vectos.

TRANSPORT STATEMENT

SEGRO

3-6 Spring Place, Kentish Town, Camden

04/08/2021

Transport Statement

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1 Introduction

1.1 SEGRO has appointed Vectos to provide advice on highways and transport related to the proposals at 3-6 Spring Place, Kentish Town within the London Borough of Camden (LBC).

1.2 The site is located in an accessible Central London location with a number of bus stops located within 550m of the site and Kentish Town West Overground station located approximately 500 metres south of the site and Kentish Town railway and underground station located 650m to the east. There are also a number of local amenities in close proximity to the site such as Lidl Supermarket and Tesco Express to the east.

1.3 The site is currently vacant but comprises circa 1,900sqm of B2 industrial floorspace that was in use by an industrial operator (Addison Lee). Addison Lee used the site to service and repair their fleet of cars.

1.4 The proposals comprise the change of use from industrial (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E), refurbishment of existing building and associated works.

1.5 The proposals comprise a car-free scheme, excluding vehicles associated with the operation use of the site. This is considered appropriate given the highly accessible Central London location of the site. Any vehicle requiring access to the site will do so via an amended access arrangement, which seeks to alter the existing access arrangements to provide three access doors instead of four as well as widen the doors to facilitate on-site loading.

1.6 A planning application (Ref: 2020/5913/P) was submitted in January 2021 for the change of use of an existing industrial unit (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E). The application was supported by a Transport Statement (TS), Delivery and Servicing Management Plan (DSMP) and Travel Plan Statement (TPS).

1.7 Following submission of the planning application (Ref: 2020/5913/P), further consultation with LBC and key stakeholders including local residents' groups was undertaken. As a result, there are changes to the scheme presented within this, which includes an amended access strategy to facilitate on-site loading and remove any need for on-street loading. The amended proposals are detailed within this Transport Statement and this report replaces the previously submitted TS dated December 2020 to ensure that all of the additional transport related work undertaken is included in a single report.

1.8 As the Highway Authority, the London Borough of Camden (LBC) Highways Team provided comments on the application at the site (Ref: 2020/5913/P), and these are included at **Appendix A**. The table below summarises the main highway comments provided in relation to the previous scheme and provides a response to each point. It is concluded that there are no insurmountable transport related concerns and that there would be no severe residual cumulative impacts and that in the context of the guidance in the NPPF this proposal should not be resisted on transport grounds. Further details around each response are provided throughout this report.

Table 1.1: Highways Comments and Vectos Response

Highways Comment	Response
There is a reasonable possibility of the operator using self-employed owner driver franchisees (ODFs). This would limit the operator's control of certain aspects of driver behaviour such as van commuting to the site and indiscriminate parking in the area.	As part of the revised scheme, everything will be contained on site and as such there will be no overspill. It has been demonstrated that there is adequate room within the site to accommodate vehicles when they arrive and depart the site.
The proposed routeing includes Queens Crescent (west of Grafton Road), which has a street market two days a week and may be closed to all through traffic in the future.	The revised scheme means that all servicing vehicles (7.5t - 18t) vehicles will route to/from the site via Holmes Road and Grafton Road to the south. There will be no requirement to route via Queens Crescent.
The proposed routeing includes Holmes Road, which has a KSI hotspot at the junction with Kentish Town Road and may have traffic restrictions applied in the future.	The level of traffic as a result of the development will generate negligible amounts of traffic on Holmes Road. Notwithstanding this, SEGRO is proposing in the framework DSMP to restrict servicing vehicles (7.5t -18t) travelling on Holmes Road between the hours 0800-0945 and 1515-1615 to avoid school times. In any case, all traffic (irrespective of the ODF or overnight model) is likely to travel outside of peak school times. There is an area of KSI's at the Holmes Road/Kentish Town Road junction and the Applicant is willing to work collaboratively with the Council to improve safety at this location whilst maintaining vehicular access to existing employment sites including 3-6 Spring Place.
The proposed routeing includes Grafton Road, which is residential and forms part of Cycle Superhighway 6.	The likely level of traffic anticipated on Grafton Road is negligible. Furthermore, whilst it is noted that Grafton Road is a residential in nature and part of a cycle route, this does not restrict vehicles from using it and it is considered an acceptable existing route for LGVs and HGVs. Other vehicles would still be able to use this route and as such it is not reasonable to restrict vehicles associated with the development using Grafton Road.
The proposed routeing includes Queens Crescent (east of Grafton Road) which has a narrow carriageway and is adjacent to a MUGA.	The revised scheme means that all servicing vehicles (7.5t - 18t) vehicles will route to/from the site via Holmes Road and Grafton Road to the south and as such routing to the north via Gillies Street is no longer required.

The proposed routeing includes a dog leg: Spring Place – Holmes Road – Grafton Road, which is close to the Collège Français Bilingue de Londres with nearly 700 pupils.	At the Spring Place/Holmes Road/Grafton Road 'dogleg' there are wide footways with bollards on either side of the road to separate vehicles and pedestrians. There is also a raised table to reduce vehicle speeds. In addition, there has only been one slight pedestrian/cyclist casualty at this location. Given the proposals will not significantly increase vehicle movements at this location, it will not detrimentally affect the safety of pedestrians and cyclists.
The lack of working space within the site could bring about indiscriminate parking of delivery vans in the surrounding network.	B8 Last mile operations are highly efficient, controlled operations, which are technology managed using software to drive speed and efficiency. As part of the revised proposals, a detailed indicative internal layout design has been produced to demonstrate how the operation can be laid out to manage loading activity and vehicles in and out of the site sequentially. As a result, there will be no overspill parking, and everything will be contained on-site. The former Addison Lee operation also demonstrates precedent for a well-managed operation.
The use of Spring Place to offload incoming HGVs (and possibly LGVs) would involve the large scale transfer of goods over the footway, to the detriment of pedestrian safety.	The amended scheme seeks to alter the existing access arrangements in order to facilitate on-site servicing/loading and as such no on-street loading would be required, taking away the need to transfer and goods of the footway.

1.9 The remainder of this report is set out as follows:

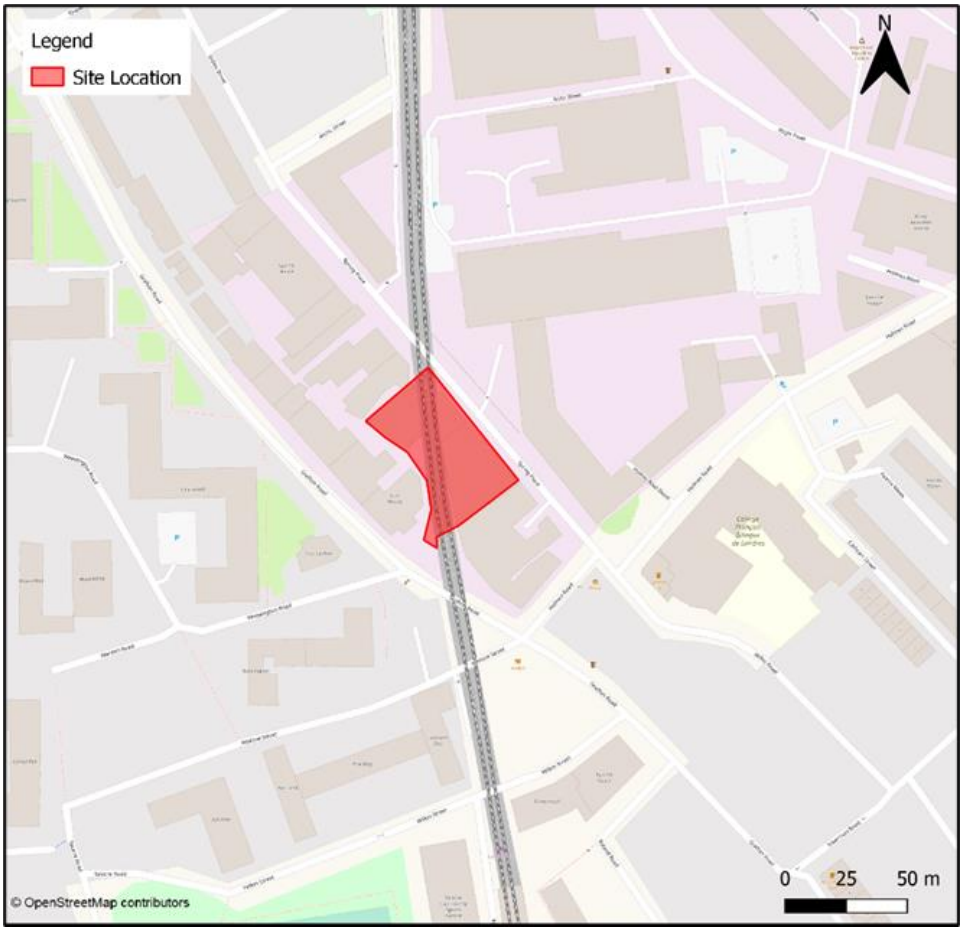
- **Section 2 – Baseline Conditions:** Provides a description of the existing transport conditions;
- **Section 3 – Policy Context**: Provides an overview of transport policy;
- **Section 4 – Development Proposals**: Describes the proposed development including, access, parking and servicing arrangements;
- **Section 5 – Trip Generation**: Sets out the trip generation associated with the existing/previous use and the trip generating potential of the proposed uses
- **Section 6 - Effect of Development**: Considers the traffic impact related to the development proposals on the surrounding highway network; and,
- **Section 7 – Summary and Conclusions**: Provides a summary and findings of the Transport Statement.

2 Existing Conditions

Site and Surroundings

2.1 The site is bounded by Spring Place to the north, further industrial/office uses to the east office buildings and Grafton Road to the south and residential properties to the west. The location of the site is illustrated in **Figure 2.1**.

Figure 2.1: Site Location Plan



2.2 The site is currently vacant but comprises circa 1,900sqm of B2 industrial floorspace that was in use by an industrial operator (Addison Lee).

Highway Network

Spring Place

2.3 Spring Place is a single carriageway road bounding the north of the site. Adjacent to the site, on the western side of Spring Place a loading only parking restriction is present for a length of approximately 70m. The remaining parking restrictions on Spring Place comprise a combination of double yellow, permit (Monday-Friday, 08:30-18:30) and paid parking (Monday-Friday, 08:30-18:30) with a maximum stay of two hours.

Grafton Road

2.4 Grafton Road is located within a Controlled Parking Zone (Monday-Friday, 08:30-18:30) with speed bumps along its length. In proximity to the junction with Inkerman Road, a central island is present which reduces the width of the carriageway.

2.5 North of the site on Grafton Road there are two 'no through route' sections in place Monday-Friday 07:00-10:00 and 15:00-19:00 alongside reduced road width at pinch points (2.1m).

Queens Crescent

2.6 Queens Crescent is a single carriageway road with car parking permitted along both sides of the carriageway for varying lengths. This road provides a direct connection to the B517 to the west of the site.

2.7 It is noteworthy that Queens Crescent is closed due to the market (Thursdays and Saturdays) and in the future it may be closed to all through traffic as it is currently subject to a 'motor traffic free environmental trial'.

Gilles Street

2.8 Gilles Street forms a short solely residential street to the north of Spring Place. Car parking is permitted on both sides of the carriageway with a parking permit (Monday-Friday, 08:30-18:30).

Holmes Road

2.9 Holmes Road is a two-way single carriageway subject to a 20mph speed limit. It currently provides access to a number of existing uses including the Veolia site located in the vicinity of the site.

2.10 It is understood that there LBC has future aspirations for Holmes Road, but no plans or potential schemes are available yet.

Recent Planning History

Most Recent Use

2.11 The site is currently vacant but comprises circa 1,900sqm of B2 industrial floorspace that was in use by an industrial operator (Addison Lee). Addison Lee used the site to service and repair their fleet of cars.

Extant Planning Consent

2.12 More recently a planning application (planning ref: 2016/5181/P) for the redevelopment of the site to comprise approximately 3,400sqm of office space and 125sqm of restaurant/café use was granted planning approval in December 2017. However, it is understood that this has not been built (as the scheme was not commercially attractive/ there was insufficient occupier demand) and the necessary conditions associated with this permission have not been discharged.

Nearby Applications

2.13 Future development in the vicinity of the site includes the Veolia Council Depot Site, which is located to the north of 3-6 Spring Place and is identified as an allocated site within the Camden Local Plan through Policy SSP6.

2.14 The Veolia site is allocated as a predominately C3 residential led mixed-use scheme including active frontages along Holmes Road and Spring Place. The Council has stated that an enhanced public realm including improved pavements, tree planting and cycle lane links should be considered. This is likely to improve the area for non-motorised users.

Kentish Town Planning Framework (2020)

2.15 It is noted that the site is in an area of changing character as identified through the Kentish Town Planning Framework (July 2020). Within the framework area there are two principle development areas that are expected to come forward for comprehensive redevelopment: the Regis Road Growth Area and Murphy's Yard.

2.16 As a result of the redevelopment of the area, a number of improved connections are suggested such as the new access points via Gordon House Road, York Mews, Holmes Road, Spring Place, Arctic Street and Kentish Town City Farm. Additional access points in the area will open up the road network and could provide easier connections to and from the site.

2.17 The area has a significant industrial and commercial presence. Given that the industrial nature of the area is noted within the framework, it is considered that the creation of industrial uses in this location is acceptable. The use of a freight consolidation centre is also strongly encouraged within the framework. It is also noted that the document sets out that new development should continue the Central Activity Zones (CAZ) supporting role for the area, in particular 'last mile' storage and logistics/ distribution and 'just in time' servicing.

2.18 It is also noted that businesses that require low frequency servicing, that can be serviced by clean vehicles or bike couriers, should be prioritised.

Walking and Cycling

2.19 The site is well connected to a network of good quality footways in the vicinity of the site. Uncontrolled pedestrian crossing facilities are provided across Grafton Road north of Queens Crescent. Three controlled pedestrian crossings are also available across Grafton Road at the junction with Prince of Wales Road; across Prince of Wales Road at the junction with Grafton Road; and opposite Kentish Town Station, enabling safe pedestrian connections to shops, bus stops and Kentish Town Station.

2.20 It is noteworthy that there is dropped kerb provision on crossings in the vicinity of the site as well as the wider area.

2.21 Cycleway 6 is located approximately 700m south of the site providing connections to St Pancras, Farringdon and Elephant and Castle. Grafton Road also has an on-road cycle route.

Public Transport

2.22 The Transport for London (TFL) online calculator, WebCAT, indicates that the site achieves a PTAL of 5. This indicates a 'very good' level of accessibility to public transport services. Further details of the public transport opportunities in the vicinity to the site are set out below.

Bus

2.23 The closest bus stops to the site are located to the south on Prince of Wales Road (Kentish Town West Station Stop) and to the east on the A400 Kentish Town Road (Kentish Town Station Stop). These stops are served by bus routes 46, 88, 134, 214, 393 and N20. Table 3.1 provides a summary of local bus routes in the area.

Table 2.1: Local Bus Routes

Service Number	Route	Weekday (mins)
46	Lancaster Gate Station - St Bartholomew's Hospital	8-12
88	Parliament Hill Fields - Omnibus Clapham	6-10
134	North Finchley Bus Station - University College Hospital / Euston Road	6-10
214	Highgate School / Hampstead Lane - Finsbury Square	6-10
393	Upper Clapton Road / Brooke Road - Chalk Farm / Morrisons	10-13
N20	Barnet High Street / Barnet Church - Whitehall / Trafalgar Square	30

Rail

2.24 Kentish Town West Overground Station and Kentish Town railway and underground station are located approximately 500m south and 650m east of the site respectively. Kentish Town railway and underground station is served by Thameslink and the northern line.

2.25 Combined, these stations provide frequent services to a number of local and regional destinations such as Hampstead Heath, Euston/ St Pancras, Willesden Junction, London Bridge, London Waterloo, Luton and Bedford.

Local Amenities

2.26 The site is located adjacent to Kentish Town Centre and as such a number of retail, restaurant and services including banks are all within a reasonable walking distance from the site enabling convenient destinations within walking distance on a lunch break.

Car Club

2.27 Car Clubs can help to reduce car ownership by offering the convenience of a car, without the costs of repairs, servicing, insurance and parking. The nearest car club bay to the site is located on approximately 500m to the south on Prince of Wales Road.

Summary

2.28 On the basis of the above, it is evident that the site is located in a highly accessible location within close proximity to local amenities and public transport interchanges. In addition, the existing walking and cycling infrastructure in the vicinity of the site is good and well-connected and as such will help promote sustainable travel for future staff that use the site.

3 Policy Context

3.1 The planning application for the proposals will be prepared in accordance with the relevant national, regional and local planning policy, which includes:

- National Planning Policy Framework (NPPF, 2021);
- Intend to Publish London Plan (2019);
- Camden Local Plan (2017); and
- Kentish Town Planning Framework (2020)

National Planning Policy Framework (NPPF) (July 2021)

3.2 The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government on July 20th, 2021. This revised Framework replaces the previous National Planning Policy Framework published in March 2012, revised in July 2018 and updated in February 2019.

3.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for development can be produced. As such, the NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

3.4 The three overarching objectives to achieve sustainable development outlined within the NPPF include:

a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

3.5 Chapter 9 covers the promotion of 'Sustainable Transport' and states in paragraph 104 that transport issues should be considered in the earliest stages of plan-making and 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 transport 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.'

Considering Development Proposals

3.6 NPPF states 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.'

3.7 Guidance is provided on the consideration of proposals. It is mentioned that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*

3.8 Within the above context it is stated that all applications for developments should:

'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character.'

The London Plan (2021)

3.9 This London Plan was published in 2021, revised from the 2019 edition, aiming like its' predecessors to guide the development of London in the future.

3.10 Chapter 10 sets out the relevant transportation policies. Key points are summarised below:

- Developments should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.
- Developments should promote cycling and walking, along with how they fit into TfL guidance on Healthy Streets (Policy T2).
- Developments should submit transport assessments/statements to ensure impacts are assessed (Policy T4B), along with the addition of relevant mitigation (Policy T4C).
- For industrial sites the parking provision should be decided on a case-by-case basis, starting with standards given in Table 10.4 within the document (Paragraph 10.6.18).

The Camden Local Plan (2017)

3.11 The aim of the Camden Local Plan with regard to transport is:

"to ensure that growth is supported by healthy and sustainable transport choices"

3.12 Policy T1 focuses on sustainable transport, specifically on the prioritisation of walking, cycling and public transport. Particular focus is given to the improvement of the "*pedestrian environment"* (Policy T1a and T1b) and promoting cycle usage within the borough (T1g-k), along with public transport.

3.13 Policy T2 states that:

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

3.14 Policy T3 states:

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

We will:

- *Not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and*
- *Protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance".*

3.15 Policy T4 states:

"The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will:

- *Encourage the movement of goods and materials by canal, rail and bicycle where possible;*
- *Protect existing facilities for waterbourne and rail freight traffic and;*
- *Promote the provision and use of freight consolidation facilities".*

3.16 It should be noted that Policy T4 sets out that for developments of over 2,500sqm likely to generate significant movement of goods or materials, then they would be expected to accommodate goods vehicles on-site. It is important to note that the proposed development at this site falls below this threshold.

The Kentish Town Planning Framework (2020)

3.17 The Kentish Town Planning Framework was published in July 2020 and focuses specifically on the land area in two sites within the area, known as the Regis Road Growth Area, and the Kentish Town Industry Area. This vision seeks to fix certain problems brought up by public engagements and area analysis, along with creating a new neighbourhood, with access routes across the area, parks, and new renovations.

3.18 It states in Section 3.1.1:

"To create a distinct new neighbourhood, development is expected to:

- *Create a network of streets and spaces,*
- *Respond to the edges of the framework area,*
- *Define distinct character areas.*

Proposals should demonstrate a coherent network of streets and spaces that consider how movement and activity throughout the framework area will link into the surrounding context."

3.19 In Section 3.3, it sets out the objective towards sustainable transport:

- *"Address the local area priorities identified by Transport for London,*
- *Create a walking and cycling neighbourhood that prioritises inclusive and active travel choices,*
- *Improve connections to a range of public transport hubs around the area to ease pressure on Kentish Town underground station at peak hours*
- *Encourage use of electric vehicles and charging points to improve the area's air quality."*

3.20 It is also stated in Section 3.3.1:

"Development in the area must deliver:

- *Pedestrian and cycle connections to surrounding public transport, communities and existing cycle routes…,*
- *…New access points into the site, where possible, via Gordon House Road, York Mews, Holmes Road, Spring Place, Arctic Street, and Kentish Town City Farm,*
- *Servicing for industry via Sanderson Close and Regis Road,*
- *Car-free development other than for those with disabilities and for the essential operational and/or servicing requirements."*

3.21 Further comments in relation to industry are also provided in the Framework as follows:

"Industrial and commercial floorspace will require special servicing arrangements so that the negative impacts of servicing are managed and mitigated. The use of a freight consolidation centre is strongly encouraged… Less frequent and small/medium servicing vehicles can use the proposed junctions off Holmes Road, Spring Place, Gordon House Road and Greenwood Place, subject to analysis and the submission of a Servicing Plan to justify each access. A full transport assessment will be required to support any planning application."

