Change of Use from Sui Generis (British Transport Police Station) to Class E(g)(i) Offices

16-24 Whitfield Street, London W1T 2RA

Transport Assessment prepared on behalf of TCR New Ltd

February 2022

MILESTONE TRANSPORT PLANNING

Change of Use from Sui Generis to Class E(g)(i) Offices, 16-24 Whitfield Street, London W1T 2RA

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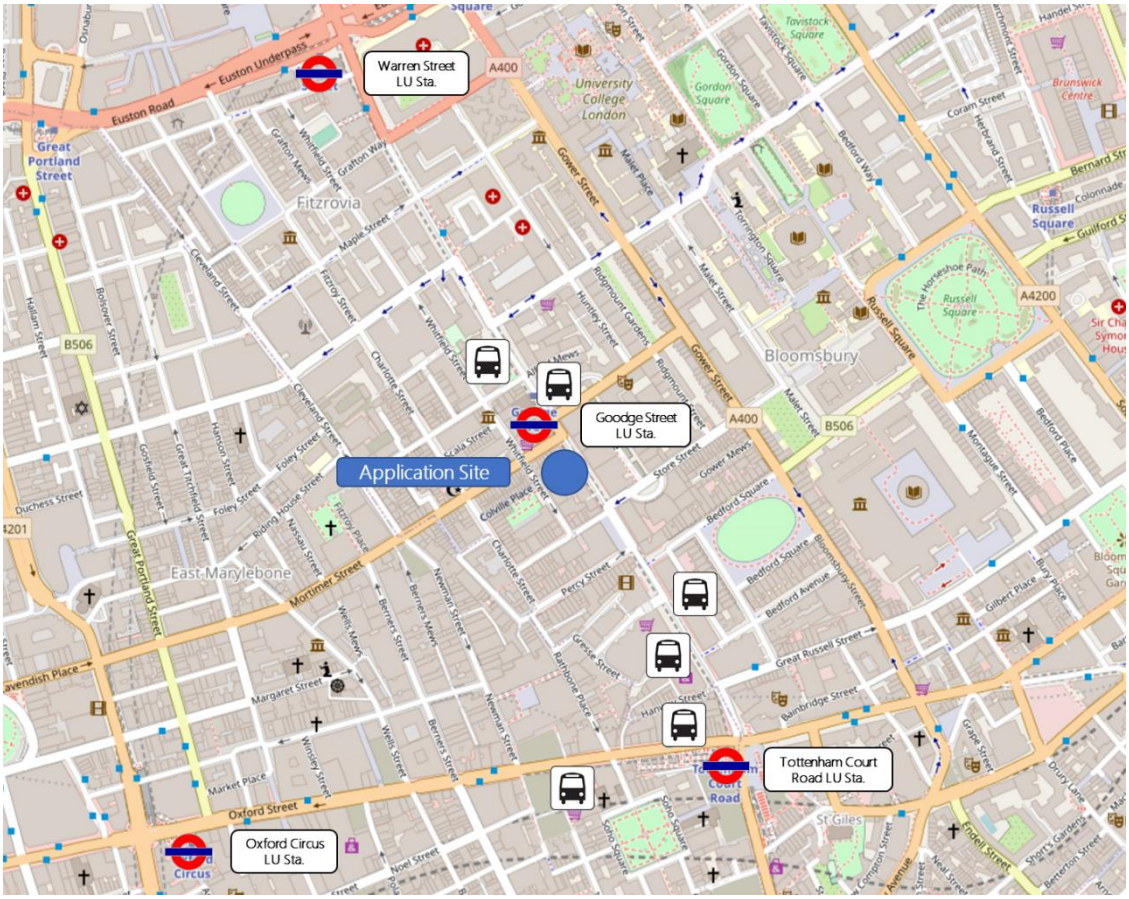
1. Introduction & Background

Site Location

1.1 The address of the application site is 16-24 Whitfield Street W1T 2RA. The location of the site in the context of the local area is indicated in Figure 1 from which it is noted that Whitfield Street is to the west, Tottenham Court Road is to the east, Goodge Street is to the north and Windmill Street is to the south.

Figure 1 Site Location



Policy Context

National Planning Policy Framework (NPPF, 2021)

1.2 Promoting sustainable transport is a key thread of the NPPF and para. 104 highlights the importance of considering transport issues from the earliest stages of development proposals to ensure that:

- The potential impacts on transport networks can be assessed;
- Opportunities from existing and proposed transport infrastructure, changing transport technology and usage are realised;

- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure are identified, assessed and considered – identifying opportunities for avoiding and mitigating any adverse effects and for net environmental gains;
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

1.3 Paragraph 105 goes on to state that: "*The planning system should actively manage patterns of growth…Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes…*"

1.4 Para. 110 requires that when assessing specific allocations for development it is important to ensure that:

- Appropriate opportunities to promote sustainable transport modes have been taken up;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- 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.

