Park Square East and the dwellings/office space to the rear on Albany Terrace/Peto Place.

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.



Motion Drawing 1907072-SK01 attached at Appendix B, shows the existing highway arrangements in the vicinity of the site.

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

The provisional construction programme is to commence works in January 2021 for some 18 months. A programme will be provided following appointment of contractor.

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The above working hours will be adhered to.

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

No changes to services are anticipated as a result of the works.



Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

13. Consultation



The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Consultation will be undertaken by the contractor following appointment and in advance of the commencement on site. This will include the adjoining offices, residential dwellings and relevant local residents' association.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

Details to be provided by contractor prior to commencement.



15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "<u>Guide for Contractors Working in Camden</u>" also referred to as "<u>Camden's Considerate</u> <u>Contractors Manual</u>".

Details to be provided by the contactor prior to commencement.

16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

Details to be provided by the contactor prior to commencement.



Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the <u>CLOCS Standard</u>.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed <u>here</u>, details of the monitoring process are available <u>here</u>.

Please contact <u>CLOCS@camden.gov.uk</u> for further advice or guidance on any aspect of this section.

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.



CLOCS Contractual Considerations

17. Name of Principal contractor:

Details to be provided by the contactor prior to commencement.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our <u>CLOCS Overview document</u> and <u>Q18 example response</u>).

Details to be provided by the contactor prior to commencement.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the <u>CLOCS Standard</u> and included it in your contracts. Please sign-up to join the <u>CLOCS Community</u> to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Details to be provided by the contactor prior to commencement.

Please contact <u>CLOCS@camden.gov.uk</u> for further advice or guidance on any aspect of this section.



Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

20. Traffic routing: "Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur." (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the <u>Transport for</u> <u>London Road Network</u> (TLRN) on approach and departure from the site.

Vehicles visiting The Diorama site will approach from the A501 Marylebone Road to the south of the site and access the via Albany Terrace/Peto Place. Vehicles will turn within Albany Terrace/Peto Place and exit back onto the A501 Marylebone Road. An egress from Albany Terrace/Peto Place onto Albany Street is available but will be restricted to vehicles up to 2m high. The main vehicle strategy will be to enter/egress via the A501 Marylebone Road. A temporary vehicle loading area will be created within Peto Place adjacent to the rear of the building (see site set up plan **Motion drawing 1907042-SK03** presented in **Appendix C**).

A vehicle routeing plan is attached at **Appendix D** (inbound and outbound trips).

b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.



All contractors, delivery companies and visitors will be advised, if required, to adhere to the specified route and all other measured detailed in this plan prior to journeys being undertaken. All contractors and visitors to the site will be advised to undertake travel to the site by public transport, foot or cycle. The Construction Project Manager will provide all site personnel with details of local public transport services.

21. Control of site traffic, particularly at peak hours: "Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries" (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the <u>Guide for</u> <u>Contractors Working in Camden</u>).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.



As a contractor is yet to be appointed, an indicative list of likely vehicle types and sizes expected to be utilised is provided, along with expected daily vehicle movements. This will be reviewed and updated by the contractor, once appointed.

• Flatbed truck

These vehicles are typically 8 -10 metres in length with a width of 2.4 metres. Flatbed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, plaster etc. Deliveries are likely to be expected on average once per day during site setup and structural work phases of the programme with a maximum dwell time of 40 minutes.

• Box van

This will be a vehicle with length of up to 8 metres and a width of 2 metres. It is anticipated that approximately 1-2 deliveries per day during the setup and fit out phases of the project will be undertaken by box van with a maximum dwell time of 40 minutes.

b. Please provide details of other developments in the local area or on the route.

We are not currently aware of other developments in the area, should this change all reasonable effort will be made to minimise disruption.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

All deliveries are to be booked in with the site project manager at least 24 hours before and all drivers will be informed of the vehicle route and location of the appropriate loading area prior to undertaking a journey to the site. All drivers will be required to phone 20 minutes prior to arriving on site to confirm that the loading area is clear. If the loading area is not available, the vehicle shall not proceed to the site and will be given an alternative delivery time. Vehicles will not be permitted to wait, stack or circulate on the roads within the borough.



d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Details to be provided by the contractor prior to commencement.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of <u>construction material consolidation centres</u>).

The contractor, once appointed, will investigate the potential for using construction material consolidation centres and other measures such as electric vehicles to reduce the impact of traffic associated with the development works.

22. Site access and egress: "Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles." (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed access and egress routes to and from the site



There is space on Albany Terrace/Peto Place to accommodate construction some vehicles visiting The Diorama site. It is proposed that a temporary loading area is identified on Albany Terrace adjacent to the site.

Vehicles will be instructed to approach the site from the A501 eastbound, turn left onto Albany Terrace for access. The outbound movements will be directed from Albany Terrace (left turn only) onto the A501 eastbound for access to the wider highway network the proposed site setup is shown in in **Appendix C**.

All vehicles will access the construction site via Albany Terrace, a vehicle routeing plan is attached at **Appendix D**.

Materials will be transferred into the site from Albany Terrace which will be supervised by trained banksmen who will manage the interaction with any passing pedestrians.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

All vehicle movements to and from the loading area will be supervised by trained banksmen in order to manage the interaction between pedestrians, cyclists and other road users.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Motion Drawings 1907072-TK02 and TK03 attached at **Appendix E**, shows swept path analysis of the anticipated construction vehicles accessing the temporary vehicle loading area.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

The proposed development will not create any waste that will require wheel washing facilities. Any materials for site from internal changes/demolition will be dry waste.

23. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.



Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

As no vehicular access to the site is provided, it is considered that all loading activity will need to take place Albany Terrace/Peto Place. A temporary loading area will be created within Albany Terrace. This is shown on the site setup plan, attached at **Appendix C**.



Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain <u>Temporary</u> <u>Traffic Order (TTO)</u> for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

A temporary vehicle loading area will be created Albany Terrace/Peto Place (not part of the London Borough of Camden highway network). No LBC parking suspensions will be required. This is shown on the site set up plan, attached at **Appendix C**.

Any existing parking for The Diorama site will be suspended due to the site being vacant for construction and this will not need to be temporarily re-provided elsewhere.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

 a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).



No highway work will be required.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Details to be provided by the contractor prior to commencement.

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

No diversions will be required.

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.



A secure hoarding will generally be required at the site boundary with a lockable access.

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

A temporary vehicle loading area will be created on Peto Place. This is shown on the site set up plan, attached at **Appendix C**.

Construction goods and materials will be transferred from delivery vehicles to the site entrance. Marshalls will manage the interaction of pedestrians on the footway and the transfer of goods/materials.

A secure and lockable hoarding will be in place around the site boundary. All vehicle movements will be supervised by a minimum of 2 trained banksmen.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

A lockable site hoarding will be installed along the frontage of the site, all relevant licences will be applied for by the Construction Project Manager and the requirements will be confirmed once a contractor has been appointed. The approximate location of the hoarding is presented on the drawing in **Appendix C**.

SYMBOL IS FOR INTERNAL USE


Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (<u>CMRBC</u>).**

28. Please list all <u>noisy operations</u> and the construction method used, and provide details of the times that each of these are due to be carried out.

Details to be provided by the contractor prior to commencement.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Details to be provided by the contractor prior to commencement.

30. Please provide predictions for <u>noise</u> and vibration levels throughout the proposed works.

Details to be provided by the contractor prior to commencement.

31. Please provide details describing mitigation measures to be incorporated during the construction/<u>demolition</u> works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.



Details to be provided by the contractor prior to commencement.

32. Please provide evidence that staff have been trained on BS 5228:2009

Details to be provided by the contractor prior to commencement.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Details to be provided by the contractor prior to commencement.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Details to be provided by the contractor prior to commencement.

35. Please provide details describing arrangements for monitoring of <u>noise</u>, vibration and dust levels.

Details to be provided by the contractor prior to commencement.



36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. <u>The Control of Dust and Emissions During Demolition and Construction 2104 (SPG)</u>, that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Full Details to be provided by the contractor prior to commencement. An initial risk assessment has been prepared in accordance with the GLA Guidance this is provide with appended to this document (**Appendix F**).

37. Please confirm that all of the GLA's 'highly recommended' measures from the <u>SPG</u> document relative to the level of risk identified in question 36 have been addressed by completing the <u>GLA mitigation measures checklist</u>.

Details to be provided by the contractor prior to commencement. An initial risk assessment has been prepared in accordance with the GLA Guidance this is provide with appended to this document (**Appendix F**).

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the <u>SPG</u>. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Details to be provided by the contractor prior to commencement.

39. Please provide details about how rodents, including <u>rats</u>, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).



Details to be provided by the contractor prior to commencement.

40. Please confirm when an asbestos survey was carried out at the site and include the key findings.

Details to be provided by the contractor prior to commencement.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

Details to be provided by the contractor prior to commencement.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020



(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period (mm/yy mm/yy): Approx. 01/21 04/22
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **To be confirmed prior to commencement**
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: To be confirmed prior to commencement
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: **To be confirmed prior to commencement**
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: To be confirmed prior to commencement

SYMBOL IS FOR INTERNAL USE



Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.