3.22 The proposals at the site facilitate on-site loading and will be served by small/medium servicing vehicles and as such the proposal aligns with the Kentish Town Planning Framework.

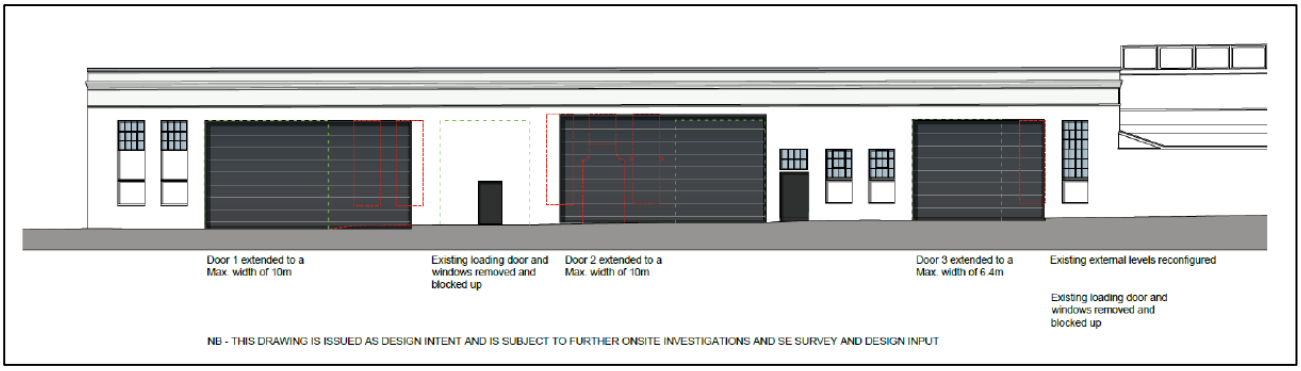
4 Development Proposals

4.1 The proposals comprise the change of use from industrial (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E), refurbishment of existing building and associated works.

4.2 It is important to note that the development proposals as part of this scheme have been amended since the original proposals presented in the original submission of planning application 2020/5913/P in January 2021. The revised proposals presented herein supersede all previously submitted details.

4.3 The updated scheme proposes to alter the existing access arrangements to provide three access doors instead of four as well as widen the doors to facilitate on-site loading. This represents a betterment to the existing situation, where historic on-street loading has occurred. The updated site layout is attached at **Appendix B** and an illustration of the proposed access arrangements is provided below.

Figure 4.1: Proposed Access Arrangements



4.4 The proposals facilitate all vehicular activity to occur on-site including all servicing/delivery of goods. Vehicle tracking (included at **Appendix C**) shows that the largest vehicles that will serve the site (7.5t -18t vehicles) can be accommodated on-site. Given all vehicular activity associated with the proposals will occur within the unit, there would not be a requirement to transfer goods over the footway. There will be no servicing undertaken on Spring Place.

4.5 As all servicing vehicles (7.5t -18t vehicles) can be accommodated on site, these vehicles will now travel to/from the site to the south via Grafton Road and Holmes Road. The routing strategy is included at **Appendix D**. Further details on the suitability of surrounding roads for the use of vehicles are provided at Section 6.

Parking

4.6 The proposals will be car-free in line with Camden and London Plan policy. The only parking on-site will be for operational purposes and the traffic generated by the site will also be operational traffic, which is likely to occur outside of peak hour periods. The proposals therefore comply with Policy T2 of the Camden Local Plan and Policy T6.2 of the London Plan.

4.7 It is important to note that vehicles associated with this use are likely to come forward as a fully or at least partly electric fleet, and appropriate provision is made for electric vehicle charging within the site accordingly to encourage/enable the future occupier of the site to use electric vehicles.

4.8 The site is located within the West Kentish Town: Inner (CA-L) controlled parking zone and has a PTAL rating of 5 (very good). This means that the site is easily accessible by public transport and the restrictions on the surrounding roads prohibit parking. It is therefore considered that staff associated with the site will travel to the site via sustainable modes and would not contribute to vehicle movements at the site.

4.9 It is also noted that a Travel Plan Statement has been produced and is submitted under separate cover. This document introduces measures to encourage staff to use sustainable modes of travel.

Internal Operation

4.10 As set out above, the amended development proposals facilitate on-site loading. As such, it is important to consider the internal operation at the site.

4.11 It is noted that the site may attract demand for use as a last mile 'micro' depot, under the B8 land use. This operation is the last stage of the supply chain in urban locations, focused on final mile delivery to local residents and businesses, and by nature is a much lighter operation. This is not to be confused with large National / Regional distribution centres which sort and then redistribute goods to smaller facilities.

4.12 B8 Last mile operations are highly efficient, controlled operations, which are managed using software to drive speed and efficiency. The proposals will comprise a quick operation to offload and load straight into the delivery fleet and as such larger delivery vehicles will not be required at the site for long periods of time. Given the nature of the product (fast moving goods) expected to be received on site, and then loaded straight onto delivery vehicles for outbound delivery, there will be no internal fit out and minimal storage on-site.

4.13 It is important to note that vehicles coming from off site for scheduled times already took place as part of the previous Addison Lee use. Information previously shared with LBC shows that on a typical day, the past use was served by c. 150-175 vehicles (300-350 2-way movements). In order to accommodate this level of vehicular activity, they ran an extremely efficient use of the site including:

- 550 major services per week - 16 service ramps carried out 6 major services per day = 100 vehicles.
- 500 vehicles per week for ad hoc servicing, tyre repairs, bulb changes etc = up to 75 additional per day.

4.14 To facilitate this efficient operation, Addison Lee managed this by a seamless movement of vehicles from an off-site car park in Euston, where they specifically employed drivers known to ensure vehicles arrived at their allocated service times and departed afterwards. As part of these proposals, there would be no requirement for an off-site car park as vehicle movements would be significantly less than those associated with the Addison Lee operation.

4.15 Further information with regard to the past trip generation at the site is provided at Section 5.

4.16 A B8 last mile operator is likely to be more organised, efficient and also generate far less vehicle movements when compared against a light industrial or heavy industrial use (as per the existing lawful use). As such, there will not be a signifcant highways impact as a result of the development and there would actually be a betterment if the existing use was to come back to the site.

HGV Routing Strategy

4.17 As detailed above and in **Appendix D**, the routing strategy would mean all servicing vehicles would route to/from the site via Holmes Road and Grafton Road to the south. No vehicles would route via Queens Crescent and Gilles Street to the north.

4.18 It is noted that servicing vehicles will not be permitted to travel via Homes Road between 0800 and 0945 hours and 1515 and 1615 hours (Monday to Friday) to avoid peak school times.

4.19 In order to ensure that the restrictions on Holmes Road are sufficient, surveys were commissioned on Tuesday 4th of May between 0700-1000 and 1400-1800 to record drop-off/pick-up activity associated with schools in the vicinity of the site. The full survey results are included at **Appendix E.**

4.20 The results of the survey show that the main time period of drop-offs occurred between 0820 and 0840 for circa 20 mins before vehicle drop-off activity falls off again. The main pick-up times occurred more sporadically between 1520 and 1525, 1545 and 1550, and 1610 and 1615. This could be attributed to after school clubs for example.

4.21 On the basis of the above, that restrictions the Applicant is willing to commit to on Holmes Road between 0800 and 0945 and 1515-1615, are sufficient in avoiding the busiest school periods. It is important to note that the busy periods are for short, concentrated lengths of time and not for prolonged periods. These results of the surveys are supported by on-site observations, where it was noted that there were concentrated busy periods which did not last for a substantial time, which is typical of most schools in the country and does not generally cause signifcant increase to delay or congestion for long periods.

Delivery and Servicing Management Plan

4.22 A Framework Delivery Servicing Management Plan (DSMP) has also been produced and is submitted under separate cover. This document provides further details on how deliveries to/from the site will be managed. This document has been updated to reflect the updated scheme and the DSMP dated December 2020 is superseded.

4.23 It should be noted that as part of the DSMP, the Applicant is willing to commit to the following restrictions (which could be enforced by a condition requiring approval and compliance with the final DSMP for an identified occupier):

- The development shall not be served by vehicles over 18 tonnes or articulated HGVs.
- The development shall be served by a maximum of 9 HGVs (18 two-way trips) per day.
- Prior to occupation of the development, a final Delivery & Servicing Management Plan (DSMP) shall be submitted to the Council and approved in writing, relevant to the intended occupier of the site. The development must subsequently comply with the provisions of the approved DSMP unless otherwise agreed by the Local Planning Authority. The DSMP shall include details of delivery vehicle routing, measures in relation to highway safety and measures to encourage sustainable freight

4.24 In addition, the Applicant is committed to facilitate on-site loading only with no on-street loading. The Applicant will also further make it a condition of an occupier's lease (should the unit be occupied for a last mile B8 use) that 25% of its vehicle fleet will be electric or otherwise emission free, thereby ensuring a commitment to sustainable logistics operations, in addition to the significant environmental improvements to the building itself. This commitment exceeds requirements set out within the London Plan.

4.25 In order to assist with monitoring and compliance with restrictions at the site, a detailed monitoring process including annual monitoring report and survey (a count of commercial traffic at the site) will be undertaken in line with TfL guidance. The first survey will take place 3 months after first occupation and the annual survey will thereby be undertaken on an annual basis for 5 years from that point. The survey will allow the type of vehicles that are serving the site to be easily recorded and ensure that it is in line with the proposals put forward.

5 Trip Generation

5.1 This section of the report considers the existing levels of trip generation associated with the site as well as the trip generating potential of the development proposals.

Past Use Trip Generation

5.2 As part of the recent application (planning ref: 2016/5181/P) for office floorspace a Transport Assessment (TA) was produced by TPP (dated September 2016). It is noted that this is an approved document listed in the Decision Notice associated with planning application 2016/5181/P and as such the Council have approved the contents of the report.

5.3 The TA included a traffic survey of the existing use (Addison Lee B2 use), which recorded the number of vehicular movements associated with the site. The results of this survey are presented in the table below.

Table 5.1: Movements associated with past Addison Lee use

Mode	Daily		
	In	Out	Total
Cars	156	158	314
LGVs	13	11	24
HGVs	2	2	4
Total	**171**	**171**	**342**

5.4 The table above demonstrates the B2 use results in a total of 342 vehicular movements throughout the day including 314 cars, 24 LGVs and 4 HGVs. It should be noted that the daily movements associated with the past use are recorded from 0600-0000 hours.

Servicing Trips

5.5 The previously submitted TA associated with a proposed office development (planning ref: 2016/5181/P) also provides information on the total number of servicing trips associated with the past Addison Lee use at the site, which is summarised in the table below.

Table 5.2: Total servicing trips associated with past Addison Lee use (average weekday)

Mode	Daily		
	In	Out	Total
LGVs	21	19	40
HGVs	6	6	12
Total	**27**	**25**	**52**

5.6 The TA sets out that a mix of on-street and on-site servicing took place with a total of 28 two-way servicing movements (24 LGV and 4 HGV) being undertaken on-site and 24 two-way servicing movements (16 LGV and 8 HGV) being undertaken on-street.

5.7 It is therefore apparent that almost half of all servicing vehicles utilised the existing delivery and servicing arrangement from the single yellow line arrangement on Spring Place.

Proposed Trip Generation

5.8 The text below provides an assessment of the trip generating potential of the Class B2/Class E (light industrial) and last mile B8 uses. For information, servicing vehicles are defined as vehicles between 7.5t and 18t and the cars/LGVs/delivery fleet are defined as vehicles under 7.5t. As noted above, no vehicles over 18t will be permitted to come to the site.

Class B2/ Class E (light industrial) Industrial Unit

5.9 An assessment of trip generation has been undertaken using the industry standard TRICS database. It should be noted that the TRICS database (the industry standard database from which trips are derived) has limited information in relation to Class B2/ Class E (light industrial) sites within greater London.

5.10 Notwithstanding this, sites have been selected using the following criteria:

Land Use: 02/C Employment, Industrial Unit;
Calculation Options: Trip rates for vehicles;
Location: Greater London;
Size (area): 620-6100sqm;
Day of Week: Weekday; and
Location Types: Suburban Area.

5.11 As noted above, TRICS has a relatively small sample size of Class E (light industrial) and B2 and as such sites that are located within outer boroughs such as Hillingdon and Brent have been used. Vehicle use is often more intensive in locations such as these (outer London boroughs) and as such the below is considered robust.

5.12 A summary of the resulting trip generation if the site was to come forward as Class B2/ Class E (light industrial), is provided in the table below. It should be noted that vehicles were not distinguished between cars and LGVs, so they have been grouped together for the purposes of this assessment. The full TRICS output report is attached at **Appendix F**.

Table 5.1: Class E Industrial/B2 Trip Generation

Time Period	Car/LGV			Servicing Vehicles			Total Vehicles		
	Arrivals	Departures	2-way	Arrivals	Departures	2-way	Arrivals	Departures	2-way
0500-0600	0	0	0	0	0	0	0	0	0
0600-0700	8	3	11	0	0	0	8	3	11
0700-0800	3	2	5	1	1	2	4	2	6
0800-0900	3	1	4	0	1	1	4	2	6
0900-1000	2	1	3	1	1	2	3	2	5
1000-1100	3	2	5	1	2	3	4	4	8
1100-1200	2	2	4	1	1	2	3	3	6
1200-1300	1	1	2	1	1	2	2	2	4
1300-1400	1	2	3	1	1	2	2	2	4
1400-1500	1	1	2	1	2	3	3	2	5
1500-1600	2	1	3	0	0	0	2	1	3
1600-1700	5	3	8	0	0	0	5	3	8
1700-1800	2	8	10	0	0	0	2	8	10
1800-1900	0	7	7	0	0	0	0	7	7
Daily	**33**	**33**	**66**	**9**	**9**	**18**	**42**	**42**	**84**

NB: Errors due to rounding

5.13 The table above demonstrates that the vehicle movements associated with the Class E Industrial/B2 uses will be spread across the day. As such, the number of movements across each hour would be low, with the highest number of movements being between 0600-0700 hours (11 two-way vehicle movements).

5.14 When the road network is usually at its busiest during the AM peak (0800-0900) and PM peak (1700-1800) the proposed Class E Industrial/B2 use would result in 6 and 8 two-way vehicle movements respectively.

5.15 On this basis it is considered that the proposed Class E Industrial/B2 use would result in an immaterial impact on the surrounding road network.

B8 Last Mile Depot

5.16 In order to inform the anticipated trip generation associated with the potential B8 Last Mile Depot use, data from existing sites within London has been provided by the Applicant. Three similar operations located within Central London have been referenced and as such are considered a good comparison to the site in Kentish Town. The location and size of these sites are detailed below.

- DPD, Hyde Park, Westminster – 780sqm;
- DPD, Vandon Street, Westminster – 465sqm; and,
- Royal Mail Depot, Poplar, Tower Hamlets – 2,000sqm.

5.17 Vehicle trip information has been extracted from relevant planning applications and information provided by the Applicant for each Central London site as set out in the text below.

DPD, Hyde Park (780sqm)

5.18 Information provided by the Applicant in relation to an approved last mile DPD scheme in Hyde Park (planning reference: 19/03539/FUL) indicates that delivery vehicles leave the site at 09:30 hours and return between 16:00 and 18:00 hours whilst HGV deliveries occur between 08:00 and 10:00 hours. Although, it should be noted that the operation is 24/7, information submitted as part of the application indicates that no vehicle trips occur during the overnight period.

5.19 The DPD unit is to occupy an area within a car park equivalent to approximately 780sqm and would expect in the region of 32 two-way movements throughout a day (between 00:00 and 00:00 hours), but as set out above are not actually anticipating any movements between 23:00 and 07:00 hours. The site is an example of an urban last mile distribution depot which delivers into the city centre being served by smaller electric HGVs.

5.20 The vehicle profile of the proposed DPD development at Hyde Park can be summarised as per the table below.

Table 5.4: Daily DPD Hyde Park Vehicle Trip Generation (780sqm)

Mode	Daily		
	In	Out	Total
Cars	0	0	0
LGVs	15	15	30
Servicing Vehicles	1	1	2
Total	**16**	**16**	**32**

Note: Errors due to Rounding

DPD, Vandon Street (465sqm)

5.21 Another similar operation to the DPD Hyde Park scheme is a DPD unit on Vandon Street, Westminster, which comprises approximately 465sqm. This unit is another example of an urban last mile distribution depot in Central London that delivers into the city centre. It is understood that vehicles operating from the Vandon Street site include two fully electric 7.5t

vehicles that deliver parcels to the depot each day. Last mile deliveries are then carried out by a fleet of 10 smaller (around 3.6t) all-electric vans.

5.22 The vehicle profile of the proposed DPD development at Vandon Street can be summarised as per the table below.

Table 5.5: Daily DPD Vandon Street Vehicle Trip Generation (465sqm)

Mode	Daily		
	In	Out	Total
Cars	0	0	0
LGVs	10	10	20
Servicing Vehicles	2	2	4
Total	**22**	**22**	**24**

Note: Errors due to Rounding

Royal Mail Depot, Poplar (2,000sqm)

5.23 Further to the sites outlined above, the Applicant has also provided information in relation to a Royal Mail operation comprising 2,000sqm at Docklands Depot in Poplar, Tower Hamlets. The unit is served by a total fleet of 39 vehicles (made up of 26 car derived vans and 13 transit vans), which remain on the site overnight. There are also six 7.5t vehicles that serve the site. The 7.5t vehicles arrive at the site delivering inward mail between the hours of 04:30 and 08:30 and are typically on-site for 15-20 minutes. The deliveries during this period are generally staggered so there is only one vehicle attending the site at a time.

5.24 With regard to the vehicle fleet, the 10 transit vans leave at 07:30 and return by 09:00 to deliver priority larger parcels. The full fleet of 39 then leave between 09:30 and 10:00 hours and return from 13:30 and 14:30 hours.

5.25 The vehicle profile of the Royal Mail Deport at Poplar can be summarised as per the table below.

Table 5.6: Daily Royal Mail Poplar Vehicle Trip Generation (2,000sqm)

Mode	Daily		
	In	Out	Total
Cars	26	26	52
LGVs	23	23	46
Servicing Vehicles	6	6	12
Total	**55**	**55**	**110**

Note: Errors due to Rounding

Summary for B8 Last Mile Use

5.26 On the basis of the information provided above, we have been able to calculate a trip rate (per 100sqm) for each of the sites.

Table 5.7: Summary of Data for Central London Sites

Site	Floor Area (Sqm)	Daily Trips	Daily Trip Rate (per 100sqm)
DPD, Hyde Park	780	32	4.103
DPD Vandon Street	465	24	5.161
Royal Mail, Poplar	2000	110	5.500
		Average	**4.921**

5.27 When applying the average trip rate to the floor area of the building, the B8 last mile is likely to result in 92 two-way trips.

5.28 In order to understand how these 92 trips will be split across different vehicle types as presented above, vehicle percentages associated with each of the sites identified above have been averaged. This results in the following vehicle type split:

- Servicing Vehicles: 11%
- LGV: 73%
- Cars: 16%

5.29 It is again important to highlight that the majority of Servicing Vehicles associated with this use refer to smaller vehicles such as 7.5t vans.

5.30 These percentage splits have then been applied to the proposed 92 two trips. The table below provides the likely split of vehicle types.

Table 5.8: Vehicle Trip Generation for 1,914sqm of B8/Last Mile use

Mode	Daily		
	In	Out	Total
Cars	7	7	14
LGVs	34	34	68
Servicing Vehicles	5	5	10
Total	**46**	**46**	**92**

5.31 The table above indicates that the proposals, if it were to come forward as a B8 last mile depot, would result in approximately 92 two-way daily vehicle trips, split between 14 two-way car movements, 68 two-way LGV movements and 10 two-way servicing vehicle movements.

5.32 With the significant increase in last mile deliveries in recent years, emphasised during the COVID-19 pandemic, last mile deliveries are already happening in the wider area. As a result of this development coming forward as a potential B8 last mile use, it will bring more localised movements but not take trips off the wider network.

5.33 It is also important to note that as part of the Applicants refurbishment proposals it will be providing the necessary infrastructure to support and encourage the use of an electric delivery fleet. This is often standard practice for last mile deliveries and there is ample evidence demonstrating that new last mile logistics centres are contributing to improvements to air quality. For example, DPD's all-electric vehicles and micro-depot strategy across London has resulted in its miles travelled per parcel being almost halved. This more efficient operation now produces just 0.138 tonnes of CO2 per month, versus 8.67 tonnes of CO2 before the sites opened.

5.34 An additional assessment, providing a more detailed analysis of the potential B8 last mile operation is detailed later in this Section.

B8 TRICS Sites

5.35 As part of the highway's comments received as part of the application (Ref: 2020/5913/P) it was questioned why TRICS was not used to establish trips for the B8 last mile use. The assessment presented above for B8 sites details comparable operations in order to establish vehicle movements associated with a potential B8 last mile use. TRICS is not considered appropriate as the B8 sites in the TRICS database are not comparable in size, operation or location

5.36 Notwithstanding this, we have reviewed the TRICS database to establish anticipated vehicle movements of B8 warehousing (commercial) sites. The full TRICS output is attached at **Appendix G** and a summary of the vehicular and HGV trip rates and resulting trip generation are provided in the tables below.

