TEMPLAR HOUSE, 85 HIGH HOLBORN

Proposed Office Refurbishment and Minor Extension

Transport Statement

Prepared on behalf of CER Investments Sarl

PAGN/20/5323/TS01

May 2020

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3.			
4.			
5.			
6.			
7.			

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APPENDICES

1 INTRODUCTION

1.1 Background

1.1.1 RGP is instructed by CER Investments Sarl to provide transport planning and highway input with regards to an office refurbishment and minor extension at Templar House, 85 High Holborn, within the London Borough of Camden.

1.1.2 The site currently accommodates retail (886sqm GIA) at ground floor level and office space (12,115sqm GIA) above, which equates to a total floorspace of 13,001sqm.

1.1.3 The current proposals involve internal alterations to the building and a minor increase in the overall floorspace. The proposed works would result in 605sqm retail space (net reduction of 281sqm) and 12,537sqm office space (net increase of 422sqm). The proposed building would have a total floorspace of 13,142sqm (GIA), representing an overall net increase of 141sqm over the existing building.

1.1.4 As background, there is an existing planning permission (2018/5903/P) which was granted in June 2019 for internal alterations and a minor increase in floorspace.

1.1.5 In transport terms, the potential impact of the proposals will be comparable to the existing building and the extant planning permission, owing to the minor changes in floorspace.

1.1.6 As with the existing and permitted uses, the site would continue to operate with zero car parking. Delivery and servicing activity associated with the office would continue to be accommodated from Eagle Street, whilst deliveries to the retail units would continue to be received from High Holborn. Cycle parking would be provided in accordance with the existing consent.

1.1.7 The proposed site ground floor plan is attached hereto at **Appendix B**.

1.1.8 Following initial feedback from Camden Council this Transport Statement has been updated to reflect the amended / corrected floor area figures for the existing and proposed elements.

1.2 Report Structure

1.2.1 The remainder of this report comprises the following information:

(i) Section 2: Policy Overview

(ii) Section 3: Site Location and Accessibility

(iii) Section 4: Trip Generation Impact

(iv) Section 5: Parking Arrangements

(v) Section 6: Access and Servicing

(vi) Section 7: Summary and Conclusions

2 POLICY OVERVIEW

2.1 National Planning Policy Framework (February 2019)

2.1.1 The latest National Planning Policy Framework (NPPF) came into effect in February 2019 and replaces all previous Government planning policy guidance.

2.1.2 Paragraph 108 outlines the basic transport requirements for developments to provide, and states that "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(i) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

(ii) Safe and suitable access to the site can be achieved for all users; and

(iii) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.1.3 The application site is close to many transport hubs, enabling staff to reach the site by sustainable modes, and in a vibrant area, providing amenities and facilities that would be useful during the working day i.e. for purchasing lunch or carrying out everyday tasks.

2.1.4 Of further note, paragraph 109 of the NPPF states that "development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." This report demonstrates that the proposals would have a minimal highway / transport impact and would not be 'severe'.

2.2 Current London Plan (March 2016)

2.2.1 **Policy 6.1** of The London Plan states that the Mayor will encourage patterns and forms of development that reduce the need to travel, especially by car.

2.2.2 **Policy 6.13C,** 'Parking', of the London Plan states that maximum parking standards should be applied to planning applications. With respect to development in the CAZ which falls under B1 use class, a maximum of 1 car parking space should be provided for every 1,000 – 1,500sqm floorspace (GIA).

2.3 Draft New London Plan (Intend to Publish Version December 2019)

2.3.1 The Draft New London Plan is currently being prepared and has been subjected to Examination in Public earlier in 2019. This document sets out the policies proposed to guide future development, including relevant transport planning policies. The Draft New London Plan is therefore also given consideration.

2.3.2 **Policy T1** states that development proposals should "support the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041".

2.3.3 Additionally, Table 10.4 within **Policy T6.2** states that all office development within the CAZ and inner London should be car-free, except for any disabled parking requirements. The continued car-free nature of the development therefore aligns with this aspiration.

2.4 Camden Local Plan (July 2017)

2.4.1 Camden's Local Plan was adopted in July 2017 and sets out the policies against which new development in the borough will be assessed.

2.4.2 **Policy T1** of the Local Plan outlines the Council's objectives to prioritise walking, cycling and public transport. New developments should meet the needs of pedestrians and cyclists to assist in creating a safe and accessible environment to promote active modes of transport.

2.4.3 **Policy T2** of the emerging Local plan relates to the requirement for car-free developments within the borough. In particular, this states that "*the Council will limit the availability of parking and require all new developments in the borough to be car-free with the exception of wheelchair accessible parking*".

3 SITE LOCATION AND ACCESSIBILITY

3.1 Site Location

3.1.1 The site is located within the London Borough of Camden; bound by A40 High Holborn to the south, Eagle Street to the north, and commercial development to the east and west.

3.1.2 High Holborn is a single carriageway road which comprises two lanes of traffic in either direction in the vicinity of the site and is subject to various parking and loading restrictions.

3.1.3 There is a signalised pedestrian crossing and zig-zag markings immediately outside the site, with single yellow lines and kerbside dashes either side of this. Loading plates beside the single yellow lines state "no loading Mon-Fri, 7am-10am and 4pm-7pm". Loading is therefore permitted at these locations outside of the highway peak periods.

3.1.4 Eagle Street is subject to single yellow line restrictions which prohibit parking on weekdays (between 08:30-18:30) and Saturdays (between 08:30-13:30) but permit loading / unloading activity at all times. There is a controlled parking zone covering these streets, in which pay & display parking spaces typically permit a maximum stay of 2 hours.

3.1.5 The surrounding area comprises a range of amenities which would be attractive to staff, catering for lunch time meals or after work leisure activities, for example. The presence of these amenities reduces the need for staff and visitors to make journeys away from the locality during the course of their working day.

3.2 Accessibility Credentials

3.2.1 Considering the location of the site it is likely that public transport and active modes of travel such as walking and cycling would form the primary mode of travel for almost all staff and visitors.

3.2.2 To further understand how journeys will be made to and from the site, a review of the opportunities for users to access the site has been undertaken within the remainder of this section.

Walking and Cycling

3.2.3 There is a high quality of pedestrian infrastructure in the vicinity of the site, comprising a good standard of wide and well-lit footways along both sides of High Holborn. Good quality footways continue to the rear of the site along Eagle Street.

3.2.4 There is a signalised pedestrian crossing directly outside the site which facilitates safe movements across High Holborn. This comprises dropped kerbs with tactile paving and hence is suitable for vulnerable users with mobility or visual impairments.

3.2.5 There are also signalised pedestrian crossings at the junction of High Holborn and Drake Street, approximately 75m to the west of the site.

3.2.6 Uncontrolled pedestrian crossings comprising dropped kerbs and tactile paving are also provided at all minor road junctions with High Holborn.

3.2.7 There are a number of marked cycle routes within the locality, including along Red Lion street a short distance to the east of the site. Additionally, Santander cycle hire docking stations are available in the local area, as illustrated within **Figure 3.1**, below.