Appendix A

Site Location Plan





Appendix B

Local Highway Network





Appendix C

Site Set-up Plan





Appendix D

Vehicle Routeing Plans (Inbound and Outbound)







Appendix E

Swept Path Analysis





FTA Design HG Rigid Vehicle (1998) Overall Length Overall Width Overall Body Height Min Body Ground Clearance Track Width Lock to lock time Kerb to Kerb Turning Radius

10.000m 2.500m 3.645m 0.440m 2.470m 3.00s 11.000m



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Project:

The Diorama Project

Title:

Swept Path Analysis 10m Rigid Vehicle

Scale: 1:500 (@ A3)

Drawing:

1907072-TK02

Revision:





Revision:



Appendix F

The Control of Dust and Emissions During Construction and Demolition - GLA Checklist

Site - No 18 Park Square East, London Borough of Camden

Ref: GLA SPG

Appendix 5 - Local Authority Pollution Prevention and Control

Mobile Crushing Plant

Source of Dust	Relevant to development	Level of Risk	Control Technique to be employed	Comments
Loading and unloading of materials	No	Low/Zero		No concrete crushing on site Any material to be removed from site
Double handling transfer point	No	Low/Zero		
Stockpiles	No	Low/Zero		
Crushing, grinding, screening	No	Low/Zero		
Conveyors and transfer	No	Low/Zero		
Blending and packing	No	Low/Zero		
External Operations	No	Low/Zero		
Vehicles	No	Low/Zero		

ref: Defra Process Guidance Note 3/14 (04)

Cement Concrete Batching Activites

Source of Dust	Relevant to development	Level of Risk	Control Technique to be employed	Comments
Loading and unloading of materials	No	Low/Zero		Very limited cement concrete production required
Double handling transfer point	No	Low/Zero		
Stockpiles	No	Low/Zero		
Crushing, grinding, screening	No	Low/Zero		
Conveyors and transfer	No	Low/Zero		
Blending and packing	No	Low/Zero		
External Operations	No	Low/Zero		
Vehicles	No	Low/Zero		

ref: Defra Process Guidance Note 3/14 (04)

Site - No 18 Park Square East, London Borough of Camden Ref: GLA SPG Appendix 7 - Air Quality Control (1 of 3)

Measures relevant for demolition, construction and track-out

	Mitigation Measure	Relevant to development	Level of Risk	Comments
	Site management			
1	Develop and implement a stakeholder	Yes		Make initial contact with neighbours
	communications plan			prior to demolition/construction works
				Details to be provided by appointed contractor
2	Develop a Dust Management Plan	Yes		Use dust supressing equipment and water sprays during cutting/grinding
-	bevelop a base management han	105		Control dust from on-site concrete batching when required
				Outline methods to control dust from vehicles (loading and delivery)
				Full document to be prepared by appointed contractor
2	Display name and contact datails of norcon(c)	Vac	-	Patrile to be prepared by appointed contractor
5	Display fiame and contact details of person(s)	res		Details to be provided by appointed contractor
	accountable for all quality pollutant emissions			
	and dust issues on the site boundary		_	
4	Display head office or regional office	Yes		Details to be provided by appointed contractor
	contact information			
5	Record and respond to all dust and air quality	Yes		Full document to be prepared and maintained by appointed contractor
	pollutant emissions complaints			
6	Make a complaints log available to the local	Yes		Full document to be prepared and maintained by appointed contractor
	authority when asked			
7	Carry out regular inspections to monitor	Yes		To be carried out by appointed contractor
	compliance with air quality and dust control			
	procedure			
8	Increase frequency of inspections when dust	Yes		To be carried out by appointed contractor
	related activities with a high potential occur			
9	Record any exceptional incidents that cause	Yes		To be carried out by appointed contractor
-	dust and air quality pollutant emissions issues			
10	Hold regular liasion meetings with other high	Vec	-	To be carried out by appointed contractor
10	risk construction sites within 500m of site boundary	105		
	Propaging and maintaining the site			
11	Plan site layout machinery and dust sousing activities	Vec	Low	To be carried out by apprinted contractor
11	Plan site layout machinery and dust causing activities	res	LOW	To be carried out by appointed contractor
	should be located away from receptors			Extension to top of building - low impact
12	Erect solid screens or barriers around dust activities	NO		No stockpiles proposed on site
	or the site boundary			
13	Fully enclose site or specific operations where there	Yes	Low	To be carried out by appointed contractor
	is a high potential of dust production			Extension to top of building - low impact
14	Install green walls, screens or green infrastructure	Yes	Low	To be carried out by appointed contractor
	to minimise impact of dust/pollution			as required
15	Avoid site run off of water or mud	Yes	Low	Extension to top of building - low impact
16	Keep site fencing, barriers and scaffolding using wet	Yes	Low	To be carried out by appointed contractor
	methods			Extension to top of building - low impact
17	Remove materials from site as soon as possible	Yes	Low	To be carried out by appointed contractor
				Limited space for waste material storage
18	Cover, seed or fence stockpiles to prevent wind	No		Limited space for waste material storage
	whipping			
19	Carry out regular dust soiling checks of buildings within	Yes	Low	To be carried out by appointed contractor
	100m of site and clean if required			as required
20	Provide showers and ensure a change of shoes and	Yes	Low	I ow chance of dust from building being transferred off site
20	clothes are required before going off-site to reduce	105	LOW	Mats and containment measures to be provided as required
	transport of dust			mate and containment mediates to be provided as required
21	Agree menitering legations with the Legal Authority	Vec	-	To be carried out by appointed contractor
21	Agree monitoring locations with the Local Authority	res		To be carried out by appointed contractor
22	where possible commence baseline monitoring at	Yes		To be carried out by appointed contractor
	least three months before phase begins		-	
23	Put in place real-time dust and air quality pollutant	Yes		to be carried out by appointed contractor
	monitors across the site and ensure these are checked			

Site - No 18 Park Square East, London Borough of Camden

Ref: GLA SPG

Appendix 7 - Air Quality Control (2 of 3)

Measures relevant for demolition, construction and track-out

	Mitigation Measure	Relevant to development	Level of Risk	Comments
	Operating vehicle/machinery and sustainable travel			
24	Ensure all on-road vehicles comply with the	Yes		This will be a requirement for all vehicles.
	requirements of the London Emission Zone			Appointed contractor to inform all vehicles accessing the site
25	Ensure all non-road mobile machinery (NRMM) comply	Yes		No space on site for NRMM
	with the standards set within the GLA guidance			Appointed contractor to assess when required
26	Ensure all vehicle switch off engines when stationary -	Yes		Appointed contractor to manage
	no idling vehicles			
27	Avoid the use of diesel or petrol powered generators	Yes		Appointed contractor to manage
	use main electricity or battery power where possible			
28	Impose and signpost a maximum speed limit of 10 mph	No		N/A
29	Produce a Construction Logisitics Plan to manage the	Yes		To be carried out by appointed contractor
	sustainable delivery of goods and materials			
30	Implement a Travel Plan that supports and encourages	Yes		To be carried out by appointed contractor
	sustainable travel (public transport, cycling, walking etc)			
	Operations			
31	Only use cutting, grinding or sawing equipment fitted or	Yes	Low	Appointed contractor to manage
	in conjunction with suitable dust suppression techniques			
32	Ensure an adequate water supply on the site for effective	Yes	Low	Appointed contractor to manage
	dust / particulate matter mitigation			
33	Enclose chutes, conveyors and covered skips	Yes	Low	Appointed contractor to manage
				Extension to top of building - low impact
34	Minimise drop heights from conveyors, hoppers and	Yes	Low	Appointed contractor to manage
	loading equipment			
35	Ensure equipment is realily available on site to clean any	Yes	Low	Appointed contractor to manage
	dry spillages, and clean up spillages asap after an event			
	Waste Management			To be carried out by appointed contractor
36	Reuse and recycle waste to reduce dust from waste	Yes	Low	Appointed contractor to manage
	materials			
37	Avoid bonfires and burning of waste material	Yes		Appointed contractor to manage - no bonfires to be permitted

Site - No 18 Park Square East, London Borough of Camden

Ref: GLA SPG

Appendix 7 - Air Quality Control (3 of 3)

Measures specific for demolition

	Mitigation Measure	Relevant to development	Level of Risk	Comments
38	Soft strip inside of buildings before demolition (retaining	Yes	Low	Appointed contractor to manage
	wall and windows in place to screen dust)			Limited soft strip works involved
39	Ensure water suppression is used during demolition	Yes	Low	Appointed contractor to manage
	operations			Limited demolition required
40	Avoid explosive blasting, using appropriate manual or	No	N/A	None proposed
	mechanical methods			
41	Bag and remove any biological debris or damp down	Yes		Appointed contractor to manage
	such material before demolition			

Measures specific for construction

	Mitigation Measure	Relevant to development	Level of Risk	Comments
42	Avoid scabbing if possible	Yes	Low/Zero	To be carried out by appointed contractor
				Extension to top of building - low impact
43	Ensure sand and agreggates are stored in bunded areas	No		Limited space on site for storage of sand
	and are not allowed to dry out			No sand to be stored on site due to type of development
44	Ensure bulk cement and other fine powder materials are	No		Limited space on site for storage of bulk cement
	delivered in enclosed tankers and stored in silos			No cement to be stored on site due to type of development
45	For small supplies of fine powder materials ensure bags	Yes	Low	Appointed contractor to manage
	are sealed after use and stored appropriately to prevent			Goods to be stored inside as required
	dust			



Appendix G

Framework Travel Plan



The Diorama No 18 Park Square East, Regent's Park, London

Framework Commercial Travel Plan

for The Diorama Estates Limited

The Diorama No. 18 Park Square East, Regent's Park, London

Framework Commercial Travel Plan

for The Diorama Estates Limited



Document Control Sheet

Framework Commercial Travel Plan The Diorama, No. 18 Park Square Estate, Regent's Park, London The Diorama Estates Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
21/10/2019	1 st Draft	EU	PdeJ
20/11/2019	v1.0	EU	PdeJ
14/02/2020	v1.1 (final floor areas added)	EU	PdeJ
18/03/2020	v1.2 (CMPR reference added)	EU	PdeJ

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Packages of Measures	25
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Action Plan	29
	Introduction Planning Policy and Best Practice Context and Site Assessment Travel Surveys Objectives and Targets Management Measures Packages of Measures Monitoring and Review Action Plan



1.0 Introduction

General

1.1 Motion is instructed by The Diorama Estates Limited to prepare this Framework Commercial Travel Plan to accompany a planning application relating to The Diorama, No.18 Park Square East (herein referred to as 'the site'). This report considers highways and transport related matters in respect of the proposed development. This Travel Plan has been prepared in support of a planning application for:

Change of use of building from institutional use (SG) to be used as Offices (Class B1a), extension at roof level to provide new third floor, internal subdivision, infilling, refurbishment and associated works.

