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69-73 Holmes Road

Transport Statement

Hallmark Property Group

July 2020

Quality information

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1. Introduction

Context

1.1 This Transport Statement (TS) has been prepared by AECOM on behalf of Hallmark Property Group to support the proposals for a change of land use from B8 Warehouse to B1 Offices / Light Industrial at 69-73 Holmes Road, Camden NW5 3AU. A site location plan is included at **Figure 1-1**.

1.2 A Transport Statement was originally prepared by AECOM (formerly URS) in October 2013 and the development was approved on the 6th March 2014 for the 'Erection of part seven, part three storey building above two basement levels to provide student accommodation comprising 273 units, with ancillary facilities (sui generis), warehouse (Class B8) at basement and ground floor levels and coffee shop (Class A1) at ground floor level following the demolition of existing B8 buildings' (ref: 2013/7130/P) on the site of the former Magnet showroom.

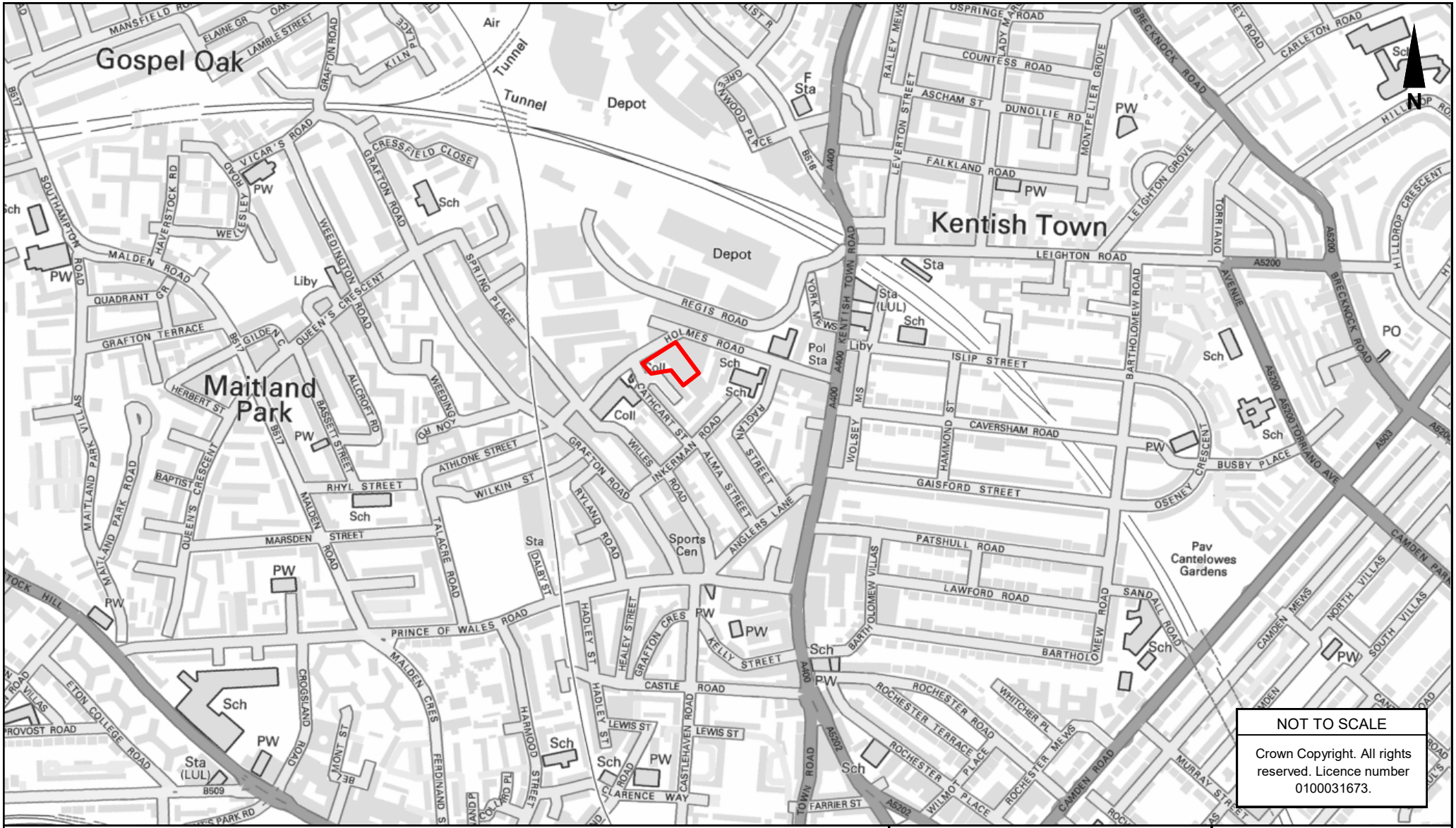
1.3 An updated scheme comprising 341 rooms and 439 bed spaces was approved in May 2016 (ref: 2015/5435/P) and the approved development is now constructed.

1.4 This document has been prepared with regard to the Transport Statements submitted as part of applications 2013/7130/P and 2015/5435/P. The TS sets out the amended development proposals in order to identify the potential transport effects of the proposed amended development and to provide outline mitigation measures where necessary.

Structure

1.5 The remainder of the report is structured as follows:

- **Section 2** presents the relevant policy guidelines;
- **Section 3** provides details about the development proposals;
- **Section 4** outlines the sites accessibility;
- **Section 5** presents the trip generation for the site;
- **Section 6** presents the servicing trips;
- **Section 7** provides an assessment of traffic impact;
- **Section 8** presents the travel plan framework; and
- **Section 9** presents the conclusions to the report.



Site Location

Figure 1-1

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2. Policy Review

Policy Guidance

2.1 To inform the development of the Transport Statement, a review of relevant national, regional and local transport policy has been undertaken in order to understand the context for the development. This includes the following documents, with further detail on each provided below:

- National Planning Policy Framework (February 2019)
- The Intend to Publish London Plan (December 2019)
- The London Plan (March 2016, with alterations since 2011)
- Mayor's Transport Strategy (March 2018)
- LB Camden Local Plan (July 2017)
- LB Camden Transport Strategy 2019-2041 (April 2019)
- Camden Planning Guidance: Transport (March 2019)

National Planning Policy Framework

2.2 A revised National Planning Policy Framework (NPPF) was issued by the Ministry of Housing, Communities and Local Government in February 2019.

2.3 The document states that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (Paragraph 109).

2.4 Within the context of paragraph 109, the document gives greater weight to sustainable travel adding that applications should give priority to pedestrian and cyclists first, followed by facilitating access to high quality public transport where possible. The proposed development supports this policy by giving priority to sustainable travel in its car-free approach.

2.5 The document also states that in assessing sites that may be allocated for development, or specific applications for development, it should be ensured that:

- opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network or on highway safety can be mitigated in a cost-effective manner.

Regional Policy Context

The Intend to Publish London Plan (December 2019)

2.6 The Intend to Publish London Plan was issued in December 2019 following an Examination in Public (EiP). The Plan continues to place importance on Travel Plans in order to support the Mayor's target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. The new London Plan focuses on the Mayor's Healthy Streets approach to reduce car dominance, ownership and use, with development encouraged to deliver patterns of land use that facilitate residents making shorter, regular trips by walking and cycling.

2.7 Policy T1 'Strategic Approach to Transport' states that all development should 'make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure any impacts on London's transport networks and supporting infrastructure are mitigated.'

2.8 Policy T2 'Healthy Streets' outlines the importance that development proposals reduce the dominance of vehicles on London's streets, be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

2.9 The current 2016 London Plan is still the adopted Plan; however, the Intend to Publish London Plan is a material consideration in planning decisions. The over-arching vision of the current London Plan is that up to 2036 and beyond, "London should excel amongst global cities; expanding opportunities for all its people and enterprises, achieving the highest environmental standards and quality of life and leading the world in its approach to tackling the urban challenges of the 21st Century, particularly that of climate change".

2.10 Policy 6.1 (Strategic Approach) of the current London Plan states that the Mayor will work with all relevant partners to encourage the closer integration of transport and development by (amongst others):

- Encouraging patterns and nodes of development that reduce the need to travel, especially by car;
- Supporting developments that generate high levels of trips at locations with high public transport accessibility; and,
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management.

2.11 With its location in an area of high public transport accessibility and car-free development, the proposed development supports the aspirations of the adopted and draft new London Plan.

Mayors Transport Strategy (March 2018)

2.12 The Mayor's Transport Strategy (MTS) is a statutory document that sets out the Mayor's transport aspirations for Greater London, with the central aim to shift modes away from the car.

2.13 One of the aims of the strategy is to ensure that regeneration and new development schemes incorporate the Mayor's principles of Good Growth, with transport delivering growth that satisfies the following principles:

- Good access to public transport;
- High density, mixed-use developments;
- People choosing to walk and cycle;
- Car-free and car-lite places;
- Inclusive, accessible design;
- Carbon-free travel; and
- Efficient freight.

2.14 The strategy places importance on Transport Assessments and Travel Plans in order to 'encourage sustainable travel, reflect the aims of the Healthy Streets approach and ensure developers take account of the need to deliver carbon-free transport in London by 2050'. The proposed development is in line with the Mayors Transport Strategy as it is car-free, has good access to public transport and is located in an area conducive to walking and cycling.

Local Policy Context

LB Camden Local Plan (July 2017)

2.15 The Camden Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies. The Plan covers the period from 2016 to 2031. The overall vision of the plan is to "make Camden a better Borough – a place where everyone has a chance to succeed and where nobody gets left behind. A place that works for everyone".

2.16 The vision is supported by a series of strategic objectives including the following:

- To create the conditions for growth, ensuring it takes place in the most appropriate and sustainable locations and minimises the impacts of development, and to harness the benefits of this growth so it meets the needs of Camden's communities for homes, jobs and services and preserves and enhances the borough's unique character and appearance.

- To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links.
- To improve health and wellbeing of Camden's population and reduce health inequalities through good spatial planning, supporting healthier lifestyles and environmental improvements, as well as ensuring appropriate access to health facilities.
- To promote and protect the high levels of amenity and quality of life that makes Camden such an attractive, successful and vibrant place for residents, workers and visitors.

2.17 In terms of transport, Policy T1 states that the Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough. Developments should improve the pedestrian environment and provide secure, accessible cycle infrastructure. All new development in the borough is required to be car-free (Policy T2) with onsite parking limited to disabled bays and essential operational or servicing needs. The Council will also promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.

2.18 The proposed development accords with the LB Camden Local Plan by providing a car-free development, in a highly accessible location, with infrastructure provided to support travel by sustainable means.

LB Camden Transport Strategy 2019-2041 (April 2019)

2.19 The Mayor of London published his Transport Strategy (MTS) in 2019, which sets out his vision for London for the next 23 years. All London boroughs are required to produce a Local Implementation Plan (LIP) to demonstrate how they will help to deliver the Mayor's strategy locally alongside their own priorities.

2.20 The Camden Transport Strategy (CTS) aims to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets out the objectives, policies and measures for achieving this goal.

2.21 The priorities include:

- Increasing walking and cycling
- Improving public transport in the borough
- Reducing car ownership and use
- Improving the quality of our air
- Making our streets and transport networks safe, accessible and inclusive for all

Camden Planning Guidance: Transport (March 2019)

2.22 Camden Planning Guidance (CPG) provides support for the policies in the Camden Local Plan 2017. This document was adopted in March 2019 and replaces CPG7: Transport (September 2011).