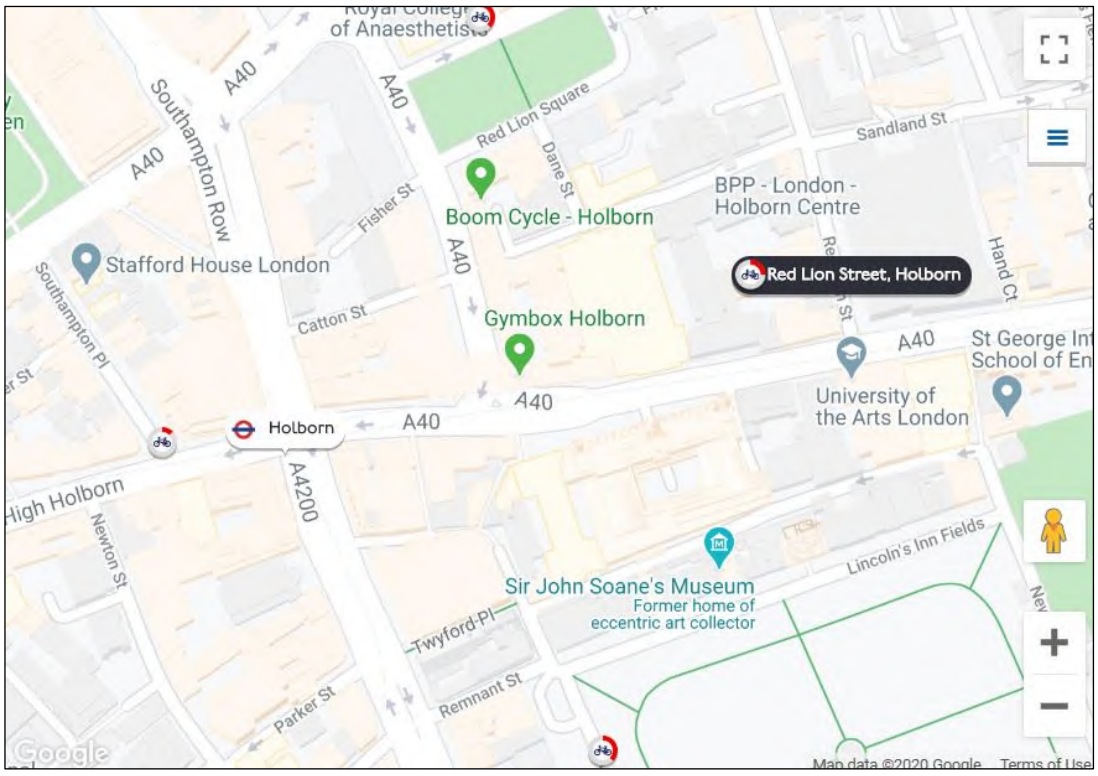


Figure 3.1. Local Santander Cycle Hire Docking Stations

3.2.8 As indicated above, the closest cycle hire station to the site is on Red Lion Street approximately 75m to the east, where there is capacity for up to 36 bicycles to be docked.

Public Transport

3.2.9 There is a high frequency of bus services operating along High Holborn and throughout the local area. **Appendix C**, attached hereto, provides a spider map illustrating each of the available bus services and their respective routes.

3.2.10 In total there are 15 bus routes operating from Holborn station which are easily accessible from the site. The closest stops are on High Holborn, within approximately 150m in either direction, and include sheltered seating with timetable information. These bus services would therefore provide a convenient and reliable method of transport for staff and visitors.

3.2.11 Holborn is the closest underground station to the site and is located approximately 150m to the west. Holborn station forms part of the Central and Piccadilly lines which provide links to a number of significant rail termini including Liverpool Street, Kings Cross and St Pancras. These underground services would therefore also be particularly attractive to staff and visitors.

PTAL

3.2.12 To assess the current Public Transport Accessibility Level (PTAL) for the site, a site specific PTAL assessment was undertaken using Web-CAT. The assessment was carried out in accordance with the guidance methodology contained within *'Assessing Transport Connectivity in London'*, a TfL report published in April 2015. The results of the PTAL assessment for the site are attached at **Appendix D**.

3.2.13 The PTAL assessment demonstrates that the site currently has a PTAL (Public Transport Accessibility Index) of 58.42, 'Excellent', which corresponds to a PTAL rating of 6b; the highest score possible.

3.2.14 This is indicative of the site's excellent access to public transport whereby the daily travel needs of staff and visitors to the development can be catered for. Additionally, there are also many amenities located in the immediate vicinity of the site which can be reached on foot, which are not included within the scope of the PTAL assessment.

3.3 Summary

3.3.1 In summary, walking and cycling, in combination with public transport would form the principal mode of travel for all staff and visitors to reach the site. Any off-site trips made during the working day would also be undertaken using sustainable modes.

4 TRIP GENERATION IMPACT

4.1 Existing Trip Generation

4.1.1 The Transport Statement prepared as part of the recent approval (2018/5903/P) sets out agreed baseline trip rates for the existing office building. The trip rates were derived through comparably located office sites contained within the TRICS database.

4.1.2 These baseline trip rates are reproduced below within **Figure 4.1**, whilst an extract of the approved Transport Statement is attached hereto at **Appendix D**.

	AM Peak Hour (08:00-09:00)			**PM Peak Hour** (17:00-18:00)		
Trip Rate (per 100sqm)	In	Out	2-way	In	Out	2-way
	3.30	0.37	3.67	0.23	2.91	3.15

Figure 4.1. Agreed Office Trip Rates (all person movements)

4.1.3 As part of the approved Transport Statement, the mode split was agreed and is detailed within **Figure 4.2**, below, which has been factored to reflect the existing floorspace of the office.

4.1.4 It should be noted that within the previous planning application documents, the office floor area was miscalculated as 13,449sqm. It is understood that the correct figure for the existing office floor area is 12,115sqm and hence the trip generation detailed below has been factored accordingly to reflect the correct floor area.

Mode of Transport	**AM Peak Hour** (08:00-09:00)			**PM Peak Hour** (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
Underground	152	17	169	11	134	145
Train	126	14	141	9	112	121
Bus	52	5	58	4	46	50
Taxi	1	0	1	0	1	1
Motorcycle	5	1	6	0	5	5
Car Driver	8	1	9	1	7	7
Car Passenger	4	0	5	0	4	4
Bicycle	23	3	26	2	21	23
Walk	26	3	29	2	23	24
Other	1	0	1	0	1	1
Total	**400**	**45**	**445**	**28**	**352**	**381**

Figure 4.2. Existing Office Trip Generation (12,115qm)

4.1.5 As summarised above, the existing office building generates approximately 826 two-way movements (by all modes) during the combined peak hours.

4.1.6 The vast majority of peak hour trips are made by sustainable modes, with 83% comprising journeys using public transport and 12% comprising walk / cycle journeys.

4.2 Extant Development – Trip Generation Impact

4.2.1 The consented trip generation associated with the recent planning permission (2018/5903/P) can also be established from the Transport Statement prepared as part of that planning application.

4.2.2 **Figure 4.3**, below, provides a summary of the net trip generation impact associated with the site's extant planning permission.

Mode of Transport	**AM Peak Hour** (08:00-09:00)			**PM Peak Hour** (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
Underground	+8	+1	+9	+1	+7	+8
Train	+7	+1	+8	+1	+6	+7
Bus	+3	0	+3	0	+3	+3
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	-8	-1	-9	1	-7	-7
Car Passenger	-3	0	-4	0	-3	-3
Bicycle	0	0	+1	0	0	0
Walk	+1	0	+1	0	0	+1
Other	0	0	0	0	0	0
Total	**+9**	**+1**	**+10**	**+1**	**+8**	**+8**

Figure 4.3. Extant Trip Generation Impact

4.2.3 As detailed above, the consented office building could generate approximately 18 additional two-way movements (by all modes) during the combined peak hours.

4.2.4 This would have comprised a minor increase in public transport journeys and a slight reduction in car journeys.

4.3 Proposed Development – Trip Generation Impact

4.3.1 The current planning application proposals would comprise a very similar quantum of office space, with consistent levels of parking (i.e. car-free). Therefore, the approved trip rates and mode split from the recent planning consent (2018/5903/P) have been applied to the proposed office floorspace of 12,537sqm.

4.3.2 **Figure 4.4**, below, provides a summary of the peak hour trip generation for the proposed office.

Mode of Transport	**AM Peak Hour** (08:00-09:00)			**PM Peak Hour** (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
Underground	107	18	180	12	143	155
Train	135	16	150	9	119	129
Bus	56	6	61	4	49	53
Taxi	1	0	1	0	1	1
Motorcycle	6	1	6	0	5	5
Car Driver	1	0	1	0	1	1
Car Passenger	1	0	1	0	1	1
Bicycle	24	3	27	2	21	23
Walk	27	3	29	2	24	26
Other	1	0	1	0	1	1
Total	**414**	**47**	**460**	**29**	**365**	**395**

Figure 4.4. Proposed Trip Generation (12,537sqm)

4.3.3 Owing to the nominal net change in floorspace, it can be seen that the proposed development would not generate a perceptible difference in person trips over a typical weekday when compared with the existing site operation.