- 1.2 The scheme will comprise of the following development quantum;
 - B1 office-use (including reception space)
 2,889 sqm GEA.

Background

1.3 The site is located to the south-east of Regents Park and is bounded by Albany Terrace/Peto Place to the east. The site is approximately 230 metres north east of Regent's Park Underground station and 210 metres north west of Great Portland Underground station. The site is well located with regard to the wider road network with the A501 located to the south. The administrative boundary is the London Borough of Camden. The site in relation to strategic transport links is shown in **Figure 1.1**.



Figure 1.1 – The Diorama – Site Location

- 1.4 This Travel Plan has been prepared in accordance with TfL Travel Planning for New Development in London (November 2013).
- 1.5 A Travel Plan is a long-term strategy, adopted by an occupier/commercial tenant, with the objective of reducing private car use in favour of more sustainable modes of travel. This is achieved through a combination of the following:-



- Increasing awareness to the advantages and potential for travel by more environmentally friendly modes of transport;
- > The introduction of various measures that will facilitate travel by non-car modes of transport;
- > The setting of mode share targets to reflect a reduction in car use; and
- ▶ The monitoring of these targets as well as the operation of the Travel Plan itself.
- 1.6 This Travel Plan will identify a package of appropriate measures which will be implemented to promote sustainable travel to reduce car dependency among all occupiers/tenant of the development, and to identify monitoring and reporting protocols.
- 1.7 The Travel Plan will focus on all visitors and employees of the commercial-use. The implementation of appropriate measures included within the Travel Plan will be the responsibility of each occupier/tenant, under the co-ordination of the site-wide TPM.
- 1.8 A mechanism will be in place to ensure that the Travel Plan continuously develops; therefore, the plan will be regularly monitored, reviewed and revised.
- 1.9 The contact details for the Consultant who has prepared the Framework Travel Plan and the Developer for The Diorama project are provided below:

Consultant:	Developer:
Motion	The Diorama Estate Ltd
84 North Street	47 Marylebone Lane
Guildford	London
Surrey, GU1 4AU	W1U 2NT

Contact Name: Anna Mahoney/Phil de Jongh

Tel: 01483 531300

www.motion.co.uk

Structure of the Travel Plan

- 1.10 The Travel Plan sets out a series of objectives, targets and measures, and is intended to establish the overarching mechanisms to manage the Travel Plan and monitor its effectiveness for influencing travel choices in accordance with the agreed targets. Planning guidance highlights the emphasis being placed on the integration of land-use, transport, and planning decisions. In order to achieve good integration, high density development should be encouraged in areas with excellent levels of accessibility to public transport.
- 1.11 The implementation of pre-occupation measures included within the Travel Plan will be the responsibility of the developer's and/or the specific end user / occupier in the case of commercial land-uses.
- 1.12 The Travel Plan Co-ordinator (TPC) for implementation of the Travel Plan will be appointed by the Managing Agent. Given that separate Travel Plans will be developed for the individual land-uses, the TPC will be responsible for co-ordinating the operation and management of each Travel Plan, with representatives from each of the tenants being responsible for their Travel Plan on a day-to-day basis. The TPC for the Travel Plan will periodically report to the London Borough of Camden.
- 1.13 It is considered that the Travel Plans for the site will be secured via Section 106 agreement.

- 1.14 The structure of this Framework Travel Plan is set out below:
 - Chapter 2: Planning Policy and Best Practice;
 - Chapter 3: Context and Site Assessment;
 - Chapter 4: Travel Surveys;
 - Chapter 5: Objectives and Targets;
 - Chapter 6: Management Strategy;
 - Chapter 7: Package of Measures;
 - Chapter 8: Monitoring and Review; and
 - ▶ Chapter 9: Action Plan.

2.0 Planning Policy and Best Practice

Policy Overview

2.1 Relevant local, regional, and national planning policy and guidance has been reviewed to provide context for assessment of the proposed development.

National Policy

National Planning Policy Framework (NPPF) June 2019

- 2.2 The National Planning Policy Framework (NPPF) was published on 24 July 2018 to replace the previous version, from 2012. The 2019 version incorporates further changes made on 19 February 2019 and 19 June 2019.
- 2.3 The 2019 NPPF promotes incorporation of sustainable transport in development proposals (par. 102) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 103).
- 2.4 With regard to the delivery of sustainable transport the NPPF states at paragraph 111 that:

"All development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

2.5 The NPPF describes a Travel Plan as: "A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed." (NPPF page. 73)

National Planning Practice Guidance (NPPG), March 2014

- 2.6 The National Planning Practice Guidance (NPPG) was published in March 2014, offering updated and revised guidance on planning where necessary. The online version allows stakeholders to be altered in real time when future amendments to individual policies are made, thereby ensuring that the most up-to-date guidance documents are available.
- 2.7 The NPPG provides additional guidance to supplement the planning policies contained in the NPPF.
- 2.8 The guidance on Travel Plans refers back to Paragraph 32 of the NPPF, and there are no major changes from previous guidance on their scope or content.
- 2.9 Paragraph 9 of the NPPG states that the need for a Travel Plan for a particular development will depend on factors including.
 - Travel Plan policies contained within the local authority's Local Plan;
 - Proposed development quantums, and in particular whether they fall above or below any thresholds which may exist for the production of Travel Plans;
 - Existing public transport availability and patronage; and
 - Site-specific considerations, which could include proximity to environmentally sensitive areas or the need to focus on particular elements within the Travel Plan (e.g. minimising traffic generation levels);
- 2.10 Paragraph 11 gives details of the approach to be taken when drawing up a Travel Plan. Guidance points include:
 - Setting specific outcomes rather than just outlining the process to be followed;
 - Considering all journeys associated with the proposed development, including visitor trips;



- Taking a reasonable approach to sanctions in the event of targets not being met. In particular, it is noted that Travel Plans can only impose certain conditions if they are consistent with Government policy; and
- Advising that "it is often best to retain the ability to establish certain elements of the Travel Plan or review outcomes after the development has started operating" so that the actual operational and occupational characteristics of the developments can be taken into account once it is up and running. In this respect, a more fluid approach is deemed preferable to one which is overly prescriptive prior to occupation.
- 2.11 Paragraph 12 offers guidance on the monitoring of Travel Plans. The developer and the local authority should agree on the monitoring plan to be followed and with whom the responsibility for ensuring compliance lies. The guidance advises that monitoring should continue until the development's travel patterns are deemed to be consistent with the Travel Plan objectives, after which point the Travel Plan could remain active but would become a voluntary initiative.

Good Practice Guidance Guidelines: Delivering Travel Plans Through the Planning Process (DfT, 2009)

- 2.12 The DfT guidelines are intended to assist all stakeholders, in both the public and private sectors, to secure an effective policy framework, determine when a Travel Plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. They also set out how Travel Plans should be evaluated, secured, implemented and then also monitored and managed in the longer term as part of this process.
- 2.13 The document comprises technical guidelines and does not set out any new policy or legal requirements.
- 2.14 It recognises that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure, and help to reduce CO₂ emissions.
- 2.15 Travel Plans are important for major new developments in order to:
 - Support increased choice of travel modes;
 - Promote and achieve access by sustainable modes;
 - Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
 - Promote a partnership between the authority and the developer in creating and shaping 'place'.
- 2.16 The document also recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last, all set within the context of the outcomes sought, as shown in **Figure 2.1** below.





- Figure 2.1 Travel Plan Pyramid
- 2.17 The DfT's Travel Plan Pyramid helps demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, communications and occupation of the site. In addition, parking restraint is often crucial to the success of the plan in reducing car-use.

Workplace Travel Plans

2.18 The DfT document identifies that Workplace Travel Plans focus primarily on commuter travel and travel in the course of work, but can and should also include strategies to make visitor and freight travel more sustainable. These Travel Plans typically combine measures to support walking, cycling, public transport and car sharing, reinforced with promotion and incentives and the management of workplace parking. Workplace Travel Plans also include actions to reduce the need to travel – for example, policies to encourage home working and video conferencing.

Regional

The London Plan (March 2016)

- 2.1 'The London Plan: Spatial Development Strategy for London Consolidated with Alterations since 2011' was adopted by the Mayor of London in March 2016. It sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20 25 years. The updates to the London Plan adopted in March 2016 relate only to residential parking standards, with the remainder of the Plan unchanged from the previous update in March 2015.
- 2.2 One of the Mayor's six objectives for London, which is reiterated in Policy 1.1 in terms of delivering the strategic vision and objectives for London is:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."



- 2.3 Policy 6.1 identifies the strategic approach to integrating transport and development and states that the Mayor will work with 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;
 - Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;
 - Supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations; and
 - supporting measures that encourage shifts to more sustainable modes and appropriate demand management."
- 2.4 Policy 6.3 considers the assessment of effects of development on transport capacity and states:
 - Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network...
 - 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."