2.23 CPG: Transport provides information on all types of detailed transport issues within the borough and provides the following key messages:

- Assessing transport capacity: A transport assessment is required for all applications that involve a change in the way that a site is accessed from the highway.
- Travel Plans: travel plans enable a development to proceed without adverse impact on the transport network through promoting a greater use of sustainable travel and thereby helping to tackle congestion and air pollution.
- Travel Plans: The requirements of a travel plan will be tailored to the specific characteristics of the site and nature of the development.
- Parking and car-free development: the Camden Local Plan 2017 extends car-free development to the whole of the Borough.
- Parking and car-free development: Legal agreements will be used to maintain car-free and car-capped development over the lifetime of a scheme.
- Vehicular access and crossovers: The Council will not approve applications that would cause unacceptable parking pressure, add to existing parking problems or result in negative impacts on amenity.

- Cycling facilities: The council will seek high quality cycle parking facilities for development, including redevelopments and in applications that change travel patterns and the travel profile or increase the numbers of people travelling to a site.
- Cycling facilities: applicants must provide, as a minimum, the quantity of cycle parking spaces as set out in the London Plan, of which are fully inclusive and accessible by step free access.

2.24 The proposed development meets the Camden Planning Guidance policy by providing cycle parking spaces in accordance with the London Plan and providing a car-free development, it also sets out the framework for the travel plan that will support and encourage sustainable travel to and from the site.

3. Development Proposals

Approved Development

3.1 The redevelopment of the former Magnet showroom was approved on the 6th March 2014 for the:

'Erection of part seven, part three storey building above two basement levels to provide student accommodation comprising 273 units, with ancillary facilities (sui generis), warehouse (Class B8) at basement and ground floor levels and coffee shop (Class A1) at ground floor level following the demolition of existing B8 buildings.' (ref: 2013/7130/P).

3.2 An updated scheme was approved in May 2016 (ref: 2015/5435/P) for 341 rooms (with 439 bed spaces), a coffee shop, B8 Warehouse space and a double height goods yard with access from Cathcart Street. The approved development is now constructed.

Proposed Development

3.3 It is proposed to convert the B8 warehouse space (2,317 sqm) on the ground floor and basement levels to B1 Office / Light Industrial space (3,288 sqm), to provide a total of 31 units / studios. The additional floorspace will be delivered through the provision of a middle basement level.

3.4 An application was also recently submitted for the delivery of an additional 27 student rooms at the site (ref: 2020/2406/P), including a Transport Statement, and this comprises a separate submission for the consideration of London Borough of Camden, however, has been considered in this TS as an additional assessment scenario in Chapters 5 and 6.

3.5 Site layout plans of the proposed development are included at **Appendix A**.

Site Access

3.6 The proposed development site will be accessible to pedestrians (and dismounted cyclists) only.

3.7 Pedestrian access to the northeast end of the development facing Holmes Road will be for student residents, with the remaining two entrances on Holmes Road for entrance to the coffee shop and the B1 Office / Light Industrial units. Further pedestrian entrances will be provided on Cathcart Street to provide access to the B1 Office / Light Industrial units and circulation areas.

3.8 The proposals will remove the goods yard and associated vehicular access from Cathcart Street. A new loading bay is proposed to be provided on-street at the goods yard access (see the plan included at **Appendix B**). This will provide a formal facility to serve delivery vehicles for pick-ups and drop-offs at the site as well as the wider area.

3.9 To facilitate the implementation of a loading bay, it is proposed that parking bays to the north of the goods yard access are modified. The parking bays fall within Controlled Parking Zone CA-L (West Kentish Town)[1] and have the following controlled hours:

- Monday to Friday: 08:30-18:30
- Saturday: No controlled hours
- Sunday: No controlled hour

3.10 The parking bays were suspended from 2017 during construction of the site. The parking bays were reinstated when the construction hoarding was removed earlier this year.

3.11 It is proposed that in combination with the removal of the site's goods yard access, that the existing parking bays are modified to provide 12m of parking bays and that a new 11m loading bay on Cathcart Street is implemented. The final arrangements / proposals will be subject to agreement with LBC.

[1] (Item 4430 of Schedule 1 of the Camden (Parking Places) (CA-L) Traffic Order 2012)

3.12 Emergency vehicles will be able to access the site via Holmes Road or Cathcart Street.

3.13 Refuse collection will be on street and from Cathcart Street, with the building management team moving bins from a communal bin collection area to the front of the building at the appropriate time for collection by the refuse vehicle. The ground floor plan included at **Appendix A** shows that the refuse store is located on the Cathcart side of the site. Refuse vehicles already use this route to serve properties on Cathcart Street, and therefore the vehicle would be utilising an existing route. **Appendix B** shows that a refuse vehicle is able to service the site from Cathcart Street and box vans are able to use the loading bay.

Car Parking

3.14 The consented development is car free. No vehicle parking is provided on site for staff, students or visitors of the development. No parking will be provided for the proposed B1 Office / Light Industrial units.

3.15 The approach to car parking is in accordance with Policy T2 of Camden's Local Plan which states that 'the Council will limit the availability of parking and require all new developments in the borough to be car-free'. In addition, the high public transport accessibility of the site (reflected by PTAL level 5, as shown in **Appendix C**) shows that there are many alternatives to the private car and that the provision of no parking spaces can be deemed appropriate.

3.16 The surrounding roads are within the LBC Controlled Parking Zone and all on-street parking (other than for disabled users and motorcyclists) is pay and display.

Cycle Parking

3.17 The consented development set out proposals for a total of 284 cycle parking spaces provided at the site for students, employees and visitors, broken down as follows:

- Student Accommodation - 258 cycle parking spaces plus 10 spaces for visitors to the student hall of residence;
- B8 Warehouse – 16 spaces for employee and visitor use

3.18 50 cycle parking spaces are required to be provided on site for the B1 Office / Light Industrial land use, which is in line with both the Draft London Plan guidance (1 space per 75 sqm for long-stay and 1 space per 500 sqm for short-stay/visitors) and Camden Planning Guidance. Therefore, an additional 34 spaces will be installed on site to ensure the development meets relevant standards.

4. Site Accessibility

Context

4.1 This section of the Transport Statement sets out the site's accessibility, the availability of local services, amenities and public transport. **Figure 4-1** presents the local services and amenities in proximity of the site and **Figure 4-2** presents the opportunities for sustainable transport within the local area.

Services and Amenities

4.2 There are a number of services and amenities in close proximity to the site which could be accessed by employees of the proposed B1 Office / Light Industrial land uses within a short walk at lunch time for example. This includes supermarkets and convenience stores, with four within a six minute walk of the site, Kentish Town Sports Centre (a five minute walk) and health centres and doctor's surgeries within a 10 minute walk.

Public Transport Accessibility Level (PTAL)

4.3 The site is in close proximity to a range of services and amenities as outlined above, such as supermarkets, leisure and health facilities and there are a range of travel opportunities in the local area, with bus stops within walking distance and Kentish Town Underground and rail station approximately 400m (a five minute walk) from the site.

4.4 According to TfL's WebCAT online PTAL (public transport accessibility level) calculator, the site has a PTAL of 5, which is equivalent to 'Very Good' accessibility.

4.5 WebCAT shows that the eastern section of Holmes Road has a PTAL of 6a, with Kentish Town Road acting as a public transport corridor in this area meaning that accessibility levels are higher along, and in proximity, to this route.

4.6 The associated summary PTAL report and accessibility zones within the vicinity of the site are included at **Appendix C** of this report.

4.7 Further information concerning the accessibility of the site to public transport is provided within the remainder of this chapter.

Walking and Pedestrian Access

4.8 Pedestrian provision near the site provides easy access to both Camden Town centre and Kentish Town Road, where a range of facilities are located. Excellent pedestrian links are also available for access to local transport nodes, railway stations and bus stops. Kentish Town station is an approximate five-minute walk along Holmes Road and Kentish Town Road.

4.9 Much of Holmes Road has 3.5-metre wide pedestrian footways on both sides of the carriageway that are well maintained and lit.

Cycling

4.10 The areas of Hampstead, Holloway, Camden, Primrose Hill and King's Cross are all accessible within a 2.5km cycle distance of the site. Within a 5km cycle distance of the site, Marylebone, Paddington, Kensal Rise, and Cricklewood, Golders Green and East Finchley are accessible to the west; Hornsey, Stoke Newington, Islington, Shoreditch, Holborn, Soho and Bloomsbury are accessible to the east of the site.

4.11 Holmes Road itself is defined by the London Cycle Network (LCN) as a "quiet road, recommended for cyclists". Leighton Road, approximately 400m to the east of the development is a dedicated signed route for cyclists. Other local signed cycle routes also exist near the site. Cycleway 6 begins on Kentish Town Road adjacent to Kelly Street and provides a connection along the A5202 towards Central London. See **Figure 4-2** for further detail**.**

Bus

4.12 The nearest bus stops to the site are located along Kentish Town Road. Northbound bus stops are located approximately 300m from the site (Stop KE), with southbound bus stops within 400m (Stop KB and KC). Both can be reached in five minutes or less on foot.

4.13 These bus stops currently serve five bus routes including one night bus service (88, 134, 214, 393 and N20). These routes provide connections to a range of destinations as set out in **Table 4-1**.

Table 4-1: Bus Services and Frequencies

Service	Route	Frequency AM Peak (0800 -0900)	Frequency PM Peak (1700 – 1800)
88	Parliament Hill Fields – Omnibus Clapham	Every 6 – 10 minutes	Every 6 - 10 minutes
134	North Finchley Bus Station – Warren Street Station	Every 5 – 12 minutes	Every 10 – 13 minutes
214	Hampstead Lane – Finsbury Square	Every 7 – 15 minutes	Every 10 – 14 minutes
393	Upper Clapton Road – Chalk Farm	Every 18 – 20 minutes	Every 10 – 14 minutes
N20	Barnet High Street – Trafalgar Square	-	-

London Underground

4.14 The nearest London Underground station is Kentish Town, located approximately 400m to the northeast of the site. The station is in Zone 2 and serves the High Barnet branch of the northern line.

4.15 Northern Line trains serve Kentish Town Underground station every 2-6 minutes on weekdays. Journey times to Euston and London Bridge are 6 and 17 minutes respectively with journeys to Morden in south London likely to take 40 minutes.

National Rail

4.16 The nearest rail station to the site is also Kentish Town. The station operates direct Thameslink services to Luton, St Albans City, London St Pancras, Wimbledon, Sutton (London) and Orpington. **Table 4-2** provides a summary of the rail services from Kentish Town station.

Table 4-2: Kentish Town Train Services, Frequencies and Duration

Destination	Frequency (direct trains per hour Mon-Fri 0800-0900)	Frequency (direct trains per hour Mon-Fri 1700-1800)	Duration
St Albans	7	4	28 minutes
Sutton (London)	4	4	55 – 68 minutes
Luton	3	4	46 – 48 minutes
London St Pancras	4	6	5 - 6 minutes
Wimbledon	2	2	47 - 48 minutes
Orpington	0	1	65 minutes

4.17 The proposed development is also located approximately 550m to the northeast of Kentish Town West station. This station provides access to London Overground services between Stratford and Richmond. The journey time from Kentish Town West to Stratford is 25 minutes, with Richmond approximately 40 minutes away. Approximately eight trains per hour operate in each direction.

