

**Central London Commercial
Estates Limited**

**14 – 19 Tottenham Mews,
London Borough of Camden**

Transport Statement

November 2020

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

Contents

1	INTRODUCTION	1
	Use Class Regulations	1
	This Document.....	2
2	EXISTING SITUATION.....	3
	Site Location.....	3
	Local Highway Network	4
3	ACCESSIBILITY.....	5
	Journeys on Foot.....	5
	Journeys by Bicycle.....	6
	Public Transport	6
	Public Transport Accessibility Level (PTAL) Rating	8
4	PROPOSED DEVELOPMENT	9
	Access.....	9
	Parking.....	9
	Public Realm.....	10
	Servicing and Waste Collection.....	10
5	POLICY CONTEXT	11
	National Guidance	11
	Regional Transport Policy.....	12
	Local Transport Policy.....	16
	Policy Summary	19
6	EFFECTS OF DEVELOPMENT	20
	Trip Generation.....	20
	Parking.....	22
	Servicing	23
7	SUMMARY AND CONCLUSION	25
	Summary	25
	Conclusion	26

Appendices

Appendix A	-	Architect's Layout Plans
Appendix B	-	TfL Bus 'Spider' Map
Appendix C	-	PTAL Output
Appendix D	-	TRICS Output – Residential
Appendix E	-	TRICS Output – Office

1 INTRODUCTION

- 1.1 Caneparo Associates has been appointed by Central London Commercial Estates Limited ('the Applicant') to provide transport planning advice in regard to the redevelopment of 14-19 Tottenham Mews, located in the Borough of Camden (LBC).
- 1.2 The site comprises a temporary prefabricated building dating from the 1970s, which is located on the western side of Tottenham Mews. The building is currently vacant and is soon to be demolished by the Applicant to allow the site to be utilised to facilitate the construction of the approved scheme at Middlesex Hospital Annex.
- 1.3 The proposal seeks the *"Erection of a ground plus five storey building (plus one basement level) to provide office (e class) at part ground and basement level and residential dwellings (C3) at ground and floors one to five and associated landscaping, cycling parking and all necessary enabling works."*
- 1.4 A copy of the Architect's basement and ground floor layout plans is included at **Appendix A**.

Use Class Regulations

- 1.5 On 21 July 2020, the Government laid before Parliament the latest changes to the planning system for England. This legislation included The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 No. 757 (the "Use Classes Regulations"), which came into force on 1st September 2020.
- 1.6 The Use Classes Regulations create a new Schedule 2 of the Use Classes Order, containing new use classes for England. These new use classes include "Class E" (Commercial, business and service), incorporating the previous A1 (Shops), A2 (Financial and professional services), A3 (Restaurants and cafes) and B1 (Business) use classes.
- 1.7 This Planning Application is submitted following the Use Class Regulations taking effect. The Planning Application seeks approval for commercial space at basement and ground floor with the use envisaged as office space (previously Class B1), which is now covered within the new Use Class E. However, as guidance has not been updated for transport policy, for example in relation to cycle parking standards, the Transport Statement refers to the previous use classes as they would have been described prior to the Use Classes Regulations.

This Document

- 1.8 This Transport Statement examines the effects of the proposed development on the local highway network. It considers practical issues such as trip generation, accessibility, parking and servicing matters.
- 1.9 The remainder of this report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 sets out the Site's accessibility;
 - Section 4 describes the development proposal;
 - Section 5 reviews the relevant transport planning policy;
 - Section 6 considers trip generation and the potential effects of the development; and
 - Section 7 presents a summary and conclusion.

2 EXISTING SITUATION

Site Location

- 2.1 The site is situated to the western side of Tottenham Mews surrounded by a number of commercial developments, which are accessed via Tottenham Mews. The site is bound to the east by Tottenham Mews, to the south by a new commercial and residential development currently being constructed (Arthur Stanley House) and to the west and north by commercial properties. The site is situated approximately 280m northwest of Goodge Street station.
- 2.2 The eastern side of the mews is occupied by a series of individual mews buildings of varied design which are predominantly 4 storeys high from the ground level (several with additional half basements). The mews is accessed from the south from Tottenham Street.
- 2.3 To the north of the site, the Bedford Passage development will provide new mixed-use residential and commercial scheme. The development will also re-provide the historic pedestrian link connecting Cleveland Street and Charlotte Street (named Bedford Passage).
- 2.4 The location of the site in context to the surrounding area is detailed within **Figure 2.1** below.

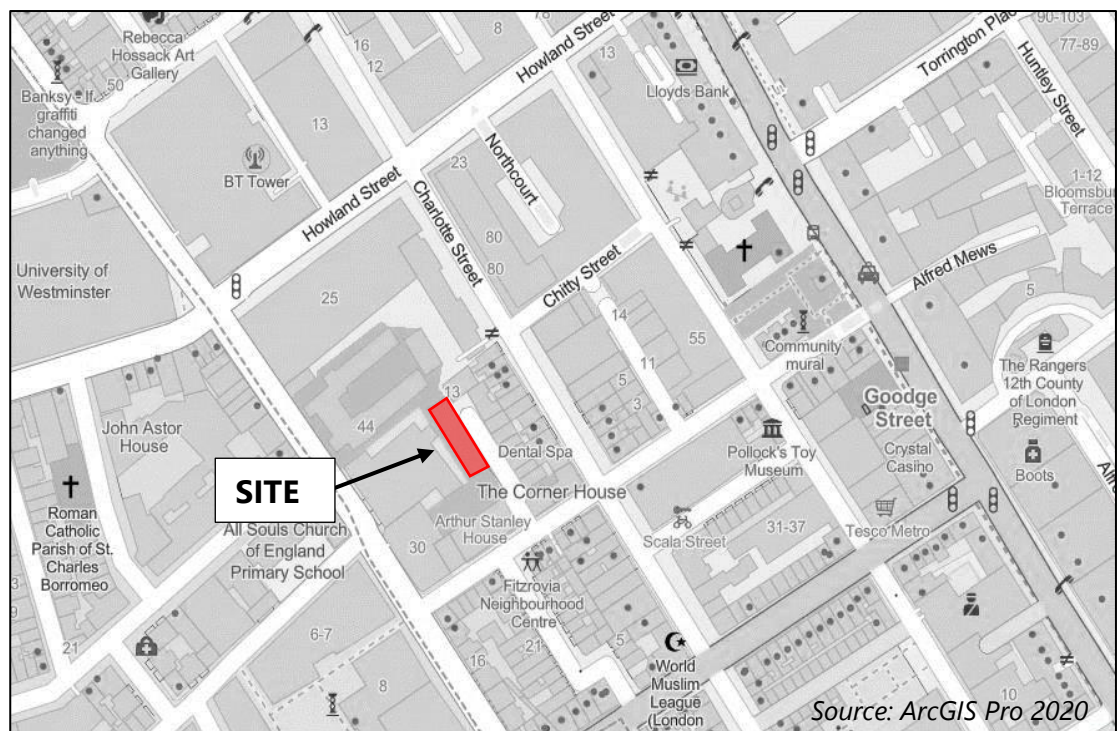


Figure 2.1: Site Location Plan

Local Highway Network

Tottenham Mews

- 2.5 Tottenham Mews offers direct vehicle access to the site, with two-way traffic flows operating on a single carriageway. Tottenham Mews primarily accommodates servicing vehicles which serve the surrounding developments along Tottenham Mews. The frontage of the site is controlled through the display of zigzag lines and a keep clear sign for the use of ambulances only when servicing the area. The remainder of Tottenham Mews is controlled by the display of a single yellow lines surrounding the perimeter of the carriageway. Entry onto Tottenham Mews is retained from Tottenham Street with vehicles only able to make a right turn onto Tottenham Street when exiting.