Draft New London Plan (2017)

- 2.5 The main policies of relevance to the proposals relating to transport of the new draft New London Plan (Chapter 10) include:
 - Draft Policy T1 Strategic approach to transport: Indicates that proposals should support delivery of the strategic target for 80% of all trips in London to be made by foot, cycle of public transport by 2041. Further, development should make effective use of land, taking account of links and accessibility to existing and planned public transport, walking and cycling routes. The impacts of proposals on the transport network should be appropriately mitigated.
 - Draft Policy T2 Healthy streets: Proposals should support land use patterns that facilitate shorter trips by walking and cycling, seek to reduce the dominance of vehicles on streets and include permeable layouts for pedestrians and cyclists with links to existing sustainable transport networks.
 - Draft Policy T3 Transport capacity, connectivity and safeguarding: Identifies that proposals should ensure adequate protection for planned enhancements and that development should support capacity, connectivity and other enhancements to the bus networks to ensure it can operate efficiently to, from and within developments.
 - Draft Policy T4 Assessing and mitigating transport impacts: Proposals should provide Transport Assessments to consider the impacts of development on the transport networks (including walking, cycling) and that proposals integrate with existing and planned transport access, capacity and connectivity. Travel Plans, designs and plans for parking, construction and servicing/deliveries will be required in accordance with TfL guidance. Mitigation should be provided as appropriate.
 - Draft Policy T5 Cycling: should support cycling through providing appropriate cycle parking (designed having regard to The London Cycling Design Standards), removing barriers to cycling and providing environments to assist sustainable travel choices.

- Draft Policy T6 Car parking: Adopts a restraint-based approach to provision linked to accessibility to public transport. Outlines maximum parking standards with appropriate provision for disabled persons, electric vehicles and servicing/deliveries and provision of car park management plans, with sub-policies on residential parking (draft policy T6.1), retail parking, (draft policy T6.3), hotel and leisure parking (draft policy T6.4) and non-residential disabled persons parking (draft policy T6.5).
- 2.6 Cycle parking standards have been increased as part of FALP and the new draft London Plan (December 2017) and those relevant to the proposed development are provided in **Tables 2.1** and **2.2**.

	Current London Plan Standard (minimum)			
Land Use	Long Stay	Short Stay		
B1 Business (Office) inc. Affordable workspace	Inner/Central London: 1 space/90 sqm	First 5000 sqm, 1 space per 500 sqm. Thereafter 1 space per 5000 sqm		

 Table 2.1 – Cycle Parking – London Plan (March 2016)

Landling	Emerging London Plan Standard (minimum)			
Land Use	Long Stay	Short Stay		
B1 Business (Office) inc. Affordable workspace	Inner/Central London: 1 space/75 sqm	First 5000 sqm, 1 space per 500 sqm. Thereafter 1 space per 5000 sqm		

Table 2.2 – Cycle Parking – Draft London Plan (July 2018)

TfL Travel Planning Guidance (November 2013)

- 2.7 In November 2013, TfL published the new guidance on the requirements for travel plans for new developments in London.
- 2.8 The type of Travel Plan required should be considered in context of a range of circumstances.
- 2.9 Thresholds set out in **Table 2.3** below state which type of Travel Plan is required. In cases where occupiers do not meet the thresholds a Travel Plan is not required. Where this is the case it will be encouraged that occupiers take up sustainable transport initiatives. It should also be noted that such occupiers will continue to benefit from the site-wide Travel Plan measures.

Land Use	Travel Plan Statement	Full Travel Plan	TP Requirement for development
B1 Office	> 20 staff but less than 2,500 m ²	>= 2500m ²	Framework Travel Plan

Table 2.3 - TfL Travel Plan Thresholds - Office-use

- 2.10 The overall development quantum is presented at paragraph 1.2. Based on the above thresholds in Table2.3, a Framework Commercial Travel Plan has been produced.
- 2.11 Travel plans may also be required in specific circumstances for developments below the thresholds shown:
 - Where the proposed development has the potential for significant traffic impact which requires mitigation, or has accessibility issues to be addressed. This may apply particularly to mixed-use developments where each individual land use may not reach these thresholds but in combination will have a significant impact, or to developments that may generate a lot of visitor trips
 - For phased developments where the initial phasing may not reach the specified threshold but future phases will reach/exceed the threshold; and


For applications for extensions or other proposals, where the proposal itself does not reach the threshold but where the combined existing and proposed development meets or exceeds the threshold.

London Freight Plan (November 2007)

- 2.12 The London Freight Plan was published by TfL in November 2007. It sets out steps to deliver freight sustainably in London over the next ten years. The Plan has no statutory force, but has been developed to implement the Mayor's Transport Strategy, and is a material consideration for planning.
- 2.13 The specific policy aims are to:
 - Ensure that London's transport networks allow for the efficient and reliable handling;
 - distribution of freight and the provision of servicing in order to support London's economy;
 - Minimise the adverse environmental impact of freight transport and servicing in London;
 - Minimise the impact of congestion on the carriage of goods and provision of servicing; and
 - Foster a progressive shift of freight from road to more sustainable modes such as rail and water, where this is economical and practicable.
- 2.14 Four main projects have been identified to achieve the above objectives, these are: 1) Freight Operator Recognition Scheme; 2) Delivery and Servicing Plans; 3) Construction Logistics Plan; and 4) Freight Information Portal.

Local Policy

Camden Local Plan - Specific Travel Plan input???

- 1.1 The Camden Local Plan was adopted in July 2017. It sets out key planning policies for the borough, Section 10 sets 'Transport' provides related policies.
- 1.2 Policy T1 'Prioritising walking, cycling and public transport' states:

"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

a. improve the pedestrian environment by supporting high quality public realm improvement works;

b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;

- c. are easy and safe to walk through ('permeable');
- d. are adequately lit;

e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and

f. contribute towards bridges and water crossings where appropriate.

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:



g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;

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

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

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

k. contribute towards bridges and water crossings suitable for cycle use where appropriate.

Public Transport

In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

2.15 Policy T2 – 'Parking and car-free development' states:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:

a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;

b. limit on-site parking to:

i. spaces designated for disabled people where necessary, and/or

ii. essential operational or servicing needs;

c. support the redevelopment of existing car parks for alternative uses; and

d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."

2.16 Policy T3 – 'Transport Infrastructure' states:

"The Council will seek improvements to transport infrastructure in the borough.

We will:

a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and

b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance."



2.17 The required cycle parking provision set out in the current London Borough of Camden local policy is summarised in **Table 2.4**:

Land Llea	LB Camden UDP (minimum)					
Land Use	Long Stay	Short Stay				
B1 Office	1 space / 250 sqm	1 space / 500 sqm				
Table 2.4 – Camde	n UDP - Cycle Parking Standards					

Camden Planning Guidance: Transport

2.18 Camden Council has prepared the 'Camden Planning Guidance: Transport' document to support the policies in the Camden Local Plan 2017. The document states that following in regard to workplace travel plans:

"A workplace travel plan will be specific to each individual site and the nature of the business activity there. The focus should be on giving priority to active travel, then reducing non-essential car travel. Workplace travel plans are suitable for any organisation that generates a significant number of employee trips including offices, hospitals, hotels, distribution centres, large shops and supermarkets, cinemas and theatres, primary care centres, GP surgeries etc. School car parking should be monitored through School Travel Plans which are discussed later in this guidance.

A workplace travel plan should address staff travel to and from work and on business. It is also required to address visitor, client and customer travel. Other aspects such as suppliers making deliveries, contractors undertaking work on site as well as fleet procurement / management should be taken into account within travel plans where they are an important aspect of the development."

2.19 Office developments with more than 20 staff but less than 2,500sqm require a local level travel plan, whilst office developments with equal or more than 2,500sqm require a strategic level travel plan.

Policy Summary

- 2.20 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.
- 2.21 This Framework Commercial Travel Plan has been developed with national, regional and local policy and guidance in mind and particularly in accordance with the published TfL guidance for workplace Travel Planning.



3.0 Context and Site Assessment

3.1 This chapter briefly outlines the existing transport environment in relation to site accessibility and the pedestrian, cycle, public transport and highway networks. The Transport Assessment will include a detailed appraisal of the existing transport network and programmed improvements.

Site Context

- 3.2 This section demonstrates that the site is well located in terms of its proximity to public transport services. All key services and facilities can also be accessed on foot or by an extensive network of cycle routes.
- 3.3 The following sections consider the local transport network, including public transport services, cycle and pedestrian routes and the highway network.
- 3.4 TfL has introduced a toolkit to measure connectivity; the Web-based Connectivity Assessment Toolkit (WebCAT). This currently contains two main tools: Public Transport Access Level (PTAL) and Time Mapping (TIM), which are also assessed.

Local Highway Network

- 3.5 The A501 Marylebone Road is a main distributer road within the area, providing a link between Paddington to the west and Shoreditch to the east. The A501 connects with the A41 to the west, which provides a link northbound towards the M1. Whilst the M5 to the west of the site provides a link southbound into central London. To the east of the site the A501 connects with the A1 which also provides a link northbound towards the M1.
- 3.6 Albany Terrace/Peto Place which lies to the rear of the site is part of the Crown Estate, therefore not part of the London Borough of Camden's Road Network. Restrictions throughout the Crown Estate include no trade or business vehicles unless authorised and roads closed between midnight and 07:00 hours. Park Square East to the front of No 18, is also part of the Crown Estate and offers direct access to the footway. No vehicle access to No 18 and The Diorama is available from Park Square East.
- 3.7 The surrounding local area can be characterised as mainly residential and commercial in nature, with Regents Park providing a large open space to the west of the site. The site in relation to its local area and public transport facilities is shown in **Figure 3.1**.





Figure 3.1: Local Site Location Plan

Accessibility by Non-Car Modes

Accessibility on Foot

3.8 The site is easily accessible on foot via the adjacent footways on all local roads. Lit footways provide access from the site to local bus stops and railway/underground stations. A signalised pedestrian crossing is located approximately 120 metres both south west and south east of the site along Marylebone Road. Both are provisioned with dropped kerbs, tactile paving and refuge islands. Many other local roads are also provided with signalised pedestrian crossings.

Accessibility by Cycle

3.9 Tfl cycling guide 1 provides information pertaining to safe cycling in the vicinity of the site, including signed cycle paths, advised quieter routes, greenways and station protocols on cycle parking. There are numerous networks in the area supported by either route marked for cyclists or quiet roads recommended by cyclists. Albany Terrace/Peto Place and Park Square East is classed as 'quieter roads that have been recommended by other cyclists'. A number of 'routes signed or marked for cyclists' are also located within the vicinity of the site.