1.5 Para. 111 continues to state that "*…developments should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*".

1.6 Para. 112 requires that applications for development should:

- First, give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas;
- Second, as far as is possible, facilitate access to high quality public transport, maximising catchment areas to services and implementing appropriate facilities to encourage use;
- Address the needs of people with disabilities and reduced mobility;
- Create places that are safe, secure and attractive which minimise conflicts between pedestrians, cyclists and vehicles;
- Allow for the efficient delivery of goods and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles.

National Planning Practice Guidance (March 2014)

1.7 The Department for Communities and Local Government (DCLG) published the National Planning Practice Guidance (NPPG) on 6th March 2014, for the purposes of providing additional information in support of the NPPF. In addition to other planning matters, the NPPG contains specific guidance on 'Travel Plans, Transport Assessments and Statements in decision-making'.

1.8 The guidance states that these documents should *"primarily focus on evaluating the potential transport impacts of a development proposal"* and that they *"can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with the National Planning Policy Framework."*

1.9 The NPPG states that *"Transport Assessments, Transport Statements and Travel Plans have a role in supporting national policy"* which *"sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, waking and cycling, and focus significant development in locations which are or can be made sustainable."* More specifically, the NPPG states that Travel Plans, Transport Assessments and Statements can positively contribute to:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

The New London Plan (March 2021)

1.10 The New London Plan was published by the London Greater Authority in March 2021. The document represents a significant shift in approach whereby greater emphasis is placed on 'Healthy Streets' and the promotion of new and improved walking, cycling and public transport networks coupled with reducing the demand of vehicles on London's streets.

1.11 With regards to policy GG2 – Making the best use of land, in order to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must:

- *"A) enable the development of brownfield land;*
- *B) prioritise sites which are well-connected by existing or planned public transport;*
- *C) proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling; and*
- *G) plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth".*

1.12 Policy GG3 focuses on creating a healthy city and states that those in planning and development must:

- *"B) promote more active and healthy lives for all Londoners and enable them to make healthy choices;*
- *C) use the Healthy Streets Approach to prioritise health in all planning decisions; and*

- *G) plan for improved access to and quality of green spaces, the provision of new green infrastructure, and spaces for play, recreation and sports".*

1.13 Policy T1 'Strategic Approach to Transport' states: -

- *"A – Development Plans and development proposals should support:*
- *1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.*
- *2) the proposed transport schemes set out in Table 10.1.*
- *B – All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

1.14 Of importance, Policy T2 focuses on the Healthy Streets approach and highlights that development proposals should:

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with TfL guidance;
- 2) reduce the dominance of vehicles on London's streets whether stationary or moving; and
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Healthy Streets for London (2017)

1.15 Healthy Streets for London was published by TfL in 2017, the integrated transport authority responsible for delivering the Mayor's Strategy and commitments on transport. The Commissioner's foreword states: *"The Healthy Streets Approach provides the framework of policies and strategies we will put in place to achieve this. At a street level, direct investment in our walking, cycling and public transport infrastructure is vital to providing a safer, easier, cleaner and more appealing environment for everyone to enjoy."*

1.16 The approach uses ten evidence-based indicators of what makes streets attractive places and is believed to create a much healthier city if all of these targets are worked towards. The indicator relating to walk, cycle and use of public transport states;

> *"Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets".*

1.17 The approach is embedded across the full range of Mayoral policy and strategy documents to ensure it is delivered effectively across the city.

Camden Planning Guidance: Transport (January 2021)

1.18 The Camden Council Planning Guidance (CPG) on Transport supports the policies contained within the Camden Local Plan (2017) and forms a Supplementary Planning Document (SPD) which is a material consideration in the determination of planning applications.