Tottenham Street

- 2.6 Tottenham Street operates in a broadly east to west orientation between Tottenham Court Road to the east and Cleveland Street to the west. At the junction between Cleveland Street and Tottenham Street, vehicles are prevented from travelling eastbound due to the one-way system operating between Charlotte Street and Tottenham Street.
- 2.7 The single carriageway width along Tottenham Street is shared with on-street designated parking bays for permit holders and disabled motorists. On the stretch of highway which directly serves the site, the remainder of Tottenham Street comprises both double and single yellow lines restricting stopping on-street with the controlled hours.

Goodge Place

- 2.8 Goodge Place joins with Tottenham Street 20 metres west of the junction with Tottenham Mews and is one-way southbound, joining with Goodge Street to the south. Goodge Place comprises a cobbled, single width carriageway shared with on-street residential parking bays on both sides of the road. The southern section of Goodge Place accommodates market stalls which reduce the width of the carriageway, preventing large vehicles from utilising this part of the highway network.

Controlled Parking Zone

- 2.9 The site is located within Controlled Parking Zone CA-E which applies time controls on permit holder bays of Monday – Saturday between the hours of 08:30-18:30.

3 ACCESSIBILITY

- 3.1 The Site is highly accessible by all modes of transport with an excellent network of footpaths, cycle facilities and public transport services in the immediate vicinity.

Journeys on Foot

- 3.2 The pedestrian facilities surrounding the site present an overall positive environment, with adequate footways on surrounding roads and a sufficient footway located on the western side of Tottenham Mews, offering direct access to the site.
- 3.3 Located approximately 110m from the site, a zebra crossing is provided across Charlotte Street, featuring tactile paving with tonal contrasts and pedestrian delineation. At Tottenham Mews, dropped kerbs with tactile paving are present to cross the junction with Tottenham Street, though current temporary construction works restrict the use of this footway and crossing.
- 3.4 The site is located within walking distance to a number of public transport services as well as being located in an area with numerous community and shopping amenities. **Table 3.1** summarises some of the local amenities within an acceptable walking distance from the site.

Table 3.1: Approximate Distances to Local Amenities			
Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
Public Transport Opportunities			
Bus Stops	'Goodge Street Station' Bus Stop D	290	4
	'Goodge Street Station' Bus Stop A	300	4
Goodge Street Station		280	3
Warren Street Station		750	9
Tottenham Court Road Station		750	10
Great Portland Street Station		800	10
Euston Square Station		900	12
Oxford Circus Station		900	12
Regent's Park Station		1000	13
Euston Station		1200	16
Russell Square Station		1300	16
Facilities and Amenities			
Tesco	Goodge Street	300	4
Post Office	Tottenham Court Road	450	5
Gym	Tottenham Court Road	450	6
Bank	Tottenham Court Road	500	6
Pharmacy	Tottenham Court Road	700	9
Russell Square	Bloomsbury	1200	15

- 3.5 As noted above, the future provision of Bedford Passage immediately to the north of the site will also increase pedestrian permeability in the surrounding area, thus improving the pedestrian environment and allowing for shorter trips on foot.

Journeys by Bicycle

- 3.6 Accepted guidance suggests that for journeys up to 5 kilometres, cycling represents an important mode of transport. Much of central London is within a 5km cycle of the site, along with wider areas including Mildmay Ward, Whitechapel, Elephant & Castle, Belgravia and Belsize Park.
- 3.7 The site is surrounded by a number of cycle routes which operate across central London. The nearest cycle route is a Quietway route operating along Malet Street. Additionally, cycle superhighway 3 operates along Euston Road offering access between Euston station and King's Cross station.
- 3.8 To the east of Tottenham Street there are a number of cycle parking opportunities in the form of Sheffield stands. Additionally, the site benefits from a number of cycle hire docking stations, which are located within an acceptable walking distance of the site. The nearest cycle docking stations are detailed below:
- Scala Street (19 docking points) – located approximately 150m from the site;
 - Charlotte Street (14 docking points) – located approximately 170m from site; and
 - Howland Street (29 docking points) – located approximately 300m from the site.

Public Transport

Bus Services

- 3.9 Bus stops are located within a short walk of the site, with the closest stops being located approximately 290 – 300m from the site along Tottenham Court Road (Goodge Street Station Stops A & D). Several bus services are available in the vicinity of the site, including buses 30, 88, 18, 27, 205, 10, 24, 134, 390, 73, 29, 14 and 8. These services offer access to a variety of destinations across London. A copy of the local TfL Bus Map is included at **Appendix B**, which shows service interchange opportunities.

Underground Services

- 3.10 There are a number of Underground stations within a reasonable walk of the site which provide services throughout London and enable passengers to interchange on to other public transport modes. A summary of Underground services within walking distance of the site is set out in **Table 3.2** below.

Table 3.2: Underground Services				
Station	Lines	Route	Walk Distance (metres)	Walk Time (mins)
Goodge Street	Northern	Edgware / Barnet / Mill Hill East – Morden	280	3
Warren Street	Northern	Edgware / Barnet / Mill Hill East – Morden	750	9
	Victoria	Walthamstow Central - Brixton		
Tottenham Court Road	Central	West Ruislip / Ealing Broadway - Epping	750	10
	Northern	Edgware / Barnet / Mill Hill East – Morden		
Great Portland Street	Hammersmith & City	Barking - Hammersmith	800	10
	Circle	Hammersmith – Edgware Road (circular)		
	Metropolitan	Aldgate – Watford / Chesham / Amersham / Uxbridge		
Regents Park	Bakerloo	Harrow & Wealdstone – Elephant & Castle	1000	13
Russell Square	Piccadilly	Cockfosters – Heathrow Terminals / Uxbridge	1300	16

Rail Services

- 3.11 The site lies within 1.2km (16 minute walk) of Euston Station, which provides access to West Midlands Trains and Avanti West Coast Trains. Destinations available from Euston include; Manchester Piccadilly, Birmingham New Street, Tring, Liverpool Lime Street, Holyhead, Northampton, Glasgow Central, Wolverhampton and Milton Keynes Central. Euston is also served by London Overground services operating on the Watford Junction branch.
- 3.12 Kings Cross / St Pancras Station is also located approximately 1.5km (19 minutes' walk) from the site. Both stations are accessible via an entrance located on Euston Road.

Crossrail Services

- 3.13 Crossrail services are expected to begin operating through London from 2021. Approximately 750m to the south of the site will be a new Tottenham Court Road station entrance, providing access to existing Tottenham Court Road Underground services as well as the new Crossrail services. Once in operation, there will be a train every two and half minutes in each direction between Paddington and Abbey Wood, during peak times.

Public Transport Accessibility Level (PTAL) Rating

- 3.14 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.
- 3.15 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility. It is then further sub-sectioned into 'a' and 'b', with 'a' being at the lower end of the spectrum and 'b' at the higher.
- 3.16 The assessment methodology reflects:
- Walking time from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e. average waiting time.
- 3.17 The PTAL rating of the centre of the site is 6b, meaning the site has an 'excellent' level of accessibility to public transport. **Appendix C** contains the TfL PTAL summary.