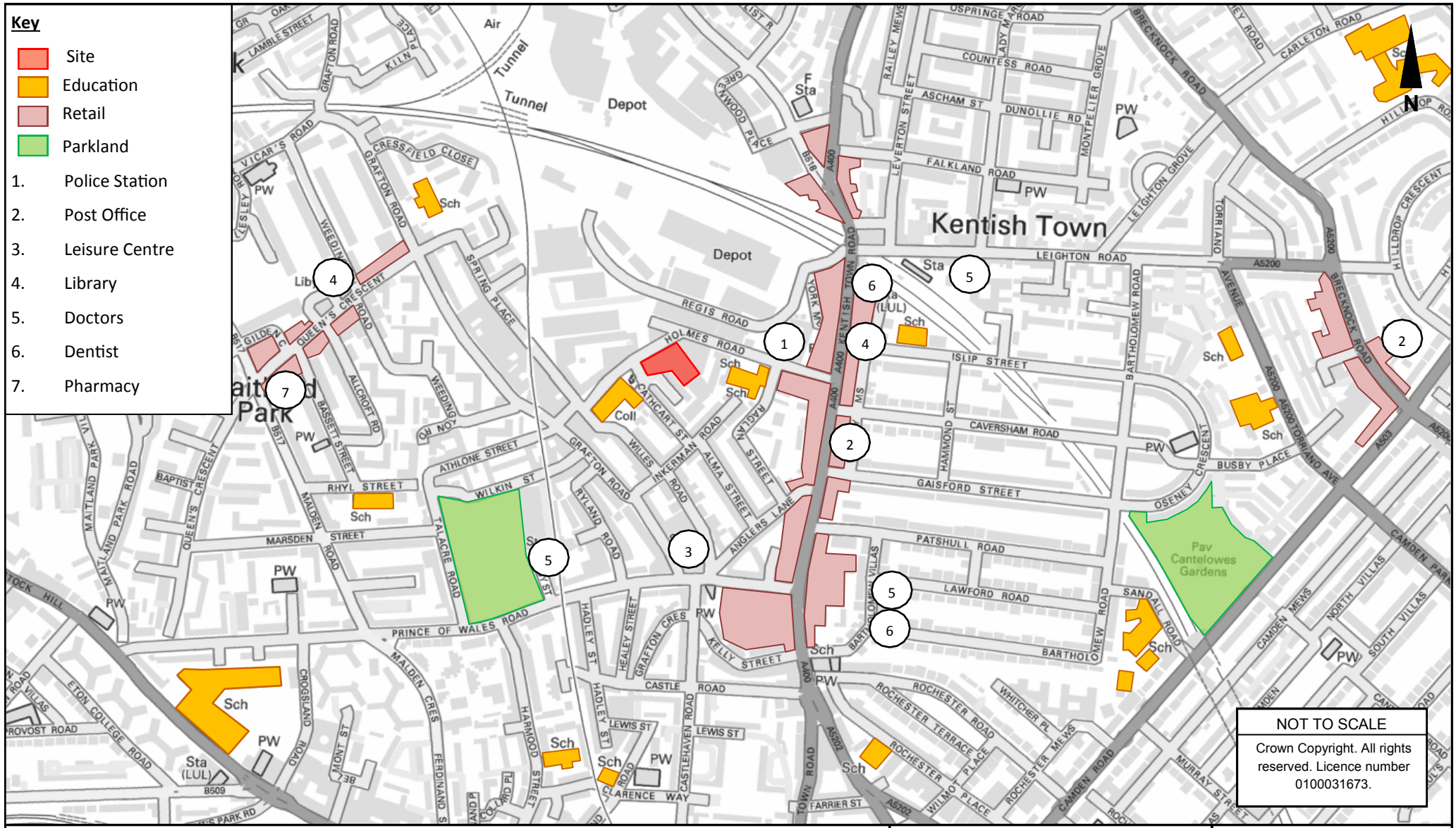
Car Club

4.18 There are five car club vehicles located within a 10-minute walk of the site, which could be used by employees, if required. The locations of the car club vehicles are shown on **Figure 4-2**.

Summary

4.19 To summarise, TfL's WebCAT online PTAL calculator indicates the site is located in an area of 'Very Good' public transport accessibility, with strong opportunities available for sustainable travel to and from the site. It is within walking distance of a number of local services and amenities, including supermarkets, leisure and health facilities.

4.20 Kentish Town rail station is a five minute walk from the site, providing both Underground and National Rail services to destinations such as Euston and London Bridge for Central London and stations such as Luton, St Albans City and Sutton (London). Bus stops providing connections to a range of destinations are within a four to five minute walk from the site.



Local Services and Amenities

Figure 4-1

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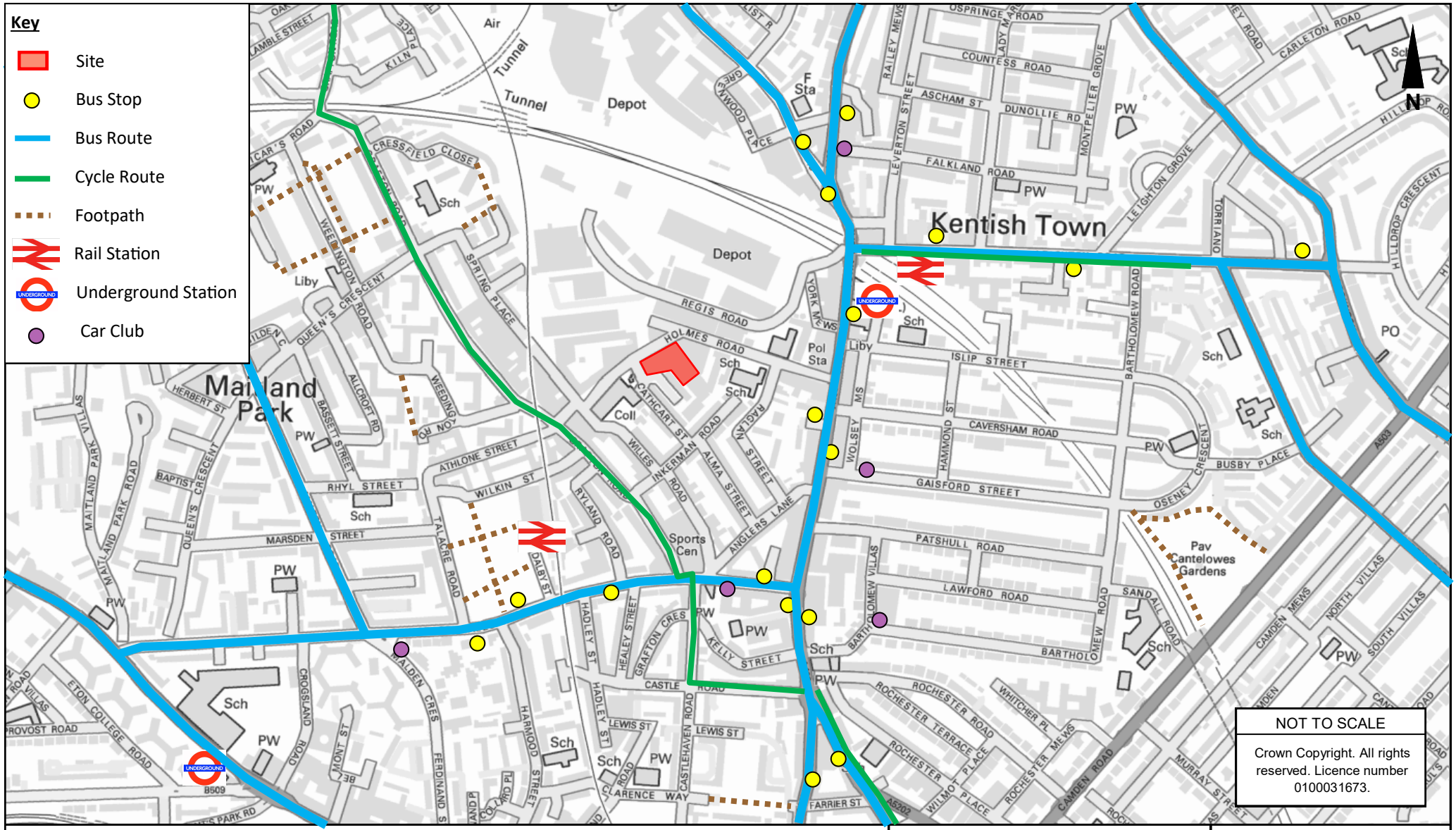

Sustainable Travel Plan

Figure 4-2

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5. Trip Generation

Approved Development

5.1 The approved development comprises a total of 341 rooms (439 bed spaces) and 2,292 sqm of B8 Warehouse space. **Table 5-1** presents the approved trip generation using the trip rates from the 2015 TS that supported the consented and constructed scheme (2015/5435/P).

Table 5-1: All Modes Approved Trip Generation – Student Accommodation & B8 Warehouse

	Student Accommodation (439 bed spaces)			B8 Warehouse (2,292sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	8	9	17	0	0	0	8	9	17
08:00-09:00	13	81	94	64	0	64	77	81	158
09:00-10:00	17	96	113	0	0	0	17	96	113
10:00-11:00	31	57	88	0	0	0	31	57	88
11:00-12:00	53	57	110	0	0	0	53	57	110
12:00-13:00	66	79	145	0	0	0	66	79	145
13:00-14:00	78	90	168	0	0	0	78	90	168
14:00-15:00	72	67	139	0	0	0	72	67	139
15:00-16:00	81	51	132	0	0	0	81	51	132
16:00-17:00	108	60	168	0	0	0	108	60	168
17:00-18:00	88	52	140	0	64	64	88	116	204
18:00-19:00	65	47	112	0	0	0	65	47	112
19:00-20:00	96	85	180	0	0	0	96	85	180
20:00-21:00	125	76	201	0	0	0	125	76	201
21:00-22:00	80	71	151	0	0	0	80	71	151
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
Total	**981**	**977**	**1958**	**64**	**64**	**128**	**1045**	**1041**	**2086**

*Any discrepancies due to rounding

Proposed Development

Proposed B1 Office / Light Industrial Trip Generation

5.2 It is proposed that the current approved B8 Warehouse space is converted to B1 Office / Light Industrial, increasing the floorspace from 2,317 sqm to 3,288 sqm through the provision of a middle basement level.

5.3 Trip rates for B1 Office have been considered as this represents a worst case with rates derived for similar sites from TRICS using the following criteria:

- Sites located within Greater London;
- Sites with a GFA between 400-6000 sqm; and
- Sites with a PTAL between 5 and 6a given the location of the site (See Paragraph 4.6 to 4.7).

5.4 This search identified a total of three sites. The trip rates are set out in **Table 5-2** below with the TRICS report included at **Appendix D**.

Table 5-2: All Person Trip Rates – B1 Office (per 100sqm)

Time Band	Arrivals	Departures	Total
07:00-08:00	0.934	0.046	0.980
08:00-09:00	3.030	0.091	3.121
09:00-10:00	3.075	0.023	3.098
10:00-11:00	1.139	0.342	1.481
11:00-12:00	0.433	0.638	1.071
12:00-13:00	0.774	1.800	2.574
13:00-14:00	1.412	1.708	3.120
14:00-15:00	1.116	0.615	1.731
15:00-16:00	0.456	0.797	1.253
16:00-17:00	0.319	0.911	1.230
17:00-18:00	0.296	3.052	3.348
18:00-19:00	0.091	2.938	3.029

5.5 These rates have been applied to the 3,288 sqm of B1 Office space to give the trip generation levels set out in **Table 5-3**. Note the trip generation has been calculated excluding any service areas, as per TRICS guidance.