1.19 The CPG Transport supports the following policies within the Local Plan:

- Policy A1: Managing the Impact of Development
  - Under this Policy the Council will resist development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network. The Council will require mitigation measures where necessary to address transport impacts, including the use of Transport Assessments, Travel Plans and Delivery and Servicing Management Plans as well as the use of Construction Management Plans.
- Policy T1: Prioritising Walking, Cycling and Public Transport
  - This Policy relates to the prioritisation of sustainable transport through walking, cycling and public transport. The Council will seek to ensure that development contributes towards an improved pedestrian environment, provides for cycle parking in excess of London Plan minimum standards coupled with high quality supporting facilities, connects with and contributes towards high quality cycle infrastructure and connections, safeguards and promotes public transport infrastructure.
- Policy T2: Parking and Car-Free Development
  - This Policy sets out the Council's requirement for all new development to be car-free as well as the Council's support for the redevelopment of existing parking areas within development for alternative uses. The Council will not issue on-street or on-site parking permits in connection with new developments and will use of legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits. Where provided, on-site parking will be limited to spaces designated for disabled people and / or essential operational or servicing needs.
- Policy T3: Transport Infrastructure
  - This Policy sets out the Council's stance to protect and safeguard strategic infrastructure improvement projects as well as existing and proposed facilities for walking, cycling and public transport.
- Policy T4 Sustainable Movement of Goods and Materials
  - Under this Policy the Council will promote the sustainable movement of goods and materials through the requirement for development to provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.
- Policy CC4: Air Quality
  - This Policy requires that where development involves significant demolition, construction or earthworks, an assessment of risk of dust and emissions impacts and identification of appropriate mitigation measures may be required within the Construction Management Plan.

- Policy D1: Design
  - Under this Policy the Council seek high quality design in development that, from a transport perspective, integrates well with the surrounding streets / open spaces and improves movement with direct, accessible and easily recognisable routes.

1.20 The remainder of the Transport Assessment (TA) follows, where appropriate 'Section' and 'Topic' headings provided within Appendix B of the CPG: Transport (2021).

Planning Designations

1.21 The application site is presently a mixed use development comprising a British Transport Police Station and Divisional Headquarters building, both of which fall under a Sui Generis use, and accessed off Whitfield Street. The wider site also has retail use under Use Class E(a) (formerly Class A1) accessed off Tottenham Court Road. Table 1.1 provides a breakdown of existing floor area. Copies of the existing floor plans are provided as Appendix 1 to the TA.

Table 1.1 Breakdown of Existing Floor Area

Building Level	Description	Floor Area (GIA)
Basement	Ancillary to Police Use (incl. ramp & parking zone)	521m^2
Basement	Retail	701m^2
Level 0	Police Station	555m^2
Level 0	Retail	673m^2
Level 1	Police Division Offices	833m^2
Level 1	Retail	281m^2
Level 2	Police Division Offices	933m^2
Level 3	Police Division Offices	822m^2
Level 4	Plant	199m^2
Total Floor Area (Police Station / Divisional Offices)		3,864m^2
Total Floor Area (Retail)		1,655m^2
COMBINED FLOOR AREA		5,519m^2

Description of Development Proposals

1.22 The proposed development comprises a Change of Use from Sui Generis to Class E(g)(i) Offices within the element of the building presently occupied by the British Transport Police as a Police Station and Divisional Headquarters. The development proposals comprise alterations to the basement of the building with the removal of the vehicular ramp and car parking to be replaced by a platform ramp and stairs serving ancillary office space that includes cycle parking with associated storage changing and shower facilities and refuse storage.

1.23 The retail element of the existing building will remain unchanged with this Change of Use application.

1.24 Table 1.2 provides a breakdown of floor area within the element of the building that is subject to this Change of Use application, comparing to the total Gross Internal Area (GIA) on all floors and the usable space for office accommodation (Class E(g)(i)) that will be provided. Copies of the proposed floor plans are included within Appendix 1 of the TA.

Table 1.2 Breakdown of Future Floor Area with Change of Use Application

Building Level	Total Floor Area (GIA)	Useable Office Floor Area (GIA)
Basement	521m^2	365m^2
Level 0	555m^2	542m^2
Level 1	833m^2	833m^2
Level 2	933m^2	933m^2
Level 3	822m^2	822m^2
Level 4	199m^2	-
TOTALS	3,864m^2	3,495m^2

Previous Applications

1.25 Planning permission was granted for the current uses on the site in November 2000 under the Camden Council planning application reference number PS9904472/R3. Prior to this, the site was a Metropolitan Police Station on the Tottenham Court Road frontage with a car park for Police use to the rear.

Design & Access Statement

1.26 Through pre-application discussions with Planning Officers at Camden Council it has been confirmed that no Design and Access Statement is required if there are no external alterations to the building. This planning application is solely for a Change of Use from Sui Generis to Class E(g)(i) Offices within the existing fabric of the building and therefore a Design and Access Statement is not provided.