4.3.4 The vast majority of peak hour trips associated with the proposed office would be made by sustainable modes, with 85% comprising journeys using public transport and 12% comprising walk / cycle journeys.

4.3.5 **Figure 4.5**, below, provides a summary of the trip generation impact for the proposed development, compared with the existing site operation.

Mode of Transport	**AM Peak Hour** (08:00-09:00)			**PM Peak Hour** (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
Underground	+10	+1	+11	+1	+9	+10
Train	+9	+1	+10	0	+7	+8
Bus	+4	+1	+4	0	+3	+4
Taxi	0	0	0	0	0	0
Motorcycle	+1	0	0	0	0	0
Car Driver	-7	-1	-8	-1	-6	-6
Car Passenger	-3	0	-4	0	-3	-3
Bicycle	0	0	0	0	0	0
Walk	0	0	0	0	+1	+1
Other	0	0	0	0	0	0
Total	**+14**	**+2**	**+15**	**+1**	**+13**	**+13**

Figure 4.5. Trip Generation Net Impact (compared to existing)

4.3.6 Overall, it can be seen that the proposed office would generate a negligible increase in trips when compared to the existing office use and extant planning consent.

4.3.7 The nature of retail facilities means that the majority of trips to the retail units comprise passing trade on the High Holborn or linked trips to other destinations nearby. Since the proposals would result in a slightly reduced retail floorspace (unchanged from the recent planning consent) the overall number of person movements associated with the retail element will decrease.

5 PARKING ARRANGEMENTS

5.1 Car Parking

5.1.1 Consistent with the recent planning permission, the proposals would be car-free, with no on-site car parking available.

5.1.2 This arrangement is in line with latest planning policies, including the draft new London Plan which states that all office development within the CAZ and inner London should be car-free.

5.1.3 There is a controlled parking zone covering the surrounding streets, in which pay & display parking spaces typically permit a maximum stay of 2 hours. Hence, future employees could not reasonably commute to the site by car.

5.1.4 However, on-street parking would be suitable to cater for any disabled parking requirements.

5.1.5 Disabled drivers who have a 'green badge' parking permit are able to utilise dedicated disabled parking bays, shared use bays, paid for parking bays and resident permit holder bays. The 'green badge' is available to blue badge holders who live or work in the area. This is detailed within Camden's 'Blue badge parking guide' an extract of which is attached hereto at **Appendix F**.

5.1.6 Therefore, if any staff require disabled car parking, there are significant parking opportunities within local streets, including Eagle Street, Red Lion Street and Sandland Street, for example.

5.2 Cycle Parking

5.2.1 Cycle parking would be provided as per the approved arrangements for the recent planning permission (2018/5903/P).

5.2.2 As part of the recent approval it was agreed that a financial contribution would be made (via the S106 Agreement) to contribute towards additional short-stay cycle parking being provided by Camden Council in the locality.

5.2.3 Given the established constraints, i.e. lack of external space within the site demise, it is not feasible for the proposed scheme to incorporate short-stay cycle parking and hence a similar financial contribution will be required. This will enable Camden Council to create new short-stay cycle parking facilities within the most appropriate locations within the surrounding public highway. Subsequently, this infrastructure would be of benefit to future site users and the general public.

5.2.4 **Figure 5.1**, below, provides a summary of the draft new London Plan cycle parking requirements based on the proposed uplift in office floorspace (422sqm).

Use Class: B1 office	**Long Stay**	**Short Stay**
Cycle Parking Standard	1 space per 75sqm	First 5,000sqm: 1 space per 500sqm
Total Office Requirement (422sqm)	**6 spaces**	**1 space**

Figure 5.1. Draft New London Plan Cycle Parking Requirement

5.2.5 The building currently comprises 33 long-stay cycle parking spaces. The proposals would increase the office floorspace by 422sqm and hence an additional 6 long-stay cycle parking spaces would be required for this use based on the draft new London Plan standards. Overall, the proposed site would require a minimum of 39 long-stay cycle parking spaces, inclusive of the 33 existing.

5.2.6 The proposed development would provide 90 long-stay cycle parking spaces within a secure on-site store, far exceeding the minimum standards contained within the Draft New London Plan.

5.2.7 Furthermore, the proposed configuration is a significant improvement over both the existing cycle storage, and previous consented provision. Cycle storage is accessed from a dedicated lift, accessible directly from the street. Access is by keycard and will be monitored to ensure security and ease of access. A secondary access route is provided with a dedicated basement access stair and adjacent bike ramp, also accessed via keycard.

5.2.8 An additional tool station is provided for cyclists adjacent to the cycle lift at basement, this can be used for essential maintenance. Cycle storage is situated directly adjacent to the shower block and is secure, conditioned and dry, unlike existing and consented configurations. Situating the cycle storage adjacent to all other cyclists' amenities provides for ease of access and for the most efficient user experience.

5.2.9 Finally, the quality of fitout, with a high-quality dedicated interior space for cyclists and their bikes, will further encourage the facilities to be used.

6 ACCESS AND SERVICING

6.1.1 Currently the retail units are serviced from High Holborn and the office is serviced from Eagle Street. The proposals would not alter the existing established servicing arrangements, all of which would continue to take place in accordance with the relevant carriageway restrictions.

6.1.2 The retail and office floorspaces are not materially different from the recent planning approval and hence there would be no increase in the permitted level of delivery / servicing visits at the site.

6.1.3 Deliveries would comprise a small number of planned / scheduled deliveries but would predominantly be courier / postal type visits, which are ad-hoc in nature. Courier visits would be very short in duration, typically only for between 2 and 5 minutes whilst deliveries are signed for at the front desk.

6.1.4 The proposals comprise dedicated delivery and servicing entrances from each location, including goods lifts to back of house areas within the basement. This includes adequate waste storage and holding areas, in line with the recently approved capacities.

6.1.5 It is proposed that deliveries would be undertaken predominantly by light goods vehicles, i.e. small transit / sprinter type vans which could conveniently access Eagle Street and unload from the kerbside without impeding other users.

6.1.6 Refuse collections would be undertaken by a licenced waste contractor as part of an existing collection route through the area. Refuse collection operatives would be provided access to the relevant areas so that bins are contained on-site, whilst all carry distances would be minimal and within typical thresholds.

7 SUMMARY AND CONCLUSIONS

7.1.1 This Transport Statement has considered the transport planning implications associated with the development proposals at Templar House, 85 High Holborn.

7.1.2 RGP make the following conclusions of this Transport Statement:

(i) The proposals would accord with national, regional and local transport policy;

(ii) The site is well located to benefit from an excellent standard of pedestrian, cycle and public transport infrastructure, as is demonstrated by its PTAL score of 6b;