London Cycle Hire facilities

- 3.10 London / Santander Cycle Hire stations are located near to the development site as follows:
 - Longford Street (21 spaces) 153m from the site;
 - Bolsover Street (16 spaces) 240m from the site;
 - Beaumont Street (21 spaces) 640m from the site;
 - Portland Place (34 spaces) 550m from the site; and
 - Albany Street, The Regent's Park (27 spaces) 420m-500m from the site.



3.11 The locations of the nearby Santander cycle hire docking stations in relation to the proposed development site are presented in **Figure 3.2**.



Figure 3.2: Local Santander Cycle docking stations

Accessibility by Bus

3.12 The nearest bus stops are located approximately 120 metres to the north east of the site along Albany Street, illustrated on Figure 3.2 above. Additional stops are located along Marylebone Road approximately 140 metres south of the site. A summary of the destinations served, and the frequency of the local bus services is provided below in **Table 3.1**.

Service	Route	Approximate Frequency		
Number	Koute	AM Peak	PM Peak	
	Albany Street			
88	Parliament Hill Fields – Kentish Town – Camden Town – Regent's Park – Oxford Circus – Piccadilly Circus – Charing Cross – Westminster – Vauxhall – Stockwell – Clapham – Clapham Common	Every 5-7 minutes	Every 7-10 minutes	
	Marylebone Road			
18	Sudbury & Harrow Road - Wembley – Tokyngton – Stonebridge – Harlesden – Kensal Green – Kensal Town – Maida Hill – Paddington – Euston	Every 3-6 minutes	Every 3-6 minutes	
27	Primrose Hill – Camden Town – Paddington – Kensington – Hammersmith	Every 6-8 minutes	Every 6-8 minutes	
205	Bow Church Station – Mile End – Stepney Green – Whitechapel – Aldgate – Liverpool Street – Shoreditch – Hackney – Kings Cross – Paddington	Every 7-10 minutes	Every 7-10 minutes	

Table 3.1: Local Bus Services

Accessibility by Rail and Underground

3.13 The closest railway station to the site is London Euston, located approximately 1 kilometre to the east, which is approximately a 13 minute walk or an 8 minute cycle. Euston Station provides numerous services, including Liverpool, Milton Keynes, Northampton, Manchester, Birmingham, Glasgow and Lancaster.



3.14 The closest Underground station is Great Portland Street approximately 140 metres south of the site. Great Portland is located on the Circle, Hammersmith & City and Metropolitan Lines. The Bakerloo Line can also be accessed within a 5 minute walk of the site via Regent's Park Station south west of the site. Furthermore, the Jubilee Line can be accessed from Baker Street Station approximately 900 metres west of the site.

Transport Connectivity

- 3.15 Public Transport Accessibility Levels (PTAL's) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.
- 3.16 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on frequency of service at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value. The PTAL is categorised in nine levels, 1a to 6b where 6b represents a high level of accessibility and 1a, a low level of accessibility.
- 3.17 The site is classified as a PTAL 6b location, which reflects the site's proximity to various bus and rail services.

4.0 Travel Surveys

- 4.1 Whilst the baseline travel survey, upon which the Travel Plan targets will be set, will be undertaken following the occupation of the development site an assumption on likely travel patterns can be made at this stage.
- 4.2 Census data for the local wards close to the Diorama building have been used to determine the existing multi-modal breakdown of the anticipated trips to the site. This has been applied to a general office trip rate to present the potential trip generation and modal split associated with the site. The modal split and trips per peak hour are summarised in **Table 4.1** below for the office-use and this will form the basis for the baseline travel survey.

Land Use	Office Modal	AM Peak (08:00 - 09:00)		PM Peak (17:00 - 18:00)		Daily
	Split	Inbound	Outbound	Inbound	Outbound	Two-way
Underground	34.0%	20	1	2	18	153
Train	33.1%	19	1	2	17	149
Bus	9.5%	6	0	0	5	43
Taxi	0.3%	0	0	0	0	1
Motorcycle	1.0%	1	0	0	1	4
Car Driver	10.0%	6	0	1	5	45
Car Passenger	0.5%	0	0	0	0	2
Bicycle	3.7%	2	0	0	2	17
On Foot	5.1%	3	0	0	3	23
Work from Home/Other	2.8%	2	0	0	1	13
Total	100.0%	59	3	5	53	449

 Table 4.1 – Baseline Office Modal Split and Trip Generation

4.3 Table 4.1 provides an indication on the likely numbers of trips per travel mode associated with the development. Upon occupation of the development, the baseline travel survey will provide the site-specific baseline trip and modal split data however the assessment above provides the best indication at this planning stage.



5.0 Objectives and Targets

Objectives – Commercial-use

- 5.1 TfL's guidance for Travel Plans sets out that objectives should cover a range of outcomes that are specific to the context of the proposed development. The achievement of these objectives is measured by the targets that are set.
- 5.2 The objectives of this Travel Plan are to:
 - Establish sustainable travel principles;
 - Encourage healthy and active travel including walking and cycling to work;
 - Support car free lifestyles amongst staff; and
 - Raise awareness of sustainable modes of transport available for staff, particularly cycling; and Raise awareness of sustainable modes of transport available for guests and visitors.

Targets – Commercial-use

- 5.3 Appropriate SMART (Specific; Measurable; Achievable; Realistic and Time-bound) targets are proposed. Two types of targets have been identified:
 - `Aim' type targets are those which relate to outcomes achieved through implementation of measures; and
 - `Action' type targets are physical actions that can be achieved by a set date (e.g. appointing a Travel Plan Co-ordinator).
- 5.4 Details of both target types are provided in the following sections.

'Aim' Type Targets

- 5.5 The travel plan targets aim to measure the progress made towards achieving the travel plan objectives. These targets are to be achieved within 5 years of the launch of the Travel Plan with interim targets. Targets are based on achieving modal shift through increasing cycling, a key aim of London Plan and Mayor's Vision for Cycling in London (March 2013). This Vision identifies how increased cycling can support the economy, the environment and the health of individuals.
- 5.6 As yet, a travel survey of the site has not been undertaken and baseline mode shares are estimated using census data and trip generation forecasts (Chapter 4). Setting targets prior to the initial surveys can be difficult and therefore baseline figures are taken from the expected mode split forecasts as detailed in Chapter 4. These figures are estimates and will need to be adjusted once an accurate baseline modal share has been established from the first travel survey. Any adjustments to the targets will be discussed and agreed with London Borough of Camden / TfL Travel Plan officers.
- 5.7 It should be noted that the targets identified for the site consider that the site would already achieve modal shift at the initial survey stage considering that sustainability is designed into the site. For instance, it includes restrictive car parking and provides cycle parking facilities; therefore, much of the majority of the mode shift potential will have already been achieved and be included within the first travel survey.
- 5.8 Targets will be reviewed throughout the life of the travel plan particularly after surveys are completed. Indicators will measure the progress towards targets, which for the most part will be ascertained from the main mode listed by employees of the site in the iTRACE/TRICS compliant monitoring surveys conducted after occupation.

5.9 Table 5.1 presents that 3.7% of journeys to work in the London Borough of Camden are by bicycle based on 2011 Census. It is expected to increase this mode share to 10% once the new building is occupied (circa 2021) due to the proposed provision of cycling facilities at the new development. The overall strategy of the Travel Plan is to increase the number of cycling trips by 1% (year 1), 2% (year 3) and 3% (year 5), as shown in Table 5.2. These targets will be discussed and agreed with the London of Camden officers.

Mode of Travel	Census Modal Split	Target Office Modal Split
Underground	34.0%	35.0%
Train	33.1%	35.0%
Bus	9.5%	10.0%
Taxi	0.3%	0.3%
Motorcycle	1.0%	1.0%
Car Driver	10.0%	1.5%
Car Passenger	0.5%	0.0%
Bicycle	3.7%	10.0%
On Foot	5.1%	5.1%
Other	2.8%	2.1%
Total	100.0%	100.0%

 Table 5.1 – 2011 Census and Target Mode Share – Office-Use

Taxaat	Indicator	Ir	Measured		
Target	Indicator	Year 1	Year 2	Year 3	by
To increase the number of bicycle trips undertaken by tenant employees and visitors during the AM and PM peaks by 5% within five years of the first travel survey	Proportion of tenant employees who travel by bicycle for their main mode of travel. The achievement of this target will be assessed relative to the results of the first travel survey	1% increase from first survey	2% increase from first survey	3.3% increase from first survey	Surveys

Table 5.2 – Summary of Travel Plan Targets

'Action' Type Targets

- 5.10 The following action type targets are proposed for The Diorama scheme:
 - Appointment of a Travel Plan Coordinator (TPC) by each tenant upon occupation of each part of the office development;
 - Building Management Team/Office Manager to produce a Tenant Travel Leaflet promoting alternative modes of transport and the key;
 - Services provided through the Travel Plan, to be distributed to all commercial tenant employees and visitors;
 - Provide a minimum of 39 no. cycle parking spaces within for the commercial element to comply with the draft New London Plan;
 - Provide full changing facilities, lockers and showers close to the cycle parking areas;



- Provide at least 6 no. cycle parking spaces for visitors at street level integrated within the public realm surrounding the building;
- Undertake travel surveys at years 1, 3 and 5 after occupation;
- Each tenant to promote a cycle to work-week within six months of occupation, and annually thereafter for a minimum period of five years; and
- > Promote the benefits of cycle to work schemes to occupiers/tenant.