Car Clubs

- 3.18 There are a number of car club bays within walking distance of the site, operated by Enterprise and ZipCar. The nearest bays to the site are located at:
- Charlotte Street (1 Vehicle) – located approximately 130m to the east of the site; and,
 - Windmill Street (1 Vehicle) – located approximately 350m to the south of the site.

4 PROPOSED DEVELOPMENT

4.1 The proposed development comprises the erection of a ground plus five storey building (plus one basement level) to provide office (e class) at part ground and basement level (375 sqm GIA) and residential dwellings (C3) at ground and floors one to five and associated landscaping, cycling parking and all necessary enabling works. The residential use will comprise 23 units as follows:

- 2 x studio units;
- 3 x 1-bed units;
- 14 x 2-bed units; and,
- 4 x 3-bed units.

4.2 A copy of the Architect's basement and ground floor layout plans has been included at **Appendix A**.

Access

4.3 Access to the site will be taken directly from Tottenham Mews, in a similar manner to other properties within the Mews. Vehicle access into the site will not be possible, with all deliveries to be undertaken from sections of single yellow line kerbside within Tottenham Mews.

Parking

Vehicle Parking

4.4 The proposals will not provide any on-site car parking spaces. This car-free approach is considered appropriate given the spatial constraints of the site and the highly accessible location of the site within central London (as evidenced by the PTAL rating of 6b).

4.5 Disabled car users will be expected to make use of on-street parking bays in the local area, such as the three parking bays available on Tottenham Street circa 45 metres from the site.

Cycle Parking

4.6 Cycle parking for each use class on-site will be provided in line with the new draft London Plan standards. Office cycle parking will be provided within a ground floor store adjacent to the office space.

- 4.7 Residential cycle parking will be provided within a dedicated store at basement level, accessible via lift to basement level. In addition, space for the secure parking of two mobility scooters / accessible cycles is provided at ground floor level, within an on-site internal store.

Public Realm

- 4.8 The design of the proposed building has been chamfered at the northeast corner to allow for a connection to Bedford Passage to the north. This addresses the aspiration of the Fitzrovia Area Action Plan (AAP) 2014, which advocates that development of this site should allow for a pedestrian connection to the new Bedford Passage to the north.

Servicing and Waste Collection

- 4.9 Servicing and waste collection at the site will be undertaken in a similar manner to neighbouring properties within Tottenham Mews, with all deliveries and waste collections undertaken using the single yellow lining on Tottenham Mews.
- 4.10 Deliveries for the residential units will be undertaken via the residential entrance, with office deliveries undertaken directly into the space.
- 4.11 Separate waste stores for the office space and residential units have been provided within the southern part of the site. These stores are directly accessible by waste collection operatives from Tottenham Mews, both located within 10m of the highway to enable direct collections.

5 POLICY CONTEXT

- 5.1 This section summarises the relevant transport policies at national, regional and local level which have been considered.

National Guidance

National Planning Policy Framework (NPPF)

- 5.2 The second National Planning Policy Framework (NPPF) was revised in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied.

- 5.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy. The Chapter notes at Paragraph 102 that transport issues should be considered from the earliest stages of plan-making and Development proposals, so that:

- a) *"The potential impacts of Development on transport networks can be addressed;*
- b) *Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of Development that can be accommodated;*
- c) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and,*
- e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

- 5.4 The Chapter continues at Paragraph 103 by stating *"the planning system should actively manage patterns of growth in support of these objectives. Significant Development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

5.5 Paragraph 108 notes that *"in assessing Sites that may be allocated for Development in plans, or specific applications for Development, it should be ensured that:*

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of Development and its location;*
- b) Safe and suitable access to the Site can be achieved for all users; and,*
- c) 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."*

5.6 Paragraphs 109 and 110 of the Promoting Sustainable Transport Chapter states: *"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."*

Regional Transport Policy

The London Plan (March 2016)

5.7 The London Plan (2016) is a Spatial Development strategy which outlines the framework for the development of London over the next 20-25 years. The transport aspects of the London Plan that are relevant to the proposed development are the following.

5.8 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport:

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

5.9 Chapter 6 (Transport) states that:

"The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effect – positive and negative – on places, especially around interchanges and in town centres and on the

environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport."

5.10 Policy 6.1 of Chapter 6 (Transport) sets out several aims, with those relevant to the proposals as follows:

- a) "encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
- c) supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
- d) promoting walking by ensuring an improved urban realm."*

5.11 Policy 6.13 sets out the Mayor's parking policy. The London Plan's maximum car parking levels are designed to prevent over reliance on the private car and to encourage travel by more sustainable modes of travel.

New London Plan (Intend to Publish Version, December 2019)

5.12 The 'Intend to Publish' London Plan is the latest version of the London Plan and although currently in draft format has been considered within this document.

5.13 Six core 'good growth' policies are identified and state the following with regards to transport:

"Policy GG2 Making the best use of land – Point E: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions.”

5.14 Policy T2 relates to Healthy Streets and seeks Development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making Developments permeable and highly connected by foot and cycle with reduced vehicle dominance.

5.15 Policy T4 – Assessing and mitigating transport impacts - provides the following advice:

“b) When required in accordance with national or local guidance, transport assessments / statements should be submitted with Development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new Development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with relevant Transport for London guidance.”

5.16 Policy T5 – Cycling:

“Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

- 1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*
- 2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people. ”

5.17 Table 10.2 under section T5 Cycling sets out the specific standards for cycle parking; these are detailed in reference to the land uses proposed at **Table 5.1** below.

Table 5.1: Draft New London Plan Cycle Parking Standards		
Use Class	Long-Stay	Short-Stay
B1 Office	1 space per 75sqm	First 5,000sqm: 1 space per 500sqm
C3 Residential	1 space per studio or 1 person 1-bedroom dwelling; 1.5 spaces per 2-person 1-bedroom dwelling; 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces; thereafter, 1 space per 40 dwellings

5.18 Policy T6- Car Parking

"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity."

Mayor's Transport Strategy (March 2018)

5.19 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

5.20 The Mayor's Transport Strategy vision states:

"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in."

The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."

5.21 Central to this vision are the following three transport aims:

1. *"By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day."*
2. *For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041."*
3. *To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041."*

Local Transport Policy

Camden Local Plan (2017)

5.22 Camden Council's Local Plan was adopted in July 2017. The document sets out the Council's Strategic Vision up to 2031 and is used to make decisions on planning applications. The document itself forms Camden Development Plan.

5.23 Strategic Objective 8 sets out a transport objective for the borough:

"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."

5.24 Policy T1 – Prioritising walking, cycling and public transport states: *"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough"*. This will be promoted in the following ways:

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

- a) Improve the pedestrian environment by supporting high quality public realm improvement works;*
- b) Make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*
- c) Are easy and safe to walk through ('permeable')*
- d) Are adequately lit;*
- e) Provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*
- f) Contribute towards bridges and water crossings where appropriate.*

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

- g) Provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;*
- h) provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*
- i) makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*
- j) is easy and safe to cycle through ('permeable'); and*
- k) contribute towards bridges and water crossings suitable for cycle use where appropriate."*

5.25 Policy T2 – Parking and car-free development states *"The Council will limit the availability of parking and require all new developments in the borough to be car-free."* The Council aims to:

- a) Not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
- b) Limit on-site parking to i. spaces designated for disabled people where necessary, and/or ii. essential operational or servicing needs;*
- c) Support the redevelopment of existing car parks for alternative uses; and*
- d) Resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

Camden Planning Guidance – Transport (2019)

5.26 LBC has prepared the Camden Planning Guidance (CPG) on Transport to support the policies in the Camden Local Plan (2017).