Table 5.9: Vehicle Trip Rates and Proposed Vehicle Trip Generation

Time Period	Trip Rates (per unit)			Vehicle Movements (1900sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM	0.406	0.101	0.507	8	2	10
PM	0.164	0.458	0.622	3	9	12
Daily	2.433	2.581	5.014	46	49	95

Table 5.10: HGV Trip Rates and Proposed Vehicle Trip Generation

Time Period	Trip Rates (per unit)			Vehicle Movements (1900sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM	0.031	0.038	0.069	1	1	2
PM	0.031	0.038	0.069	1	1	2
Daily	0.514	0.507	1.021	10	10	20

5.37 The information provided above demonstrates that a B8 warehouse (commercial) would result in a total of 95 two-way movements across a day. Of these total movements, 10 vehicles would be attributed to HGVs. It is therefore evident that this is not materially different to the analysis presented in the TS submitted in support of the planning application.

5.38 It is noteworthy that there are a limited number of inner London based B8 warehousing sites on the database and these are not comparable in the end use expected at the site. In addition, all sites have significantly higher floor areas and are much larger sites than the unit at Spring Place and are all located in outer London boroughs. Furthermore, all sites in TRICS have high levels of on-site parking, unlike the site in Camden, which is to be car-free. The TRICS site details are summarised in the table below.

Table 5.11: TRICS Sites Details

TRICS Reference	Description	Town/City	Area	Location	GFA (sqm)	Parking Spaces
BE-02-F-01	Fresh Fruit Distribution	Crayford	Bexley	Edge of Town	20,400	262
HD-02-F-01	Food Distributor	Hayes	Hillingdon	Edge of Town	8,673	126
H0-02-F0-1	Logistics and Freight	Feltham	Hounslow	Suburban Area	13,500	496

5.39 On this basis, the TRICS database does not provide comparable B8 uses to establish trips associated with the proposed development at the site. Notwithstanding this, the level of vehicular movements is not materially different to the numbers presented within the assessment included within the TS.

5.40 It is also important to note that SEGRO are willing to enter into an agreement to cap the number of HGVs at 9, which will be monitored through the processes outlined with the DSMP. This should therefore provide comfort that the proposed development will not generate signifcant numbers of HGVs.

Net Change of Proposed Uses against Existing Uses

5.41 The summary of trip generation possibilities for the proposals at 3-6 Spring Place compared the past use is provided in the tables below. For the purposes of providing a comparison, the Use Class E (light industrial) and B2 LGV and car movements have been split equally 50/50.

Table 5.12: Summary of Trip Generation

Trip Type	Daily		
	In	Out	Total
Past Use – Addison Lee			
Cars	156	158	314
LGVs	21	19	40
Servicing Vehicles	6	6	12
Total	**183**	**183**	**366**
TRICS - Class B2/ Class E (light industrial)			
Cars	17	17	34
LGVs	17	17	34
Servicing Vehicles	9	9	18
Total	**43**	**43**	**86**
B8 Last Mile Depot			
Cars	7	7	14
LGVs	34	34	69
Servicing Vehicles	5	5	10
Total	**47**	**47**	**92**

Table 5.13: Comparison of Past Use trips against Class B2/Class E (light industrial)

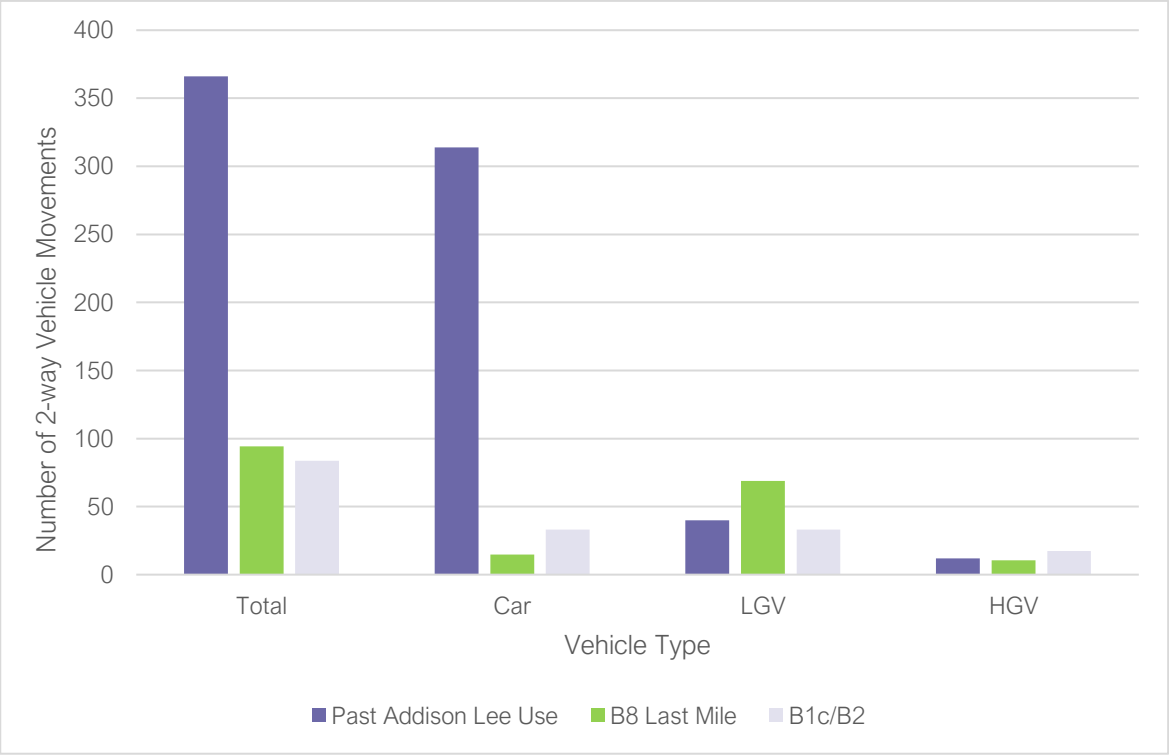
Trip Type	In	Out	Total
Cars	-140	-141	-281
LGVs	-5	-2	-7
Servicing Vehicles	3	3	6
Total	**-141**	**-141**	**-282**

Table 5.14: Comparison of Past Use trips against B8 Last Mile Use Class

Trip Type	In	Out	Total
Cars	-149	-151	-300
LGVs	13	15	28
Servicing Vehicles	-1	-1	-2
Total	**-136**	**-136**	**-272**

5.42 The chart below provides a graphic summarising the numbers presented in the tables above.

Chart 5.1: Comparison in Two-Way Vehicle Movements



5.43 The tables and graph above demonstrate that all potential uses would result in a significant reduction in daily total vehicle flows when compared against the past B2 Addison Lee use.

5.44 The Class E (light industrial)/B2 use class would only see an approximate increase of 6 daily two-way HGV movements (i.e. 3 more HGVs per day). As stated throughout this section of the report, it is important to note that these vehicles will not be

large HGVs or articulated lorries. With regard to the B8 last mile operation, it would experience a slight reduction in the number of two-way HGV movements from 12 to 10.

5.45 LGV movements associated with the Class E (light industrial)/B2 uses are expected to decrease when compared against the past use. The last mile depot use would see an approximate increase of 28 two-way LGV movements when compared against the past use but as noted above a slight reduction in HGV movements is expected.

5.46 When assessing any increase of LGVs it is important to note that two-way car movements will decrease by approximately 250 to 300 movements.

5.47 Notwithstanding the past use at the site, the proposals are anticipated to generate a negligible number of trips during the course of a day and therefore it is considered that the development would have an immaterial impact on the surrounding road network.

5.48 Based on a 24 hour operation, the proposals would result in the Class E (light industrial)/B2 use generating approximately 4 vehicles every hour (86/24), equating to approximately one vehicle every 15 minutes (60/4). With regard to the B8 last mile use, it would generate approximately 4 vehicles every hour (92/24), equating to approximately one vehicle every 15 minutes.

5.49 Even if we assume a 12 hour day the proposals are likely to generated in the region of 7-8 vehicles an hour equating to approximately one vehicle every 8 minutes.

5.50 These levels of increases are not considered significant and when dispersed across the day will not cause a detrimental impact on the surrounding highway network. Further assessment on the impact on surrounding roads is detailed in the next Section.

Summary of Trip Generation

5.51 The above trip generation assessment indicates that all potential uses at the site would lead to a significant reduction in overall two-way daily vehicle movements, resulting in a significant benefit. Whilst it is noted that LGV and HGV movements may increase for some of the potential land uses, these increases are not considered to be material and would not lead to a detrimental impact on the surrounding highway network.

5.52 It is also important to note that the number of large HGV movements would be low, and the HGV movements would not be attributed to articulated lorries. The majority of the movements would be smaller vehicles under 3.5t, which are considered acceptable on Spring Place.

5.53 Given the other past industrial use at the site and other industrial uses in the vicinity of the site, including the Veolia site located opposite 3-6 Spring Place, the refurbishment of the building to accommodate flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E) is considered to be appropriate with regard to the potential vehicle trip generation of each use.

Additional B8 Last Mile Use Assessment

5.54 Further to the above, a more detailed assessment of the potential B8 last mile use is provided below. The potential daily trip generation profile of the last mile use has been broken down into two models as follows:

- **Own Driver Franchise Model** – potential last mile model where drivers come to the site at a scheduled time, pick up their deliveries and then leave the site. This model often allows delivery drivers to use their own vehicles, which would mean that fleet drivers would not leave their vehicles on-site overnight.

- **Overnight Model** - potential last mile operation if vehicles are fleet owned and remain parked on-site overnight. In this model, fleet drivers would travel to the site by sustainable methods of travel including walking, cycling or by public transport. Given there is no parking on-site and the on-street parking is either pay & display or permit holders only, staff will not travel to the site by car.

5.55 The text below sets out the expected delivery fleet and servicing vehicle movements associated with the potential last mile use across a typical day.

Own Driver Franchise Model

5.56 When referring to owner driver franchises (ODFs), which is a potential last mile model where drivers come to the site at a scheduled time, pick up their deliveries and then leave the site. This model often allows delivery drivers to use their own vehicles, which would mean that fleet drivers would not leave their vehicles on-site overnight.

5.57 As the end occupier of the site is not known at this stage, it is difficult to predict the final model the future occupier will use and exactly when vehicles will arrive to and depart from the site.

5.58 However, the table below provides information on the likely times servicing vehicles (7.5t -18t vehicles) will come to the site and when the delivery fleet are likely to arrive at the site and load their vehicles before departing the site. This has been based on professional judgement and existing business models of other last mile operations.

Table 5.15: Vehicular Movements Associated with Own Driver Franchise Operation

Time Period	Fleet Vehicles			Servicing Vehicles			Total Vehicles		
	Arrivals	Departures	2-way	Arrivals	Departures	2-way	Arrivals	Departures	2-way
0500-0600	0	0	0	2	1	3	2	1	3
0600-0700	0	0	0	2	2	4	2	2	4
0700-0800	0	0	0	1	2	3	1	2	3
0800-0900	0	0	0	0	0	0	0	0	0
0900-1000	11	11	22	0	0	0	11	11	22
1000-1100	10	10	20	0	0	0	10	10	20
1100-1200	10	10	20	0	0	0	10	10	20
1200-1300	10	10	20	0	0	0	10	10	20
1300-1400	0	0	0	0	0	0	0	0	0
1400-1500	0	0	0	0	0	0	0	0	0
1500-1600	0	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0	0	0
1900-2000	0	0	0	0	0	0	0	0	0
2000-2100	0	0	0	0	0	0	0	0	0
2100-2200	0	0	0	0	0	0	0	0	0
2200-2300	0	0	0	0	0	0	0	0	0
2300-0000	0	0	0	0	0	0	0	0	0
Daily	**41**	**41**	**82**	**5**	**5**	**10**	**46**	**46**	**92**

5.59 The table above shows that servicing vehicles (7.5t -18t) would arrive and depart the site in the morning between 0500 and 0800 hours. As such, servicing vehicles will be spread across several hours and would not all come to the site at one time

and would be well managed, using a booking system to avoid vehicles coming to the site at the same time. This is detailed within the framework DSMP.

5.60 It should be noted that the **Table 5.15** assumes all servicing vehicles arriving and departing the site between 0500 and 0800 hours, but based on experience with other last mile operations, servicing vehicles could serve the site in the evening peak between 2100 and 2300 hours for example.

5.61 With regard to the delivery fleet vehicles, these are likely to serve the site between 0900 and 1300 hours. It is important to note that when delivery vehicles come to the site, they are likely to be scheduled across the hour as detailed in the table below.

Table 5.16: Vehicular Movements Associated with Own Driver Franchise Operation

Time Period	Fleet Vehicles		
	Arrivals	Departures	2-way
0900-1000	**11**	**11**	**22**
0900-0920	*4*	*4*	*8*
0920-0940	*4*	*4*	*8*
0940-1000	*3*	*3*	*6*
1000-1100	**10**	**10**	**20**
1000-1020	*4*	*4*	*8*
1020-1040	*3*	*3*	*6*
1040-1100	*3*	*3*	*6*
1100-1200	**10**	**10**	**20**
1100-1120	*4*	*4*	*8*
1120-1140	*3*	*3*	*6*
1140-1200	*3*	*3*	*6*
1200-1300	**10**	**10**	**20**
1200-1220	*4*	*4*	*8*
1220-1240	*3*	*3*	*6*
1240-1300	*3*	*3*	*6*
Daily	**41**	**41**	**82**

5.62 On the basis of the above, a maximum of 4 vehicles will come to the site at one time to be loaded, before departing the site. The unit can comfortably accommodate this level of vehicular activity, as demonstrated by the operational video provided, and as such no overspill onto Spring Place will occur.

5.63 The proposed operation at the site will be well managed and efficient. Drivers will be allocated time slots on when to come to site before pre-packaged parcels are loaded into their vehicles. Once drivers have completed their deliveries, they will return 'home' and not to the site.

Overnight Model

5.64 Given the end occupier is not yet known, it is also important to consider the last mile operation if vehicles are fleet owned and remain parked on-site overnight.

5.65 In this model, fleet drivers would travel to the site by sustainable methods of travel including walking, cycling or by public transport. Given there is no parking on-site and the on-street parking is either pay & display or permit holders only, staff will not travel to the site by car. Measures to encourage sustainable travel are detailed within the Travel Plan Statement (TPS) submitted as part of the application.

5.66 The table below sets out the likely times servicing vehicles (7.5t -18t vehicles) will come to the site and when the delivery fleet are likely to depart the site before arriving back to the site. This has been based on professional judgement and other existing last mile operations.

Table 5.17: Vehicular Movements Associated with Overnight Parking Arrangement

Time Period	Fleet Vehicles			Servicing Vehicles			Total Vehicles		
	Arrivals	Departures	2-way	Arrivals	Departures	2-way	Arrivals	Departures	2-way
0500-0600	0	0	0	2	1	3	2	1	3
0600-0700	0	0	0	2	2	4	2	2	4
0700-0800	0	0	0	1	2	3	1	2	3
0800-0900	0	0	0	0	0	0	0	0	0
0900-1000	0	14	14	0	0	0	0	14	14
1000-1100	0	14	14	0	0	0	0	14	14
1100-1200	0	13	13	0	0	0	0	13	13
1200-1300	0	0	0	0	0	0	0	0	0
1300-1400	0	0	0	0	0	0	0	0	0
1400-1500	0	0	0	0	0	0	0	0	0
1500-1600	0	0	0	0	0	0	0	0	0
1600-1700	14	0	14	0	0	0	14	0	14
1700-1800	14	0	14	0	0	0	14	0	14
1800-1900	13	0	13	0	0	0	13	0	13
1900-2000	0	0	0	0	0	0	0	0	0
2000-2100	0	0	0	0	0	0	0	0	0
2100-2200	0	0	0	0	0	0	0	0	0
2200-2300	0	0	0	0	0	0	0	0	0
2300-0000	0	0	0	0	0	0	0	0	0
Daily	**41**	**41**	**82**	**5**	**5**	**10**	**46**	**46**	**92**

5.67 The table above shows that servicing vehicles (7.5t -18t) would arrive and depart the site in the morning between 0500 and 0800 hours in line with the ODF model.

5.68 With regard to the delivery fleet, vehicles will already be parked on-site and pre-loaded. As such, it is anticipated 14 vehicles will depart the site between 0900 and 1200 hours and arrive back at the site between 1600 and 1900 hours. As with the ODF operation, delivery vehicles will depart and arrive the site in sequential phases as detailed in the table below.

Table 5.18: Vehicular Movements Associated with Overnight Parking Arrangement

Time Period	Fleet Vehicles		
	Arrivals	Departures	2-way
0900-1000	**0**	**14**	**14**
0900-0920	*0*	*5*	*5*
0920-0940	*0*	*5*	*5*
0940-1000	*0*	*4*	*4*
1000-1100	**0**	**14**	**14**
1000-1020	*0*	*5*	*5*
1020-1040	*0*	*5*	*5*
1040-1100	*0*	*4*	*4*
1100-1200	**0**	**13**	**13**
1100-1120	0	*5*	*5*
1120-1140	0	*4*	*4*
1140-1200	0	*4*	*4*
1600-1700	**14**	**0**	**14**
1600-1620	*5*	*0*	*5*
1620-1640	*5*	*0*	*5*
1640-1700	*4*	*0*	*4*
1700-1800	**14**	**0**	**14**
1700-1720	*5*	*0*	*5*
1720-1740	*5*	*0*	*5*
1740-1800	*4*	*0*	*4*
1800-1900	**13**	**0**	**13**
1800-1820	*5*	*0*	*5*
1820-1840	*4*	*0*	*4*
1840-1900	*4*	*0*	*4*
Daily	**41**	**41**	**82**

5.69 On the basis of the above, a maximum of 5 vehicles will come to the site at a time to be loaded. The unit can comfortably accommodate this level of vehicular activity and as such no overspill onto Spring Place will occur.

5.70 In line with the ODF model, the proposed operation at the site will be well managed and efficient. Drivers will be allocated time slots on when to come to site before collecting their pre-packaged deliveries. Once drivers have delivered completed their deliveries, they will return back to the site between 1600 and 1900 hours in waves.

Summary

5.71 The information presented in the tables above show that the likely level of traffic associated with the proposed development is negligible, particularly when spread across the anticipated delivery times.

5.72 It is noteworthy that vehicles are unlikely to travel in peak times so as to avoid congestion on the network.

5.73 It is envisaged that the proposed development would also be well managed and efficient and as such the likely impact of the proposals will be negligible. This is particularly evident given the significantly lower number of vehicle movements expected at the site when compared against the past use.

5.74 On this basis, the Highways Officers concern as part of the previous scheme that 'the lack of working space within the site could bring about indiscriminate parking of delivery vans in the surrounding network' is addressed and reinforced by the restrictions in the DSMP.

6 Effect of Development

6.1 When considering the above trip generation, it is important to note that the movements will be dispersed across the network and not all concentrated on one road. Further details of how both smaller fleet vehicles and servicing vehicles associated with the potential B8 last mile use will arrive and depart at the site is provided below.

Delivery Fleet Vehicles

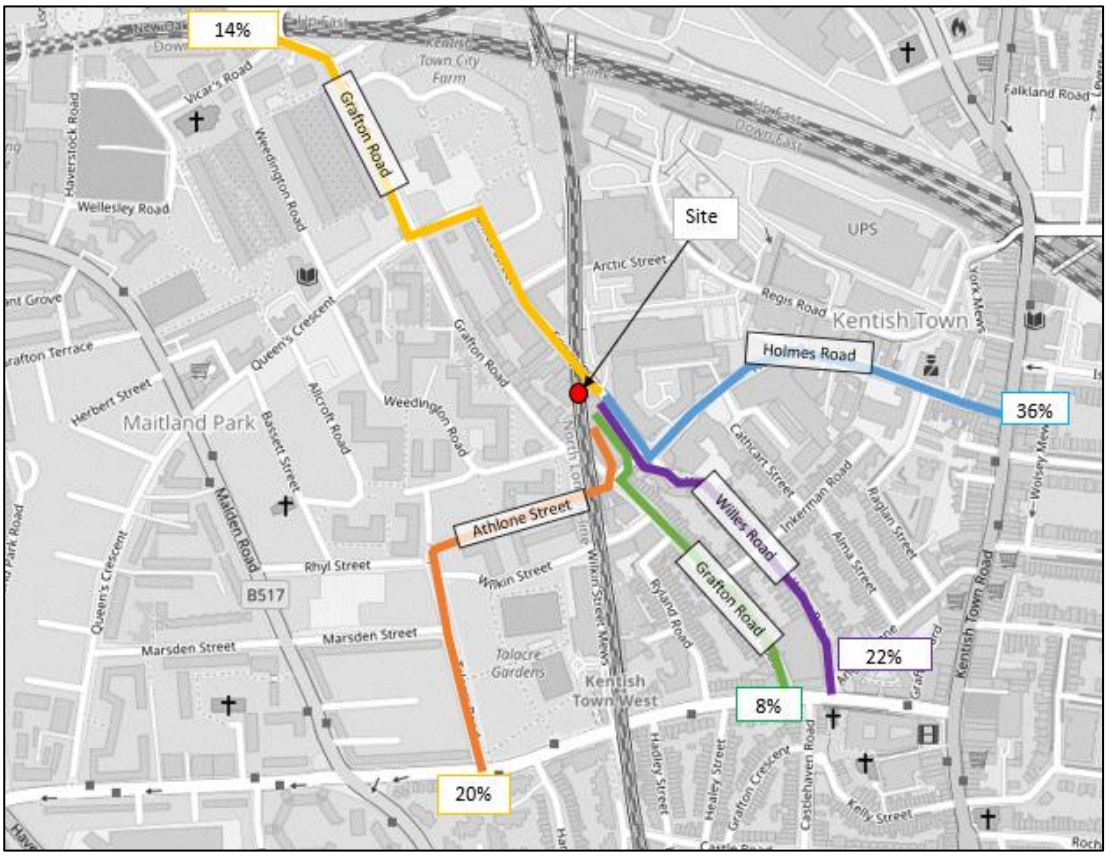
6.2 The likely delivery area is shown on the figure attached at **Appendix H**, which shows that the last mile use is likely to serve Camden and parts of Westminster, Islington and Haringey, which are all located within a 3 mile drive of the site. As the end occupier is not yet fixed, this is an indicative delivery radius.