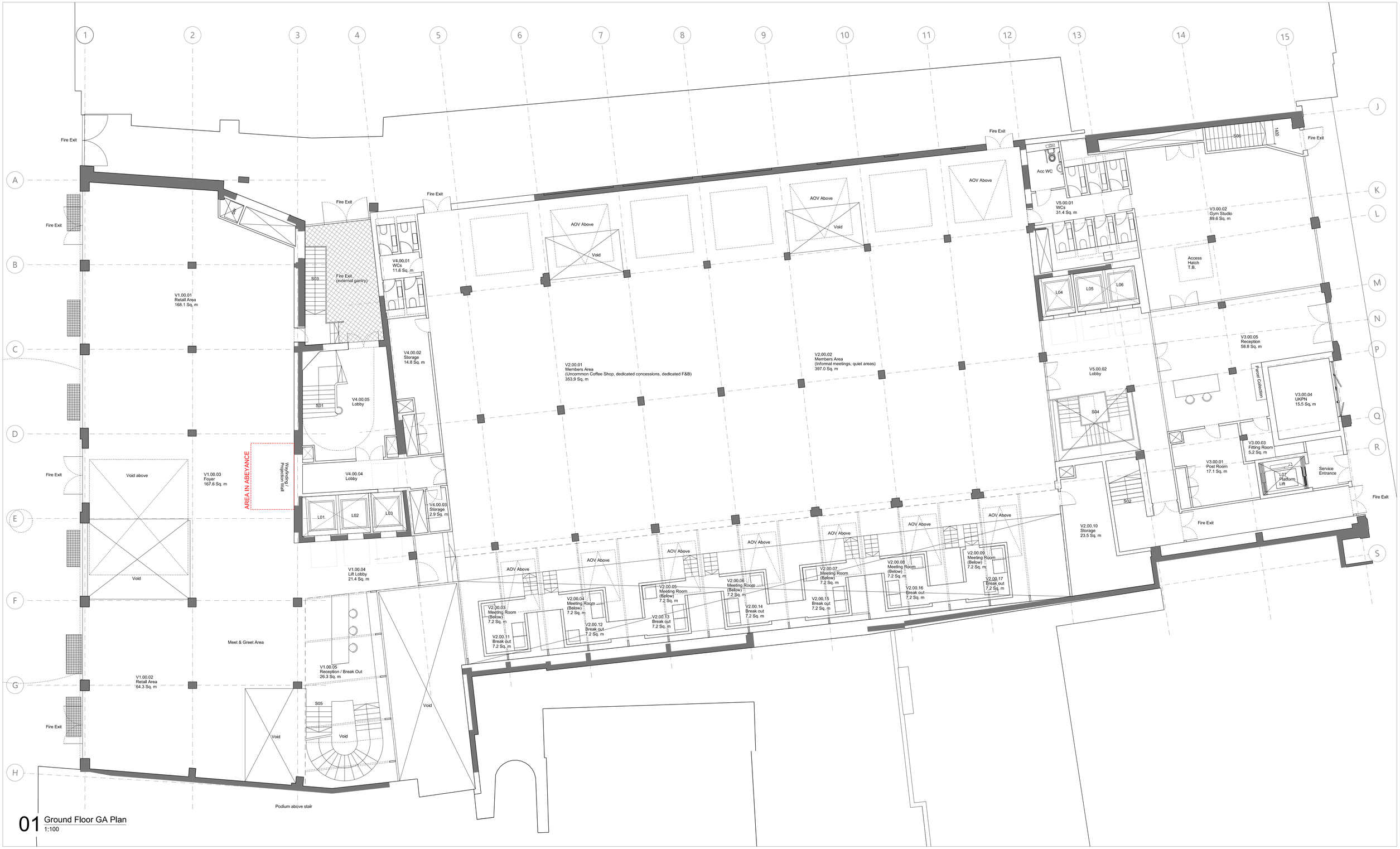
(iii) The proposed development would generate a negligible increase in trips when compared against the existing and extant site use;

(iv) The proposals would be car-free, reflective of the highly accessible location and in accordance with the draft new London Plan parking standards;

(v) Delivery and servicing activity would be largely unchanged from the existing frequencies and would be accommodated as per existing arrangements.

7.1.3 Overall, this report demonstrates that the proposed development would not have a demonstrable impact on the local highway network and there are transport and highway impediments that should prevent the granting of planning permission.

APPENDIX A



01 Ground Floor GA Plan
1:100

Rev	Date	Reason For Issue	Chk
G	22.11.2019	For Information	SBC
F	01.11.2019	GA Freeze	SBC
E	15.10.2019	For Comment	SBC
D	13.09.2019	For Information	AG
C	20.08.2019	For Information	AG
B	05.08.2019	For Information	AG
A	26.07.2019	Stage 1 Issue	AG
/	22.07.2019	First Issue	AG

Project
Uncommon Holborn
85 High Holborn

Client
CER Investments Sarl

Title
Proposed GA
Ground Floor Plan

Status
PRELIMINARY - PHASE 3

Project Number	Date	Scale @ ISO A1
19006	22/11/2019	1:100

Revision	Drawn By	Approved By	Drawing Number
G	AB	SBC	19006_20_EE_100

cousins
cousins

Bedford House
125-133 Camden High Street
London
NW1 7JR

info@cousinsandcousins.com
www.cousinsandcousins.com

APPENDIX B

Buses from Holborn

How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
DLR	Connections with DLR
	Connections with London Trams
	Connections with river boats
	Connections with Emirates Air Line
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights
◆	Limited stop, Mondays to Fridays afternoon peak hours only
▼	Mondays to Fridays morning peak hours only
■	Mondays to Fridays only

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

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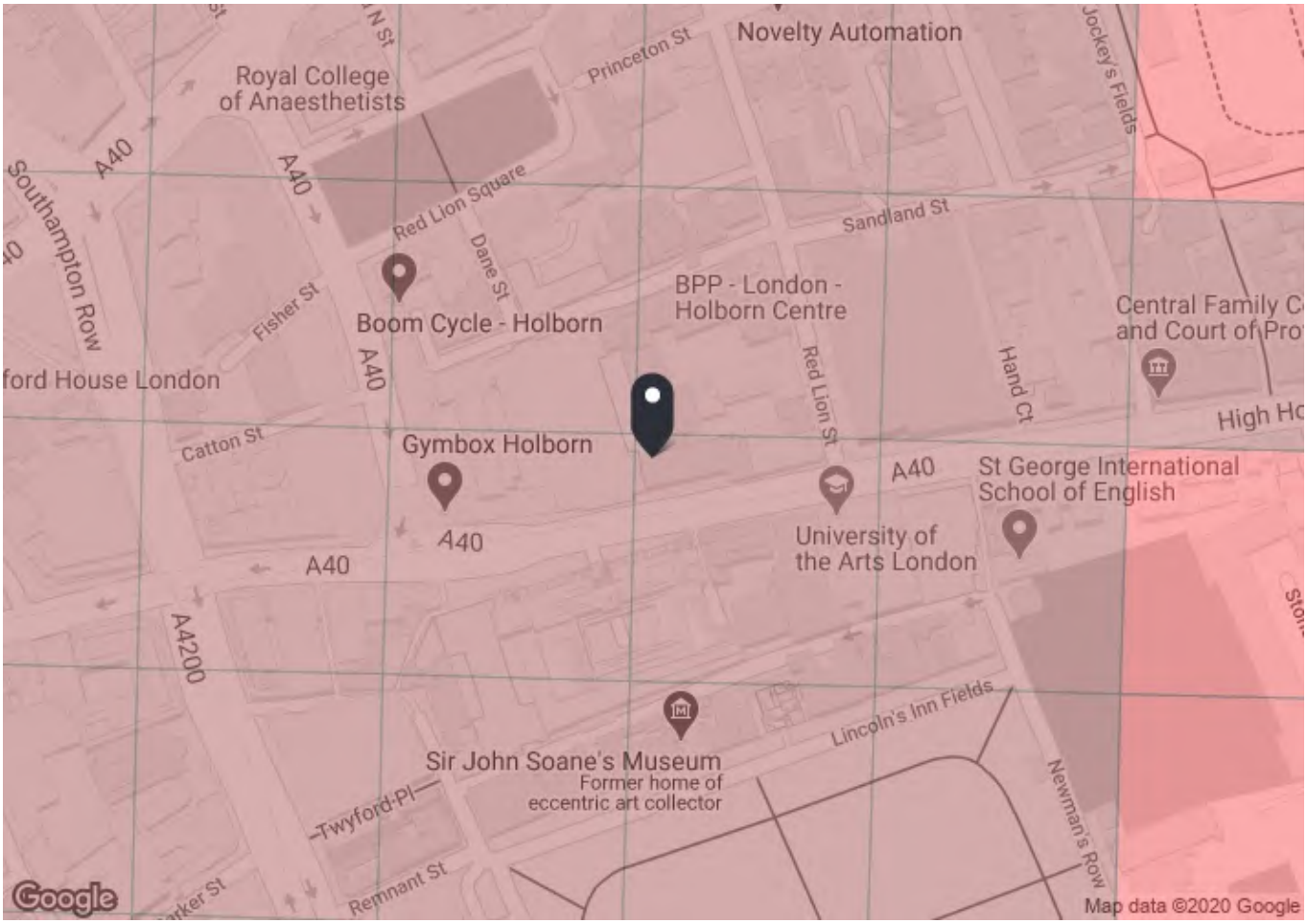
APPENDIX C