5.27 With regards to long-stay cycle facilities, the CPG states at paragraphs 8.19 – 8.21:

"The Council will secure the location of all long-stay cycle parking to be within 50 metres of the building entrance. If the site has on-site vehicular access and cycles share the route with other motor vehicles, the route to the cycle parking must be clearly delineated and proposals must

demonstrate that cyclists are safely accommodated. Long stay cycle parking should be provided within the building, via an entrance that is overlooked, well-lit and with secure access...For developments that require long stay cycle parking for staff, the Council will expect supporting facilities such as lockers, changing facilities, a dry room and showers to be provided. These should be located in such a way that is convenient and within close proximity to the cycle parking facilities..."

5.28 In terms of short-stay cycle parking, paragraph 8.27 states:

"Where it has been demonstrated to the Council's satisfaction that it is not possible to provide short-stay cycle parking within a small development, for instances such as redevelopments or extension application that do not have existing forecourt, the Council may consider a financial contribution in lieu of short-stay parking. This contribution will assist the Council in providing more cycle parking on the public highway (i.e. CaMden 'M' stands) and will be secured via Section 106 legal agreement."

5.29 At paragraph 9.7, the CPG states the following with regards to pedestrian and cycle movement:

"Key considerations to be given to the movement of people in and around a site includes the following:

- Ensuring the safety of vulnerable road users, including children, elderly people and people with mobility difficulties, sight impairments, and other disabilities;*
- Maximising pedestrian and cycle accessibility and minimising journey times making sites 'permeable';*
- Providing stretches of continuous footways without unnecessary crossings;*
- Making it easy to cross where vulnerable road users interact with motor vehicles;*
- Linking to, maintaining, extending and improving the network of pedestrian and cycle routes;*
- Maximising safety by providing adequate lighting and overlooking from adjacent buildings;*
- Taking account of surrounding context and character of the area;*
- Investing in the public realm to create inclusive spaces that support greater social interaction (places to sit, sheltered, not too noisy, safe, etc);*

- *Use of paving surfaces which enhance ease of movement for vulnerable road users;*
- *Avoiding street clutter and minimising the risk of pedestrian routes being obstructed or narrowed, e.g. by footway parking or by unnecessary street furniture; and*
- *Having due regard to design guidance set out in the Camden Streetscape Design Manual, TfL's London Cycling Design Standards, TfL's Pedestrian Comfort Level Guidance and TfL's Healthy Streets Indicators."*

Policy Summary

5.30 The location of this proposed development with its existing public transport facilities and real opportunities for the use of active modes of transport means that the site is highly suited to the proposed uses; this is further reinforced by the car-free nature of the proposal.

6 EFFECTS OF DEVELOPMENT

- 6.1 This section considers the potential effects of the planning application proposals in relation to trip generation, parking and servicing.

Trip Generation

- 6.2 Given the Site's sustainable location and the nature of the development proposal, there is not expected to be a significant amount of vehicular activity associated with the site as a whole. Residents, employees and the majority of visitors are expected to make use of the public transport services in the area.
- 6.3 The proposals comprise 23 residential units and the provision of circa 375sqm GIA of office space. As such, this trip generation assessment assesses the impact that the residential units and office space will have on the local highway and public transport network.
- 6.4 The site currently comprises circa 668 sqm GIA of D2 healthcare floor space. This use would have attracted trips throughout the day in terms of staff and visitors/patients. As the building is currently vacant, this use will not be taken into account within the trip generation assessment, therefore producing a robust assessment of the trip generation of the land uses proposed.

Residential Trip Generation

- 6.5 The potential number of total person trips generated by the proposed residential units has been estimated using trip rate information from the TRICS database based on the following assumptions.
- The trip rates for the residential use have been based on weekday surveys in locations within London.
 - The trip rate data uses sites with similar characteristics to the site, i.e. limited to zero parking provision, location and high accessibility level (PTAL).
- 6.6 The results summarised in **Table 6.1** below summarise the trips generated by the 23 residential units during the AM and PM peak hours (08:00-09:00 and 17:00-18:00) and throughout the day (07:00 to 19:00). A copy of the TRICS Trip Generation output files is included at **Appendix D**.

Table 6.1: Total Person Trip Rates and Trip Generation (23 Residential Units)

Time	Trip Rates			Trip Generation		
	In	Out	2-Way	In	Out	2-Way
AM Peak (08:00-09:00)	0.069	0.500	0.569	2	12	13
PM Peak (17:00-18:00)	0.293	0.086	0.379	7	2	9
Daily (07:00-19:00)	1.999	2.171	4.170	46	50	96

Office Trip Generation

6.7 To determine the trip generation of the proposed office space, the TRICS database has been used, selecting sites within Central London with a similar level of accessibility to the site and with zero parking. **Table 6.3** below, provides the trip rates and total person trip generation for the proposed 375sqm (GIA) of office space, while the trip rate outputs are included at **Appendix E**.

Table 6.2: TRICS Trip Rates and Trip Generation – Proposed 375 sqm GIA Office Space

Time Period	Total Person Trip Rates (per 100 sqm)			Total Person Trips		
	In	Out	2-Way	In	Out	2-Way
AM Peak (08:00-09:00)	2.23	0.19	2.42	8	1	9
PM Peak (17:00-18:00)	0.22	2.17	2.39	1	8	9
Daily (07:00-19:00)	9.33	9.089	18.419	35	34	69

Total Trip Generation

6.8 **Table 6.3** below summarises the total trip generation of the proposed development.

Table 6.3: Total Person Trip Generation

Time	Trip Generation		
	In	Out	2-Way
AM Peak (08:00-09:00)	10	13	22
PM Peak (17:00-18:00)	8	10	18
Daily (07:00-19:00)	81	84	165

6.9 As can be seen, the AM peak hour is expected to generate the highest peak hour trip attraction, however, assessing direction of travel, the peak departing trips per peak hour is 13 departing trips during the AM peak, which is considered to have a negligible impact on the local public transport network.

- 6.10 The above assessment illustrates that the proposed development will generate a low number of trips to the site, with the AM peak recording the busiest peak hour with 13 two-way movements. These will not be noticeable to other transport users, particularly in the context of the number of public transport services available to future residents/employees and walking/cycling opportunities.

Parking

Car Parking

- 6.11 The site will be provided with no on-site car parking spaces, taking account of the site's accessibility to public transport and the fact that no material parking demand is expected to be associated with the proposals.
- 6.12 The site also proposes no disabled car parking provision on-site. This approach has been taken given the scale of the residential and office space proposed and the spatial constraints of the site in delivering such a provision. In the event that a disabled car user does arrive at the site, they will be able to make use of the existing on-street parking bays on Tottenham Street, circa 45m to the site to the south.
- 6.13 Notwithstanding the above, the Applicant is content to further discuss with LBC whether further disabled parking is required, in which case provision of a disabled parking bay adjacent the site on Tottenham Mews could be investigated.

Cycle Parking

- 6.14 Cycle parking will be provided for all site uses in line with the draft new London Plan standards. The residential units will be provided with a dedicated cycle store, located at basement level and accessible via lift or stairs, providing cycle parking for 44 cycles, in the form of 2-tier cycle stands.
- 6.15 The office element of the site will be provided with a dedicated cycle store at ground floor level adjacent to the office space, with space for 6 cycles to park through the provision of 2-tier cycle stands.
- 6.16 In addition, provision for larger-adapted cycles or mobility scooters will be provided at ground floor level, at grade with Tottenham Mews, enabling the parking of 2 mobility scooters or larger/adapted cycles.