6.3 In order to establish the likely routes, the proposed fleet vehicles will take to/from the site, the 2011 population density Census data for Camden and parts of Westminster, Islington and Haringey has been used (attached at **Appendix I**).

6.4 The information presented at **Appendix I** shows the populations of areas within each Local Authority that the site could serve. Using this data, it has been possible to establish where the population in these local authorities are concentrated and as such establish where delivery vehicles are most likely to route to deliver parcels/goods etc to residents. It should be noted that this is an indicative assessment as the end occupier and final delivery radius is not known at this stage.

6.5 The route of vehicle trips departing/returning the site on the wider road network has been determined with consideration given to travel time, ease of connection and delays on the network. Following this assessment, it is evident that most vehicles will route to the south of the site (86%) via Athlone Street, Holmes Road, Grafton Road, and Willes Road, with a smaller proportion routing north (14%). A summary of the likely routes of delivery drivers is illustrated in **Figure 6.1**.

Figure 6.1: Distribution of Vehicles on Routes to/from Site



6.6 On the basis of the above, it is evident that delivery fleet vehicles will be dispersed across a number of local roads and as such the traffic impact on the surrounding road network as a result of the proposals will be minimal.

6.7 The dispersal of the anticipated vehicle movements in line with the distributions outlined in **Figure 6.1**, is set out in the table below. It should be noted that this has been based on the ODF model as it has the propensity to generate more vehicle movements in an hour than the overnight model and as such is robust.

Table 6.1: Summary of Distribution Profile on Wider Road Network (ODF model)

Route to/from the Site	Distribution	two-way movements between 0900-1000	two-way movements between 1000-1100	two-way movements between 1100-1200	two-way movements between 1200-1300
via Athlone Street to the south	20%	4	4	4	4
via Holmes Road to the south	36%	8	7	7	7
via Grafton Road to the south	8%	2	2	2	2
via Willes Road to the south	22%	5	4	4	4
via Grafton Road to the north	14%	3	3	3	3
Total	**100%**	**22**	**20**	**20**	**20**

6.8 On the basis of the above, it is evident that when delivery fleet vehicles are dispersed on the wider network the traffic impact will be minimal. For example, the Holmes Road/Kentish Town Road junction is likely to experience approximately 7/8 vehicles using this route across an hour when vehicles are expected to arrive/depart the site (i.e. between 0900-1300 hours), which is equivalent to approximately one vehicle every 7 and a half/8 minutes.

6.9 In addition to the above, surveys recording the existing traffic conditions on local roads were undertaken between 23rd February and 1st March 2021. Using this data, it has been possible to calculate the percentage impact on surrounding local roads during the expected busiest periods. The below tables and charts set out the percentage impact between 0900-1000 using the ODF model as this generates the highest levels of traffic movements as well as the daily percentage impact on local roads for context. The full 0900-1300 percentage impact assessment is included at **Appendix J**.

Table 6.2: Development Impact on Surrounding Roads Between 0900 and 1000 Using ODF Model

Road	Baseline Traffic (0900-1000)	Development flows (0900-1000)	%age Impact
Spring Place	79	22	29.6%
Athlone Street	65	4	6.0%
Holmes Road	159	8	5.4%
Grafton Road	125	2	1.9%
Willes Road	55	5	9.6%
Grafton Road (north)	136	3	2.6%

Chart 6.1: Development Impact on Surrounding Roads Between 0900 and 1000 Using ODF Model

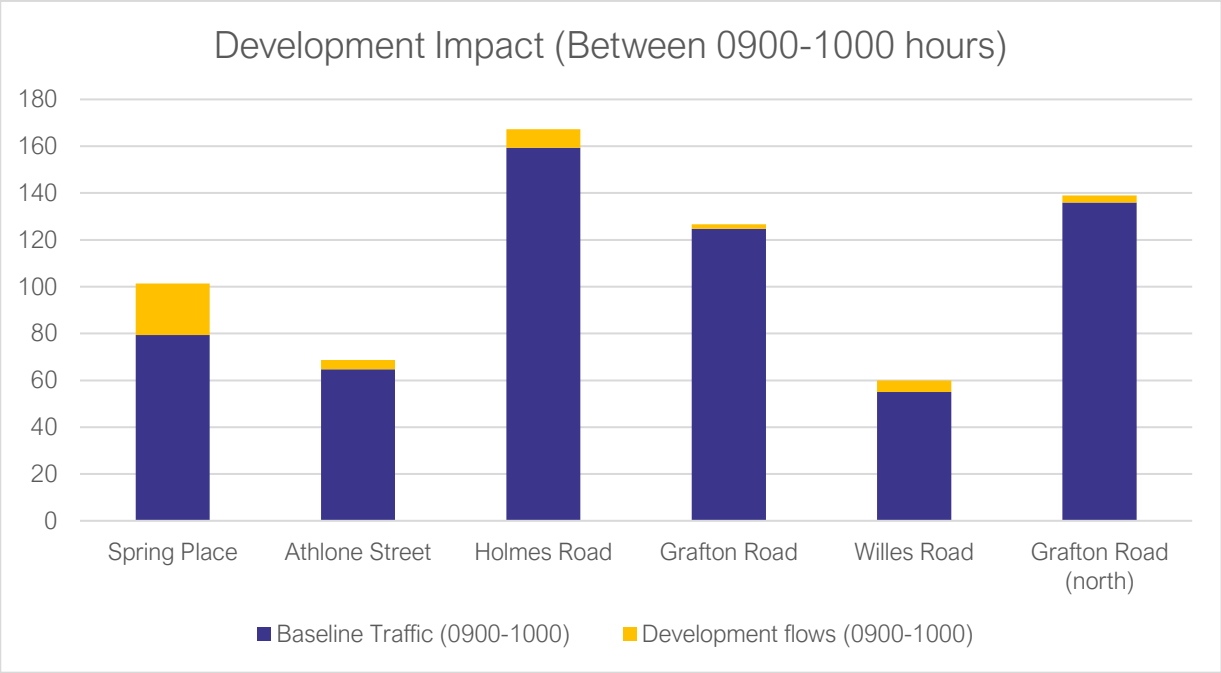
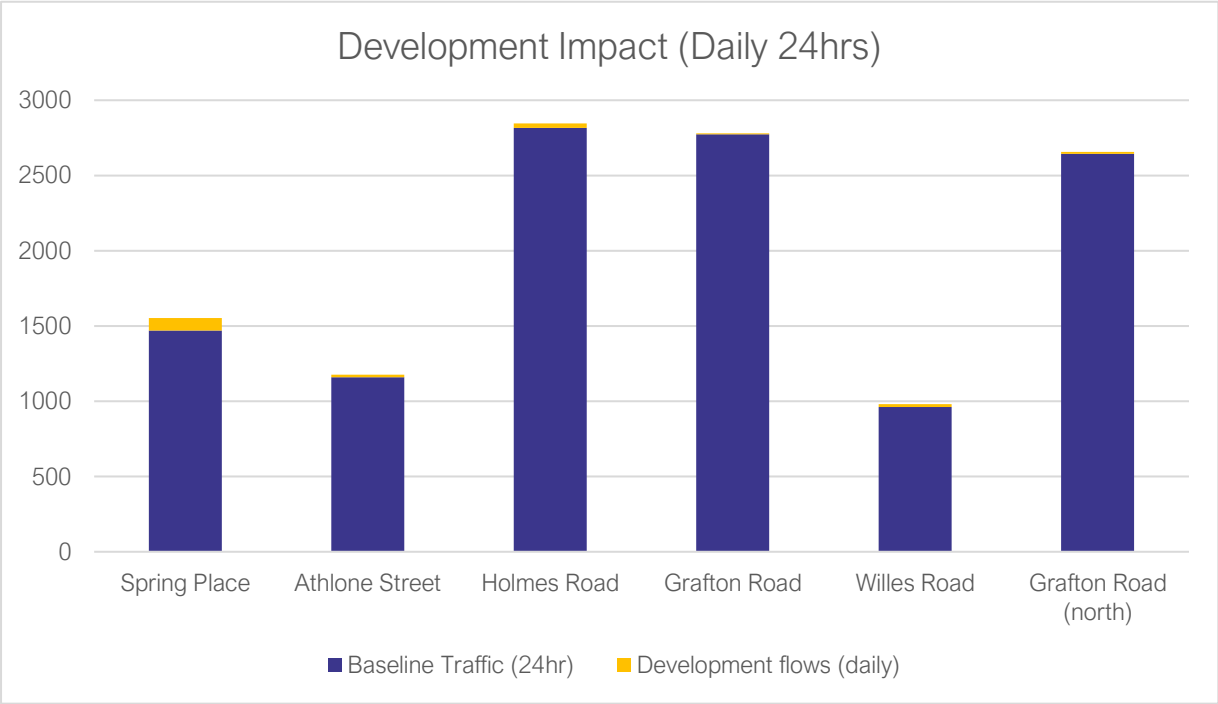


Table 6.3: Development Impact on Surrounding Roads – Daily Impact Using ODF Model

Road	Baseline Traffic (24hr)	Development flows (daily)	%age Impact
Spring Place	1471	82	5.6%
Athlone Street	1160	16	1.4%
Holmes Road	2816	30	1.0%
Grafton Road	2774	7	0.2%
Willes Road	962	18	1.9%
Grafton Road (north)	2645	11	0.4%

Chart 6.2: Development Impact on Surrounding Roads - Daily Impact Using ODF Model



6.10 The tables and graphs above as well as at **Appendix J** demonstrate the anticipated development flows will not lead to a material increase on surrounding roads in any assessed hour. Whilst it is noted that the impact on Spring Place is higher, this is to be expected as it provides access to the site so all traffic must route down it and the results reflect that the fact that the baseline position is characterised by low flows. In this regard, it is more pertinent to consider the absolute increases in movements on all roads in the vicinity of the site. This should also be considered in the wider context that any re-use of the site would generate additional traffic, especially on Spring Place.

6.11 When referring to the daily impact, **Table 6.3** shows that the proposed development would lead to a very small impact in flows on all roads, which experience increases at or below 2% except for Spring Place where there increase is 6%.

6.12 It is noted that increases in traffic flows below 10% are generally considered to be insignificant in environmental terms given that daily variations in background traffic may vary by this amount. On this basis, the likely levels of traffic on the wider road network as a result of the development are well within the likely daily fluctuations of traffic that could be expected on the local road network and are therefore not considered significant.

Servicing Vehicles

6.13 As detailed above and in **Appendix D**, the routing strategy would mean all servicing vehicles would route to/from the site via Holmes Road and Grafton Road to the south and remove the need to route via Queens Crescent and Gilles Street to the north of the site which was raised as a concern by the Highways Officer.

6.14 It is anticipated that 5 HGVs will serve the potential last mile B8 use, which are likely to come to the site in evening between 2100 and 2300 hours and in the morning between 0500 and 0800 hours.

6.15 It is noted that servicing vehicles will not be permitted to travel via Homes Road between 0800 and 0945 hours and 1515 and 1615 hours (Monday to Friday) to avoid peak school times.

6.16 It is also noteworthy that the number of HGVs coming to the site will be capped at 9, which is based on TRICS data presented in the submitted Transport Statement associated with application 2020/5913/P for Class E Industrial/B2 uses.

Holmes Road and Grafton Road

6.17 As part of the previous scheme, it is noted that the Highways Officer raised concern of using Holmes Road and Grafton Road to access the site. It is important to note that a live vehicle tracking exercise has been undertaken by Swain & Sons Ltd with the servicing vehicles likely to serve the site (i.e. 7.5t and 18t) and it was demonstrated that these vehicles can be accommodated comfortably on Grafton Road, Holmes Road and Spring Place.

6.18 Notwithstanding this live tracking exercise, the following paragraphs interrogate the routing of vehicles via Holmes Road and Grafton Road in more detail.

Holmes Road

6.19 It is important to note that Holmes Road is an existing route for vehicles (including HGVs) in the area and provides access to a number of existing commercial uses in the area. Whilst it is noted and accepted that there is a potential traffic calming scheme coming forward on Holmes Road, it is considered vital to safeguard Holmes Road as an access to service these existing commercial uses as well as allowing for the re-use of this site.

6.20 As set out above, the level of traffic the proposed development will generate is not considered significant and will not materially affect the operation of this route. The analysis undertaken shows that 8 delivery fleet vehicles would route via Holmes Road. In addition, the proposed development is likely to result in 5 HGVs, which again is considered immaterial, particularly as the vehicles will be spread throughout a number of hours.

6.21 SEGRO has proposed a restriction in the framework DSMP to restrict servicing vehicles (7.5t - 18t) travelling on Holmes Road between the hours 0800-0945 and 1515-1615 in order to avoid peak school times. Notwithstanding this, it is anticipated that HGVs will arrive and depart outside of these times.

6.22 It is noted that the Holmes Road/Kentish Town Road junction is a concern for KSI's and a future consultation is anticipated in respect of the use of Holmes Road. SEGRO is willing to work with LBC to identify ways in which to create a safer environment at this location for pedestrians and cyclists whilst still facilitating access to existing uses access via Holmes Road. However, given the anticipated trip generation as a result of the proposals, it is not anticipated that the proposals will have a detrimental impact on safety at this junction.

Grafton Road

6.23 In addition to Holmes Road, Grafton Road would also form one of the main routes to/from the site for vehicles. In relation to delivery fleet vehicles, 2 would be expected to route via Grafton Road to the south (refer to **Figure 6.1**). It should also be noted that the development will be capped at 9 HGVs. As presented above, HGVs likely to serve the site will be spread across evening and morning periods and as such the impact on Grafton Road will be negligible.

6.24 Whilst it is noted that Grafton Road is a residential in nature and part of a cycle route, this does not restrict vehicles from using it and it is considered an acceptable route for LGVs and HGVs. Other vehicles would still be able to use this route and as such it is not reasonable to restrict vehicles associated with the development using Grafton Road.

6.25 On the basis of the above, it is considered appropriate to use Grafton Road as a route to/from the site and as such the Highways Officers concern relating to vehicles routing via Grafton Road is addressed.

‘Dog leg’ Movement (Spring Place/Holmes Road/Grafton Road)

6.26 A further comment raised by the Highways Officer with respect to the previous scheme was in respect to the ‘dog leg’ movement at Spring Place/ Holmes Road/ Grafton Road, in vicinity to the Collège Français Bilingue de Londres. Concerns were raised with vehicle and pedestrian interaction.

6.27 It is noted that there are wide footways at this location with bollards on either side of the road to separate vehicles and pedestrians. There is also a raised table to reduce vehicle speeds. The layout at this location is provided in the figure below.

Figure 6.2: Spring Place/Holmes Road/Grafton Road

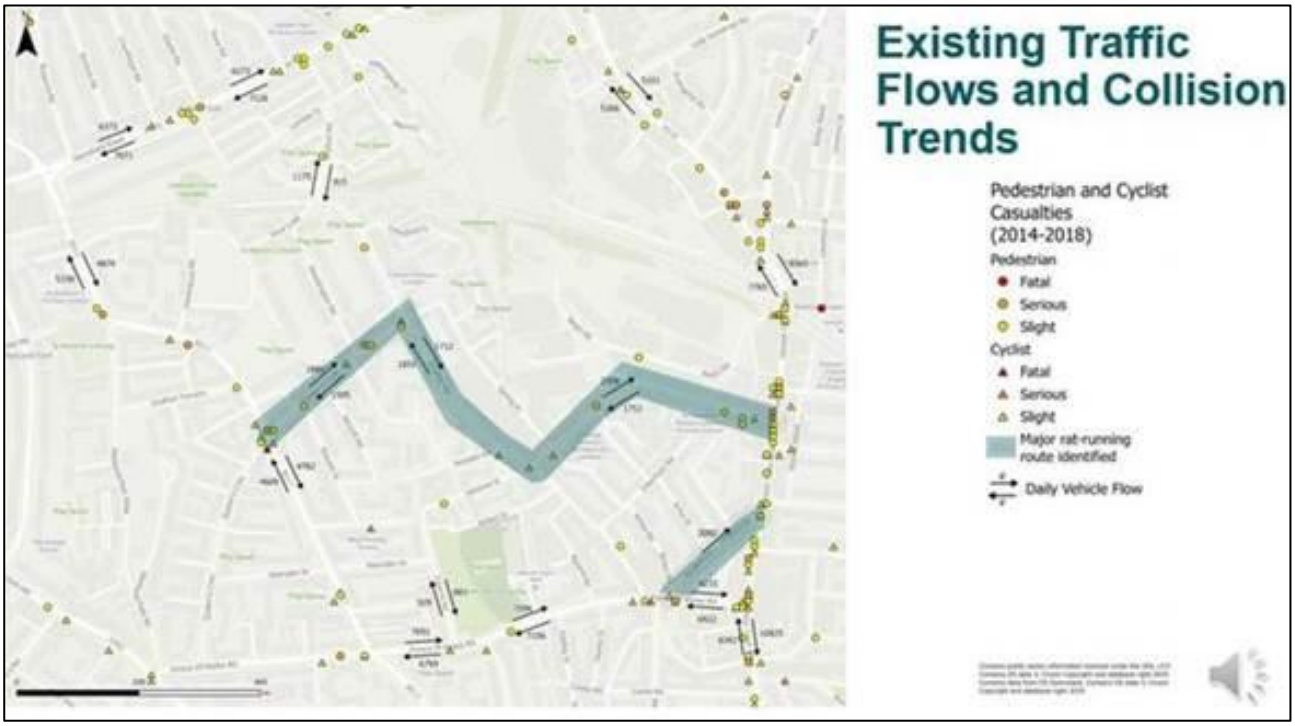
Source: Streetview

6.28 The existing layout as shown above is appropriate to safeguard pedestrians. It should be noted that it is not untypical for pedestrians and vehicles to interact in an urban location such as this.

6.29 In addition, the proposals will not generate a significant amount of traffic when spread across a day and when compared against the existing use, there will be a signifcant reduction in vehicle movements. As such, the likelihood for conflicts will be reduced.

6.30 It is also noteworthy that there have been very few casualties recorded at this location. When referring to the pedestrian and cyclist collision extract provided by the Highways Officer (also provided in **Figure 6.3** below), one slight casualty involving a cyclist is recorded. No pedestrian casualties are recorded.

Figure 6.3: Pedestrians and Cyclist Casualties



6.31 On this basis, the development will not have a signifcant impact at this location and will not materially increase the risk of pedestrian/cyclist collisions.

7 Summary and Conclusions

7.1 SEGRO has appointed Vectos to provide advice on highways and transport issues related to the proposals at 3-6 Spring Place, Kentish Town.

7.2 The site is located in an accessible location with a number of bus stops and rail services including the underground, Overground and national rail located all within 700m of the site. The accessible location is reflected in the PTAL of the site (5). There are also a number of local amenities in close proximity to the site such as Tesco Express and Lidl supermarket located to the east of the site.

7.3 The proposals comprise the change of use from industrial (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E), refurbishment of existing building and associated works.

7.4 The proposals comprise a car-free scheme, excluding vehicles associated with the operation use of the site. This is considered appropriate given the highly accessible Central London location of the site. Any vehicle requiring access to the site will do so via an amended access arrangement, which seeks to alter the existing access arrangements to provide three access doors instead of four as well as widen the doors to facilitate on-site loading.