6.0 Management Measures

Travel Plan Co-ordinators

- 6.1 A Travel Plan Co-ordinator (TPC) will be appointed to take responsibility for the management of the travel plan and ensuring its delivery. The TPC role for the site will be fulfilled by an appointed consultant prior to the Travel Plan being implemented (circa 2021). In the interim, The Diorama Estates Limited will be responsible for the Travel Plan with support provided by Motion.
- 6.2 It will be the responsibility of the developer to ensure that a TPC is appointed prior to the first occupation of the site. The TPC will have responsibility for the full site and will liaise with the Travel Plan Representative for each tenant as appropriate. The roles and responsibilities of the TPC are set out below:
 - > Ensuring the structures for the on-going management of the plan are set up and running effectively;
 - Liaising with public transport operators and other service providers such as car club operators;
 - Overseeing the monitoring and reporting of the travel plan including liaising with the Local Authority where appropriate;
 - Overseeing and monitoring the regular surveys and questionnaires, which will inform the ongoing development of the plan;
 - Monitoring and where necessary revising Travel Plan targets; and
 - Administration of the Travel Plan, which involves the maintenance of necessary systems, data and paperwork, consultation, and promotion. These duties are permanent for the duration of the plan.

Workplace Travel Plan Management

- 6.3 The site will include commercial land-use requiring a travel plan, based on thresholds set out in Table 2.3. In accordance with TfL guidance this document has been designed to give a framework of the general elements that each occupier of the commercial units will need to consider. Occupiers/tenants will be expected to adapt these to suit their own circumstances and organisational policies. In particular the type of manager and type of response will be dependent on the size of each organisation.
- 6.4 A Travel Plan Pro forma has been developed to assist occupiers of the commercial units that may not have previously developed a Travel Plan. The pro forma has been designed to be distributed and completed either electronically or as hard copy and encourages occupiers to consider how their organisation could encourage employees and visitors to travel to and from their site by sustainable modes of travel.
- 6.5 All occupiers that exceed travel plan thresholds will be required to complete the Travel Plan pro forma as a minimum. Whilst detailed monitoring of travel characteristics for individual units is not a requirement, occupiers will be encouraged to undertake supplementary questionnaire surveys where practicable, when the site wide surveys are being undertaken.
- 6.6 Depending upon the scale of development and relevant threshold, each occupier/tenant will be advised to appoint a Travel Plan Representative (TPR) to develop and manage the occupier Travel Plan. The travel plan will confirm the workplaces commitment to actively encouraging sustainable transport and formalise the commitment of the organisation towards the delivery of this Travel Plan.
- 6.7 The TPR is the most important aspect of a Travel Plan and their willingness and enthusiasm will be a key factor in the successful implementation of a Travel Plan that will achieve good modal shift results. The roles and responsibilities of the TPR these are provided below:
 - ▶ To liaise with the TPC on matters concerning travel and the specific Workplace Travel Plan.
 - ▶ To develop the Workplace Travel Plan for their employer based on the Framework Travel Plan.



- ▶ To implement, market, and manage the Workplace Travel Plan.
- Act as a point of contact for the TPC, for the implementation of site-wide initiatives (where applicable) and to ensure effective monitoring when required.
- Act as a point of contact for staff regarding travel and the Workplace Travel Plan.
- > Assist the TPC in gathering monitoring data from within their organisation.
- 6.8 Each occupier will appoint their Travel Plan Representative upon initial occupation of the site, and ensure that there is someone actively filling the role throughout the duration of the Travel Plan. Their contact details will be passed to London Borough of Camden / TfL Travel Plan Officers upon their appointment. Each occupier will be responsible for submitting either a Local level travel plan or Strategic level travel plan (as per Table 2.3) within 3 months of occupying the development.
- 6.9 The role of the TPR is part-time and will have a fluctuating workload throughout the duration of the Travel Plan. The occupier will ensure that the TPR will have enough time to undertake their duties. The staff member appointed will need to be at a senior enough level to effectively communicate with management within their organisation regarding the Travel Plan. The funding of each Travel Plan Co-ordinator is the responsibility of the occupier.

Marketing and Communication Strategy

- 6.10 It is recognised that a marketing and communication strategy is key to the success of the travel plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the travel plan and disseminate travel information and notification of events and facilities provided.
- 6.11 The communications activities to be undertaken include:
 - Provision of links to relevant journey planning information and timetable for public transport services on TfL's website will be provided within promotional material distributed to employees at working within the development and visitors; and
 - Notification of sustainable travel events and incentives such as interest-free season ticket loans to employees.
- 6.12 It is recognised that the site will also generate other types of trips from the wider surrounding area such as visitor trips. Although it is not practicable to provide information to or survey these groups using same method, all available opportunities will be pursued to ensure that their exposure to material which can influence their choice of mode is maximised.



7.0 Packages of Measures

Introduction

- 7.1 This chapter outlines the overarching measures which will be implemented throughout the development in order to achieve the objectives identified within Chapter 5 and providing support for employees travelling to work by alternative modes of transport. The measures have been grouped into three types as follows:
 - `Hard' engineering measures incorporated into the design of the development; `Key services and facilities'; and
 - ▶ `Soft' communications and management measures which will be implemented as part of the development proposals to ensure that sustainable travel behaviour is maximised.
- 7.2 As one or more elements exceed the Travel Plan thresholds, but the final occupants are not yet known, a Framework Travel Plan has been prepared, and all components of the development will be covered by site-wide measures within the Framework Travel Plan. Employees and visitors to office-use will benefit from the measures being implemented throughout the Site.

'Hard' Measures – Site Design

7.3 It should be recognised that many physical aspects of the design of new development will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the development are set out below. It should be noted that appropriate hard engineering measures will be provided prior to occupation, thus funding of the measures are largely the developer's responsibility, unless they are part of the fit out.

Car parking provision

7.4 No car or motorcycle parking will be provided on-site, with exception of one accessible parking space. The absence of any on-site car parking provision together with its highly accessible location on A501 Marylebone Road will serve to discourage employees and visitors from driving and make travelling by a sustainable mode of transport a natural choice. The scheme proposes one disabled car parking space which will include an electric vehicle charging facility. The Travel Plan will be supported with a Car Parking Management and Reduction Plan to control the use of the blue badge parking space so that it will only be used by the appropriate permit holders when required.

Cycle parking provision

- 7.5 Secure cycle parking will be provided as part of the development. The cycle parking will be located within the building ground floor area and provide 36 spaces including a mixture of two tier and Sheffield stands. The existing office arrangement where a further 8 long-stay cycle parking spaces are provided in the adjacent Which? Building close to The Diorama will be retained to maximise cycle parking provision. In total, 46 no. long-stay cycle parking spaces will be available to staff working within the building and will exceed the draft New London Plan standards. Six short term cycle parking spaces are to be provided for visitors.
- 7.6 The usage of cycle parking will be monitored on an annual basis as part of the overall monitoring procedure to ensure that there is adequate spare capacity to support the initiatives aimed at increasing cycling to work amongst staff.
- 7.7 Full changing facilities and showers will be conveniently provided within the building, thereby further encouraging cycling to work.
- 7.8 The development proposes to provide at least 6 no. visitor cycle spaces in the public realm clear of building entrances.

Access to London/Santander Cycle Hire facilities

7.9 Future tenants will be encouraged to allow office staff to be provided with access to London/Santander Cycle Hire (office access key) for the use of staff travelling during the day to meetings.

Cycle to work scheme

7.10 The National Cycle to Work Scheme enabling employees to purchase a bicycle on a tax-free basis will be promoted to all commercial occupiers. Details of the scheme will be included within the Commercial Travel Leaflet which will be distributed to the tenants upon occupation. All commercial occupiers will be encouraged to sign up to the scheme.

Cycle to Work Week

7.11 A Cycle to Work Week will be organised by the TPC to promote cycling to employees. The event will be held within six months of opening; and annually thereafter for a minimum period of five years. The event will be co-ordinated with the National Bike Week, where timescales permit.

Encouraging physical activity as part of daily travel

7.12 Employees will be offered personal health advice including changing travel behaviour, details of local gyms and running clubs.

Interest-free season ticket loan

7.13 Occupiers of the commercial uses will be encouraged to consider providing employees with interest-free loans for the purchase of public transport season tickets. The availability of season ticket loans will be publicised where appropriate.

'Soft' Measures – Communication and Promotion

Community Notice Boards

- 7.14 Community notice boards providing travel information to employees and visitors will be placed in prominent locations.
- 7.15 The notice boards will include information such as locations of cycle parking; public transport service access points, and upcoming travel initiatives or events organised by the TPC, such as Bike Week and the cycle to work scheme.

Commercial Travel Leaflets

- 7.16 Travel Leaflets will be made available to employees of the office land use within the site, and to visitors. The leaflets will be produced by the TPC.
- 7.17 A key role of the commercial travel leaflet will also be to raise awareness of the sustainable travel initiatives being implemented through the travel plan including:
 - Access initiatives: The Travel Leaflet will contain a high-quality map of the local area, showing cycling, walking, and public transport routes to/ from the site, together with the locations of key local facilities such as shops, services and restaurants all of which will be accessible on foot. Additional sources of further information such as TfL's Journey Planner website and mobile applications will also be provided;
 - Promotion of key services and facilities: Details of the key services and facilities such as the location and access arrangements for cycle parking and maintenance facilities. Sources of more detailed further information will also be included;
 - Promotion of membership to the London Cycling Campaign (LCC): Promote the LCC, a cycle organisation with local groups throughout London. Details of the local LCC group together with membership information will be included within the Commercial Travel Leaflet; and



- Promotion of employee initiatives: Details of the national cycle to work scheme and the availability of interest free season ticket loans (subject to occupier agreement).
- 7.18 The commercial travel leaflet will also invite those persons wishing to raise specific transport-related matters to engage in discussions with the TPC.
- 7.19 A copy of the commercial travel leaflet will be available electronically from the TPC.