Table 5-3: All Person Proposed Trip Generation – B1 Office

Time Band	Arrivals	Departures	Total
07:00-08:00	31	2	32
08:00-09:00	100	3	103
09:00-10:00	101	1	102
10:00-11:00	37	11	49
11:00-12:00	14	21	35
12:00-13:00	25	59	85
13:00-14:00	46	56	103
14:00-15:00	37	20	57
15:00-16:00	15	26	41
16:00-17:00	10	30	40
17:00-18:00	10	100	110
18:00-19:00	3	97	100
Total	**430**	**426**	**856**

5.6 **Table 5-3** shows that the proposed B1 Office land use would likely generate 430 all person arrivals and 426 all person departures with a total of 856 movements across the day.

Total Site Trip Generation

5.7 To determine the total trip generation for the site the trip generation associated with the proposed B1 Office land use has been added to the existing student accommodation trip generation (439 bed spaces) to give a total trip generation for the overall site. The total non-motorised person trip generation is set out in **Table 5-4**.

Table 5-4: Total Approved + Proposed Trip Generation

	Student Accommodation (439 bed spaces)			B1 Office (3,288sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	8	9	17	31	2	32	39	11	49
08:00-09:00	13	81	94	100	3	103	113	84	197
09:00-10:00	17	96	113	101	1	102	118	97	215
10:00-11:00	31	57	88	37	11	49	68	68	137
11:00-12:00	53	57	110	14	21	35	67	78	145
12:00-13:00	66	79	145	25	59	85	91	138	230
13:00-14:00	78	90	168	46	56	103	124	146	271
14:00-15:00	72	67	139	37	20	57	109	87	196
15:00-16:00	81	51	132	15	26	41	96	77	173
16:00-17:00	108	60	168	10	30	40	118	90	208
17:00-18:00	88	52	140	10	100	110	98	152	250
18:00-19:00	65	47	112	3	97	100	68	144	212
19:00-20:00	96	85	180	0	0	0	96	85	180
20:00-21:00	125	76	201	0	0	0	125	76	201
21:00-22:00	80	71	151	0	0	0	80	71	151
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
Total	**981**	**977**	**1958**	**430**	**426**	**856**	**1411**	**1403**	**2814**

5.8 **Table 5-4** indicates that non-motorised trips to and from the proposed development will experience a peak at 13:00-14:00 when 271 movements will be generated. Across the day the development will generate approximately 2,814 movements in total.

5.9 It should be noted that the peaks for student movements are 09:00-10:00 and 20:00-21:00; whilst the peaks for the B1 Office / Light Industrial are 08:00-10:00, 13:00-14:00 and 17:00-18:00.

5.10 The net change for the overall site to account for the development proposals is presented in **Table 5-5**.

5.11 This shows the change from B8 Warehouse to B1 Office would result in a total net change of 728 movements across the day.

Table 5-5: Total Overall Site Net Change

Time Band	Arrivals	Departures	Total
00:00-07:00	0	0	0
07:00-08:00	31	2	32
08:00-09:00	36	3	39
09:00-10:00	101	1	102
10:00-11:00	37	11	49
11:00-12:00	14	21	35
12:00-13:00	25	59	85
13:00-14:00	46	56	103
14:00-15:00	37	20	57
15:00-16:00	15	26	41
16:00-17:00	10	30	40
17:00-18:00	10	36	46
18:00-19:00	3	97	100
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Total	**366**	**362**	**728**

5.12 As the development is car-free the majority of trips to and from the development will be undertaken by public transport and by foot or bicycle. Any car trips associated with the B1 Office / Light Industrial land uses are expected to be limited to servicing and deliveries which will serve the development on-street.

5.13 Detail of the proposed delivery and servicing trip generation for the proposed development is provided in **Chapter 6** of this report.

Modal Split

5.14 A modal split for journeys to MSOA Camden 007 for work has been derived from Census 2011 data. As there is no car parking at the proposed development and 'work from home' trips are not relevant to this element of the scheme, these modes have been removed from the dataset and redistributed across the remaining modes based on the relevant proportions. The resultant mode split is shown in **Table 5-6**.

Table 5-6: Adjusted Travel to Work Modal Split (MSOA Camden 007)

Mode of Travel to Work	Total People	Percentage
Train, Underground, Metro, Light Rail or Tram	1,732	58%
Taxi	6	0%
Bus, Minibus or Coach	575	19%
Bicycle	238	8%
On foot	455	15%
Other	12	0%

5.15 **Table 5-6** indicates that 58% of journeys to work to MSOA Camden 007 are anticipated to take place by train or underground. This is followed by 19% by bus and 15% on foot.

5.16 The modal split for the proposed development shown in **Table 5-6** has been applied to the proposed trip generation shown in **Table 5-3** to provide a peak hour and daily trip generation for the B1 Office split by mode. The resultant proposed trip generation is shown in **Table 5-7**.

5.17 This shows that out of a total of 856 daily trips, 497 journeys would be undertaken using the train / underground, followed by 163 by bus and 128 on foot.

Table 5-7: Development Peak Hour and Daily Trips for B1 Office Split by Mode

Mode of Travel to Work	Modal Split	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily
Train, Underground, Metro, Light Rail or Tram	58%	60	64	497
Taxi	0%	0	0	0
Bus, Minibus or Coach	19%	19	21	163
Bicycle	8%	8	9	68
On foot	15%	15	17	128
Other	0%	0	0	0
Total	**100%**	**103**	**110**	**856**

*Any discrepancies due to rounding

Sensitivity Test

5.18 Due to the presence of a live application for an extension to the student accommodation (an additional 27 units) (ref: 2020/2406/P) the total forecast site trip levels with the proposed change to B1 Office / Light Industrial have been assessed with the student accommodation extension in a sensitivity test.

Proposed Student Accommodation

5.19 The current live planning application (ref: 2020/2406/P) proposes that an additional 27 single student rooms are provided at the development in an extension to the seventh floor. This would increase the potential number of bed spaces / residents from 439 to 466.

5.20 In the TS prepared for this application, the approved trip rates for the site were applied to the 27 additional bed spaces to give the trip generation levels set out in **Table 5-8**.

Table 5-8: All Mode Proposed Trip Generation – Student Accommodation (27 units)

Time Band	Arrivals	Departures	Total
00:00-07:00	0	0	0
07:00-08:00	0	1	1
08:00-09:00	1	5	6
09:00-10:00	1	6	7
10:00-11:00	2	4	5
11:00-12:00	3	4	7
12:00-13:00	4	5	9
13:00-14:00	5	6	10
14:00-15:00	4	4	9
15:00-16:00	5	3	8
16:00-17:00	7	4	10
17:00-18:00	5	3	9
18:00-19:00	4	3	7
19:00-20:00	6	5	11
20:00-21:00	8	5	12
21:00-22:00	5	4	9
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Total	**60**	**60**	**120**

5.21 **Table 5-8** shows that the proposed 27 student accommodation bed spaces would likely generate an additional 60 all person arrivals and 60 all person departures with a total of 120 movements across the day.

5.22 The trip generation for the proposed B1 Office has been added to the proposed student accommodation trip generation including the additional 27 student units (466 bed spaces) to give a total trip generation for the overall site. This represents the 'with additional 27 student units' scenario and is presented in **Table 5-9**.

Table 5-9: Total Approved + Proposed Trip Generation (with additional 27 student units)

	Student Accommodation (466 bed spaces)			B1 Office (3,288sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	8	10	18	31	2	32	39	12	50
08:00-09:00	14	86	100	100	3	103	114	89	203
09:00-10:00	18	102	120	101	1	102	119	103	222
10:00-11:00	33	61	93	37	11	49	70	72	142
11:00-12:00	56	61	117	14	21	35	70	82	152
12:00-13:00	70	84	154	25	59	85	95	143	239
13:00-14:00	83	96	178	46	56	103	129	152	281
14:00-15:00	76	71	148	37	20	57	113	91	205
15:00-16:00	86	54	140	15	26	41	101	80	181
16:00-17:00	115	64	178	10	30	40	125	94	218
17:00-18:00	93	55	149	10	100	110	103	155	259
18:00-19:00	69	50	119	3	97	100	72	147	219
19:00-20:00	102	90	191	0	0	0	102	90	191
20:00-21:00	133	81	213	0	0	0	133	81	213
21:00-22:00	85	75	160	0	0	0	85	75	160
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
Total	**1041**	**1037**	**2078**	**430**	**426**	**856**	**1471**	**1463**	**2934**

5.23 **Table 5-9** indicates that with the proposed 27 student units, in addition to the B1 proposals, there is a peak of 281 movements at 13:00-14:00. Across the day the development will generate approximately 2,934 movements in the 'with additional 27 units' scenario.

5.24 Car trips associated with the student accommodation will be limited to deliveries and servicing and the pick-up and drop-off of students at the beginning and end of a semester, with a 'Student Pick-Up and Drop-Off Management Scheme' developed to manage this process. An update of this document was recently prepared alongside the application for the additional 27 student units.

5.25 The net change for the overall site to account for the development proposals and with the additional 27 student units is presented in **Table 5-10**. This shows that including the additional 27 student units would result in a total net change of 848 movements across the day.

Table 5-10: Total Overall Site Net Change – with additional 27 student units

Time Band	Arrivals	Departures	Total
00:00-07:00	0	0	0
07:00-08:00	31	3	33
08:00-09:00	37	8	45
09:00-10:00	102	7	109
10:00-11:00	39	15	54
11:00-12:00	17	25	42
12:00-13:00	29	64	94
13:00-14:00	51	62	113
14:00-15:00	41	24	66
15:00-16:00	20	29	49
16:00-17:00	17	34	50
17:00-18:00	15	39	55
18:00-19:00	7	100	107
19:00-20:00	6	5	11
20:00-21:00	8	5	12
21:00-22:00	5	4	9
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Total	**426**	**422**	**848**

6. Servicing

Approved Servicing Trip Generation

6.1 The 2013 and 2015 Transport Statements for the site set out a delivery profile and an estimation of the number of servicing trips for the student accommodation and B8 Warehouse based on outputs from the TRICS database. These approved trips are presented in **Table 6-1**.

Table 6-1: Approved Servicing Trips – Student Accommodation & B8 Warehouse

	Student Accommodation (439 bed spaces)			B8 Warehouse (2,292sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00-08:00	0.0	0.0	0.0	0.2	0.3	0.5	0.2	0.3	0.5
08:00-09:00	0.0	0.0	0.0	1.1	0.3	1.4	1.1	0.3	1.4
09:00-10:00	0.4	0.4	0.8	0.2	0.5	0.7	0.6	0.9	1.5
10:00-11:00	0.4	0.4	0.8	1.3	0.9	2.2	1.7	1.3	3.0
11:00-12:00	0.4	0.4	0.8	1.0	0.9	1.9	1.4	1.3	2.7
12:00-13:00	0.0	0.0	0.0	1.3	0.2	1.5	1.3	0.2	1.5
13:00-14:00	0.0	0.0	0.0	1.3	0.7	2.0	1.3	0.7	2.0
14:00-15:00	0.0	0.0	0.0	0.5	0.9	1.4	0.5	0.9	1.4
15:00-16:00	0.0	0.0	0.0	0.3	0.5	0.8	0.3	0.5	0.8
16:00-17:00	0.0	0.0	0.0	0.5	0.9	1.4	0.5	0.9	1.4
17:00-18:00	0.0	0.0	0.0	0.3	0.7	1.0	0.3	0.7	1.0
18:00-19:00	0.0	0.0	0.0	0.5	0.2	0.7	0.5	0.2	0.7
19:00-24:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**1.2**	**1.2**	**2.4**	**8.5**	**7.0**	**15.5**	**9.7**	**8.2**	**17.9**

*Any discrepancies due to rounding

Proposed B1 Office Servicing Trip Generation

6.2 Of the three sites selected through TRICS in Chapter 5 for B1 Office land uses, two of the sites provide servicing trip rates which have been used to determine the trip levels for servicing vehicles. The trip rates are set out in **Table 6-2** with the TRICS outputs included at **Appendix D**.