- 6.17 The layout of the site does not allow for the provision of short-stay cycle parking within the red line boundary, however Applicant is willing to provide a financial contribution for the provision of short-stay cycle parking in-line with draft new London Plan requirements in the vicinity of the site.

Servicing

Servicing Arrangements

- 6.18 It is expected that delivery vehicles for the proposed development will make use of suitable sections of single yellow line within Tottenham Mews, in the same manner as other properties within the mews are currently serviced. It is expected that larger delivery vehicles such as 7.5t box vans, will be required to reverse into Tottenham Mews, due to the narrow width of the mews street preventing turning manoeuvres by large vehicles. This is an existing constraint experienced by existing properties on Tottenham Mews.

Servicing Requirements

- 6.19 Deliveries to the proposed development will most commonly be undertaken by bicycle, motorcycle and small vehicles on account of the type of goods typically delivered to office and residential uses, such as couriered documents, postal mail, stationery and online shopping deliveries.
- 6.20 As a general rule of thumb, residential units generate approximately 12-15 deliveries per 100 units per day. It is anticipated that the 23 residential units will generate 2-4 deliveries per day. The expected number of deliveries to the office space has been based on evidence published by the City of London, which assumes 0.22 deliveries per 100sqm (GEA) for B1 office space. This evidence suggests that the proposed office space will generate circa 1 delivery per day.
- 6.21 In total, the Site is expected to receive approximately 3-5 deliveries per day, which is the equivalent of less than 1 delivery per hour across the working day.

Waste Storage and Collection

- 6.22 Waste will be stored within secure, separate waste stores at ground floor level, for both the office and residential uses. Waste storage for both uses has been provided in line with LBC waste storage guidance and BS 5906:2005.



- 6.23 Waste will be collected on-street, in the same manner as waste collections for neighboring properties, which is envisaged to comprise waste collection vehicles reversing in to Tottenham Mews from Tottenham Street. Waste collection operatives will be able to collect waste directly from the stores, which are located within 10m of Tottenham Mews.

Delivery, Servicing and Waste Management Plan

- 6.24 Further details of the waste collection strategy and servicing strategy for the site is provided within the draft Delivery, Servicing, and Waste Management Plan (DSWMP), which is provided as an accompanying document to this Transport Statement.

7 SUMMARY AND CONCLUSION

Summary

- 7.1 Caneparo Associates is appointed by Central London Commercial Estates Limited ('the Applicant') to provide transport planning advice regarding the redevelopment of the vacant building at 14-19 Tottenham Mews, located in the Borough of Camden (LBC).
- 7.2 The site comprises a temporary prefabricated building dating from the 1970s, which is located on the western side of Tottenham Mews. The building is currently vacant and is soon to be demolished by the Applicant to allow the site to be utilised to facilitate the construction of the approved scheme at Middlesex Hospital Annex.
- 7.3 The proposal seeks the erection of a ground plus five storey building (plus one basement level) to provide office (e class) at part ground and basement level and residential dwellings (C3) at ground and floors one to five and associated landscaping, cycling parking and all necessary enabling works.
- 7.4 In summary:
- The site is located within a highly-accessible London location (PTAL 6b) and as such the majority of trips associated with the proposals can be expected to be made by sustainable modes of travel.
 - The proposed development will be 'car-free' therefore will not provide any on-site car parking, taking account of the excellent accessibility of the site to public transport and transport policy requirements.
 - Cycle parking will be provided in accordance with the draft new London Plan standards. The provision will offer secure, sheltered and accessible cycle parking facilities and adopting the standards outlined in the new draft London Plan will promote cycling to employees, residents and visitors at the site.
 - All deliveries will be undertaken on-street from Tottenham Mews, in the same manner as deliveries for neighbouring properties. The existing level of vehicle activity and anticipated servicing trips generated by the residential units and office space demonstrates that servicing for the site can be accommodated on-street without detriment to the operation of the local road network.

- An assessment of the trip generation of the proposed development has concluded that this will be very low. The impact of the Development has been considered in relation to the surrounding transport network and concludes that there will not be a noticeable impact on the local highway or public transport networks.

Conclusion

7.5 In light of the above, we conclude that the proposed development will not result in a material impact in highways and transportation terms. Furthermore, in accordance with revised NPPF paragraph 109, the residual cumulative impacts of the development are not considered severe, and, as such, should not be prevented or refused on transport grounds.

Appendix A

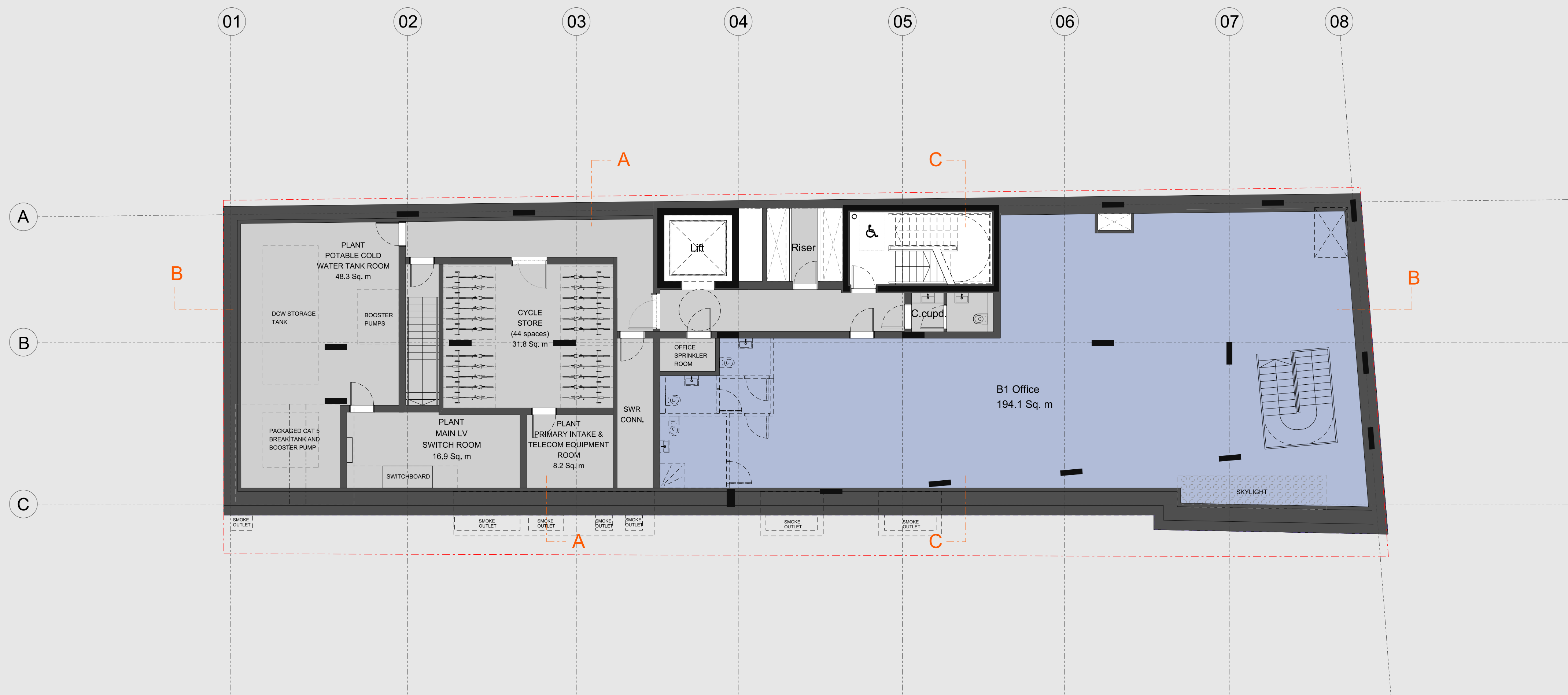
Notes

This drawing is copyright Piercy&Company.
Do not scale from this drawing.
All dimensions and levels to be checked on site by the contractor and such dimensions to be his responsibility.
Report all drawing errors, omissions and discrepancies to the architect.