8.0 Monitoring and Review

Introduction

8.1 A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of the Travel Plan Coordinator (TPC).

Monitoring

- 8.2 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review, and revision to ensure it remains relevant to the employees at the site.
- 8.3 The TPC will arrange the initial multi-modal travel survey to be undertaken at Year 1 to cover the already occupied units at the site. The survey will then be repeated on the third and fifth anniversary of the implementation date.
- 8.4 All monitoring will follow the most up to date TfL best practice guidance, being iTRACE and TRICS compliant so that they can ultimately be incorporated into the iTRACE database. The surveys will comprise of the following components:
 - > Questionnaire surveys of employees undertaken through the occupier TPR; and
 - > Pedestrian counts at the pedestrian access points into the site.

Review

- 8.5 The TPC will report the results of the survey and monitoring to the London Borough of Camden travel planning officer within one month of each survey. The TPC and officers of LBC will then review the results and, if appropriate, revise the targets and measures accordingly for the following 24-month period. The results of the travel survey and revised targets will be included in the subsequent revisions of the travel plan.
- 8.6 If the monitoring results identify that targets are not being met, remedial measures to encourage cycling will be implemented.



9.0 Action Plan

9.1 The programme for the implementation of the Travel Plan measures is set out in **Table 9.1** and sets out tasks, intended implementation dates, and funding sources. The action plan is intending to be a live document and will therefore be updated by the Travel Plan Co-ordinators to reflect the outcome of consultation with the local planning authority, once the first full multi modal travel survey has been completed.

Action	Short/ Medium /Long Term	Target Date	Funding	Indicator/Meas ured by	Responsibility
Review indicative baseline aim targets set out in Table 5.2	Medium	Prior to occupation	Developer	Appointment of TPC by target date and details provided to LBC	Developer
Implementation and communication of car parking management strategy (accessible parking only)	Short	Prior to occupation	Developer	Inclusion of a car park management strategy in marketing documentation	Developer/ TPC
Provision of `hard' engineering measures (cycle and car parking spaces)	Short	Prior to occupation	Developer	Delivery of car and cycle parking provision in accordance with approved plans	Developer
Promote Cycle to Work schemes to employers	Short / Medium	Within 1 year of first occupation	TPC time	Evidence of promotion activity / uptake	ТРС
Implement sustainable delivery strategy	Short	Prior to occupation	Developer	Measure in place to coordinate and reduce impact of delivery traffic	Site Management
Commercial Travel Packs	Short	Upon occupation	Developer	The welcome pack will be available and contained on the Site website which can be viewed by staff/visitors	TPC
Inform staff of Government's Green Travel Plan scheme	Short / Medium	Upon occupation	TPC time	Evidence of promotion activity/uptake	ТРС
Install and update Notice Board	Short / Medium /Long	Upon occupation	Developer	Provision and updating of displayed information	Developer/ TPC
Provision of checking of cycle kit for staff	Short / Medium/ Long	Prior to occupation	Developer	Availability of kit	Developer/ TPC
Promote Season Ticket Loans	Short / Medium	Following occupation	TPC time	Evidence of promotion activity / uptake	ТРС

 Table 9.1: The Diorama - Action Plan for Commercial-use (1 of 2)



The Diorama, Regent's Park, London Borough of Camden

Action	Short/ Medium /Long Term	Target Date	Funding	Indicator/Meas ured by	Responsibility
Undertake initial travel surveys	Medium/ Long	Upon 75% occupation	Developer	Receipt of survey results	TPC
Agree target values for mode split with LBC	Medium	1 month after initial travel survey undertaken	Developer	Receipt of written agreement of targets	TPC
Undertake travel surveys and analysis every two years for the duration of the monitoring period and report results to LBC	Long	5 years after initial survey	Developer	Receipt of survey results	TPC
Achieve target mode split	Long	5 years after initial travel surveys	Developer	Multimodal commercial staff surveys conducted in years 1, 3 and 5	TPC

 Table 9.1: The Diorama - Action Plan for Commercial-use (2 of 2)



Appendix H

LBC Highways – Comments on Planning Submission - Transport

Phil de Jongh

From:	Burke, Stephen <stephen.burke@camden.gov.uk></stephen.burke@camden.gov.uk>
Sent:	11 March 2020 14:56
To:	McClue, Jonathan
Subject:	17 Park Square East - 2020/0801/P
Follow Up Flag:	Follow up
Flag Status:	Flagged

17 Park Square East 2020/0801/P

Change of use from institutional use (sui generis) to residential (Class C3) to form a self-contained dwelling over basement, ground and upper storeys, excavation of existing vaults, extension at ground floor level to provide a single storey rear extension, internal refurbishment and associated works.

Jonathan

I have reviewed the above application and would comment as follows.

General

The house was originally built as a dwelling but has more recently been used for institutional purposes. The proposal involves conversion of the town house back to residential use as a large single family dwelling house and this constitutes a change of use.

The site is located on the east side of Park Square East, approximately midway along the terrace. Park Square East is a private road which is owned, managed and maintained by the Crown Estate, who should be a consultee for this application.

The building is approximately 75m from Marylebone Road, which forms part of the Transport for London Road Network (TLRN) and Transport for London (TfL) is the highway authority. TfL Borough Planning should therefore be consulted on this planning application. It is understood that this has been actioned.

Parking

Policy T2 of the Camden Local Plan states that the Council will limit the availability of parking and require all new developments in the borough to be car-free. In order to prevent the future occupants from obtaining on-street parking permits from the Council, the development should be subject to a car free agreement and this should be secured by means of a Section 106 Agreement.

Cycle parking

Covered secure cycle storage should be provided in accordance with Local Plan Policy T1, the cycle facilities section of Camden Planning Guidance – Transport, and Table 10.12 of the London Plan (Intend to Publish, December 2019). Two cycle parking spaces would be required for this development. The Design Access Statement refers to cycle storage on the basement plan but the cycle storage has been omitted from the Proposed Basement Plan. An exclamation is required.

Managing the impacts of construction on the surrounding highway network

Policies A1 and T4 of the Local Plan state that Construction Management Plans should be secured to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction

process. While the development is not considered to be a large scale scheme, due to the location of the site and the nature of the works a CMP and a CMP implementation support contribution of £3,136 would need to be secured as a Section 106 planning obligation if planning permission is granted.

Summary and Conclusions

Details of cycle parking need to be submitted before an approval can be recommended.

If approved, the following obligations would need to be secured through a Section 106 planning agreement.

- Car free
- CMP and a CMP implementation support contribution of £3,136.

Regards,

Stephen

Stephen Burke 5 Pancras Square Supporting Communities London Borough of Camden

Telephone:020 7974 2681Web:camden.gov.uk

5 Pancras Square London N1C 4AG

Please consider the environment before printing this email.

Phil de Jongh

From:	Burke, Stephen <stephen.burke@camden.gov.uk></stephen.burke@camden.gov.uk>
Sent:	11 March 2020 14:57
To:	McClue, Jonathan
Subject:	Park Square East, 18 (The Diorama) - 2020/0802/P
Follow Up Flag:	Follow up
Flag Status:	Flagged

Park Square East, 18 (The Diorama) 2020/0802/P

Change of use of building from institutional use (sui generis) to be used as Offices (Class B1), extension at roof level to provide new third floor, internal subdivision, infilling, refurbishment and associated works.

Jonathan

I have reviewed the above application and would comment as follows.

General

A Transport Assessment (TA) has been submitted in support of this application.

The site is located on the east side of Park Square East, approximately midway along the terrace. Park Square East is a private road which is owned, managed and maintained by the Crown Estate, who should be a consultee for this application.

The site is approximately 65m from Marylebone Road, which forms part of the Transport for London Road Network (TLRN) and Transport for London (TfL) is the highway authority. TfL Borough Planning should therefore be consulted on this planning application. It is understood that this has been actioned.

Parking

The Proposed Ground Floor Plan for 18 Park Square East shows one disabled parking space. Policy T2 states that the Council will require all new developments in the borough to be car-free (the Council considers a change of use to be new development). Parking for disabled people should only be provided where it can be demonstrated as necessary, taking into account existing availability of on-street parking for Blue Badge holders. Where disabled car parking is proposed, Camden Planning Guidance (CPG): Transport makes specific recommendations in clauses 6.11 and 6.12 including the requirement for a Car Parking Management and Reduction Plan (CMRP). Details must also include how unallocated spaces will be managed to prevent any unused disabled car parking being used for general parking. Clause 6.13 states that a CMRP Car should form part of a development's planning application. The CMRP should be included in the Travel Plan.

Without a CMRP, the layout cannot be approved.

In any event, the development should be permit-free, secured by a section 106 agreement.

Cycle parking

Covered secure cycle storage should be provided in accordance with Local Plan Policy T1, the cycle facilities section of Camden Planning Guidance – Transport, and Table 10.12 of the London Plan (Intend to Publish, December 2019). For this development, with a GEA of 3353 sqm, the requirement would be 45 long stay and 7 short stay.

The TA and the Design Access Statement both state there will be 46 Long stay and 6 Short stay cycle parking spaces. The Proposed Ground Floor Plan shows 37 Long stay cycle parking spaces although the TA states there is an existing arrangement for occupants of the Diorama building to use up to 8 no. cycle parking spaces within the Which? Building adjacent to the Diorama. However, whilst the 8 spaces in the Which? Building is welcomed, these spaces cannot be considered as part of the planning requirement unless they could be conditioned to the consent for 18 Park Square East.

The layout of the cycle stores does not meet the requirements of the Transport CPG or the London Cycling Design Standards. Doorway widths scale at about 860mm where they should be 1200mm. Any door to a cycle parking area should be automated – push button or pressure pad operated.

In summary, the applicant should be asked if they can meet the full cycle parking requirement for site. Also, the types of cycle parking should be specified on the drawing (for example, Josta, Sheffield stand, or whatever is proposed).