Table 6-2: Proposed B1 Office Servicing Trip Rates (per 100sqm)

Time Band	Arrivals	Departures	Total
07:00-08:00	0.00	0.00	0.00
08:00-09:00	0.00	0.00	0.00
09:00-10:00	0.03	0.00	0.03
10:00-11:00	0.03	0.03	0.06
11:00-12:00	0.00	0.03	0.03
12:00-13:00	0.03	0.03	0.06
13:00-14:00	0.06	0.06	0.13
14:00-15:00	0.03	0.03	0.06
15:00-16:00	0.03	0.03	0.06
16:00-17:00	0.03	0.00	0.03
17:00-18:00	0.00	0.03	0.03
18:00-19:00	0.00	0.00	0.00
Total	**0.25**	**0.25**	**0.50**

6.3 The trip rates were applied to the 3,288 sqm of B1 Office / Light Industrial floor space to derive the expected delivery profile presented in **Table 6-3**.

Table 6-3: Proposed B1 Office Servicing Trips

Time Band	Arrivals	Departures	Total
07:00-08:00	0.0	0.0	0.0
08:00-09:00	0.0	0.0	0.0
09:00-10:00	1.0	0.0	1.0
10:00-11:00	1.0	1.0	2.0
11:00-12:00	0.0	1.0	1.0
12:00-13:00	1.0	1.0	2.0
13:00-14:00	2.1	2.1	4.1
14:00-15:00	1.0	1.0	2.0
15:00-16:00	1.0	1.0	2.0
16:00-17:00	1.0	0.0	1.0
17:00-18:00	0.0	1.0	1.0
18:00-19:00	0.0	0.0	0.0
Total	**8.2**	**8.2**	**16.4**

6.4 The trip profile indicates that a daily total of approximately 16 delivery trips will be made to and from the development on a daily basis. Deliveries will take place between the hours of 09:00 and 18:00. This represents no change in comparison to the consented B8 Warehouse scheme, which has a daily total of approximately 16 trips. However, it is expected the form of vehicle will alter with few deliveries by Heavy Goods Vehicles and the majority by Light Goods Vehicles in for the form of Vans.

6.5 Based on the above, the total number of delivery movements generated by the overall site is presented in **Table 6-4**.

Table 6-4: Total Proposed Delivery and Servicing Trips (without additional 27 student units)

	Student Accommodation (439 bed spaces)			B1 Office (3,288sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00-08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00-09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00-10:00	0.4	0.4	0.8	1.0	0.0	1.0	1.4	0.4	1.8
10:00-11:00	0.4	0.4	0.8	1.0	1.0	2.0	1.4	1.4	2.8
11:00-12:00	0.4	0.4	0.8	0.0	1.0	1.0	0.4	1.4	1.8
12:00-13:00	0.0	0.0	0.0	1.0	1.0	2.0	1.0	1.0	2.0
13:00-14:00	0.0	0.0	0.0	2.1	2.1	4.1	2.1	2.1	4.1
14:00-15:00	0.0	0.0	0.0	1.0	1.0	2.0	1.0	1.0	2.0
15:00-16:00	0.0	0.0	0.0	1.0	1.0	2.0	1.0	1.0	2.0
16:00-17:00	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0
17:00-18:00	0.0	0.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0
18:00-19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19:00-24:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**1.2**	**1.2**	**2.4**	**8.2**	**8.2**	**16.4**	**9.4**	**9.4**	**18.8**

6.6 **Table 6-4** demonstrates that there are likely to be a total of approximately 19 daily servicing movements. This represents an increase of approximately one vehicle movement from the approved servicing trips. These deliveries are likely to take place between the hours of 09:00 and 18:00. Delivery vehicles will serve the site from Cathcart Street.

Sensitivity Test

6.7 As per Chapter 5 the servicing trip generation for the site has also been assessed with the additional 27 student units proposed as part of application 2020/2406/P as a sensitivity test.

Student Accommodation

6.8 The servicing trip generation as set out in the TS prepared for application 2020/2406/P to support the proposals for an additional 27 units is replicated below for reference.

6.9 Day-to-day deliveries to the student accommodation are likely to be predominantly cleaning and general maintenance supplies. The trip rates used for the consented development have been applied to the overall proposed 466 student bed spaces / residents to derive a profile of student accommodation servicing trips in **Table 6-5** below.

Table 6-5: Proposed Student Accommodation Servicing Trips – 466 bed spaces

Time Band	Arrivals	Departures	Total
00:00-07:00	0.0	0.0	0.0
07:00-08:00	0.0	0.0	0.0
08:00-09:00	0.0	0.0	0.0
09:00-10:00	0.4	0.4	0.8
10:00-11:00	0.4	0.4	0.8
11:00-12:00	0.4	0.4	0.8
12:00-13:00	0.0	0.0	0.0
13:00-14:00	0.0	0.0	0.0
14:00-15:00	0.0	0.0	0.0
15:00-16:00	0.0	0.0	0.0
16:00-17:00	0.0	0.0	0.0
17:00-18:00	0.0	0.0	0.0
18:00-19:00	0.0	0.0	0.0
19:00-24:00	0.0	0.0	0.0
Total	**1.3**	**1.3**	**2.5**

6.10 **Table 6-5** indicates that approximately three servicing trips associated with the student element of the development will be made to and from the development on a daily basis. This is likely to occur between the hours of 09:00 and 12:00 and is unlikely to have any significant impact on the surrounding road network.

6.11 Based on the above, the total number of delivery movements generated by the overall site for the 'with additional 27 student units' scenario is presented in **Table 6-6**. The results demonstrate that there are likely to be a total of 19 daily vehicle movements for deliveries and servicing purposes in the 'with additional 27 student units' scenario. This represents an increase of approximately one vehicle movement from the approved servicing trips and no change when compared to the 'without additional 27 student units' scenario presented in **Table 6-4**.

Table 6-6: Total Proposed Delivery and Servicing Trips (with additional 27 student units)

	Student Accommodation (466 bed spaces)			B1 Office (3,288sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00-08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00-09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00-10:00	0.4	0.4	0.8	1.0	0.0	1.0	1.4	0.4	1.8
10:00-11:00	0.4	0.4	0.8	1.0	1.0	2.0	1.4	1.4	2.8
11:00-12:00	0.4	0.4	0.8	0.0	1.0	1.0	0.4	1.4	1.8
12:00-13:00	0.0	0.0	0.0	1.0	1.0	2.0	1.0	1.0	2.0
13:00-14:00	0.0	0.0	0.0	2.1	2.1	4.1	2.1	2.1	4.1
14:00-15:00	0.0	0.0	0.0	1.0	1.0	2.0	1.0	1.0	2.0
15:00-16:00	0.0	0.0	0.0	1.0	1.0	2.0	1.0	1.0	2.0
16:00-17:00	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0
17:00-18:00	0.0	0.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0
18:00-19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19:00-24:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**1.3**	**1.3**	**2.5**	**8.2**	**8.2**	**16.4**	**9.5**	**9.5**	**18.9**

7. Impact on Transport Network

7.1 B1 Office land use has been appraised in the interests of robustness and as a worst case. The proposals for a change of use from B8 Warehouse to B1 Office will result in an increase of approximately 728 daily two-way person trips over and above the already consented trip levels for the B8 Warehouse (856 daily two-way person trips for the B1 Office compared to 128 for the consented B8 Warehouse).

7.2 660 (77%) of these movements are anticipated to be undertaken by public transport (train, underground, bus), with 128 (15%) journeys undertaken on foot and 68 (8%) by bicycle. No movements are expected to be undertaken by car due to the car-free nature of the development.

7.3 The consented development including the B8 Warehouse and student accommodation is expected to generate a total of 2,086 daily two-way trips. The net increase of 728 daily two-way trips associated with the proposed development represents a 35% increase in trips. Combined with the 'additional 27 student units' scenario the proposed development would represent a 41% increase in trips (848 daily two-way trips). These trips would be predominantly undertaken by sustainable transport modes as the development is car-free.

7.4 The change of use from B8 Warehouse to B1 Office will result in an increase of approximately one servicing trip when compared to the consented scheme. All servicing will take place on street using the proposed new loading bay and it is expected that servicing and deliveries will likely involve smaller vehicles such as vans when compared to the consented B8 Warehouse scheme.

7.5 Through its 'car-free' approach and integrated cycle parking and storage facilities, the development encourages visitors and occupants to make journeys by means other than the private car. This is in line with national policy and local LB Camden policy, which promotes the use of sustainable modes of travel, including cycling, walking and public transport.

7.6 The associated travel plan framework (see Chapter 8) aimed at the proposed B1 Office / Light Industrial use will further assist in promoting and marketing the sustainable travel choices presented by the location and design of the development.

8. Travel Plan Framework

Introduction

8.1 A Workplace Travel Plan (WTP) was previously prepared by AECOM on behalf of Hallmark Property Group for the existing B8 warehouse/showroom element of the consented development in accordance with the Section 106 planning obligation of the permission.

8.2 It is the intention that a full travel plan will be prepared to support the operation of the new B1 Offices / Light Industrial use and that this would be secured as part of the planning permission for the proposed development update if successful. The previous WTP has been used as the basis to develop a workplace travel plan framework for the B1 Office / Light Industrial use, alongside Camden Planning Guidance: Transport (LBC, 2019). The key aims, objectives, targets and measures of the WTP have been set out below.

8.3 It is noted that there is an operational travel plan in place for the student accommodation part of the development and lessons learnt from this travel plan will be incorporated into the final WTP.

Aims and Objectives

8.4 The key aims and objectives of the WTP are to:

- Encourage the use of sustainable modes of travel to and from the site;
- Reduce the overall level of impact of the development on the surrounding area, with respect to transport movements to and from the site;
- Minimise the environmental impacts of all aspects of the developments travel activity including carbon emissions from travel associated with the development;
- Promote and encourage the use of modes of transport that improve physical fitness; and
- Set an example of good practice for the area.

8.5 In order to achieve the above aims, the following objectives have been set:

- Discourage the use of private cars in line with the car-free nature of the development;
- Raise the awareness of sustainable travel options and ensure the benefits of sustainable modes of transport are apparent to employees;
- Encourage opportunities for alternative non-car travel modes; and
- Obtain survey information regarding trips to / from the site including mode of travel.

Targets

8.6 To meet the aims and objectives key targets have been set out to ensure that the progress of the travel plan is closely monitored, which are as follows:

- That employees and interested parties are afforded the opportunity to be actively involved throughout the life of the travel plan; and,
- That the services and measures that are identified are sufficiently supported, promoted and consequently taken up.

8.7 It is proposed that the progress of the travel plan will be measured through a series of action targets. Meeting the action targets laid down within the travel plan is considered important in delivering an enhanced level of travel by sustainable means for both the development and the wider area. The key action targets for the development are as follows:

- Ensure travel information is made readily available to consult and that all staff are aware of the sustainable travel options available to them;

- Collect data at pre-defined intervals for a period of five years from first implementation of the travel plan in order to assess the success in meeting the applicable targets; and
- Collate and consider feedback from the surveys in co-ordination with the respective authorities to ensure that the travel plan remains fit for purpose during the travel plan period.

Travel Plan Measures

8.8 In order to achieve the aims and objectives a series of measures have been prepared, which aims to encourage the use of non-car modes, in particular walking and cycling, and the use of the infrastructure within the local area.