DISCLAIMER

This document may be issued in an editable digital CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version as a record of the original file. It is for those parties making such alterations and/or additions to ensure that they make use of current background information.

Piercy&Company accepts no liability for either; any such alterations and/or additions to the background information by others; or any other changes made by others to the architectural content of the background information itself.



Rev	Date	Description
-----	------	-------------



Project	
14 - 19 Tottenham Mews	
Client	
Derwent London	
Date	Scale
06/11/20	1:100 @ A1

Lower Ground Floor Plan

Drawn	Checked	Approved
KC	VP	ML

Drawing Status					
Planning					
Project	Discipline	Level	Series	Dwg No	Rev.
13565	A	B01	03	099	-



Notes
This drawing is copyright Piercy&Company.
Do not scale from this drawing.
All dimensions and levels to be checked on site by the contractor and such dimensions to be his responsibility.
Report all drawing errors, omissions and discrepancies to the architect.

DISCLAIMER
This document may be issued in an editable digital CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version as a record of the original file. It is for those parties making such alterations and/or additions to ensure that they make use of current background information.

Piercy&Company accepts no liability for either; any such alterations and/or additions to the background information by others; or any other changes made by others to the architectural content of the background information itself.

Rev	Date	Description
-----	------	-------------



Project 14 - 19 Tottenham Mews	
Client Derwent London	
Date 06/11/20	Scale 1:100@A1

Ground Floor Plan

Drawn KC	Checked VP	Approved ML
--------------------	----------------------	-----------------------

Drawing Status Planning					
Project	Discipline	Level	Series	Dwg No	Rev.
13565	A	L00	03	100	-



Notes
This drawing is copyright Piercy&Company.
Do not scale from this drawing.
All dimensions and levels to be checked on site by the contractor and such dimensions to be his responsibility.
Report all drawing errors, omissions and discrepancies to the architect.

DISCLAIMER
This document may be issued in an editable digital CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version as a record of the original file. It is for those parties making such alterations and/or additions to ensure that they make use of current background information.

Piercy&Company accepts no liability for either: any such alterations and/or additions to the background information by others; or any other changes made by others to the architectural content of the background information itself.

Rev	Date	Description
-----	------	-------------



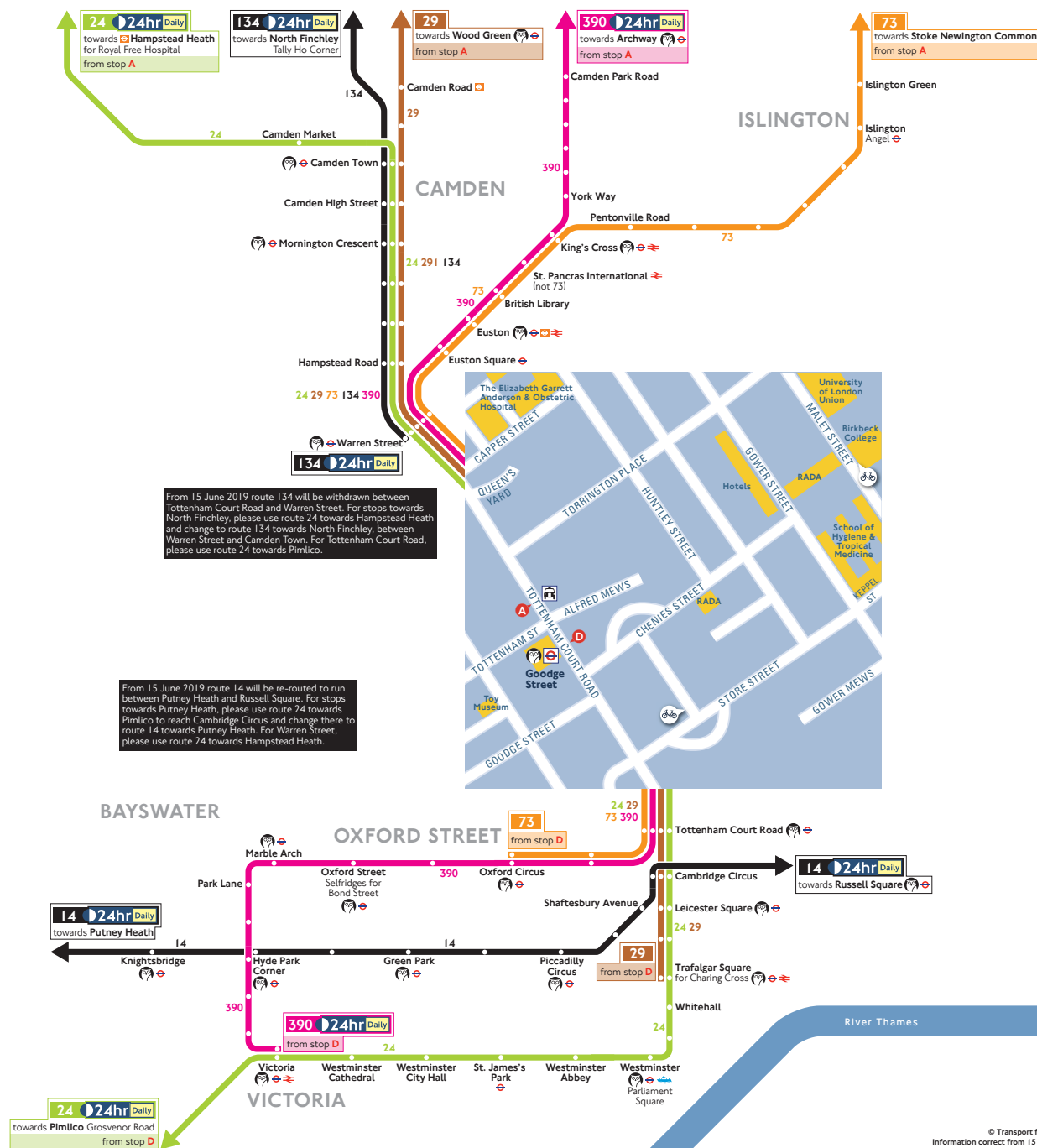
Project 14 - 19 Tottenham Mews	
Client Derwent London	
Date 06/11/20	Scale 1:100@A1

First Floor Plan

Drawn	Checked	Approved			
KC	VP	ML			
Drawing Status					
Planning					
Project	Discipline	Level	Series	Dwg No	Rev.
13565	A	L01	03	101	-

Appendix B

Buses from Goodge Street










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)