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

87 High Holborn, Holborn, London WC1V 6XX, UK
Easting: 530704, Northing: 181585

Grid Cell: 85853

Report generated: 27/02/2020

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GRAYS INN RD CHANCERY LN	46	483.15	6	6.04	7	13.04	2.3	0.5	1.15
Bus	GRAYS INN RD CHANCERY LN	17	483.15	7.5	6.04	6	12.04	2.49	0.5	1.25
Bus	GRAYS INN RD CHANCERY LN	45	483.15	7	6.04	6.29	12.33	2.43	0.5	1.22
Bus	GRAYS INN RD CHANCERY LN	341	483.15	6	6.04	7	13.04	2.3	0.5	1.15
Bus	HOLBORN POLICE STATION	38	388.65	10	4.86	5	9.86	3.04	0.5	1.52
Bus	HOLBORN POLICE STATION	19	388.65	8	4.86	5.75	10.61	2.83	0.5	1.41
Bus	HOLBORN POLICE STATION	55	388.65	10	4.86	5	9.86	3.04	0.5	1.52
Bus	HIGH HOLBORN PROCTER ST	8	146.44	10	1.83	5	6.83	4.39	0.5	2.2
Bus	HIGH HOLBORN PROCTER ST	521	146.44	27	1.83	3.11	4.94	6.07	1	6.07
Bus	HIGH HOLBORN PROCTER ST	242	146.44	6.5	1.83	6.62	8.45	3.55	0.5	1.78
Bus	HIGH HOLBORN PROCTER ST	25	146.44	8	1.83	5.75	7.58	3.96	0.5	1.98
Bus	HOLBORN STATION KINGSWAY	59	343.15	10	4.29	5	9.29	3.23	0.5	1.61
Bus	HOLBORN STATION KINGSWAY	243	343.15	11	4.29	4.73	9.02	3.33	0.5	1.66
Bus	HOLBORN STATION KINGSWAY	91	343.15	9	4.29	5.33	9.62	3.12	0.5	1.56
Bus	HOLBORN STATION KINGSWAY	1	343.15	8	4.29	5.75	10.04	2.99	0.5	1.49
Bus	HOLBORN STATION KINGSWAY	68	343.15	9	4.29	5.33	9.62	3.12	0.5	1.56
Bus	HOLBORN STATION KINGSWAY	X68	343.15	4	4.29	9.5	13.79	2.18	0.5	1.09
Bus	HOLBORN STATION KINGSWAY	188	343.15	8	4.29	5.75	10.04	2.99	0.5	1.49
Bus	HOLBORN STATION KINGSWAY	171	343.15	7.75	4.29	5.87	10.16	2.95	0.5	1.48
Bus	HOLBORN STATION KINGSWAY	168	343.15	9	4.29	5.33	9.62	3.12	0.5	1.56
LUL	Covent Garden	'Ruislip-Cockfosters '	833.86	2.33	10.42	13.63	24.05	1.25	0.5	0.62
LUL	Chancery Lane	'NActon-Loughton '	400.62	0.67	5.01	45.53	50.53	0.59	0.5	0.3
LUL	Chancery Lane	'Loughton-Northolt '	400.62	0.33	5.01	91.66	96.67	0.31	0.5	0.16
LUL	Chancery Lane	'NActon-NewburyPark '	400.62	0.33	5.01	91.66	96.67	0.31	0.5	0.16
LUL	Chancery Lane	'Hain-NP-RuislipGdns '	400.62	0.67	5.01	45.53	50.53	0.59	0.5	0.3
LUL	Holborn	'Epping-Ealing '	299.68	3	3.75	10.75	14.5	2.07	0.5	1.03
LUL	Holborn	'Epping-Wruislip '	299.68	3	3.75	10.75	14.5	2.07	0.5	1.03
LUL	Holborn	'RuislipGar-Epping '	299.68	1	3.75	30.75	34.5	0.87	0.5	0.43
LUL	Holborn	'WhiteCity-Epping '	299.68	0.33	3.75	91.66	95.41	0.31	0.5	0.16
LUL	Holborn	'Epping-NActon '	299.68	1	3.75	30.75	34.5	0.87	0.5	0.43
LUL	Holborn	'Epping-Northolt '	299.68	0.33	3.75	91.66	95.41	0.31	0.5	0.16
LUL	Holborn	'Debden-WRuislip '	299.68	0.33	3.75	91.66	95.41	0.31	0.5	0.16
LUL	Holborn	'WhiteCity-Debden '	299.68	0.33	3.75	91.66	95.41	0.31	0.5	0.16
LUL	Holborn	'Debden-Northolt '	299.68	1	3.75	30.75	34.5	0.87	0.5	0.43
LUL	Holborn	'RuislipGdns-Debden '	299.68	0.33	3.75	91.66	95.41	0.31	0.5	0.16
LUL	Holborn	'Loughton-WRuislip '	299.68	1	3.75	30.75	34.5	0.87	0.5	0.43
LUL	Holborn	'RuislipGdns-Loughton'	299.68	0.67	3.75	45.53	49.27	0.61	0.5	0.3
LUL	Holborn	'Loughton-WhiteCity'	299.68	0.67	3.75	45.53	49.27	0.61	0.5	0.3
LUL	Holborn	'Ealing-Loughton '	299.68	1	3.75	30.75	34.5	0.87	0.5	0.43
LUL	Holborn	'Ealing-NewburyPark '	299.68	0.67	3.75	45.53	49.27	0.61	0.5	0.3
LUL	Holborn	'WRuislip-NewburyPark'	299.68	0.33	3.75	91.66	95.41	0.31	0.5	0.16
LUL	Holborn	'Hainault-Ealing '	299.68	5.33	3.75	6.38	10.12	2.96	0.5	1.48
LUL	Holborn	'Hainault-Nacton '	299.68	1.33	3.75	23.31	27.05	1.11	0.5	0.55
LUL	Holborn	'Hainault-WRuislip '	299.68	3.33	3.75	9.76	13.51	2.22	0.5	1.11
LUL	Holborn	'Hainault-WhiteCity '	299.68	1.67	3.75	18.71	22.46	1.34	0.5	0.67
LUL	Holborn	'Hainault-NP-Northolt'	299.68	1	3.75	30.75	34.5	0.87	0.5	0.43
LUL	Holborn	'GrangeHill-WD-Eal '	299.68	1	3.75	30.75	34.5	0.87	0.5	0.43
LUL	Holborn	'GrangeHill-Wdfd-Whit'	299.68	0.67	3.75	45.53	49.27	0.61	0.5	0.3
LUL	Holborn	'GrangeHill-Wdfd-WRsp'	299.68	0.67	3.75	45.53	49.27	0.61	0.5	0.3
LUL	Holborn	'Cockfosters-LHRT4LT '	299.68	4.67	3.75	7.17	10.92	2.75	0.5	1.37
LUL	Holborn	'RayLane-Cockfosters '	299.68	3.67	3.75	8.92	12.67	2.37	0.5	1.18
LUL	Holborn	'LHRT4LT-ArnosGrove '	299.68	4.67	3.75	7.17	10.92	2.75	0.5	1.37
LUL	Holborn	'ArnosGrove-RayLane '	299.68	0.33	3.75	91.66	95.41	0.31	0.5	0.16
LUL	Holborn	'ArnosGrove-Nthfields'	299.68	3	3.75	10.75	14.5	2.07	0.5	1.03
LUL	Holborn	'Oakwood-RayLane '	299.68	0.33	3.75	91.66	95.41	0.31	0.5	0.16
LUL	Holborn	'Nthfields-Cockfoster'	299.68	1	3.75	30.75	34.5	0.87	0.5	0.43
LUL	Holborn	'LHRT5-Cockfosters '	299.68	6	3.75	5.75	9.5	3.16	1	3.16
LUL	Holborn	'Uxbridge-Cockfosters'	299.68	3.67	3.75	8.92	12.67	2.37	0.5	1.18