Managing the impacts of construction on the surrounding highway network

The site is located close to the A501, which is a traffic sensitive street. Policies A1 and T4 of the Local Plan state that Construction Management Plans (CMPs) should be secured to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction process. A draft CMP has been submitted in support of the application. A full CMP (in the Council's pro-forma) will need to be submitted once a Principal Contractor has been appointed and would need to be approved by the Council prior to any works commencing on site. A CMP implementation support contribution of £7,565 to support the review and approval of the submitted draft CMP, will also need to be secured as a Section 106 planning obligation if planning permission is granted.

Travel Plan

An office development of this size will require a Strategic Level Travel Plan. A draft travel plan has been submitted in support of the planning application. This is welcomed as it demonstrates a commitment to encouraging and promoting trips by sustainable modes of transport. A full Travel Plan and associated monitoring and measures contribution of £9,618 would need to be secured via a Section 106 planning obligation if planning permission is granted. The Travel Plan would need to include a CMRP, as mentioned in the parking section above.

Deliveries and Servicing

The site would be serviced from Peto Place, as it is currently. The delivery rate has been estimated to be 6 per day; an increase of 1 per day above existing. This is not anticipated to have a major impact on the public highways and therefore we would not require a Service Management Plan.

Summary and Conclusions

The following points need to be remedied before an approval can be recommended.

- A Car Parking Management and Reduction Plan needs to be submitted at application stage to justify the disabled car parking space. The CMRP should be included in the Travel Plan.
- There is a shortfall in cycle parking provision and access to the cycle stores needs to be improved.

If approved, the following obligations and conditions would be required.

- A full Travel Plan and associated monitoring and measures contribution of £9,618 would need to be secured via a Section 106 planning obligation. The Travel Plan would need to include a CMRP.
- A CMP and a CMP implementation support contribution of £7,565 would need to be secured via a Section 106 planning obligation.

• Once agreed, the cycle parking would need to be secured by a condition.

Regards,

Stephen

Stephen Burke 5 Pancras Square Supporting Communities London Borough of Camden

Telephone: 020 7974 2681 Web: <u>camden.gov.uk</u>

5 Pancras Square London N1C 4AG

Please consider the environment before printing this email.

Phil de Jongh

From:	Burke, Stephen <stephen.burke@camden.gov.uk></stephen.burke@camden.gov.uk>
Sent:	11 March 2020 15:04
To:	McClue, Jonathan
Subject:	19 Park Square East - 2020/0804/P
Follow Up Flag:	Follow up
Flag Status:	Flagged

19 Park Square East 2020/0804/P

Change of use from institutional use (sui generis) to residential (Class C3) to form a self-contained dwelling over basement, ground and upper storeys, excavation of existing vaults, extension at ground floor level to provide a single storey rear extension, internal refurbishment and associated works.

Hi Jonathan

I have reviewed the above application and would comment as follows.

General

The house was originally built as a dwelling but more recently been used for institutional purposes. The proposal involves conversion of the town house back to residential use as large single family dwelling house and this constitutes a change of use.

The site is located on the east side of Park Square East, approximately midway along the terrace. Park Square East is a private road which is owned, managed and maintained by the Crown Estate, who should be a consultee for this application.

The building is approximately 60m from Marylebone Road, which forms part of the Transport for London Road Network (TLRN) and Transport for London (TfL) is the highway authority. TfL Borough Planning should therefore be consulted on this planning application. It is understood that this has been actioned.

Parking

Policy T2 of the Camden Local Plan states that the Council will limit the availability of parking and require all new developments in the borough to be car-free. In order to prevent the future occupants from obtaining on-street parking permits from the Council, the development should be subject to a car free agreement and this should be secured by means of a Section 106 Agreement.

Cycle parking

There is no cycle parking shown on the drawings. Covered secure cycle storage should be provided in accordance with Local Plan Policy T1, the cycle facilities section of Camden Planning Guidance – Transport, and Table 10.12 of the London Plan (Intend to Publish, December 2019). Two cycle parking spaces would be required for this development.

Managing the impacts of construction on the surrounding highway network

Policies A1 and T4 of the Local Plan state that Construction Management Plans should be secured to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction process. While the development is not considered to be a large scale scheme, due to the location of the site and the

nature of the works a CMP and a CMP implementation support contribution of £3,136 would need to be secured as a Section 106 planning obligation if planning permission is granted.

Conclusions

Details of cycle parking need to be submitted before an approval can be recommended.

If approved, the following obligations would need to be secured through a Section 106 planning agreement.

- Car free
- CMP and a CMP implementation support contribution of £3,136,

Regards,

Stephen

Stephen Burke 5 Pancras Square Supporting Communities London Borough of Camden

Telephone:020 7974 2681Web:camden.gov.uk

5 Pancras Square London N1C 4AG

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Phil de Jongh

From: Sent:	McClue, Jonathan <jonathan.mcclue@camden.gov.uk> 15 April 2020 11:07</jonathan.mcclue@camden.gov.uk>
To:	Phil de Jongh
Cc:	James Huish
Subject:	RE: Park Square East, 18 (The Diorama) - LBC ref 2020/0802/P - Cycle parking

Hi Phil

I've spoken to our Transport Officer (Stephen) about this, and while it isn't ideal (we wouldn't normally accept it) to have cycle parking off-site the principle is acceptable in this instance as there are very special circumstances given the nature of this being a Grade I listed building. We would need the details secured via condition and comfort that these spaces would be available for Diorama users is perpetuity. Also, it seems sensible to allocate cycle parking spaces within the Diorama to those who need them the most (i.e. those that may not have the ability to park at the Which? building).

We are concerned about the distance to the Which? - on Proposed Cycle Storage drawing, you have measured the distance to the rear door of No 18 as being 80m. This includes a small diversion caused by the ramp to the basement. We would like to see a bit more detail of the storage area (dimensions etc.) in the Which? building as well as the gradient of the ramp.

We also need to resolve the cycle parking for the new dwellings at 17 and 19 Park Square.

Kind regards

Jonathan

From: Phil de Jongh >pdejongh@motion.co.uk
Sent: 09 April 2020 9:45 AM
To: Burke, Stephen <<u>Stephen.Burke@camden.gov.uk</u>>
Cc: McClue, Jonathan <<u>Jonathan.McClue@camden.gov.uk</u>>; James Huish <james.huish@montagu-evans.co.uk</pre>
Subject: RE: Park Square East, 18 (The Diorama) - LBC ref 2020/0802/P - Cycle parking

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Good morning Stephen,

Many thanks for your prompt response, I have noted the point relating to directing enquiries for the application to the planning officer. I look forward to receiving any comments you may have.

Regards – Phil

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motion | 84 North Street, Guildford GU1 4AU
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t 01483 531300 | m 07539 108844 | e pdejongh@motion.co.uk | w www.motion.co.uk LinkedIn | Twitter

From: Burke, Stephen <<u>Stephen.Burke@camden.gov.uk</u>>
Sent: 08 April 2020 20:38
To: Phil de Jongh <<u>pdejongh@motion.co.uk</u>>
Cc: McClue, Jonathan <<u>Jonathan.McClue@camden.gov.uk</u>>
Subject: RE: Park Square East, 18 (The Diorama) - LBC ref 2020/0802/P - Cycle parking

Dear Phil

Thank you for your email; I will look into it.

I would be grateful if you could direct future correspondence through the case officer, Jonathan McClue. This is because case officers, by the nature of their role, are able to have a better overview of schemes than the individual specialists. This is particularly important in situations where it might be necessary to consider a trade-off between different disciplines.

Best regards,

Stephen

Stephen Burke 5 Pancras Square

Telephone: 020 7974 2681



The majority of Council staff are now working at home through remote, secure access to our systems.

Where possible please now communicate with us by telephone or email. We have limited staff in our offices to deal with post, but as most staff are homeworking due to the current situation with COVID-19, electronic communications will mean we can respond quickly.

From: Phil de Jongh pdejongh@motion.co.uk
Sent: 08 April 2020 17:22
To: Burke, Stephen <<u>Stephen.Burke@camden.gov.uk</u>>
Cc: Tim Blackwell <<u>tim@mw-a.co.uk</u>>; James Huish <james.huish@montagu-evans.co.uk</pre>
Subject: Park Square East, 18 (The Diorama) - LBC ref 2020/0802/P - Cycle parking

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Good afternoon Stephen - I trust you are well. I tried to call your office number earlier but unfortunately there was no response.

Motion are providing transport planning advice for the Diorama application and further to the various pieces of feedback from the LBC team, there is a proposed change to the cycle parking strategy for the scheme.

I understand that the feedback from the LBC Design & Conservation officer for the application has identified that there are design concerns over the proposed introduction of partitioning within the basement and on the ground floor therefore creating unacceptable impact on the general fabric of the Grade 1 listed building. One of the areas that we have explored to address this concern is to relocate the bulk of the cycle parking off-site within the nearby Which? Building which would reflect the existing arrangement for the current office use.

The proposals will seek to provide 48 no. long-stay spaces in the basement of the building opposite whilst there would be space for two special cycles within the Diorama building as presented in the planning submission. The proposed store would be within the space of three converted car parking spaces and another separate cycle store and may be created as secure cycle storage areas (within a cage) so they will be only accessible by Diorama tenants. The cycle store would be some 80m from the Diorama rear entrance doorway. The Which? Building is owned by the Crown Estate (as the Diorama building) so there would not be any issue of the basement space becoming unavailable in the future.

There would still be short-stay cycle parking provided close to the Diorama entrance doorway (in accordance with the draft New London Plan standards).

I have attached various plans showing the revised ground floor plan and the potential cycle store details for your information.

If this is revised approach is acceptable, we would be happy for this to be secured by way of a condition.

I would appreciate your thoughts on this arrangement. I would be happy to discuss this if you wish – it is best to contact me on my mobile number since I am working at home.

Regards - Phil

Phil de Jongh | Technical Director

motion | 84 North Street, Guildford GU1 4AU t 01483 531300 | m 07539 108844 | e pdejongh@motion.co.uk | w www.motion.co.uk LinkedIn | Twitter

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