7.5 It is noteworthy that a planning application (Ref: 2020/5913/P) was submitted in January 2021 for the change of use of an existing industrial unit (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E). The application was supported by a Transport Statement (TS), Delivery and Servicing Management Plan (DSMP) and Travel Plan Statement (TPS), which have all been updated and re-submitted as part of this scheme. The amended proposals are detailed within this Transport Statement and this report replaces the previously submitted TS dated December 2020 to ensure that all of the additional transport related work undertaken is included in a single report.

7.6 Following submission of the planning application 2020/5913/P, further consultation with LBC and key stakeholders including local residents' groups was undertaken. As a result, there are changes to the scheme presented within the January 2021 application, which includes an amended access strategy to facilitate on-site loading and remove any need for on-street loading. The amended proposals detailed within this Transport Statement and this report should replace the previously submitted TS dated December 2020.

7.7 As the Highway Authority, the London Borough of Camden (LBC) Highways Team provided comments on the application at the site (Ref: 2020/5913/P). The table below summarises the main highway comments provided in relation to the previous scheme and provides a response to each point. It is concluded that there are no insurmountable transport related concerns and that there would be no severe residual cumulative impacts and that in the context of the guidance in the NPPF this proposal should not be resisted on transport grounds.

Table 7.1: Highways Comments and Vectos Response

Highways Comment	Response
There is a reasonable possibility of the operator using self-employed owner driver franchisees (ODFs). This would limit the operator's control of certain aspects of driver behaviour such as van commuting to the site and indiscriminate parking in the area.	As part of the revised scheme, everything will be contained on site and as such there will be no overspill. It has been demonstrated that there is adequate room within the site to accommodate vehicles when they arrive and depart the site.
The proposed routeing includes Queens Crescent (west of Grafton Road), which has a street market two days a week and may be closed to all through traffic in the future.	The revised scheme means that all servicing vehicles (7.5t - 18t) vehicles will route to/from the site via Holmes Road and Grafton Road to the south. There will be no requirement to route via Queens Crescent.
The proposed routeing includes Holmes Road, which has a KSI hotspot at the junction with Kentish Town Road and may have traffic restrictions applied in the future.	The level of traffic as a result of the development will generate negligible amounts of traffic on Holmes Road. Notwithstanding this, SEGRO is proposing in the framework DSMP to restrict servicing vehicles (7.5t -18t) travelling on Holmes Road between the hours 0800-0945 and 1515-1615 to avoid school times. In any case, all traffic (irrespective of the ODF or overnight model) is likely to travel outside of peak school times. There is an area of KSI's at the Holmes Road/Kentish Town Road junction and the Applicant is willing to work collaboratively with the Council to improve safety at this location whilst maintaining vehicular access to existing employment sites including 3-6 Spring Place.
The proposed routeing includes Grafton Road, which is residential and forms part of Cycle Superhighway 6.	The likely level of traffic anticipated on Grafton Road is negligible. Furthermore, whilst it is noted that Grafton Road is a residential in nature and part of a cycle route, this does not restrict vehicles from using it and it is considered an acceptable existing route for LGVs and HGVs. Other vehicles would still be able to use this route and as such it is not reasonable to restrict vehicles associated with the development using Grafton Road.
The proposed routeing includes Queens Crescent (east of Grafton Road) which has a narrow carriageway and is adjacent to a MUGA.	The revised scheme means that all servicing vehicles (7.5t - 18t) vehicles will route to/from the site via Holmes Road and Grafton Road to the south and as such routing to the north via Gillies Street is no longer required.

The proposed routeing includes a dog leg: Spring Place – Holmes Road – Grafton Road, which is close to the Collège Français Bilingue de Londres with nearly 700 pupils.	At the Spring Place/Holmes Road/Grafton Road 'dogleg' there are wide footways with bollards on either side of the road to separate vehicles and pedestrians. There is also a raised table to reduce vehicle speeds. In addition, there has only been one slight pedestrian/cyclist casualty at this location. Given the proposals will not significantly increase vehicle movements at this location, it will not detrimentally affect the safety of pedestrians and cyclists.
The lack of working space within the site could bring about indiscriminate parking of delivery vans in the surrounding network.	B8 Last mile operations are highly efficient, controlled operations, which are technology managed using software to drive speed and efficiency. As part of the revised proposals, a detailed indicative internal layout design has been produced to demonstrate how the operation can be laid out to manage loading activity and vehicles in and out of the site sequentially. As a result, there will be no overspill parking, and everything will be contained on-site. The former Addison Lee operation also demonstrates precedent for a well-managed operation.
The use of Spring Place to offload incoming HGVs (and possibly LGVs) would involve the large scale transfer of goods over the footway, to the detriment of pedestrian safety.	The amended scheme seeks to alter the existing access arrangements in order to facilitate on-site servicing/loading and as such no on-street loading would be required, taking away the need to transfer and goods of the footway.

7.8 The development proposals presented as part of this scheme resolve the principal concerns raised (as set out above) with regard to on-site loading and vehicle routing. As set out above and throughout this report, the proposed widening of the access doors allows all vehicles to service on-site and removes the need for on-street loading which is a betterment when compared against the existing situation. In addition, all vehicles would route to/from the south via Grafton Road and Holmes Road and there would be no need to route via Queens Crescent or Grafton Road to the north.

7.9 This report also demonstrates that the proposed use at the site will not have a detrimental impact on the surrounding highway network and the overall daily vehicle numbers would significantly decrease when compared against the past use at the site. The anticipated trip generation as a result of the proposals is considered to be negligible when spread across the course of a day. Furthermore, when comparing the development flows against the baseline traffic flows on surrounding roads, the impact is shown to be immaterial.

7.10 This is a recognised employment site that has previously been occupied by industrial uses and this is what is proposed now. In all cases the traffic to a future use is predicted to be less than the previous use on the site with no material increase in vehicles.

7.11 It should be noted that a DSMP will be produced and part of this document, the Applicant is willing to commit to the following restrictions (which could be enforced by a condition requiring approval and compliance with the final DSMP for an identified occupier):

- The development shall not be served by vehicles over 18 tonnes or articulated HGVs.
- The development shall be served by a maximum of 9 HGVs (18 two-way trips) per day.
- Prior to occupation of the development, a final Delivery & Servicing Management Plan (DSMP) shall be submitted to the Council and approved in writing, relevant to the intended occupier of the site. The development must subsequently comply with the provisions of the approved DSMP unless otherwise agreed by the Local Planning Authority. The

DSMP shall include details of delivery vehicle routing, measures in relation to highway safety and measures to encourage sustainable freight

7.12 On the basis of the above, it is considered that the proposals can be accommodated without detriment to the operation of the local transport networks and there is no technical justification on the grounds of highways or transport to refuse planning permission. There would not be a severe residual cumulative impact and therefore in line with the guidance in the NPPF this planning application should not be resisted on transport grounds.

Appendix A

LBC Highways Comments

Parking

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

It should be noted that some of the operators in the local delivery market sector; including DPD (which is quoted in the TA), use self-employed owner driver franchisees (ODFs). Within this arrangement, delivery drivers own their vehicles. In those circumstances it is considered unlikely that owner drivers would be prepared to leave their vehicles on site overnight, they would be more likely to take them home. This would lead to an increase in car commuting and would be contrary to the spirit of Policy T2.

Impact on the surrounding network

The HGV Routing Strategy, to and from the site, is shown in Appendix F of the TA. The strategy shows vehicles up to 7.5 tonnes arriving via Holmes Road, joining Spring Place south of the site. Vehicles over 7.5 tonnes arrive via either Queens Crescent or Grafton Road and Queens Crescent and then Spring Place north of the site. Vehicles up to 7.5 tonnes depart via Spring Place and Holmes Road. Vehicles over 7.5 tonnes depart via Spring Place and Holmes Road and Grafton Road.

Considering these routes in turn.

Queens Crescent

Queens Crescent is the neighbourhood centre with near fully occupied retail premises, and it is a two-way road. It is also a street market on Thursdays and Saturdays thereby making this route unavailable on Thursdays and Saturdays. It also hosts a library, community centre and community sports centre (the Dome) which all attract significant pedestrian volumes in the afternoons, see the Queens Crescent pedestrian survey volumes below. It is unsuitable for these type of HGV movements.

There is currently a consultation live on measures to restrict all through traffic on Queens Crescent, creating a pedestrian and cycle zone. If a decision is made to progress this scheme it will be delivered in March 2020 and would mean this access route is not available at any times as they propose.

Holmes Road

Paragraph 4.26 of the TA notes the proposed routing strategy includes a primary route via Holmes Road to the south east of the site. Holmes Road hosts two schools and is the subject of a significant volume of correspondence from local people and ward councillors in respect to the already high volumes of traffic on Holmes Road. The junction of Holmes Road and Kentish Town Road, which hosts high turning movements and has no controlled pedestrian crossing facility, is a KSI hotspot for cycle and pedestrian casualties. Please see map of volumes and KSIs below.

We are about to bring forward, in late February, a consultation on measures to restrict through traffic on Holmes Road with the aim of significantly reducing traffic volumes on Holmes Road making the journey to and from school safer and reducing the turning movements at the junction with Kentish Town Road to reduce the potential for future KSIs.

They do note that the primary route (Holmes Road) would not be used during peak times, I assume this is to protect the schools, but this will mean more traffic on Queens Crescent and Grafton Road. As above, Queens Crescent may not be available which would mean all traffic would come via Grafton Road which I will address next.

Grafton Road

Grafton Road is a very residential road but one which hosts high volumes of traffic. There is a time closure at the north end of Grafton Road which addresses the use of Grafton Road as a north south route alternative to Kentish Town Road and Malden Road. (Grafton Road forms part of Cycle Superhighway 6 and one which both Camden and TfL have invested significant resources and funding into over the past decade, including schemes like Royal College Street, Midland/Judd and most recently the upgrade of Castle Road/Kentish Town Road junction). Camden are currently out to consultation to provide a dedicated cycle crossing across Mansfield Road which is accessed from Grafton Road. In addition to this Camden is developing a scheme at the junction of Prince of Wales Road and Grafton to improve cycle safety at this junction. Once these changes are made, Grafton Road will form part of a high-quality cycle route which will connect those on bikes from Hampstead Heath all the way to Elephant and Castle on high quality infrastructure. Introducing the proposed HGVs and associated turning movements to Grafton Road would have an adverse impact on the safety of those on bikes on this high-quality route.

The TA notes that HGVs would travel north along Grafton Road from Prince of Wales Road all the way to Queens Crescent to turn right and then travel south along the residential section of Spring Place and proposed pedestrian access improvements on Artic Way to Kentish Town Road (part of KT framework proposals). The junction of Queens Crescent and Grafton Road itself is subject to a motor vehicle restriction that is outlined here. This would allow the movement proposed right turn from Grafton Road into Queens Crescent, but it would not enable the route highlighted along Queens Crescent. However I have concerns of introducing additional HGV movements onto this narrow section of Queens Crescent adjacent to a MUGA.

There is a proposed movement from Spring Place to Grafton Road via a short stretch of Holmes Road. It is shown as being a secondary route in TA Appendix F (highlighted blue) but will be the primary route during the peak times. This is concerning for several reasons. This is in very close proximity to the Collège Français Bilingue de Londres which has nearly 700 pupils. Introducing a right and left turn around this tight dogleg route, at the same time this junction is likely to be experiencing high pedestrian volumes, is a safety risk. This school has a wide catchment area and data shows that nearly 20% of pupils use rail/overground to get to and from school. The quickest walking route from this school to Kentish Town West station is via the short stretch of Holmes Road. Additionally, over 40% of students either walk cycle or scoot to this school. This is a significant volume of movements on streets close to the proposed development.

Impact on Spring Place

Appendix C of the TA (extract copied below) shows 35 delivery vans arranged within the building. As such, only about 12 of the vans would be able to leave the building without one or more of the other vans having to be moved first. This seems a very unlikely scenario, especially if the vans are owner operated.

On the Appendix C layout, only about 7 of the vans would be able to load and leave easily. For the rest of the vans, there would need to be a significant amount of manoeuvring required, in and out of the site, before they could load and leave. In reality, the drivers may prefer to wait outside the building. This raises concerns over indiscriminate parking in the area.

Regarding incoming loads, Paragraph 4.14 of the TA states that where possible, on-site loading will take place. Appendix C of the TA shows that a 7.5t HGV can unload within the site, space permitting. The application seeks consent for 18t HGVs to deliver to the site. (Paragraph 4.19 of the TA states: Medium sized HGVs (up to 18 tonne) which cannot turn or unload on site, will service on-street in a dedicated loading bay). As 18t HGVs have around three times the payload of 7.5t HGVs, there would be an economic incentive to use the larger vehicles.

There is no data given on the time taken to unload an 18t lorry however, if the dwell time of a 7.5t vehicle is ‘likely to be typically on-site for 15-20 minutes’ (TA § 4.21), then based on the respective payloads, an 18t lorry would typically have a dwell time of 45-60 minutes. This would exceed the allowable loading time of the single yellow lines on Spring Place. It therefore may not be legally possible to carry out the proposed operations.

I have concerns over goods being transferred over the footway for long periods of the day. This would be to the detriment of pedestrian safety and would contravene Policy Local Plan T1, which requires developments to be easy and safe to walk through. Whilst I note that on-street servicing occurred during the previous Addison Lee occupation, it was at a lower level

of 4 HGVs per day, with an average duration around seven minutes, according to the 2016 TA. The level of transfer would be much higher under the proposal with HGVs possibly transferring their entire payload over the footway. The 2020 TA claims there will be 5 HGVs per day although as mentioned previously, I am not convinced that this represents the maximum, particularly considering the TRICS analysis that predicts around double that.

Cycle parking

The proposed floor plan shows parking for 10 cycles as well as lockers and showers. This meets the requirements of the London Plan and would be acceptable.

Appendix D: Anticipated Types of Outbound Delivery Fleet shows several vehicles including a cargo bike. The use of cargo bikes would be welcomed but I note provision from cargo bikes is not shown on the proposed floor plan.

Delivery and Servicing Management Plan

The applicant would need to submit a Delivery and Servicing Management Plan (DSMP) to include details of frequency of deliveries, number and types of vehicles expected to deliver to the site, how delivery will be managed to prevent more than one vehicle turning up at the same time, how vehicles will access the site including vehicle swept path analysis, and how deliveries times will be managed to reduce the impact on peak hour traffic movements on the surrounding road network. As this is fundamental to the operation of the site, outline details would need to be agreed at application stage.

Management of Construction Impacts on the Public Highway in the local area

The site's location presentments significate challenges to the construction, as it is intertwined with Network rail property and has a railway bridge running through the development site.

We would seek to secure a Construction Management Plan (CMP), a CMP implementation support contribution of £3,920 and a Construction Impact Bond of £7,500 as section 106 planning obligations in accordance with Policy A1. The Council has a CMP pro-forma which must be used once a Principal Contractor has been appointed. The CMP in the form of the pro-forma, would need to be approved by the Council prior to any works commencing on site. The CMP pro-forma is available on the Camden website: https://www.camden.gov.uk/documents/20142/1269042/CMP+pro+forma+03-02-2020.docx

Travel plans

A Local Level workplace travel plan and associated monitoring and measures contribution of £4,881 will be secured as a section 106 planning obligation if planning permission were granted. The Travel Plan would be targeted towards the office use, to encourage staff to make walking, cycling and travel by public transport the natural choice for day-to-day trips.

Summary and conclusions

I have several concerns over the proposal.

- There is a reasonable possibility of the operator using self-employed owner driver franchisees (ODFs). This would limit the operator's control of certain aspects of driver behaviour such as van commuting to the site and indiscriminate parking in the area.

- The proposed routeing includes Queens Crescent (west of Grafton Road), which has a street market two days a week and may be closed to all through traffic in the future.

- The proposed routeing includes Holmes Road, which has a KSI hotspot at the junction with Kentish Town Road and may have traffic restrictions applied in the future.

- The proposed routeing includes Grafton Road, which is residential and forms part of Cycle Superhighway 6

- The proposed routeing includes Queens Crescent (east of Grafton Road) which has a narrow carriageway and is adjacent to a MUGA.

- The proposed routeing includes a dog leg: Spring Place – Holmes Road – Grafton Road, which is close to the Collège Français Bilingue de Londres with nearly 700 pupils.

- The lack of working space within the site could bring about indiscriminate parking of delivery vans in the surrounding network.

- The use of Spring Place to offload incoming HGVs (and possibly LGVs) would involve the large scale transfer of goods over the footway, to the detriment of pedestrian safety.

Appendix B

Rev	Date	By	Description
A	24/11/2020	AZ	Parking spaces added;
B	27/11/2020	AZ	Parking spaces arrangement amended; pedestrians walkways added;
C	02/12/2020	AZ	Graphic amendments; van car parking arrangement changed;
D	07/12/2020	AZ	Ground Floor arrangement amended following comments form Client;
E	07/12/2020	AZ	Label amended;
F	04/02/2021	AZ	Cycle positions amended;
G	03/03/2021	AZ	Door 1,2 and 3 extended, column removed follow email instruction from SEGRO 17/02/21;

Pedestrians Walkway

New Proposed Crittal style double door

Office/Reception Area

Crittal style glass wall

railway arches

railway arches

railway arches

railway arches

WC

Acc WC

WC

WC

WC

AWC/ Sh

Kitchen / Staff

Red broken line indicates existing partitions removed and made good.

Floor removed to accommodate reconfigured stair

up

PROPOSED FIRST FLOOR PLAN
Scale 1:100 @A1

34.85 ramp up to 35.16 at an angle of 1 degree

Column removed subject to SE input

Designated loading bay

Column removed subject to SE input

New opening reposition existing electrical infrastructure to adjacent warehouse wall.
Refer to drawings by Hollis
Reconfiger stair to form straight flight. Additional investigation required

New opening

34.50 ramp up to 34.74 at an angle of 2 degrees

railway arches

1800

Cycles

1800

Cycles

CORE / CIRCULATION

Lockers

Sh.

Sh.

DOOR 1

2 LEVEL ACCESS DOOR LOCATIONS

DOOR 2

DOOR 3

Existing external levels reconfigured

Door 1 extended to a Max. width of 10m

New opening
Existing loading door and windows removed and blocked up

Door 2 extended to a Max. width of 10m

Door 3 extended to a Max. width of 6.4m

PROPOSED GROUND FLOOR PLAN
Scale 1:100 @A1

SPRING PLACE

Red Line Boundary based on O/S Data and **NOT** confirmed as the Legal Boundary

SEGRO
SGP
Architects + Masterplanners

Waterfront House
2a Smith Way
Grove Park
Enderby
Leicester LE19 1SX

t: +44 (0)116 247 0557

www.stephengeorge.co.uk

Refurbishment
3-6 Spring Place
Kentish Town

Drawing Name:
Proposed Floor Plan

Drawing Stage:	PLANNING
Suitability:	S2 - Information
SGP File Ref:	19-275

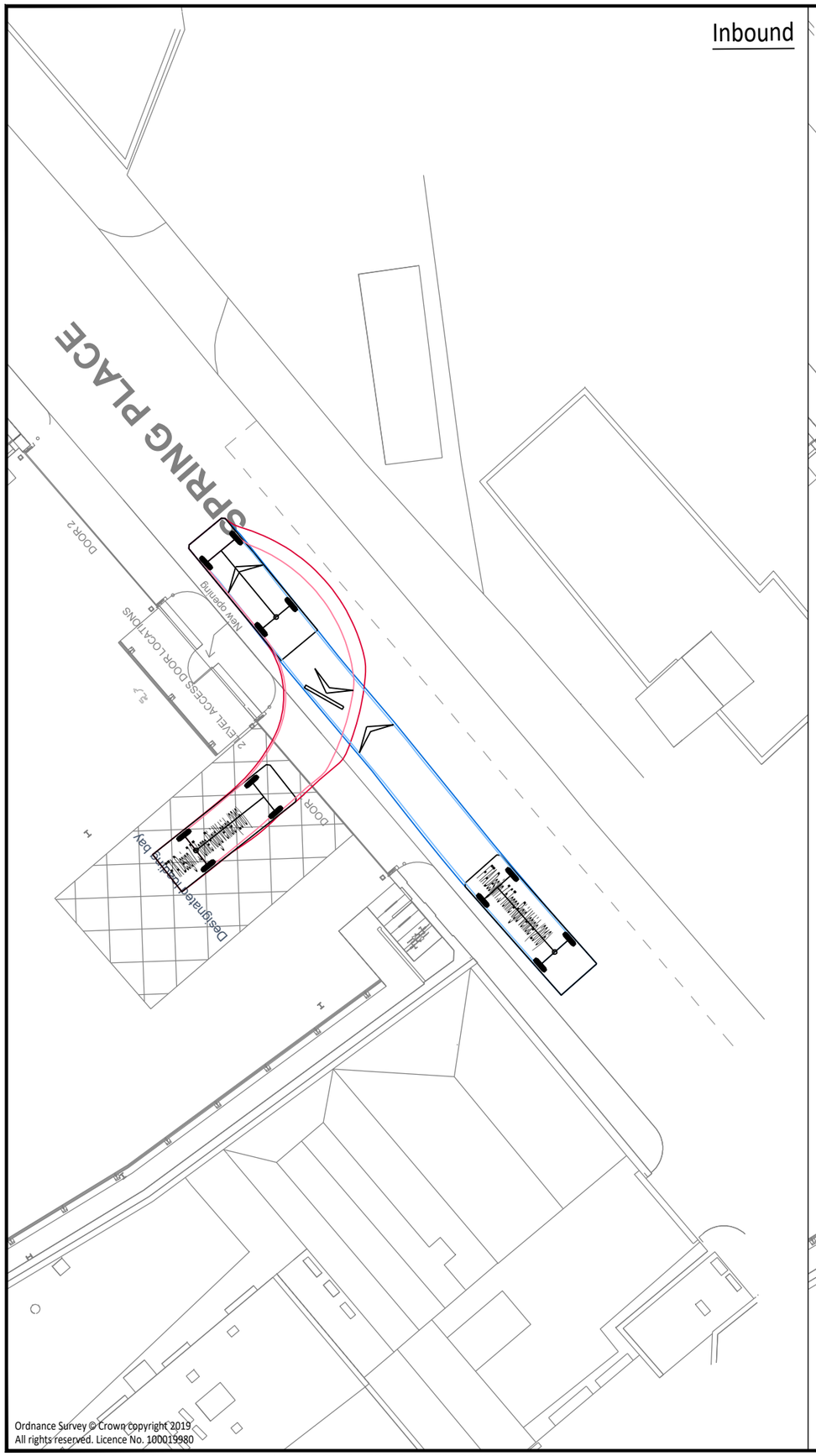
SGP Project No:	Date:	Drawn:	Team:	Scale:	Rev:
19-275	30/09/2020	AZ	JN	1:100 @ A1	G