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Holborn	'ArnosGrove-Uxbridge'	299.68	1	3.75	30.75	34.5	0.87	0.5	0.43
LUL	Holborn	'Oakwood-Uxbridge'	299.68	0.33	3.75	91.66	95.41	0.31	0.5	0.16
LUL	Holborn	'Oakwood-Ruislip'	299.68	0.33	3.75	91.66	95.41	0.31	0.5	0.16
									Total Grid Cell AI:	**58.42**

APPENDIX D

Appendix C

Trip Generation and Mode Share

7 Trip Generation and Mode Share

7.1 Introduction

This section provides a detailed analysis of trip generation and modal split carried out for Templar House (the existing building and the proposed development). For the purposes of this study, the trip generation of the existing development has been estimated for the AM and PM commuter peaks which are between 08:00 and 09:00 and 17:00 and 18:00. The TRICS assessment has been undertaken on the office space of the proposed development as it is assumed that all retail trips will be linked trips and therefore will not generate any new additional trips.

Full details of the sites on which the trip generation was based is available in **Appendix F**.

7.2 Existing Development

7.2.1 Trip Generation

The trip generation methodology for the existing office land use is based on the TRICS database, which predicts trip rates and modal split of developments based on survey information of comparable sites. TRICS is a recognised database widely used by transport professionals, TfL and London boroughs.

The selection of comparable sites in TRICS has considered key site characteristics including land use, PTAL rating of five or six, location, size of development and provision of parking facilities. The following three central London sites have been identified as suitable for assessment:

- CN-02-A-03 Fitzroy Street (Camden)
- HM-02-A-01 Queen Caroline Street (Hammersmith and Fulham)
- WH-02-A-02 Battersea Park Road (Wandsworth)

The average person trip rates of the four TRICS sites have been calculated and are presented in **Table 8**.

Table 8: Office Person Trip Rates (per 100m² GEA)

Trip Rate	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Average Trip Rate	3.30	0.37	3.67	0.23	2.91	3.15

The trip rates shown in **Table 8** have been applied to the office floor area of the existing development (13,449m² GEA). The resulting estimated peak hour person trips are provided in **Table 9.**

Table 9: Existing Office Person Trip Generation

Person Trips	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing Office	444	50	494	31	392	423

7.2.2. Mode Split

The mode split for the existing office land use was based on 2011 census data for the workday population method of journey to work data for the five-middle layer super output areas surrounding the site. The following adjustments were made in order to calculate the mode split:

- The car mode split was adjusted to reflect the level of car parking available in the existing development, the remaining portion of the mode split was proportionally distributed across public transport modes.

The resulting mode split is presented in **Table 10**.

Table 10: 2011 Census Method-of-Travel-to-Work Office Modal Splits

Mode	Census Mode Split	Adjusted Mode Split
Underground	36%	38%
Train	30%	32%
Bus	12%	13%
Taxi	0%	0%
Motorcycle	1%	1%
Car Driver	6%	2%
Car Passenger	1%	<1%
Bicycle	6%	6%
Walk	6%	6%
Other	0%	0%
Total	100%	100%

The predicted trips presented in **Table 9** have been applied to the mode split outlined in **Table 10**. The resulting trips allocated by mode are shown in **Table 11**.

Table 11: Existing Office Multi-Modal Trip Generation

Mode of Transport	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Underground	169	19	188	12	149	161
Train	140	16	156	10	124	134
Bus	58	6	64	4	51	55

Taxi	1	0	1	0	1	1
Motorcycle	6	1	7	0	6	6
Car Driver	9	1	10	1	8	8
Car Passenger	4	0	5	0	4	4
Bicycle	26	3	29	2	23	25
Walk	29	3	32	2	25	27
Other	1	0	1	0	1	1
Total	444	50	494	31	391	423

Figures in table are subject to rounding.

7.3 Proposed Development

7.3.1 Office Land Use Trip Generation

The trip rates presented in **Table 8** for the existing office development have also been applied to the proposed office development as they are considered to be applicable to both. The trip rates have been applied to the 13,708 GEA office floor area of the proposed development and the resulting person trips are contained in **Table 12**.

Table 12: Proposed Office Person Trip Generation

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Proposed Office Person Trips	452	51	503	32	399	431

7.3.2 Office Land Use Mode Split

The mode split for the proposed office is based on that of the existing office presented in **Section 7.2** the car mode split has been further adjusted to take into account that no car parking will be provided for the office land use. The remaining portion of the mode split was proportionally distributed across public transport modes.

Table 13: Adjusted Office Modal Splits

Mode	Adjusted Mode Split
Underground	39%
Train	33%
Bus	13%
Taxi	0%
Motorcycle	1%

Car Driver	0%
Car Passenger	0%
Bicycle	6%
Walk	6%
Other	0%
Total	100%

The predicted trips presented in **Table 11** have been applied to the mode split outlined in **Table 13**. The resulting trips allocated by mode are shown in **Table 14**.

Table 14: Proposed Office Multi-Modal Trip Generation

Mode of Transport	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Underground	177	20	197	13	156	169
Train	148	17	164	10	130	141
Bus	61	7	67	4	54	58
Taxi	1	0	1	0	1	1
Motorcycle	7	1	7	0	6	6
Car Driver	<1	0	<1	0	<1	<1
Car Passenger	<1	0	<1	0	<1	<1
Bicycle	26	3	29	2	23	25
Walk	29	3	32	2	26	28
Other	1	0	1	0	1	1
Total	452	51	503	32	399	431

Figures in table are subject to rounding.

7.4 Net Trip Generation

The net office trip generation has been obtained by subtracting the existing office multi-modal trip generation (**Table 11**) from the proposed one (**Table 14**). This is shown in **Table 15**.

Table 15: Net Office Multi-Modal Trip Generation

Mode of Transport	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Underground	+8	+1	+9	+1	+7	+8
Train	+7	+1	+8	+1	+6	+7
Bus	+3	0	+3	0	+3	+3

Mode of Transport	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	-8	-1	-9	-1	-7	-7
Car Passenger	-3	0	-4	0	-3	-3
Bicycle	0	0	1	0	0	0
Walk	+1	0	+1	0	0	+1
Other	0	0	0	0	0	0
Total	**+9**	**+1**	**+10**	**+1**	**+8**	**+8**

Figures in table are subject to rounding.

APPENDIX E

Blue badge parking in Camden

Your guide to parking with a blue badge in Camden

Camden

Blue badge parking in Camden

01 Welcome

Blue badges are issued to people with various physical disabilities, impairments and medical conditions. The blue badge enables the owner of the badge to park close to their destination whether they are the driver or a passenger.

Blue badge parking in Camden

This guide provides advice on where to park in Camden with a blue badge and sheds some light on Camden's green badge zone.

The Department for Transport's **'The blue badge scheme: Rights and responsibilities in England'** guide contains more detailed information on parking with a blue badge.

This blue badge guide provides you with a useful insight but further information is available on our website:

www.camden.gov.uk/parking

02 Where can I park with my blue badge in Camden?

Camden has two different zones for blue badge holders – the green badge zone within the busy West End area and the remainder of the borough. This section applies to the area of Camden outside of the West End. For information regarding parking within the green badge zone, please refer to section 4 of this guide.