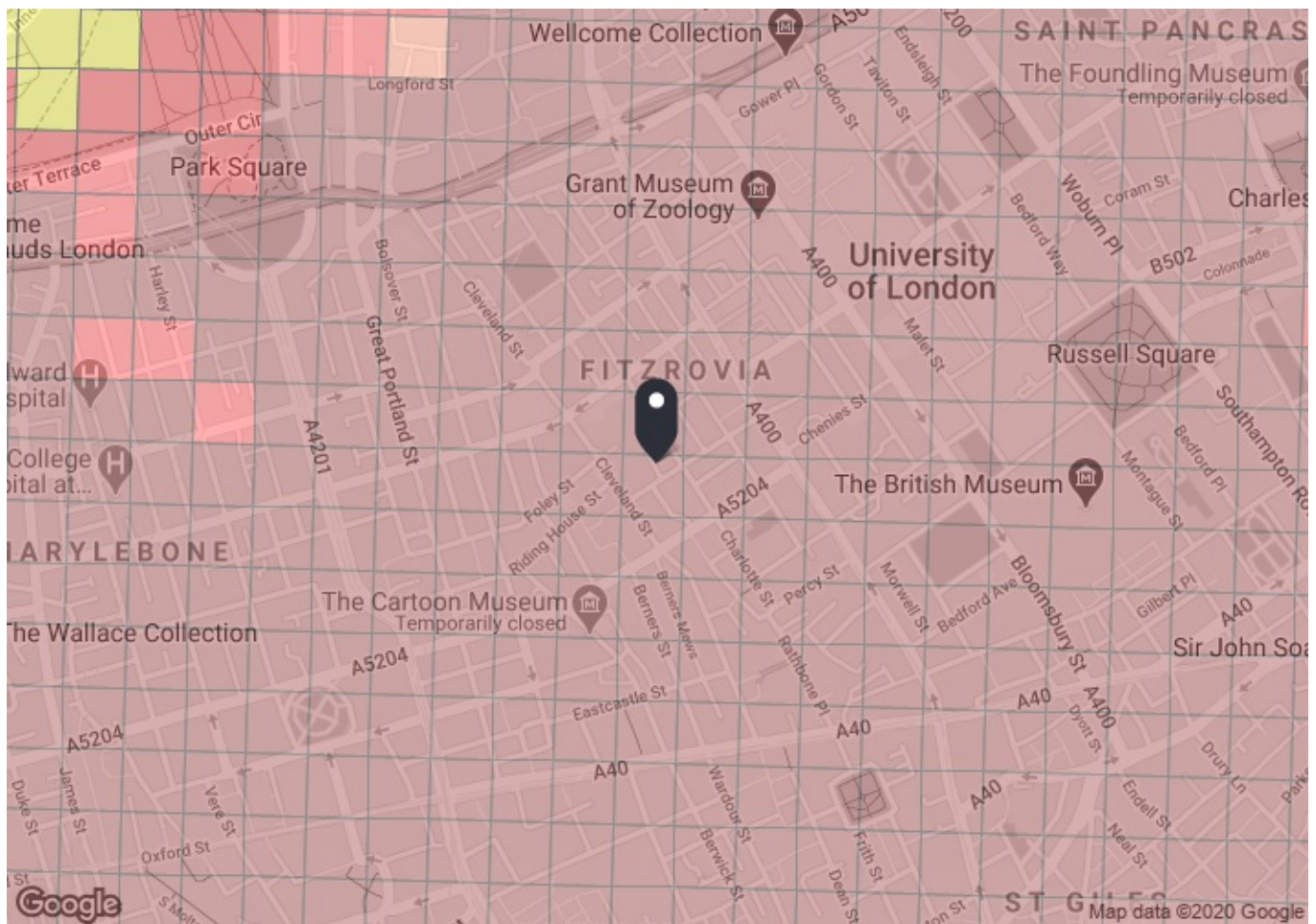
Key

	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

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

Appendix C



PTAL output for Base Year 6b

Tottenham Mews
Tottenham Mews, Fitzrovia, London W1W, UK
Easting: 529354, Northing: 181775

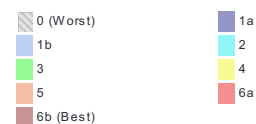
Grid Cell: 86855

Report generated: 04/11/2020

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

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BROADCASTING HOUSE	C2	637.93	8	7.97	5.75	13.72	2.19	0.5	1.09
Bus	BROADCASTING HOUSE	88	637.93	9	7.97	5.33	13.31	2.25	0.5	1.13
Bus	BROADCASTING HOUSE	453	637.93	12	7.97	4.5	12.47	2.4	0.5	1.2
Bus	OXFORD ST WARDOUR STREET	98	533.89	9	6.67	5.33	12.01	2.5	0.5	1.25
Bus	OXFORD ST WARDOUR STREET	25	533.89	8	6.67	5.75	12.42	2.41	0.5	1.21
Bus	OXFORD ST WARDOUR STREET	55	533.89	10	6.67	5	11.67	2.57	0.5	1.28
Bus	GOODGE STREET STATION	10	232.08	4.5	2.9	8.67	11.57	2.59	0.5	1.3
Bus	GOODGE STREET STATION	24	232.08	10	2.9	5	7.9	3.8	0.5	1.9
Bus	GOODGE STREET STATION	134	232.08	12	2.9	4.5	7.4	4.05	0.5	2.03
Bus	GOODGE STREET STATION	390	232.08	8	2.9	5.75	8.65	3.47	0.5	1.73
Bus	GOODGE STREET STATION	73	232.08	18	2.9	3.67	6.57	4.57	1	4.57
Bus	GOODGE STREET STATION	29	232.08	15	2.9	4	6.9	4.35	0.5	2.17
Bus	GOODGE STREET STATION	14	232.08	13	2.9	4.31	7.21	4.16	0.5	2.08
Bus	CHENIES STREET	8	414.39	10	5.18	5	10.18	2.95	0.5	1.47
LUL	Great Portland Street	'Edgware-Hammersmith '	769.92	6	9.62	5.75	15.37	1.95	0.5	0.98
LUL	Great Portland Street	'Barking-Hammersmith '	769.92	6.34	9.62	5.48	15.11	1.99	0.5	0.99
LUL	Great Portland Street	'Hammersmith-Plaistow '	769.92	1	9.62	30.75	40.37	0.74	0.5	0.37
LUL	Great Portland Street	'Aner-AldgateFast '	769.92	1	9.62	30.75	40.37	0.74	0.5	0.37
LUL	Great Portland Street	'Ches-AldgateFast '	769.92	2	9.62	15.75	25.37	1.18	0.5	0.59
LUL	Great Portland Street	'Uxbridge-AldSlow '	769.92	5.33	9.62	6.38	16	1.87	0.5	0.94
LUL	Great Portland Street	'Watford-AldSfast '	769.92	3.67	9.62	8.92	18.55	1.62	0.5	0.81
LUL	Great Portland Street	'Aldg-WatfordSlow '	769.92	3.67	9.62	8.92	18.55	1.62	0.5	0.81
LUL	Great Portland Street	'Ald-HarrowHill '	769.92	1.33	9.62	23.31	32.93	0.91	0.5	0.46
LUL	Oxford Circus	'QueensPk-El&Castle '	830.69	11.01	10.38	3.47	13.86	2.16	0.5	1.08
LUL	Oxford Circus	'El&Castle-Harrow&W '	830.69	5.67	10.38	6.04	16.42	1.83	0.5	0.91
LUL	Oxford Circus	'StbridgePk-El&Castle '	830.69	5	10.38	6.75	17.13	1.75	0.5	0.88
LUL	Oxford Circus	'Waterloo-QueensPk '	830.69	1	10.38	30.75	41.13	0.73	0.5	0.36
LUL	Oxford Circus	'Waterloo-Harrow&W '	830.69	0.33	10.38	91.66	102.04	0.29	0.5	0.15
LUL	Oxford Circus	'SevenSisters-Brixton '	830.69	11.67	10.38	3.32	13.7	2.19	0.5	1.09
LUL	Tottenham Court Road	'Ealing-Epping '	563.18	3	7.04	10.75	17.79	1.69	0.5	0.84
LUL	Tottenham Court Road	'WRuislip-Epping '	563.18	3	7.04	10.75	17.79	1.69	0.5	0.84
LUL	Tottenham Court Road	'RuislipGar-Epping '	563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'WhiteCity-Epping '	563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'Epping-NActon '	563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'Northolt-Epping '	563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'Debden-WRuislip '	563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'WhiteCity-Debden '	563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'Debden-Northolt '	563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'RuislipGdns-Debden '	563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'Loughton-WRuislip '	563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'NActon-Loughton '	563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'RuislipGdns-Loughton '	563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'Loughton-WhiteCity '	563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'Loughton-Northolt '	563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Loughton '	563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'Ealing-NewburyPark '	563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'WRuislip-NewburyPark '	563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'NActon-NewburyPark '	563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Hainault '	563.18	5	7.04	6.75	13.79	2.18	0.5	1.09
LUL	Tottenham Court Road	'Hainault-Nacton '	563.18	1.33	7.04	23.31	30.35	0.99	0.5	0.49
LUL	Tottenham Court Road	'Hainault-WRuislip '	563.18	3.33	7.04	9.76	16.8	1.79	0.5	0.89
LUL	Tottenham Court Road	'Hain-NP-RuislipGdns '	563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'Hainault-WhiteCity '	563.18	1.67	7.04	18.71	25.75	1.16	0.5	0.58
LUL	Tottenham Court Road	'Hainault-NP-Northolt '	563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'GrangeHill-WD-Eal '	563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'GrangeHill-Wldf-Whit '	563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'GrangeHill-Wldf-WRsp '	563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'MillHill-Morden '	563.18	1.67	7.04	18.71	25.75	1.16	0.5	0.58