Measures to Encourage Walking

8.9 Walking is the most cost-effective form of sustainable travel. Hallmark Property Group seek to encourage walking as a mode of transport for short trips, such as visiting a local shop, but also for linked trips which could make use of the public transport networks.

8.10 As part of this travel plan, it is the intention that information on the key facilities within the local area that will be of use to staff, such as shops, bus stops and rail stations will form part of a Travel Information Pack (TIP). The TIPs will be distributed to staff upon occupation of the site and will ensure that each member of staff is aware of the opportunities for walking to and from the site. The TIPs will also promote health walks within Camden.

Measures to Encourage Cycling

8.11 Cycling is also a key mode of travel when considering ways in which to travel sustainably, with the NPPF identifying that cycling has the potential to serve as a substitute for short trips. Therefore, similar to walking, it is necessary to facilitate provision for, and promote the uptake of cycling as a mode of transport.

8.12 Secure cycle parking for the B1 Office / Light Industrial land use will be provided on site. Information on the available cycling infrastructure for both the local and wider area, such as cycle routes and cycle parking will be included within the TIP and cycling events and user groups will be promoted. Camden's Cycle Loan Scheme and Community Cycling Programme will also be promoted, as well as their cycle training scheme.

8.13 This information will be distributed to the employees through the TIPs and will provide them with the information required to ensure that they can make an informed choice, regarding the potential for undertaking cycling.

Measures to Encourage Public Transport

8.14 To support the uptake of public transport by employees, public transport timetable information and the location of the closest bus stops and rail stations will be made available to staff through the TIPs. Journey planning tools and apps will also be promoted to employees to help them plan their journey to and from work.

Monitoring and Management

8.15 Monitoring and management are a key part of implementing the travel plan, ensuring progress is made towards the aims and objectives. An Action Plan will be prepared to deliver a concise programme for delivering the measures set out within the travel plan. Monitoring of the travel plan, which will include site surveys, will be undertaken in accordance with LBC guidance

9. Conclusions

9.1 This Transport Statement has set out the proposals for amending the current consented development at the 69-73 Holmes Road development from 2,292 sqm of B8 Warehouse space to 3,288 sqm of B1 Office / Light Industrial space.

9.2 The development was previously approved for a total of 439 student accommodation bed spaces alongside a warehouse and a coffee shop (2015/5435/P) and is now constructed.

9.3 In addition to setting out the proposals for the proposed change of use a review of relevant transport policy and of the sites accessibility to sustainable transport has been undertaken. The review has identified the development is located close to a range of amenities and public transport nodes, which support the car-free nature of the development and is in accordance with Policies T1 and T2 of the Camden Local Plan.

9.4 The TS has set out the proposed trip generation for the B1 Office based on trip rates from TRICS, with B1 Office being appraised in the interests of robustness and as a worst case. This shows that the change in use would result in an increase of approximately 728 additional two-way person trips each day. The majority of these movements would be undertaken by public transport, with the remainder undertaken by walking and cycling. No movements will be undertaken by car due to the car-free nature of the development on an average day.

9.5 Due to the presence of a live planning application for an extension to the student accommodation comprising 27 units (2020/2406/P) the impact of the development proposals has been assessed with these additional units as a sensitivity test. This shows that including the additional student accommodation would result in an increase of approximately 848 additional two-way person trips each day.

9.6 An assessment of servicing trips indicates an increase of approximately one delivery movement per day when compared to the extant use of the site. Therefore, the proposals are not expected to materially alter the number of vehicles using the road network and are also likely to involve smaller vehicles such as vans when compared to the consented B8 Warehouse scheme. A loading bay is proposed on street at Cathcart Street to accommodate deliveries associated with the site (and other local uses) and to mitigate the removal of the goods yard. The loading bay will be formed across the redundant goods yard entrance and will require modification to the existing parking bay arrangement.

9.7 The car-free nature of the development in combination with the infrastructure on site and the workplace travel plan will assist in encouraging the use of sustainable modes of travel by employees of the site.

9.8 In light of the above, it is considered that the proposed change of use from B8 Warehouse to B1 Office / Light Industrial use will have no material, significant or detrimental impact on the operation of the surrounding highway network. Consequently, there are no evident transport related reasons why planning permission for the proposed development should not be granted.

Appendix A – Site Layout

SCALE

0 1 2 3 4 5 10m

REVISIONS

Rev.	Date	By
-	-	-

OFFICES UNITS

TOILETS

KITCHENS

HORIZONTAL CIRCULATION AREAS

VERTICAL CIRCULATION AREAS

CYCLE STORAGE

STORM WATER TANK AREAS

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

65 HOLMES ROAD

Project Title

B8 WAREHOUSE CONVERSION TO
B1 OFFICE AND STUDIO SPACES
69 - 73 HOLMES ROAD
LONDON, NW5 3AN

Drawing Title

PROPOSED LOWER BASEMENT

Scale	1: 100 @ A1	Date	June 2020
Drawn	EA	Checked	CT
Drawing No.		Rev.	

CAD plot date:

SCALE

0 1 2 3 4 5 10m

REVISIONS

Rev.	Date	By
-	-	-

OFFICES UNITS

TOILETS

KITCHENS

HORIZONTAL CIRCULATION AREAS

VERTICAL CIRCULATION AREAS

CYCLE STORAGE

STORM WATER TANK AREAS

BIN STORAGE

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

65 HOLMES ROAD

Project Title

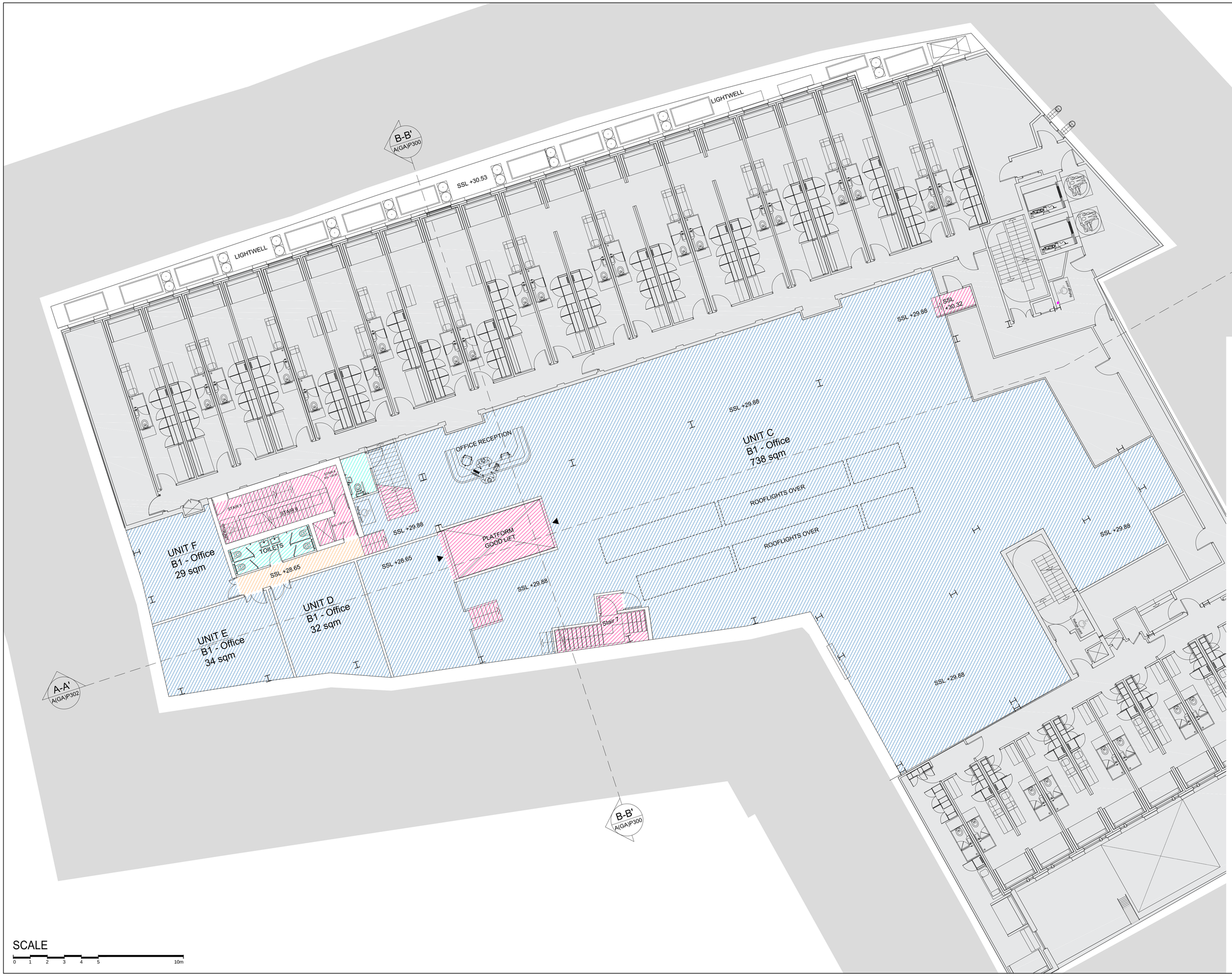
B8 WAREHOUSE CONVERSION TO
B1 OFFICE AND STUDIO SPACES
69 - 73 HOLMES ROAD
LONDON NW5 3AN

Drawing Title

PROPOSED MIDDLE BASEMENT

Scale	1: 100 @ A1	Date	June 2020
Drawn	EA	Checked	CT
Drawing No.		Rev.	

CAD plot date:



REVISIONS

Rev.	Date	By
-	-	-

OFFICES UNITS

TOILETS

KITCHENS

HORIZONTAL CIRCULATION AREAS

VERTICAL CIRCULATION AREAS

CYCLE STORAGE

STORM WATER TANK AREAS

BIN STORAGE

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

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London
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Client