Drawing Number:

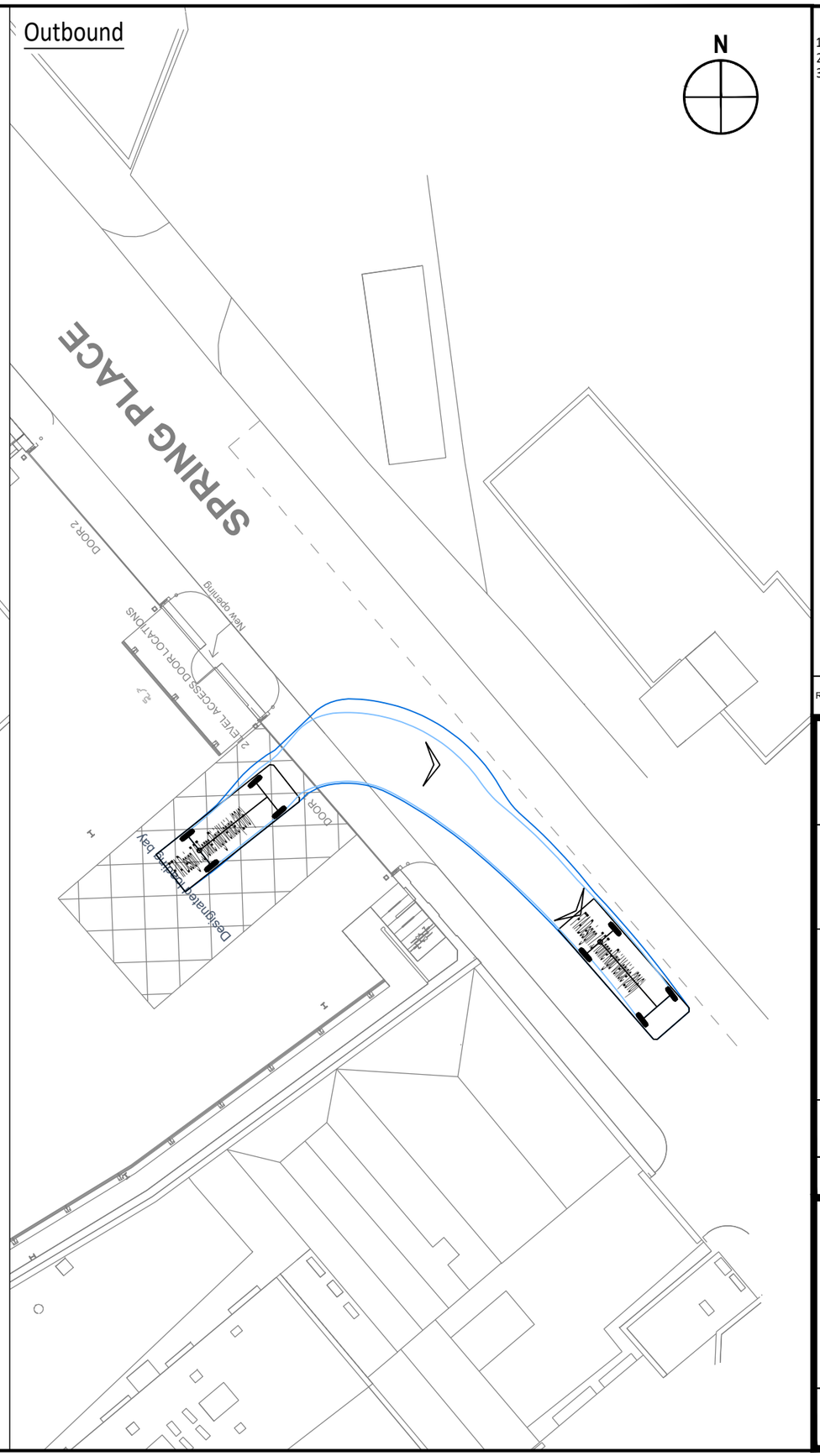
Project Code	Originator	Volume	Level	Type	Role	Number
19-275	- SGP -	XX -	00 -	DR -	A -	131100

Appendix C

Inbound



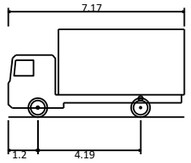
Outbound



N

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on SGP layout: 19-275 - F003 001 Rev. D



FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:

SEGRO

PROJECT:

3-6 Spring Place, Kentish Town

DRAWING TITLE:

Swept Path Analysis
Service Yard
7.5t Rigid Vehicle

SCALES:

1:250 at A3

DRAWN:	CHECKED:	DATE:
PP	JW	16.02.2021

vectos.

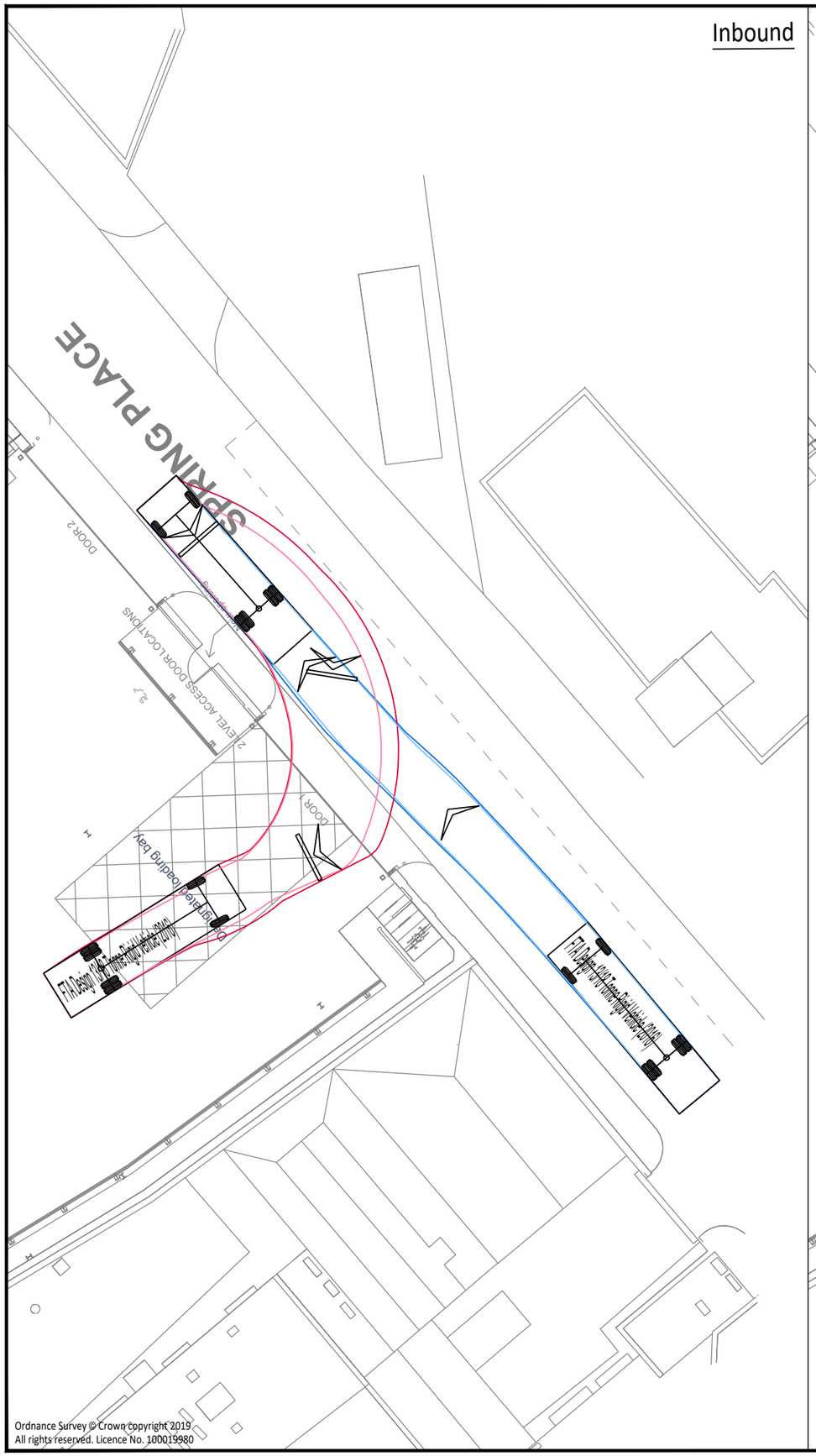
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

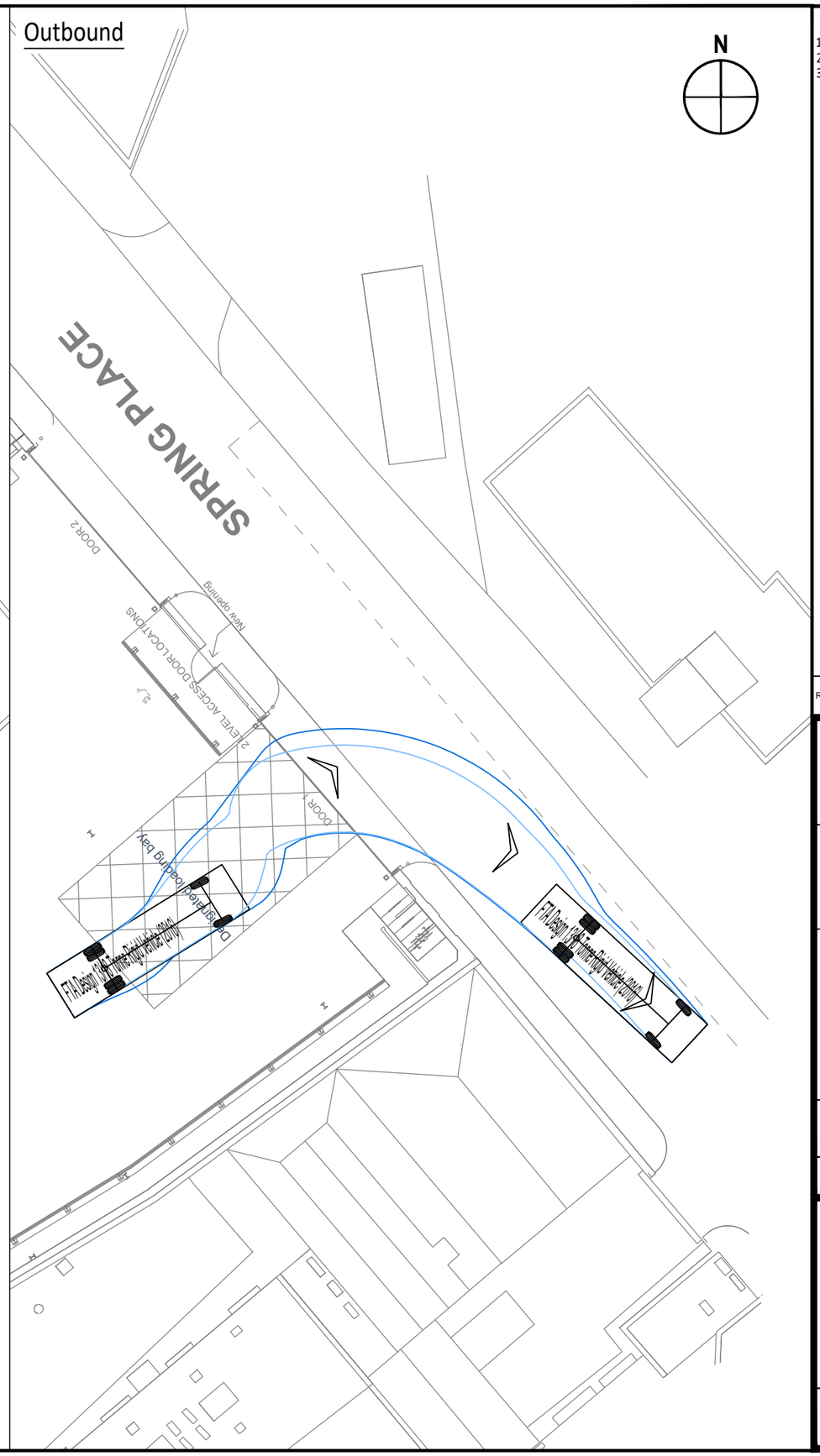
DRAWING NUMBER: 194587-10/AT/R02

REVISION: ·

Inbound

Outbound

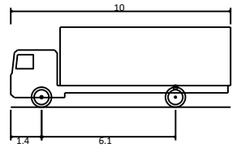




N

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on SGP layout: 19-275 - F003 001 Rev. D



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:

SEGRO

PROJECT:

3-6 Spring Place, Kentish Town

DRAWING TITLE:

Swept Path Analysis
Service Yard
18t Rigid Vehicle

SCALES:

1:250 at A3

DRAWN:	CHECKED:	DATE:
PP	JW	16.02.2021

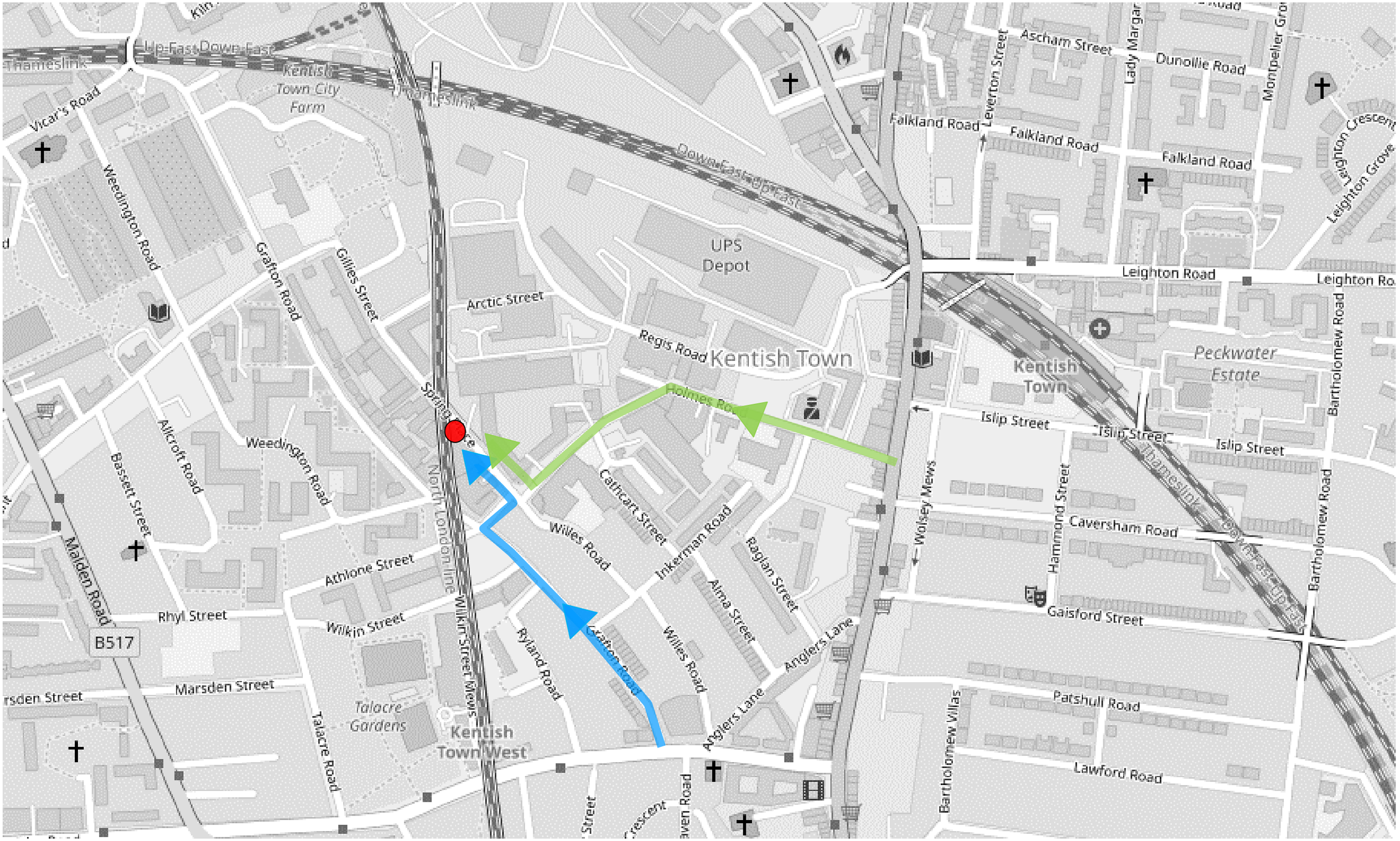
vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 194587-10/AT/R01

REVISION: ·

Appendix D



Key:

- Site
- Primary Route
- Secondary Route

3-6 Spring Place, Kentish Town

SEGRO

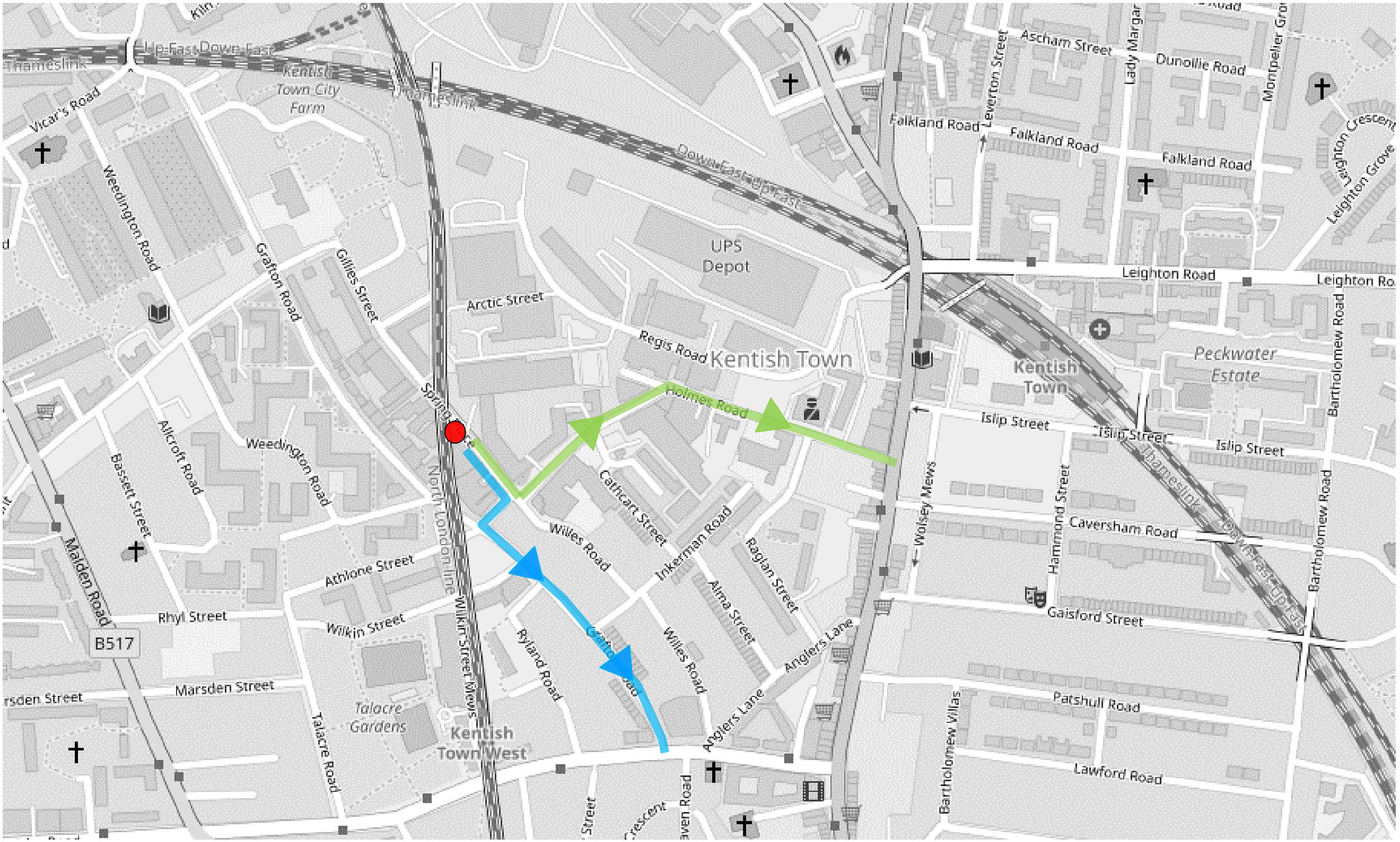
Servicing Vehicle Routing Strategy (Coming to Site)