There are different types of parking bays in Camden. Blue badge holders may park in some bays free of charge but not all bays. There are two different types of blue badge parking bays in Camden. Both provide free parking for blue badge holders, either for an unlimited time or for the time limit shown on the time plate. In time limited bays you will need to display your time clock set to your arrival time and your blue badge. You may park on yellow lines for three hours providing there are no loading restrictions in force and your blue badge and accompanying clock are displayed with the clock set to your time of arrival.

The below aims to help you park correctly when using your blue badge.

Resident permit bays

Can I park in this bay with my blue badge?

- **Yes** – As long as the resident permit bay is not within the green badge zone.

Is there a charge or time limit to park in this bay?

- **No charge** – You can park in a resident permit bay with your blue badge without charge.
- **No time limit** – There is no time limit for how long you can park in a resident permit bay with your blue badge.

02 Where can I park with my blue badge outside of the Green Badge Zone?

The information on this page applies to bays outside of the Green Badge Zone.
Please see page 10 for Green Badge Zone information.

Paid for parking bays

Can I park in this bay with my blue badge?

- **Yes** – Providing your blue badge is clearly displayed.

Is there a charge or time limit to park in this bay?

- **No charge** – You can park in a paid for parking bay with your blue badge without charge.
- **No time limit** – There is no time limit for how long you can park in a paid for parking bay with your blue badge.

Did you know?

In the green badge zone blue badge holders must purchase paid for parking time.

However, blue badge holders are given an additional one hour free of charge parking concession providing an initial payment is made and a blue badge is clearly displayed within the vehicle.

02 Where can I park with my blue badge in Camden?

Did you know?

The misuse of a blue badge is a serious offence. A blue badge is only for the use of the holder and is not to be used for the benefit of friends and family. It can only be used if the holder is either the driver or a passenger in a vehicle. This includes carrying out tasks such as collecting prescriptions or shopping on behalf of the holder.

Blue badge parking bays

Can I park in this bay with my blue badge?

- **Yes** - You can also park in blue badge parking bays that are located in the green badge zone.
- There are two types of blue badge bays which allow parking either for an unlimited time or for the time shown on the time plate. In the time limited bays the arrival time will also need to be set on your clock disc displayed with the blue badge.

Is there a charge or time limit to park in this bay?

- **No charge** - You can park in a blue badge parking bays with your blue badge without charge.
- **Time limits may apply** - Time limited blue badge bays will have a set time limit. Please refer to the bay's time plate to determine if you are parked within a time limited bay.

02 Where can I park with my blue badge in Camden?

Single and double yellow lines

Can I park in this location with my blue badge?

- **Yes** - You are required to display your blue badge and clock showing your time of arrival.

Is there a charge or time limit to park in this location?

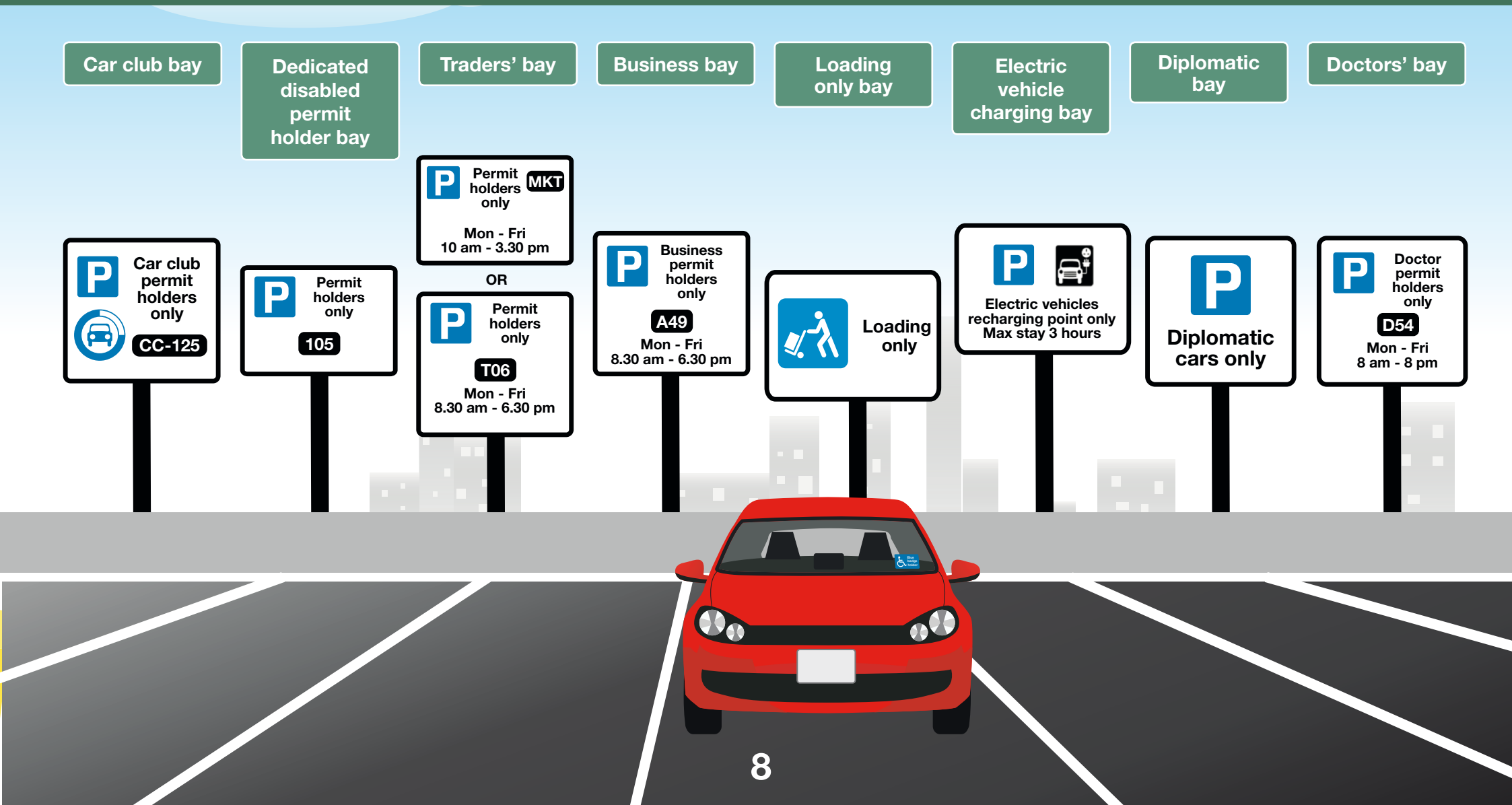
- **No charge** - You can park on single or double yellow lines without charge.
- **Yes, there is a time limit** - You are only allowed to park for a maximum of three hours on a single or double yellow line.

Please be aware that you are not allowed to park with your blue badge if a loading ban is in operation or if the yellow lines are within the green badge zone.

A loading ban is indicated by yellow blips (chevrons) on the kerb. Double blips mean that loading and unloading is not allowed at any time. Single blips mean that loading and unloading is not allowed during certain times, which will be indicated by an accompanying time-plate.

03 What your blue badge doesn't allow you to do in Camden

In Camden you will not be able to park in the following locations using your blue badge.
If you do park in one of these locations you may receive a penalty charge notice (PCN).