65 HOLMES ROAD

Project Title

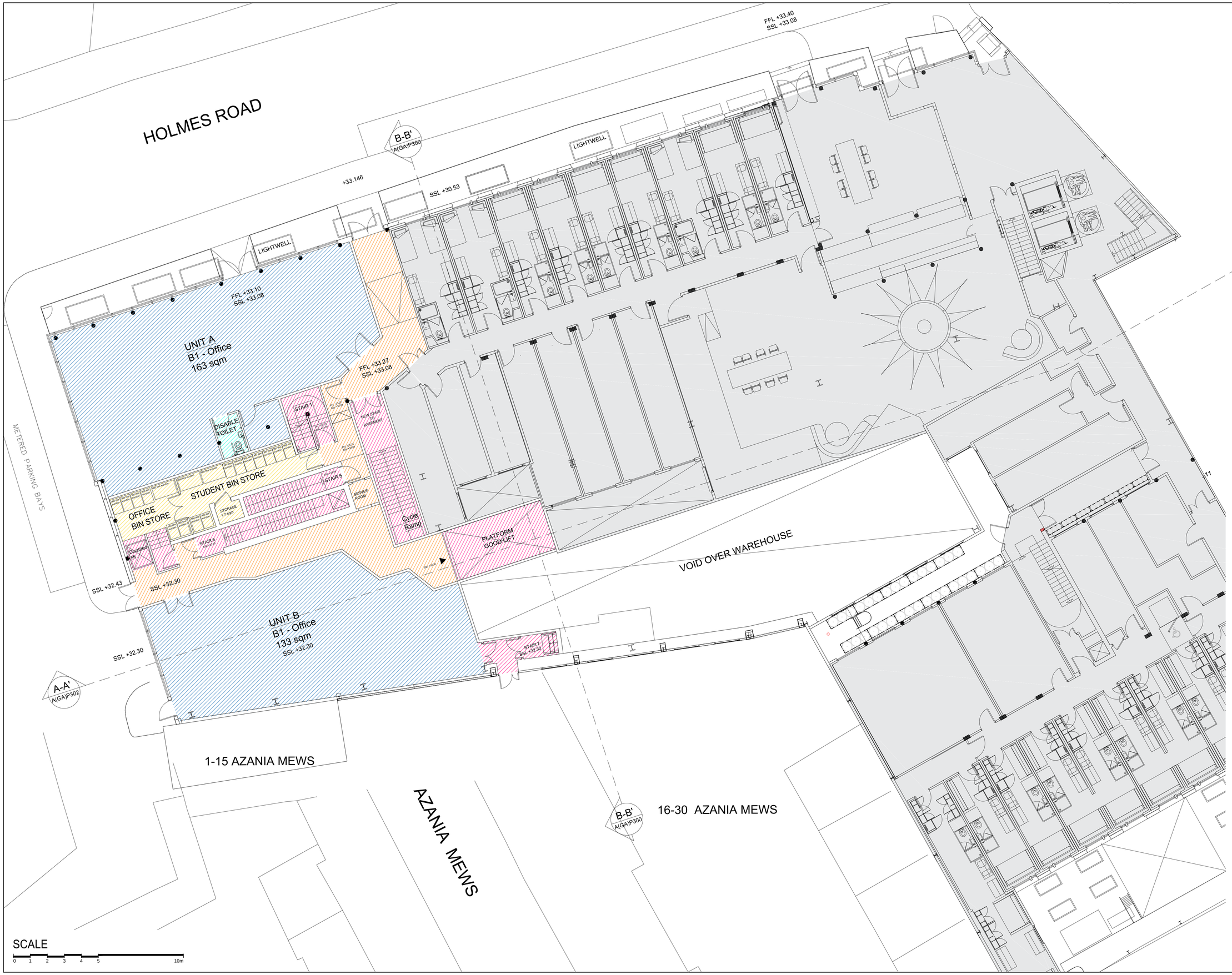
B8 WAREHOUSE CONVERSION TO
B1 OFFICE AND STUDIO SPACES
69 - 73 HOLMES ROAD
LONDON NW5 3AN

Drawing Title

PROPOSED UPPER BASEMENT

Scale	1: 100 @ A1	Date	June 2020
Drawn	EA	Checked	CT
Drawing No.		Rev.	

CAD plot date:



REVISIONS

Rev.	Date	By
-	-	-

OFFICES UNITS

TOILETS

KITCHENS

HORIZONTAL CIRCULATION AREAS

VERTICAL CIRCULATION AREAS

CYCLE STORAGE

STORM WATER TANK AREAS

BIN STORAGE

PLANNING APPLICATION

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Client

65 HOLMES ROAD

Project Title

B8 WAREHOUSE CONVERSION TO
B1 OFFICE AND STUDIO SPACES
69 - 73 HOLMES ROAD
LONDON NW5 3AN

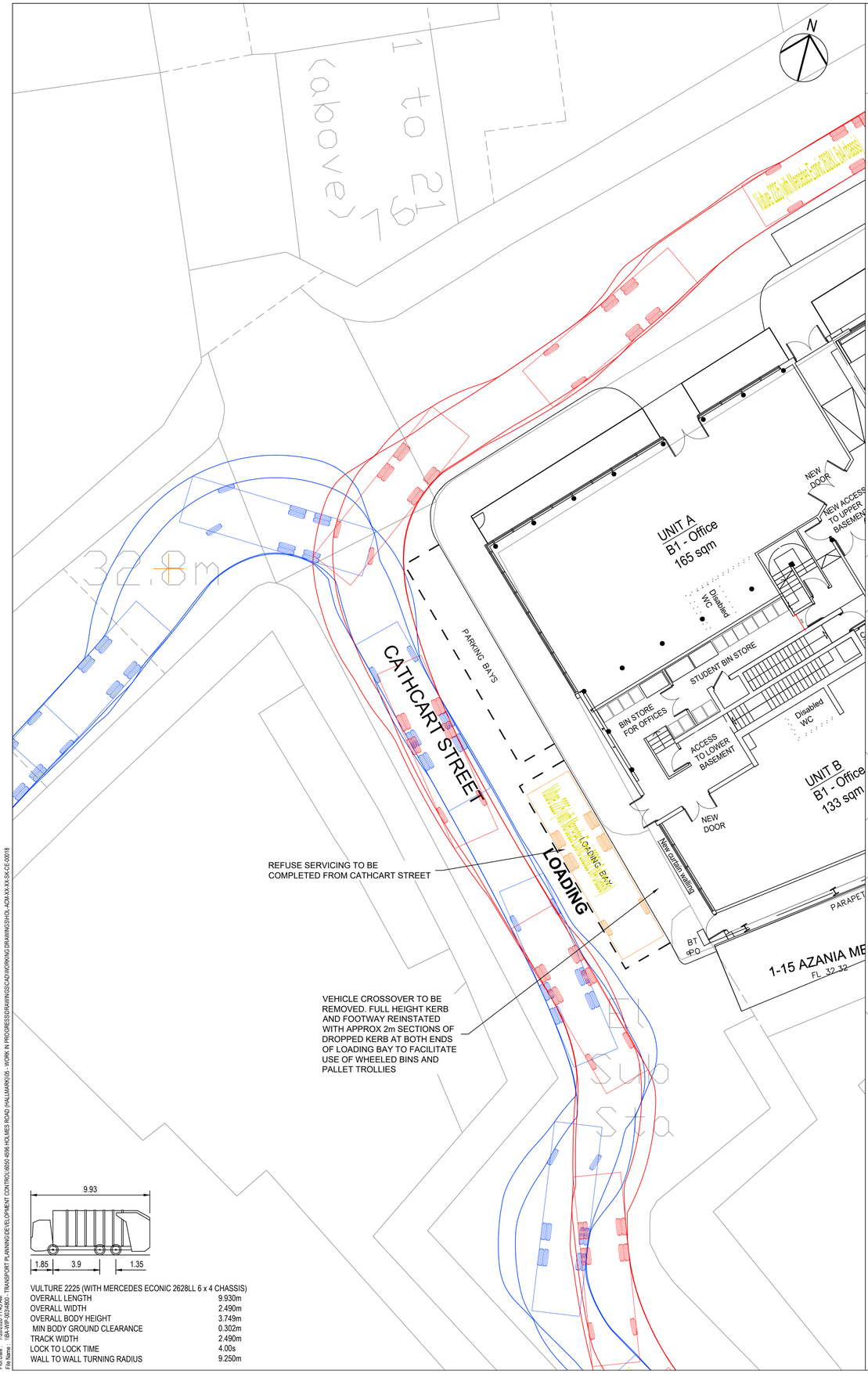
Drawing Title

PROPOSED GROUND FLOOR

Scale	1: 100 @ A1	Date	June 2020
Drawn	EA	Checked	CT
Drawing No.		Rev.	

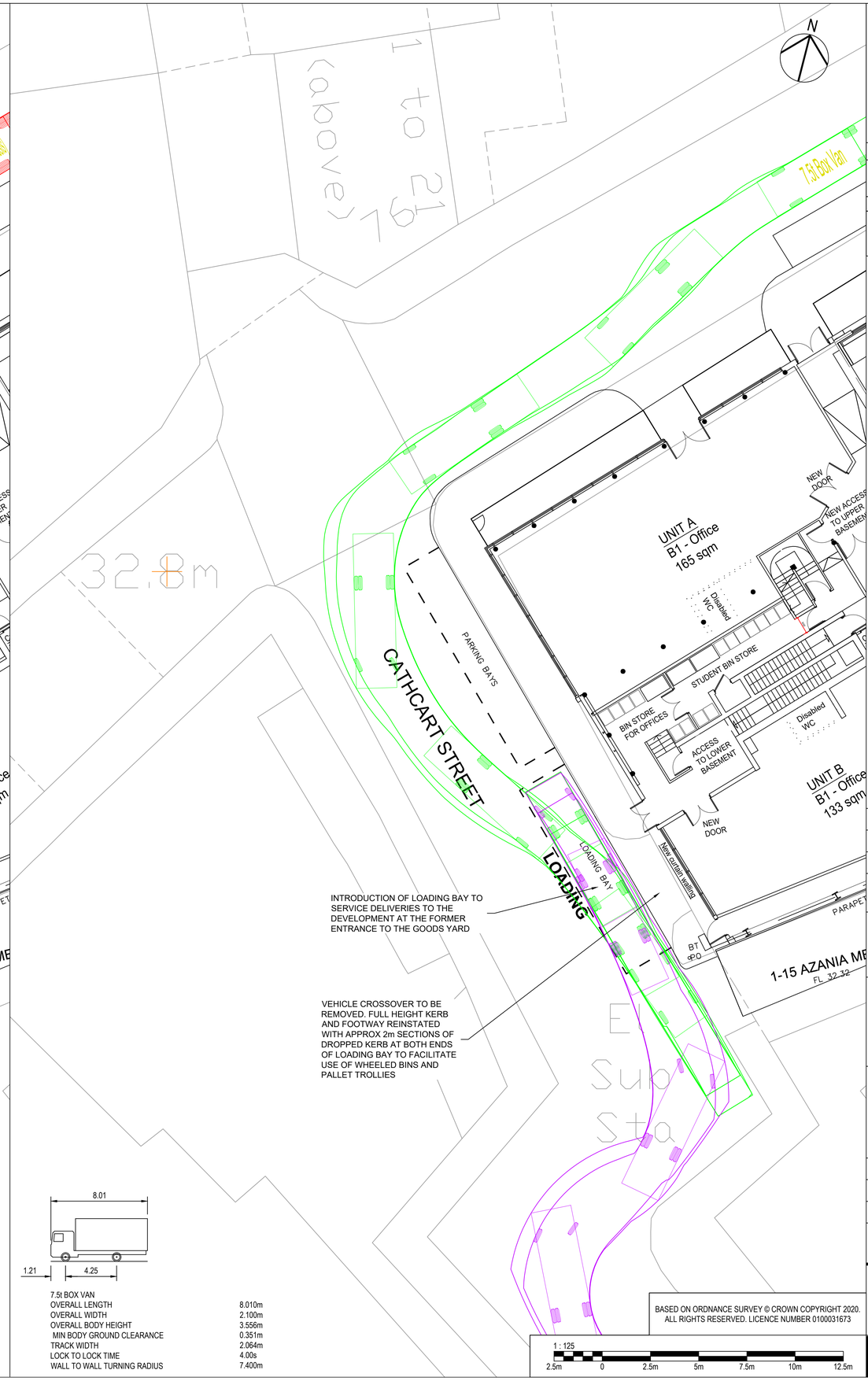
CAD plot date:

Appendix B – Servicing Arrangements



VULTURE 2225 (WITH MERCEDES ECONIC 2628LL 6 x 4 CHASSIS)

OVERALL LENGTH	9.930m
OVERALL WIDTH	2.490m
OVERALL BODY HEIGHT	3.749m
MIN BODY GROUND CLEARANCE	0.302m
TRACK WIDTH	2.490m
LOCK TO LOCK TIME	4.00s
WALL TO WALL TURNING RADIUS	9.250m



7.5t BOX VAN

OVERALL LENGTH	8.010m
OVERALL WIDTH	2.100m
OVERALL BODY HEIGHT	3.556m
MIN BODY GROUND CLEARANCE	0.351m
TRACK WIDTH	2.064m
LOCK TO LOCK TIME	4.00s
WALL TO WALL TURNING RADIUS	7.400m

1 : 125

2.5m 0 2.5m 5m 7.5m 10m 12.5m

CONSTRUCTION RISKS	MAINTENANCE / CLEANING RISK	DEMOLITION RISKS

In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

This drawing is for preliminary purposes only and is subject to amendment during design development. UNDER NO CIRCUMSTANCES MUST THIS DRAWING BE USED FOR CONSTRUCTION PURPOSES

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS,SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY DISCREPANCIES IN DIMENSIONS OR DETAILS ON OR BETWEEN THESE DRAWINGS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. DO NOT SCALE THIS DRAWING.