DRAWN:	CHECKED:	DATE:	SCALES:
JW	ID	17/02/2021	NTS

DRAWING REFERENCE:

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk



Key:

- Site
- Primary Route
- Secondary Route

3-6 Spring Place, Kentish Town

Servicing Vehicle Routing Strategy (Leaving Site)

SEGRO

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
JW	ID	17/02/2021	NTS	

Appendix E

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 27302 Kentish Town

Site Number/Name: Holmes Road

Client: Vectos

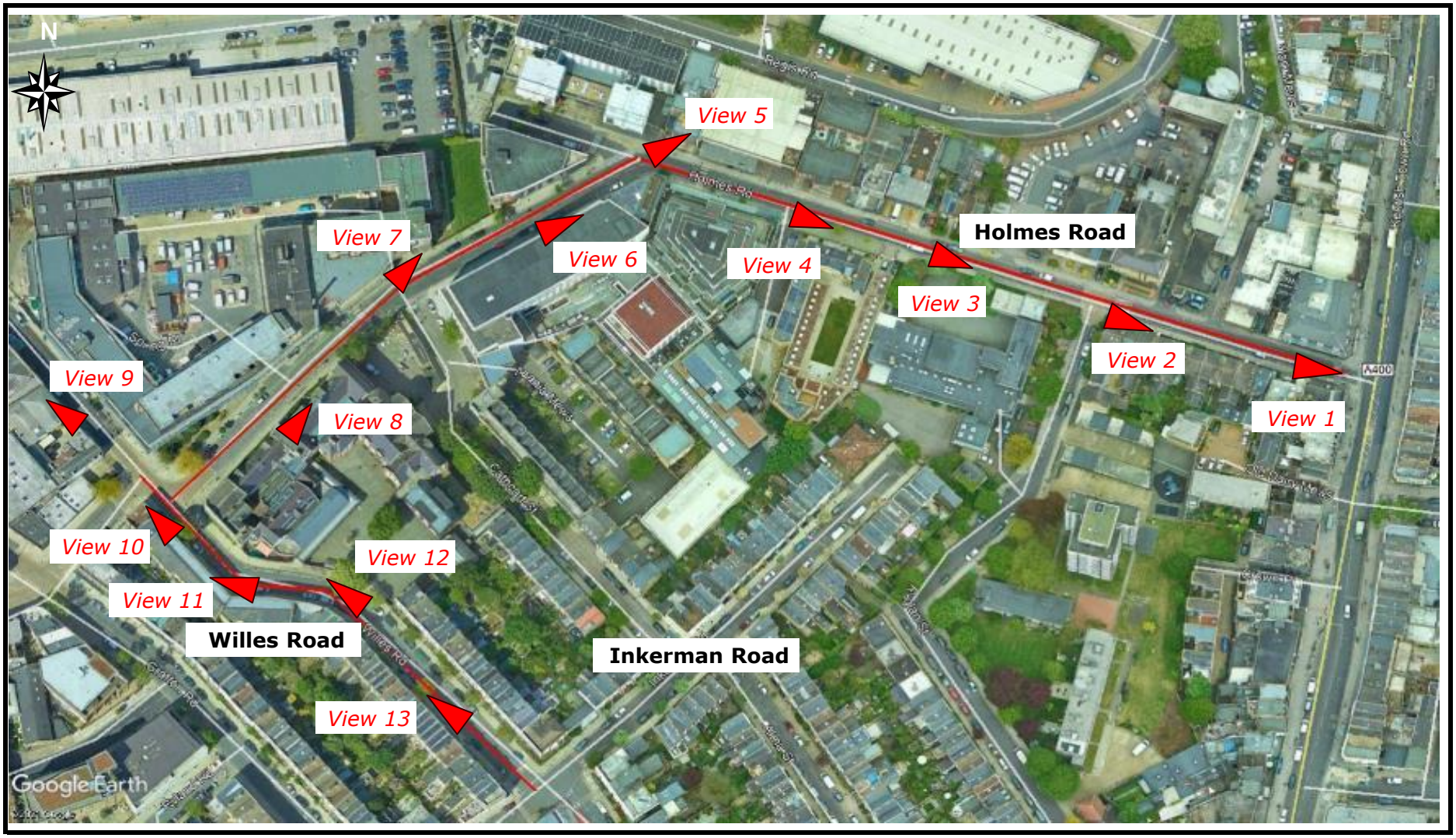
Date: 04/05/2021

Weather: Cloudy, Dry

Comments: none

Advanced Transport Research	*Job Number & Name:*	27302 Kentish Town
Holmes Road	*Date:*	Tuesday 04 May 2021

Job Type:	School Activity				
Co-ordinates:	51° 32' 58.59"N, 0° 8' 35.42"W	*Postcode:*	NW5 3AH	*Times:*	0700-1000 1400-1800



Advanced Transport Research	*Job Number & Name:*	27302 Kentish Town
Holmes Road	*Client:*	Vectos
School Activity	*Date:*	Tuesday 04 May 2021

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	School	Area	School Children Dropped Off	School Children Picked Up	Comments
07:00:00	08:55:31	**01:55:31**	Willes Road	lege Francais Bilingue de Lond	12	2	0	
08:05:11	08:05:21	**00:00:10**	Willes Road	lege Francais Bilingue de Lond	10	1	0	
08:05:52	08:06:25	**00:00:33**	Willes Road	lege Francais Bilingue de Lond	12	1	0	
08:06:19	08:23:38	**00:17:19**	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:06:20	08:20:24	**00:14:04**	Willes Road	lege Francais Bilingue de Lond	12	2	0	
08:13:44	08:15:28	**00:01:44**	Willes Road	lege Francais Bilingue de Lond	12	2	0	
08:13:48	08:14:32	**00:00:44**	Willes Road	lege Francais Bilingue de Lond	11	3	0	
08:15:28	08:15:40	**00:00:12**	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:17:20	08:17:30	**00:00:10**	Holmes Road	lege Francais Bilingue de Lond	8	1	0	
08:18:54	08:19:12	**00:00:18**	Willes Road	lege Francais Bilingue de Lond	10	2	0	
08:19:56	08:20:07	**00:00:11**	Willes Road	lege Francais Bilingue de Lond	13	2	0	
08:20:23	08:25:17	**00:04:54**	Willes Road	lege Francais Bilingue de Lond	11	7	0	
08:20:59	08:21:33	**00:00:34**	Willes Road	lege Francais Bilingue de Lond	11	2	0	
08:22:01	08:23:14	**00:01:13**	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:22:42	08:22:58	**00:00:16**	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:22:47	08:23:08	**00:00:21**	Willes Road	lege Francais Bilingue de Lond	10	1	0	
08:23:17	08:24:03	**00:00:46**	Willes Road	lege Francais Bilingue de Lond	10	7	0	
08:23:42	08:48:01	**00:24:19**	Holmes Road	Patrick's Catholic Primary Sch	3	1	0	
08:23:57	08:34:51	**00:10:54**	Willes Road	lege Francais Bilingue de Lond	12	1	0	
08:25:03	08:25:56	**00:00:53**	Willes Road	lege Francais Bilingue de Lond	10	1	0	
08:25:18	08:26:17	**00:00:59**	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:25:19	08:26:26	**00:01:07**	Willes Road	lege Francais Bilingue de Lond	10	2	0	
08:25:42	08:26:03	**00:00:21**	Willes Road	lege Francais Bilingue de Lond	12	1	0	
08:25:44	08:34:55	**00:09:11**	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:25:58	08:26:36	**00:00:38**	Willes Road	lege Francais Bilingue de Lond	10	3	0	
08:26:27	08:27:05	**00:00:38**	Willes Road	lege Francais Bilingue de Lond	10	1	0	
08:27:11	08:27:24	**00:00:13**	Willes Road	lege Francais Bilingue de Lond	11	2	0	
08:28:01	08:28:29	**00:00:28**	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:28:39	08:29:47	**00:01:08**	Willes Road	lege Francais Bilingue de Lond	11	2	0	
08:29:23	08:29:47	**00:00:24**	Willes Road	lege Francais Bilingue de Lond	10	2	0	
08:30:22	08:53:54	**00:23:32**	Willes Road	lege Francais Bilingue de Lond	12	2	0	
08:33:14	08:34:18	**00:01:04**	Willes Road	lege Francais Bilingue de Lond	11	3	0	

Advanced Transport Research	*Job Number & Name:*	27302 Kentish Town
Holmes Road	*Client:*	Vectos
School Activity	*Date:*	Tuesday 04 May 2021

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	School	Area	School Children Dropped Off	School Children Picked Up	Comments
08:34:41	08:34:55	00:00:14	Willes Road	lege Francais Bilingue de Lond	12	1	0	
08:35:02	08:36:21	00:01:19	Willes Road	lege Francais Bilingue de Lond	11	2	0	
08:35:44	08:35:51	00:00:07	Holmes Road	lege Francais Bilingue de Lond	6	1	0	
08:36:33	08:37:56	00:01:23	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:36:45	08:37:33	00:00:48	Willes Road	lege Francais Bilingue de Lond	10	1	0	
08:37:48	08:38:02	00:00:14	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:38:30	08:49:17	00:10:47	Holmes Road	Patrick's Catholic Primary Sch	3	1	0	
08:38:31	08:41:58	00:03:27	Holmes Road	lege Francais Bilingue de Lond	7	1	0	
08:39:41	08:40:04	00:00:23	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:41:04	08:41:41	00:00:37	Willes Road	lege Francais Bilingue de Lond	11	2	0	
08:42:44	08:43:55	00:01:11	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:44:13	08:44:36	00:00:23	Willes Road	lege Francais Bilingue de Lond	11	1	0	
08:47:04	08:48:47	00:01:43	Holmes Road	lege Francais Bilingue de Lond	8	1	0	
08:49:13	08:51:25	00:02:12	Holmes Road	Patrick's Catholic Primary Sch	3	2	0	
08:50:37	09:07:57	00:17:20	Willes Road	lege Francais Bilingue de Lond	12	2	0	
08:52:03	08:52:15	00:00:12	Holmes Road	Patrick's Catholic Primary Sch	2	1	0	
08:52:36	08:54:57	00:02:21	Holmes Road	Patrick's Catholic Primary Sch	2	3	0	
08:58:38	08:58:54	00:00:16	Holmes Road	Patrick's Catholic Primary Sch	2	1	0	
09:14:30	09:15:01	00:00:31	Holmes Road	lege Francais Bilingue de Lond	6	1	0	
09:23:34	09:23:50	00:00:16	Willes Road	lege Francais Bilingue de Lond	11	1	0	
14:00:00	14:17:50	00:17:50	Holmes Road	lege Francais Bilingue de Lond	6	0	1	
14:01:22	14:12:07	00:10:45	Willes Road	lege Francais Bilingue de Lond	12	0	1	
14:13:48	14:14:16	00:00:28	Willes Road	lege Francais Bilingue de Lond	12	0	1	
14:14:45	14:15:36	00:00:51	Willes Road	lege Francais Bilingue de Lond	11	0	2	
14:49:45	15:23:41	00:33:56	Willes Road	lege Francais Bilingue de Lond	12	0	1	
15:00:56	15:31:44	00:30:48	Holmes Road	Patrick's Catholic Primary Sch	2	0	1	
15:01:06	15:21:53	00:20:47	Willes Road	lege Francais Bilingue de Lond	12	0	1	
15:08:31	15:23:24	00:14:53	Willes Road	lege Francais Bilingue de Lond	12	0	1	
15:10:47	15:20:15	00:09:28	Holmes Road	Patrick's Catholic Primary Sch	3	0	1	
15:11:44	15:24:07	00:12:23	Holmes Road	lege Francais Bilingue de Lond	7	0	2	
15:13:51	15:21:34	00:07:43	Holmes Road	lege Francais Bilingue de Lond	7	0	1	
15:15:47	15:22:46	00:06:59	Willes Road	lege Francais Bilingue de Lond	12	0	2	

Advanced Transport Research	*Job Number & Name:*	27302 Kentish Town
Holmes Road	*Client:*	Vectos
School Activity	*Date:*	Tuesday 04 May 2021

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	School	Area	School Children Dropped Off	School Children Picked Up	Comments
15:16:49	15:22:38	00:05:49	Willes Road	lege Francais Bilingue de Lond	13	0	1	
15:17:35	15:21:49	00:04:14	Willes Road	lege Francais Bilingue de Lond	10	0	2	
15:18:41	15:31:52	00:13:11	Holmes Road	Patrick's Catholic Primary Sch	2	0	1	
15:19:06	15:25:29	00:06:23	Holmes Road	Patrick's Catholic Primary Sch	3	0	1	
15:19:41	15:20:29	00:00:48	Willes Road	lege Francais Bilingue de Lond	12	1	0	
15:21:12	15:31:10	00:09:58	Holmes Road	Patrick's Catholic Primary Sch	3	0	1	
15:21:19	15:22:49	00:01:30	Willes Road	lege Francais Bilingue de Lond	12	0	1	
15:32:28	15:35:54	00:03:26	Holmes Road	Patrick's Catholic Primary Sch	2	0	1	
15:33:26	15:34:24	00:00:58	Holmes Road	lege Francais Bilingue de Lond	6	1	0	
15:34:02	15:47:38	00:13:36	Willes Road	lege Francais Bilingue de Lond	12	0	1	
15:35:18	16:11:24	00:36:06	Willes Road	lege Francais Bilingue de Lond	12	0	2	
15:38:06	16:11:49	00:33:43	Willes Road	lege Francais Bilingue de Lond	12	0	2	
15:42:04	16:10:55	00:28:51	Willes Road	lege Francais Bilingue de Lond	12	0	1	
15:45:29	16:11:15	00:25:46	Willes Road	lege Francais Bilingue de Lond	12	0	1	
15:46:03	17:15:18	01:29:15	Holmes Road	lege Francais Bilingue de Lond	8	0	1	
15:46:13	16:20:56	00:34:43	Willes Road	lege Francais Bilingue de Lond	11	0	1	
15:46:14	16:20:41	00:34:27	Willes Road	lege Francais Bilingue de Lond	12	0	1	
15:46:59	15:47:06	00:00:07	Willes Road	lege Francais Bilingue de Lond	12	0	1	
15:48:19	15:48:38	00:00:19	Willes Road	lege Francais Bilingue de Lond	11	0	1	
15:48:59	16:13:01	00:24:02	Willes Road	lege Francais Bilingue de Lond	12	0	1	
15:50:25	16:13:03	00:22:38	Willes Road	lege Francais Bilingue de Lond	13	0	1	
15:51:18	16:08:06	00:16:48	Willes Road	lege Francais Bilingue de Lond	12	0	1	
15:53:14	16:11:42	00:18:28	Willes Road	lege Francais Bilingue de Lond	12	0	1	
16:00:26	16:11:51	00:11:25	Willes Road	lege Francais Bilingue de Lond	13	0	2	
16:02:19	16:08:43	00:06:24	Willes Road	lege Francais Bilingue de Lond	10	0	2	
16:02:32	16:10:32	00:08:00	Holmes Road	lege Francais Bilingue de Lond	8	0	1	
16:02:48	16:11:23	00:08:35	Willes Road	lege Francais Bilingue de Lond	12	0	1	
16:06:17	16:11:39	00:05:22	Holmes Road	lege Francais Bilingue de Lond	8	0	2	
16:07:02	16:11:50	00:04:48	Willes Road	lege Francais Bilingue de Lond	11	0	5	
16:07:41	16:13:32	00:05:51	Willes Road	lege Francais Bilingue de Lond	13	0	1	
16:07:42	16:07:52	00:00:10	Willes Road	lege Francais Bilingue de Lond	10	0	1	
16:12:19	17:46:32	01:34:13	Willes Road	lege Francais Bilingue de Lond	12	0	2	

Advanced Transport Research	*Job Number & Name:*	27302 Kentish Town
Holmes Road	*Client:*	Vectos
School Activity	*Date:*	Tuesday 04 May 2021

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	School	Area	School Children Dropped Off	School Children Picked Up	Comments
16:13:25	16:15:16	**00:01:51**	Holmes Road	lege Francais Bilingue de Lond	8	0	2	
16:22:38	16:22:58	**00:00:20**	Willes Road	lege Francais Bilingue de Lond	11	0	2	
16:52:32	17:03:34	**00:11:02**	Holmes Road	lege Francais Bilingue de Lond	8	0	1	
16:52:36	16:59:04	**00:06:28**	Holmes Road	lege Francais Bilingue de Lond	8	0	2	
16:54:13	16:58:18	**00:04:05**	Holmes Road	lege Francais Bilingue de Lond	8	0	1	
17:01:32	17:06:13	**00:04:41**	Holmes Road	lege Francais Bilingue de Lond	8	0	2	
17:02:08	17:12:43	**00:10:35**	Holmes Road	lege Francais Bilingue de Lond	8	0	1	
17:03:26	17:09:36	**00:06:10**	Holmes Road	lege Francais Bilingue de Lond	8	0	1	
17:33:31	17:56:05	**00:22:34**	Holmes Road	lege Francais Bilingue de Lond	8	0	1	

Appendix F

Calculation Reference: AUDIT-152301-200601-0649

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	HD	HILLINGDON	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1080 to 6100 (units: sqm)
Range Selected by User: 620 to 6100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 10/09/14

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	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	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:

Industrial Zone	2

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

Secondary Filtering selection:

Use Class:

B1	1 days
B2	1 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:

15,001 to 20,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 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:

No PTAL Present	1 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1 BT-02-C-02 FOOD PRODUCTION BRENT
ABBEYDALE ROAD
ALPERTON

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6100 sqm
Survey date: WEDNESDAY 10/09/14 Survey Type: MANUAL

2 HD-02-C-02 WINDOW PRODUCTION HILLINGDON
BETAM ROAD
HAYES

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1080 sqm
Survey date: WEDNESDAY 05/12/12 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HD-02-C-01	not a comparable use

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	6100	0.443	1	6100	0.164	1	6100	0.607
07:00 - 08:00	2	3590	0.195	2	3590	0.125	2	3590	0.320
08:00 - 09:00	2	3590	0.195	2	3590	0.084	2	3590	0.279
09:00 - 10:00	2	3590	0.167	2	3590	0.097	2	3590	0.264
10:00 - 11:00	2	3590	0.209	2	3590	0.209	2	3590	0.418
11:00 - 12:00	2	3590	0.139	2	3590	0.167	2	3590	0.306
12:00 - 13:00	2	3590	0.084	2	3590	0.111	2	3590	0.195
13:00 - 14:00	2	3590	0.097	2	3590	0.125	2	3590	0.222
14:00 - 15:00	2	3590	0.139	2	3590	0.125	2	3590	0.264
15:00 - 16:00	2	3590	0.125	2	3590	0.070	2	3590	0.195
16:00 - 17:00	2	3590	0.251	2	3590	0.139	2	3590	0.390
17:00 - 18:00	2	3590	0.125	2	3590	0.418	2	3590	0.543
18:00 - 19:00	1	1080	0.000	1	1080	0.370	1	1080	0.370
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.169			2.204			4.373

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.*

Parameter summary

Trip rate parameter range selected:	1080 - 6100 (units: sqm)
Survey date date range:	01/01/12 - 10/09/14
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:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	6100	0.016	1	6100	0.000	1	6100	0.016
07:00 - 08:00	2	3590	0.042	2	3590	0.028	2	3590	0.070
08:00 - 09:00	2	3590	0.014	2	3590	0.042	2	3590	0.056
09:00 - 10:00	2	3590	0.070	2	3590	0.042	2	3590	0.112
10:00 - 11:00	2	3590	0.070	2	3590	0.097	2	3590	0.167
11:00 - 12:00	2	3590	0.056	2	3590	0.070	2	3590	0.126
12:00 - 13:00	2	3590	0.028	2	3590	0.042	2	3590	0.070
13:00 - 14:00	2	3590	0.056	2	3590	0.028	2	3590	0.084
14:00 - 15:00	2	3590	0.070	2	3590	0.097	2	3590	0.167
15:00 - 16:00	2	3590	0.000	2	3590	0.014	2	3590	0.014
16:00 - 17:00	2	3590	0.014	2	3590	0.000	2	3590	0.014
17:00 - 18:00	2	3590	0.014	2	3590	0.000	2	3590	0.014
18:00 - 19:00	1	1080	0.000	1	1080	0.000	1	1080	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.450			0.460			0.910

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 G

Calculation Reference: AUDIT-152301-210318-0352

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	HD	HILLINGDON	1 days
	HO	HOUNSLOW	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 8673 to 20400 (units: sqm)
Range Selected by User: 950 to 20400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/18

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:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

Industrial Zone	3

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

Secondary Filtering selection:

Use Class:

B1	1 days
B8	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®.