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Tottenham Court Road	'Mill Hill E-Kenningt'	563.18	1.67	7.04	18.71	25.75	1.16	0.5	0.58
LUL	Warren Street	'High Barnet-Morden'	736.2	0.33	9.2	91.66	100.86	0.3	0.5	0.15
LUL	Warren Street	'Walthamstow C-Brixton'	736.2	15	9.2	2.75	11.95	2.51	0.5	1.25
LUL	Goodge Street	'Morden-Edgware'	241.83	4.67	3.02	7.17	10.2	2.94	0.5	1.47
LUL	Goodge Street	'Edgware-Kennington'	241.83	8	3.02	4.5	7.52	3.99	1	3.99
LUL	Goodge Street	'High Barnet-Kenningt'	241.83	5.33	3.02	6.38	9.4	3.19	0.5	1.6
Total Grid Cell AI:										55.73

Appendix D

Calculation Reference: AUDIT-358901-190123-0156

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
IS	ISLINGTON	2 days
SK	SOUTHWARK	1 days

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

Secondary Filtering selection:

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

Parameter:	Number of dwellings
Actual Range:	14 to 29 (units:)
Range Selected by User:	5 to 100 (units:)

Parking Spaces Range: Selected: 0 to 290 Actual: 0 to 290

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 10/11/18

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 undertaken using machines.

Selected Locations:

Edge of Town Centre	3
---------------------	---

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

Selected Location Sub Categories:

Residential 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:

C3	3 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	3 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	3 days
-------------	--------

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:

6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Built-Up Zone Total Number of dwellings: 15 <i>Survey date: WEDNESDAY 29/06/16</i>		
2	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Residential Zone Total Number of dwellings: 14 <i>Survey date: MONDAY 27/06/16</i>		
3	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS	SOUTHWARK
	Edge of Town Centre Built-Up Zone Total Number of dwellings: 29 <i>Survey date: THURSDAY 23/04/15</i>		
	<i>Survey Type: MANUAL</i>		

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
EN-03-C-03	.
HK-03-C-03	.
HO-03-C-01	.
IS-03-C-03	.
KN-03-C-01	.
SK-03-C-01	.
WH-03-C-01	.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	19	0.017	3	19	0.293	3	19	0.310
08:00 - 09:00	3	19	0.069	3	19	0.500	3	19	0.569
09:00 - 10:00	3	19	0.086	3	19	0.362	3	19	0.448
10:00 - 11:00	3	19	0.034	3	19	0.138	3	19	0.172
11:00 - 12:00	3	19	0.052	3	19	0.034	3	19	0.086
12:00 - 13:00	3	19	0.052	3	19	0.052	3	19	0.104
13:00 - 14:00	3	19	0.103	3	19	0.086	3	19	0.189
14:00 - 15:00	3	19	0.052	3	19	0.086	3	19	0.138
15:00 - 16:00	3	19	0.052	3	19	0.069	3	19	0.121
16:00 - 17:00	3	19	0.241	3	19	0.086	3	19	0.327
17:00 - 18:00	3	19	0.293	3	19	0.086	3	19	0.379
18:00 - 19:00	3	19	0.328	3	19	0.155	3	19	0.483
19:00 - 20:00	3	19	0.448	3	19	0.086	3	19	0.534
20:00 - 21:00	3	19	0.172	3	19	0.138	3	19	0.310
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.999			2.171			4.170

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.

Appendix E

Calculation Reference: AUDIT-358901-180628-0636

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01 GREATER LONDON
CI CITY OF LONDON 2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1386 to 9803 (units: sqm)
Range Selected by User: 408 to 120000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 05/07/17

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:

Wednesday 1 days
Friday 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 undertaken using machines.

Selected Locations:

Town Centre 2

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

Selected Location Sub Categories:

Commercial Zone 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®.

Population within 1 mile:

25,001 to 50,000 1 days
50,001 to 100,000 1 days

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

Secondary Filtering selection (Cont.):

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:

0.5 or Less

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:

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:

6b (High) Excellent

2 days

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

LIST OF SITES relevant to selection parameters

1	CI-02-A-01	OFFICES		CITY OF LONDON
	50 CANNON STREET			
	CITY OF LONDON			
	BANK			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1386	sqm	
	Survey date: WEDNESDAY	21/10/09		Survey Type: MANUAL
2	CI-02-A-02	OFFICES		CITY OF LONDON
	GRACECHURCH STREET			
	MONUMENT			
	CITY OF LONDON			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:	9803	sqm	
	Survey date: FRIDAY	29/11/13		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	2	5595	0.643	2	5595	0.080	2	5595	0.723
08:00 - 09:00	2	5595	2.225	2	5595	0.188	2	5595	2.413
09:00 - 10:00	2	5595	1.037	2	5595	0.322	2	5595	1.359
10:00 - 11:00	2	5595	0.527	2	5595	0.411	2	5595	0.938
11:00 - 12:00	2	5595	0.447	2	5595	0.956	2	5595	1.403
12:00 - 13:00	2	5595	0.956	2	5595	1.457	2	5595	2.413
13:00 - 14:00	2	5595	1.555	2	5595	1.198	2	5595	2.753
14:00 - 15:00	2	5595	0.751	2	5595	0.420	2	5595	1.171
15:00 - 16:00	2	5595	0.349	2	5595	0.518	2	5595	0.867
16:00 - 17:00	2	5595	0.492	2	5595	1.001	2	5595	1.493
17:00 - 18:00	2	5595	0.223	2	5595	2.172	2	5595	2.395
18:00 - 19:00	2	5595	0.125	2	5595	0.366	2	5595	0.491
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	9.330			9.089			18.419		

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	1386 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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