KEY

- REFUSE LORRY 9.930m LONG
- REFUSE LORRY 9.930m LONG
- 7.5t BOX VAN
- 7.5t BOX VAN

Revision Details	By / Check	Date	Suffix
SECOND ISSUE	MH / NB	15.07.20	P02
FIRST ISSUE	JDC / AB	25.10.19	P01

Purpose of issue

FOR INFORMATION

Client

HALMARK PROPERTY GROUP

Project Title

65 - 69 HOLMES ROAD

Drawing Title

SERVICING STRATEGY

Designed	Drawn	Checked	Approved	Date
AB	JDC	PK	JC	OCT 19

AECOM Internal Project No. 60504596

Suitability -

Scale @ A1 1:125 AND 1:250 AT A3

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Scott House
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+44 (0)1256 310 200
+44 (0)1256 310 201
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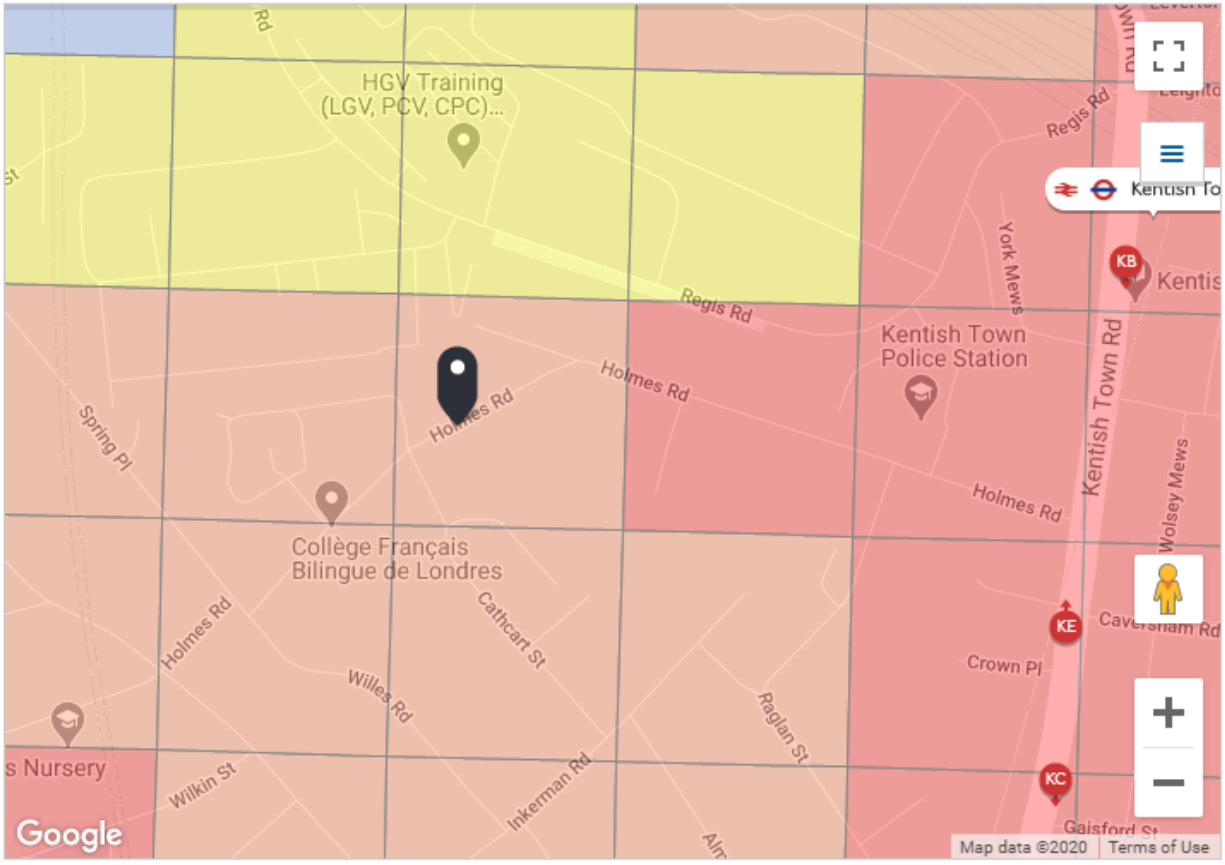
Drawing Number HOL-ACM-XX-XX-SK-CE-00018

Rev P01

Plot Date : 7/20/2020 11:43 AM
File Name : IBA-WP-0034800 - TRANSPORT PLANNING\DEVELOPMENT CONTROL\60504596 HOLMES ROAD (HALLMARK)\05 - WORK IN PROGRESS\DRAWINGS\CAD\WORKING DRAWINGS\HOL-ACM-XX-XX-SK-CE-00018

Appendix C - PTAL Report



You can click anywhere on the map to change the selected location.

PTAL output for Base Year
5

73 Holmes Rd, Kentish Town, London NW5 3AN, UK
Easting: **528723**, Northing: **185038**

All public transport modes in London currently available:
National Rail, London Overground, Tube, DLR, Tram, Buses

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAVERSHAM ROAD	393	343.33	5	4.29	8	12.29	2.44	0.5	1.22
Bus	CAVERSHAM ROAD	C2	343.33	8	4.29	5.75	10.04	2.99	0.5	1.49
Bus	CAVERSHAM ROAD	134	343.33	12	4.29	4.5	8.79	3.41	1	3.41
Bus	CAVERSHAM ROAD	214	343.33	8	4.29	5.75	10.04	2.99	0.5	1.49
Bus	P OF WALES R KENTISH T R	46	537.7	6	6.72	7	13.72	2.19	0.5	1.09
Rail	Kentish Town West	'CLPHMJ2-STFD 2L50 '	403.03	3.67	5.04	8.92	13.96	2.15	1	2.15
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11 '	403.03	3.67	5.04	8.92	13.96	2.15	0.5	1.07
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	406.91	1	5.09	30.75	35.84	0.84	0.5	0.42
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2O06 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-LUTON 2O10 '	406.91	1	5.09	30.75	35.84	0.84	0.5	0.42
Rail	Kentish Town	'STALBCY-SUTTON 2O21 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2O29 '	406.91	0.67	5.09	45.53	50.61	0.59	0.5	0.3
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2V08 '	406.91	0.67	5.09	45.53	50.61	0.59	0.5	0.3
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2V27 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	406.91	0.67	5.09	45.53	50.61	0.59	0.5	0.3
Rail	Kentish Town	'SVNOAKS-LUTON 2E61 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'BROMLYS-LUTON 2E93 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
LUL	Kentish Town	'Morden-HighBarnet '	406.91	14.67	5.09	2.79	7.88	3.81	1	3.81
LUL	Kentish Town	'MillHillE-Morden '	406.91	1.33	5.09	23.31	28.39	1.06	0.5	0.53
LUL	Kentish Town	'HighBarnet-Morden '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
LUL	Kentish Town	'HighBarnet-Kenningt '	406.91	5.33	5.09	6.38	11.46	2.62	0.5	1.31
LUL	Kentish Town	'MillHill-Morden '	406.91	1.67	5.09	18.71	23.8	1.26	0.5	0.63
LUL	Kentish Town	'MillHillE-Kenningt '	406.91	1.67	5.09	18.71	23.8	1.26	0.5	0.63
									Total Grid Cell AI:	**22.66**

Appendix D – TRICS Output

Calculation Reference: AUDIT-204626-200703-0727

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	WH	WANDSWORTH	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	920 to 2255 (units: sqm)
Range Selected by User:	408 to 6000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 17/06/19

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.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

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:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
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:

Development Zone	1
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

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.

PTAL Rating:

5 Very Good	2 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 BT-02-A-03 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 920 sqm
Survey date: WEDNESDAY 03/06/15 Survey Type: MANUAL

2 KN-02-A-01 FRUIT DRINKS COMPANY KENSINGTON AND CHELSEA
LADBROKE GROVE
KENSAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey date: MONDAY 17/06/19 Survey Type: MANUAL

3 WH-02-A-02 OFFICES WANDSWORTH
BATTERSEA PARK ROAD
BATTERSEA

Town Centre
Built-Up Zone
Total Gross floor area: 1215 sqm
Survey date: THURSDAY 10/05/12 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1463	0.934	3	1463	0.046	3	1463	0.980
08:00 - 09:00	3	1463	3.030	3	1463	0.091	3	1463	3.121
09:00 - 10:00	3	1463	3.075	3	1463	0.023	3	1463	3.098
10:00 - 11:00	3	1463	1.139	3	1463	0.342	3	1463	1.481
11:00 - 12:00	3	1463	0.433	3	1463	0.638	3	1463	1.071
12:00 - 13:00	3	1463	0.774	3	1463	1.800	3	1463	2.574
13:00 - 14:00	3	1463	1.412	3	1463	1.708	3	1463	3.120
14:00 - 15:00	3	1463	1.116	3	1463	0.615	3	1463	1.731
15:00 - 16:00	3	1463	0.456	3	1463	0.797	3	1463	1.253
16:00 - 17:00	3	1463	0.319	3	1463	0.911	3	1463	1.230
17:00 - 18:00	3	1463	0.296	3	1463	3.052	3	1463	3.348
18:00 - 19:00	3	1463	0.091	3	1463	2.938	3	1463	3.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.075			12.961			26.036

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.*

Calculation Reference: AUDIT-204626-200703-0702

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL Servicing Vehicles

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	KN	KENSINGTON AND CHELSEA	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	920 to 2255 (units: sqm)
Range Selected by User:	408 to 6000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 17/06/19

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.

Selected survey days:

Monday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 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:

Suburban Area (PPS6 Out of Centre)	1
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:

Development Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	2 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	1 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.

PTAL Rating:

5 Very Good	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 BT-02-A-03 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 920 sqm
Survey date: WEDNESDAY 03/06/15 Survey Type: MANUAL

2 KN-02-A-01 FRUIT DRINKS COMPANY KENSINGTON AND CHELSEA
LADBROKE GROVE
KENSAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey date: MONDAY 17/06/19 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WH-02-A-02	-

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1588	0.000	2	1588	0.000	2	1588	0.000
08:00 - 09:00	2	1588	0.000	2	1588	0.000	2	1588	0.000
09:00 - 10:00	2	1588	0.031	2	1588	0.000	2	1588	0.031
10:00 - 11:00	2	1588	0.031	2	1588	0.031	2	1588	0.062
11:00 - 12:00	2	1588	0.000	2	1588	0.031	2	1588	0.031
12:00 - 13:00	2	1588	0.031	2	1588	0.031	2	1588	0.062
13:00 - 14:00	2	1588	0.063	2	1588	0.063	2	1588	0.126
14:00 - 15:00	2	1588	0.031	2	1588	0.031	2	1588	0.062
15:00 - 16:00	2	1588	0.031	2	1588	0.031	2	1588	0.062
16:00 - 17:00	2	1588	0.031	2	1588	0.000	2	1588	0.031
17:00 - 18:00	2	1588	0.000	2	1588	0.031	2	1588	0.031
18:00 - 19:00	2	1588	0.000	2	1588	0.000	2	1588	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.249			0.249			0.498

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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