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 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	2 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 BE-02-F-01 FRESH FRUIT DISTRIBUTOR BEXLEY
THAMES ROAD
CRAYFORD

Edge of Town
Industrial Zone
Total Gross floor area: 20400 sqm
Survey date: THURSDAY 20/09/18 Survey Type: MANUAL

2 HD-02-F-01 FOOD DISTRIBUTOR HILLINGDON
NINE ACRES CLOSE
HAYES

Edge of Town
Industrial Zone
Total Gross floor area: 8673 sqm
Survey date: THURSDAY 27/09/18 Survey Type: MANUAL

3 HO-02-F-01 LOGISTICS AND FREIGHT HOUNSLOW
ASCOT ROAD
FELTHAM

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 13500 sqm
Survey date: WEDNESDAY 23/11/16 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/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	14191	0.258	3	14191	0.094	3	14191	0.352
08:00 - 09:00	3	14191	0.406	3	14191	0.101	3	14191	0.507
09:00 - 10:00	3	14191	0.209	3	14191	0.115	3	14191	0.324
10:00 - 11:00	3	14191	0.136	3	14191	0.136	3	14191	0.272
11:00 - 12:00	3	14191	0.174	3	14191	0.186	3	14191	0.360
12:00 - 13:00	3	14191	0.188	3	14191	0.254	3	14191	0.442
13:00 - 14:00	3	14191	0.237	3	14191	0.193	3	14191	0.430
14:00 - 15:00	3	14191	0.139	3	14191	0.155	3	14191	0.294
15:00 - 16:00	3	14191	0.143	3	14191	0.169	3	14191	0.312
16:00 - 17:00	3	14191	0.148	3	14191	0.214	3	14191	0.362
17:00 - 18:00	3	14191	0.164	3	14191	0.458	3	14191	0.622
18:00 - 19:00	3	14191	0.167	3	14191	0.247	3	14191	0.414
19:00 - 20:00	1	20400	0.044	1	20400	0.230	1	20400	0.274
20:00 - 21:00	1	20400	0.020	1	20400	0.029	1	20400	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.433			2.581			5.014

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.*

Parameter summary

Trip rate parameter range selected:	8673 - 20400 (units: sqm)
Survey date date range:	01/01/12 - 27/09/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

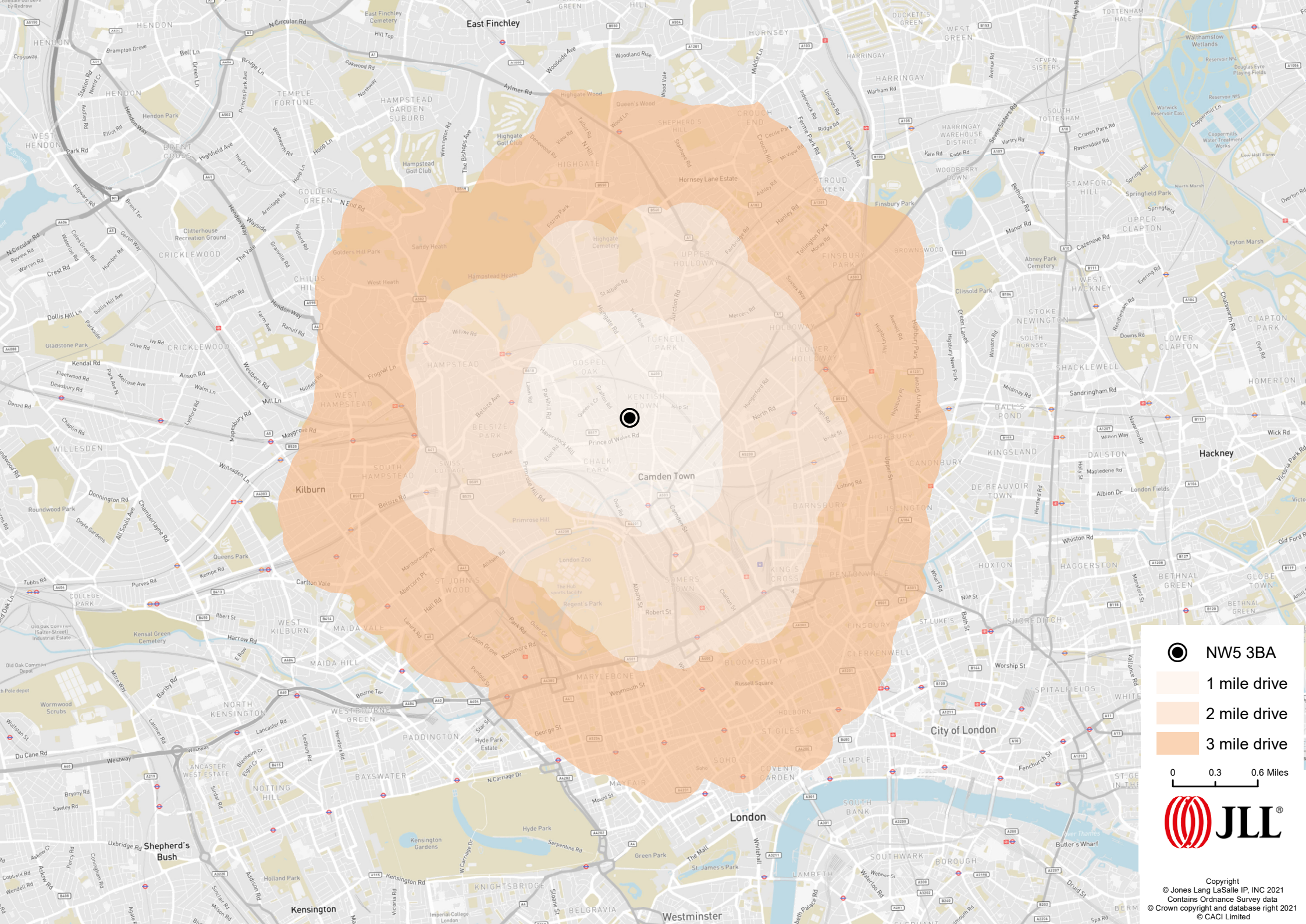
TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	14191	0.040	3	14191	0.047	3	14191	0.087
08:00 - 09:00	3	14191	0.031	3	14191	0.038	3	14191	0.069
09:00 - 10:00	3	14191	0.049	3	14191	0.045	3	14191	0.094
10:00 - 11:00	3	14191	0.035	3	14191	0.049	3	14191	0.084
11:00 - 12:00	3	14191	0.042	3	14191	0.033	3	14191	0.075
12:00 - 13:00	3	14191	0.045	3	14191	0.049	3	14191	0.094
13:00 - 14:00	3	14191	0.052	3	14191	0.049	3	14191	0.101
14:00 - 15:00	3	14191	0.045	3	14191	0.033	3	14191	0.078
15:00 - 16:00	3	14191	0.038	3	14191	0.040	3	14191	0.078
16:00 - 17:00	3	14191	0.038	3	14191	0.028	3	14191	0.066
17:00 - 18:00	3	14191	0.031	3	14191	0.038	3	14191	0.069
18:00 - 19:00	3	14191	0.028	3	14191	0.019	3	14191	0.047
19:00 - 20:00	1	20400	0.020	1	20400	0.034	1	20400	0.054
20:00 - 21:00	1	20400	0.020	1	20400	0.005	1	20400	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.514			0.507			1.021

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 H


NW5 3BA
1 mile drive
2 mile drive
3 mile drive
0
0.3
0.6 Miles
JLL
Copyright
© Jones Lang LaSalle IP, INC 2021
Contains Ordnance Survey data
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East Finchley
Camden Town
Kilburn
Hackney
City of London
London
Shepherd's Bush
Kensington
Westminster

Appendix I

QS102EW - Population density

population	All usual residents
units	Persons
rural urban	Total
area/population density	All usual residents

2011 super output area - middle layer	2011	%
E02000166 : Camden 001	7,924	1.77%
E02000167 : Camden 002	7,944	1.77%
E02000168 : Camden 003	8,172	1.82%
E02000169 : Camden 004	7,637	1.70%
E02000170 : Camden 005	8,338	1.86%
E02000171 : Camden 006	7,818	1.74%
E02000172 : Camden 007	10,147	2.26%
E02000173 : Camden 008	7,675	1.71%
E02000174 : Camden 009	8,714	1.94%
E02000175 : Camden 010	8,848	1.97%
E02000176 : Camden 011	6,373	1.42%
E02000177 : Camden 012	8,948	1.99%
E02000178 : Camden 013	8,857	1.97%
E02000179 : Camden 014	6,329	1.41%
E02000180 : Camden 015	8,202	1.83%
E02000181 : Camden 016	7,708	1.72%
E02000182 : Camden 017	6,697	1.49%
E02000183 : Camden 018	7,913	1.76%
E02000184 : Camden 019	8,882	1.98%
E02000185 : Camden 020	8,290	1.85%
E02000186 : Camden 021	6,687	1.49%
E02000187 : Camden 022	8,155	1.82%
E02000188 : Camden 023	8,322	1.85%
E02000189 : Camden 024	5,944	1.32%
E02000190 : Camden 025	7,530	1.68%
E02000191 : Camden 026	7,497	1.67%
E02000192 : Camden 027	7,157	1.60%
E02000193 : Camden 028	7,630	1.70%
E02000960 : Westminster 001	6,620	1.48%
E02000970 : Westminster 011	8,983	2.00%
E02000972 : Westminster 013	8,333	1.86%
E02000554 : Islington 001	9,182	2.05%
E02000555 : Islington 002	9,408	2.10%
E02000556 : Islington 003	10,008	2.23%
E02000557 : Islington 004	8,124	1.81%
E02000558 : Islington 005	8,870	1.98%
E02000559 : Islington 006	8,778	1.96%
E02000560 : Islington 007	7,076	1.58%
E02000561 : Islington 008	7,746	1.73%
E02000563 : Islington 010	8,486	1.89%
E02000564 : Islington 011	10,488	2.34%
E02000566 : Islington 013	8,164	1.82%
E02000568 : Islington 015	9,625	2.15%
E02000569 : Islington 016	10,022	2.23%
E02000570 : Islington 017	8,615	1.92%
E02000571 : Islington 018	8,031	1.79%
E02000572 : Islington 019	8,571	1.91%
E02000573 : Islington 020	8,674	1.93%
E02000574 : Islington 021	8,501	1.89%
E02000575 : Islington 022	11,889	2.65%
E02000426 : Haringey 030	6,731	1.50%
E02000429 : Haringey 033	6,852	1.53%
E02000430 : Haringey 034	7,417	1.65%
E02000431 : Haringey 035	6,685	1.49%
E02000432 : Haringey 036	6,454	1.44%
Total	**448,671**	**100.00%**

Appendix J

3-6 Spring Place Development Impact on Surrounding Roads

NB: Development flows have been based on antipcated movements of the ODF model as it results in an increased number of movements

Table 1: Development Impact on Surrounding Roads Between 0900 and 1000 Using ODF Model

Road	Baseline Traffic (0900-1000)	Development flows (0900-1000)	%age Impact
Spring Place	79	22	29.6%
Athlone Street	65	4	6.0%
Holmes Road	159	8	5.4%
Grafton Road	125	2	1.9%
Willes Road	55	5	9.6%
Grafton Road (north)	136	3	2.6%

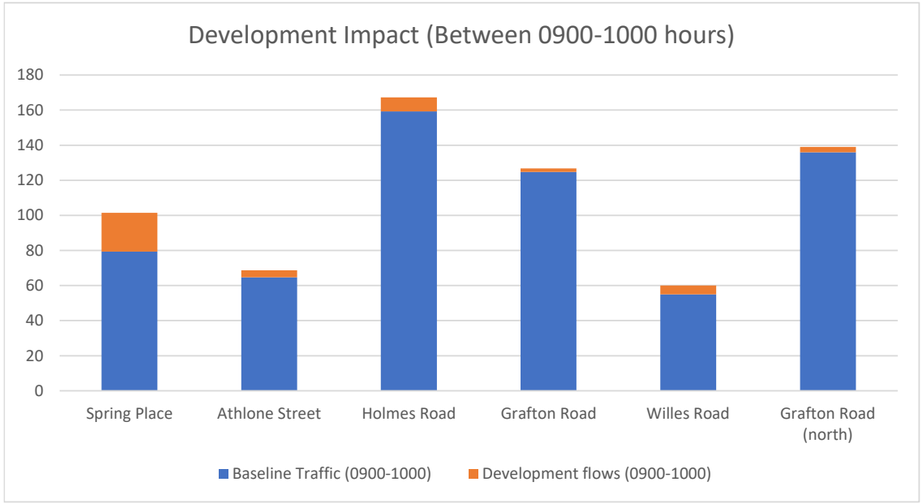


Table 2: Development Impact on Surrounding Roads Between 1000 and 1100 Using ODF Model

Road	Baseline Traffic (1000-1100)	Development flows (1000-1100)	%age Impact
Spring Place	71	20	25.2%
Athlone Street	67	4	6.2%
Holmes Road	152	7	4.4%
Grafton Road	140	2	1.6%
Willes Road	48	4	7.3%
Grafton Road (north)	151	3	2.2%

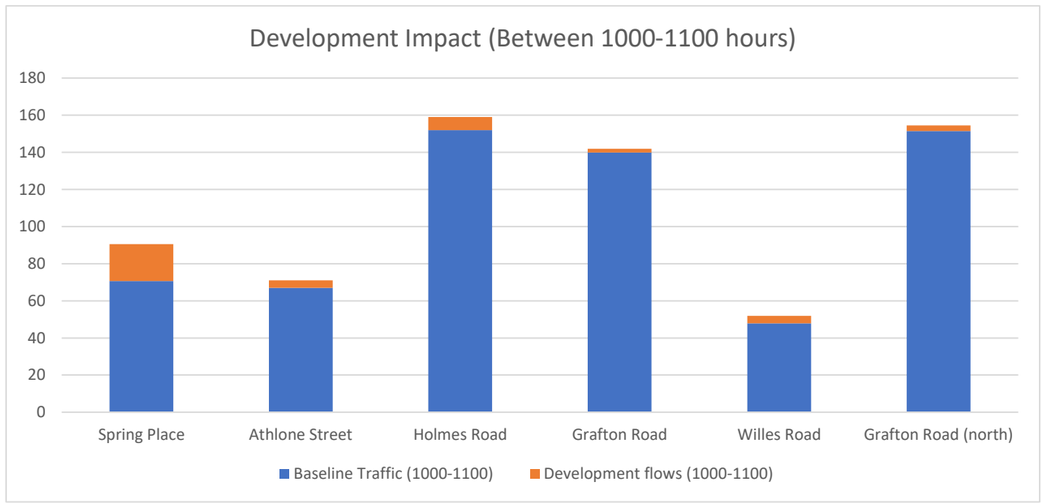


Table 3: Development Impact on Surrounding Roads Between 1100 and 1200 Using ODF Model

Road	Baseline Traffic (1100-1200)	Development flows (1100-1200)	%age Impact
Spring Place	87	20	28.3%
Athlone Street	75	4	6.0%
Holmes Road	152	7	4.6%
Grafton Road	158	2	1.4%
Willes Road	66	4	8.4%
Grafton Road (north)	175	3	2.0%

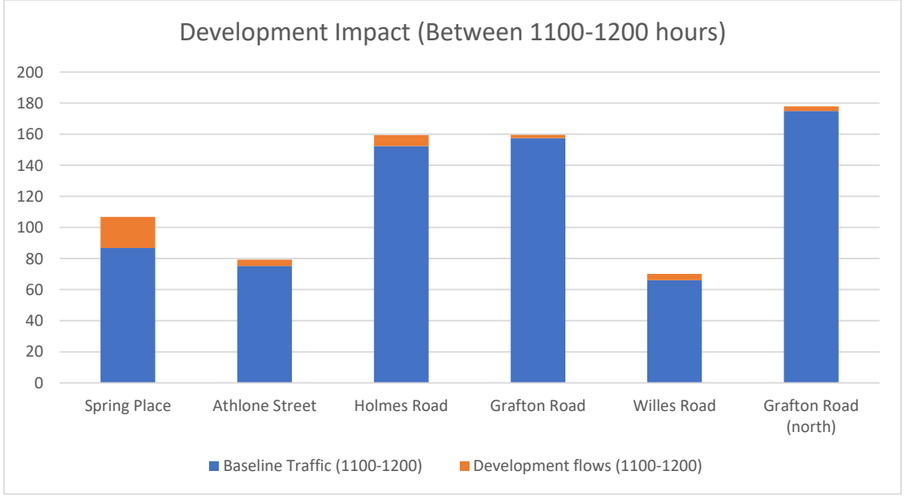


Table 4: Development Impact on Surrounding Roads Between 1200 and 1300 Using ODF Model

Road	Baseline Traffic (1200-1300)	Development flows (1200-1300)	%age Impact
Spring Place	107	20	23.0%
Athlone Street	82	4	5.3%
Holmes Road	173	7	4.6%
Grafton Road	192	2	1.3%
Willes Road	78	4	6.0%
Grafton Road (north)	224	3	1.7%

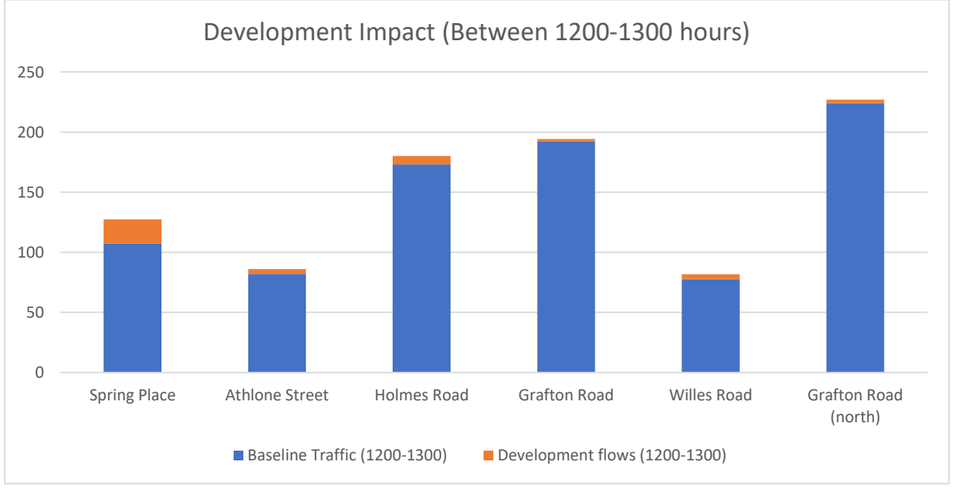
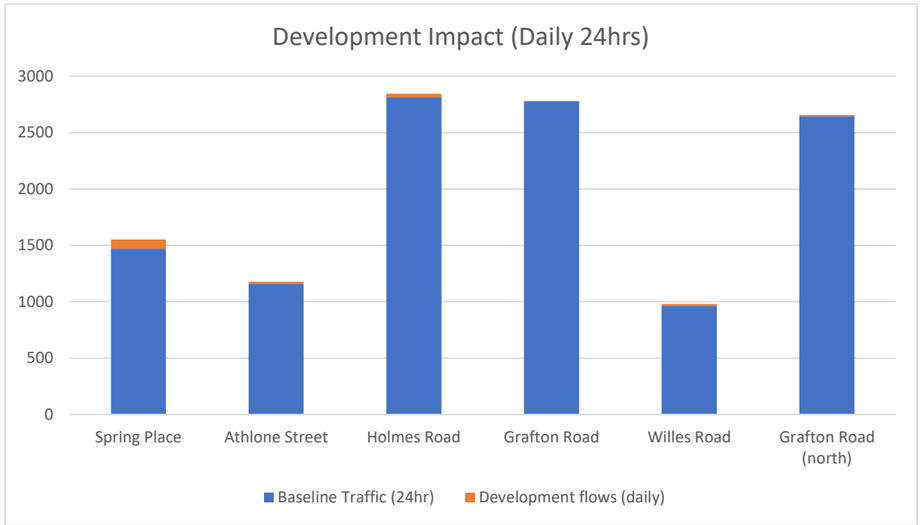


Table 5: Development Impact on Surrounding Roads - Daily Impact Using ODF Model

Road	Baseline Traffic (24hr)	Development flows (daily)	%age Impact
Spring Place	1471	82	5.6%
Athlone Street	1160	16	1.4%
Holmes Road	2816	30	1.0%
Grafton Road	2774	7	0.2%
Willes Road	962	18	1.9%
Grafton Road (north)	2645	11	0.4%



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