03 What your blue badge doesn't allow you to do in Camden

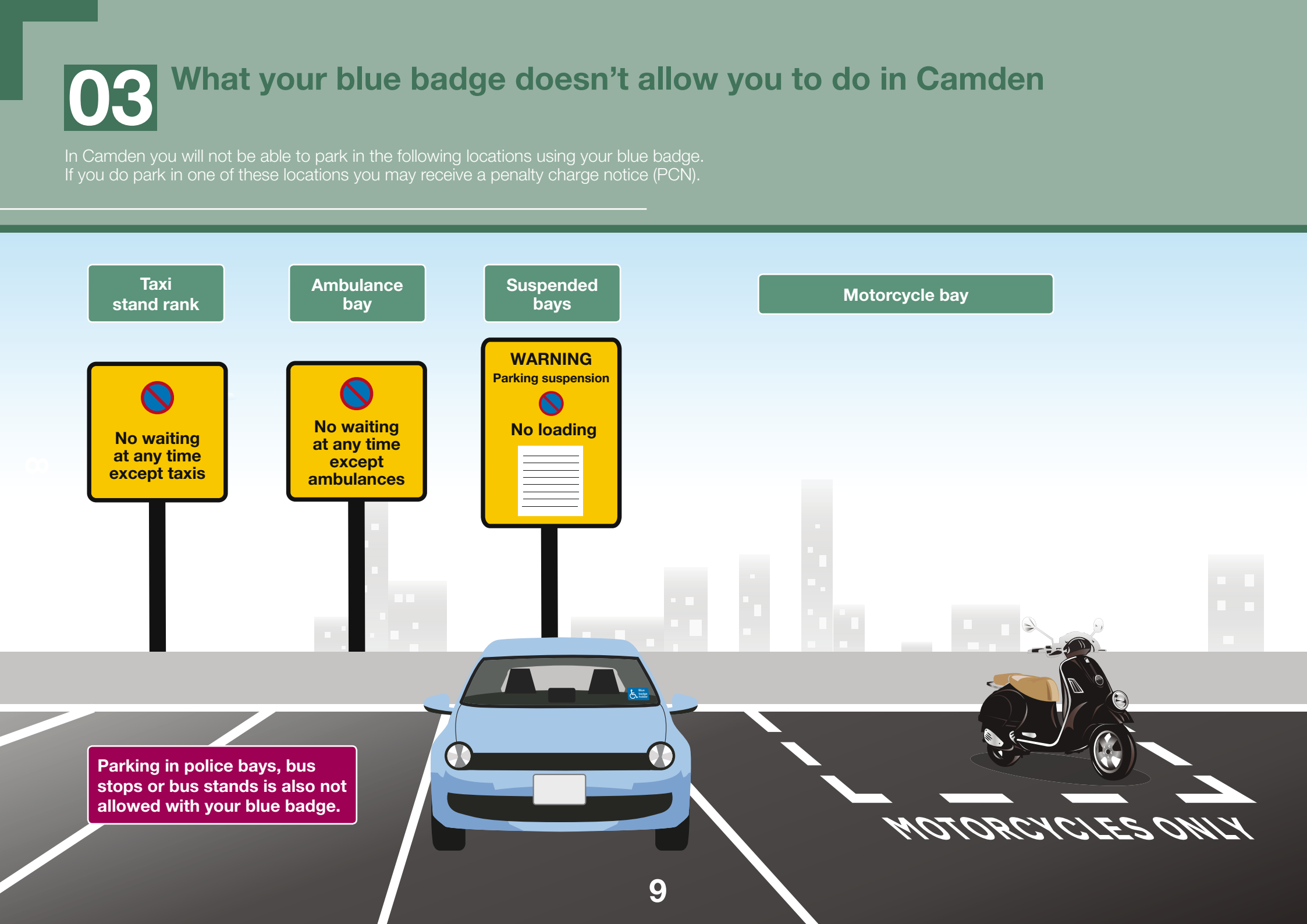
In Camden you will not be able to park in the following locations using your blue badge.
If you do park in one of these locations you may receive a penalty charge notice (PCN).

Taxi stand rank

Ambulance bay

Suspended bays

Motorcycle bay



Parking in police bays, bus stops or bus stands is also not allowed with your blue badge.

04 Green badge zone

The green badge zone operates near the West End of London. This area is particularly congested and has a high demand for parking spaces. In this area of Camden a blue badge is only valid with a green badge.

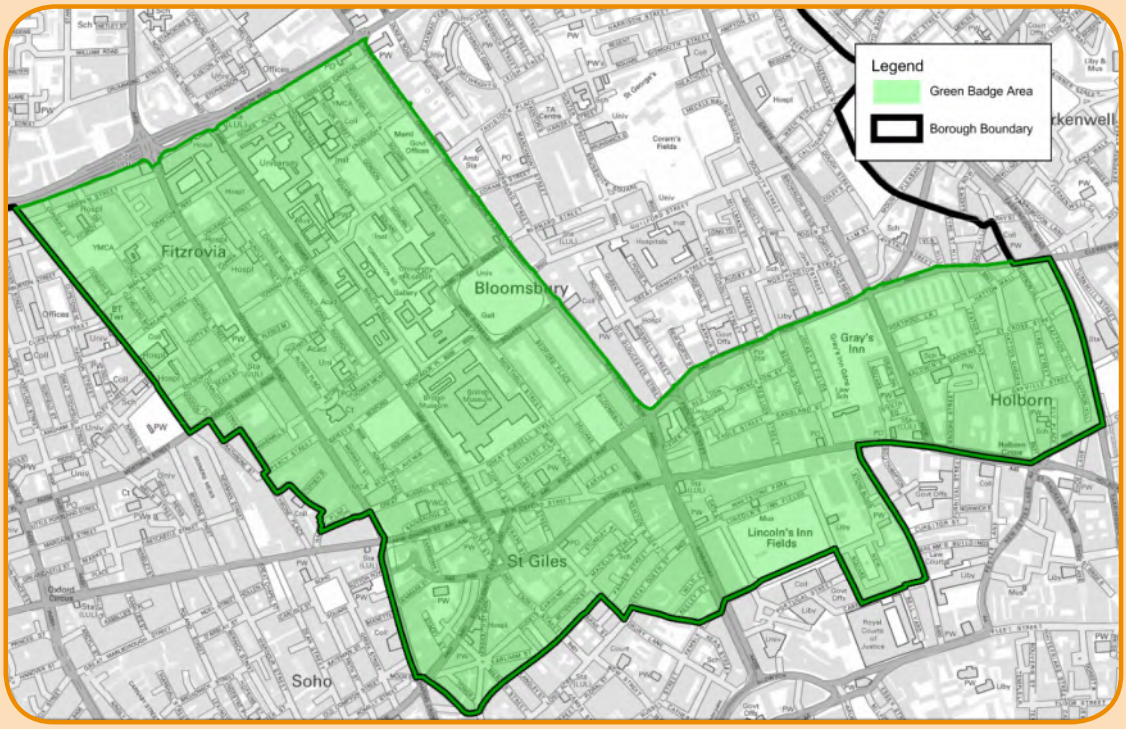
If you hold both a blue and green badge, you are able to park in the following locations within the green badge zone:

- green badge bays
- shared use loading/blue badge parking bay (between 6.30pm to 8.30am daily and all day Sunday)
- paid for parking bays
- resident permit holders' bay.

Green badges are only available to blue badge holders who either:

- live in Camden in the green badge zone
- work in Camden in the green badge zone
- study in Camden in the green badge zone.

The streets within the green badge zone can be viewed on the **green badge section of our website** and fall in Camden's controlled parking zones CA-C, CA-D and CA-E.



You must ensure both your blue badge and green badge are on clear display in your car to take advantage of these parking opportunities.
Remember, if you are an ordinary blue badge holder, you can park for up to one hour free of charge in paid for parking bays in the green badge zone. An initial parking payment will have to be made first and you will need to display your blue badge within your vehicle.

05 Parking resources

Below are a few links you may find useful

Camden's Parking Bays

The handy guide to finding out where the closest blue badge parking bay is located.

Camden's parking bays

Government Blue Badge Information

Information on blue badge parking from the government.

Government blue badge information

Environment and Traffic Adjudicators

ETA administers the independent tribunals which hear appeals against PCNs in London.

Environment and Traffic Adjudicators

The Highway Code

The Highway Code provides factual information and guidance to road users.

The Highway Code

Camden's Enforcement Protocol

The purpose of Camden's Enforcement Protocol is to inform the public of Camden's on street and CCTV parking and traffic enforcement procedures.

Camden's Enforcement Protocol

Camden's Annual Parking Report

This report covers parking statistics, financial information and general project updates.

Camden's Annual Parking Report

The Traffic Management Act 2004

This is the current legislation which governs parking enforcement in London.

The Traffic Management Act 2004