2. Baseline Conditions (Micro)

Existing Land Use

2.1 As noted in Section 1 of the TA, the site at 55 Tottenham Court Road and 16-24 Whitfield Street is currently provided with a mix of uses. A British Transport Police Station and Headquarters building (Sui Generis) occupies basement, ground and first to third floors with pedestrian and vehicular access from Whitfield Street. A retail unit (under Use Class E(a)) is provided on the basement ground and first floors of the Tottenham Court Road frontage with plant on the first and fourth floors.

PTAL

2.2 PTAL or Public Transport Accessibility Level is a widely adopted tool amongst London Authorities for measuring a site's accessibility to public transport. The PTAL methodology identifies the key factors that influence personal choice of a public transport mode as being, number of accessible services, walk distances, frequency, reliability and time of day / day of week. On the basis of these factors, a formula has been developed to calculate an Accessibility Index (AI) for any given location.

2.3 Using the PTAL methodology / formula, a PTAL has been calculated for the site. The results of this assessment show that the site has an AI value of 65.32 or a PTAL banding of 6b, representing the highest level of accessibility. The PTAL output is provided at Appendix 2.

Pedestrian Facilities

2.4 Whitfield Street and Windmill Street are 20mph one-way streets, southbound and westbound respectively, with a marked / signed contra-flow cycle lane in the opposite direction. Street lighting is provided on both streets.

2.5 Wide footways are accommodated on both sides of the carriageway on Whitfield Street and Windmill Street, varying in width between 2.4m and 4.2m. Informal dropped kerb crossings with tactile paving are provided at the Whitfield Street / Goodge Street and Windmill Street / Charlotte Street junctions.

2.6 The low traffic volumes and speeds observed on both Whitfield Street and Windmill Street, coupled with the narrow carriageway (no more than 4.2m) between parking zones makes for a safe environment for pedestrians and cyclists to traverse and cross both streets.

2.7 Figure 2 shows the step-free pedestrian access to the British Transport Police Station from the existing footway on the eastern side of Whitfield Road. The access doors on the right of the image serve the main divisional offices and lead to a reception area from which a lift and stair core leads to the basement and upper floors. The access doors to the left of the image provide access for general public to the Police Station enquiry office.

Figure 2 Pedestrian Access to Existing Building Uses

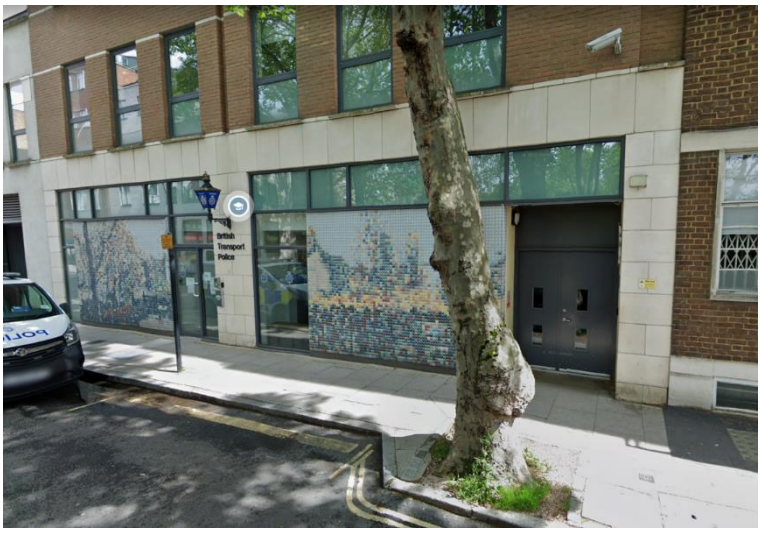


Image courtesy of Google Maps

2.8 The block paved footway on the eastern side of Whitfield Street is a minimum of 2.4m in width and is generally maintained free of any obstruction. There is good intervisibility between pedestrians entering or leaving the building and foot traffic along Whitfield Street.

2.9 Further north of the Whitfield Street frontage, a crossover provides vehicular access to the existing ramp to the basement and to the secure van dock which crosses the footway on the eastern side of Whitfield Street. As shown in Figure 3, kerbed radii are provided either side of the vehicular crossover that is finished in setts to distinguish from the block paved finish of the footway. Tactile paving for visually impaired users of the footway is provided on both sides of the crossover.

Figure 3 Vehicular Access to Existing Ramp to Basement & Secure Van Dock

Image courtesy of Google Maps

Cycle Parking

2.10 The British Transport Police Station is provided with four cycle hoops (8 cycle spaces) for staff long-term parking that are located within the basement of the building. These cycle spaces are either access from the ramped access, shared with vehicular traffic located towards the northern end of the building or via the lift access from the reception area of the main divisional offices located towards the southern end of the building.

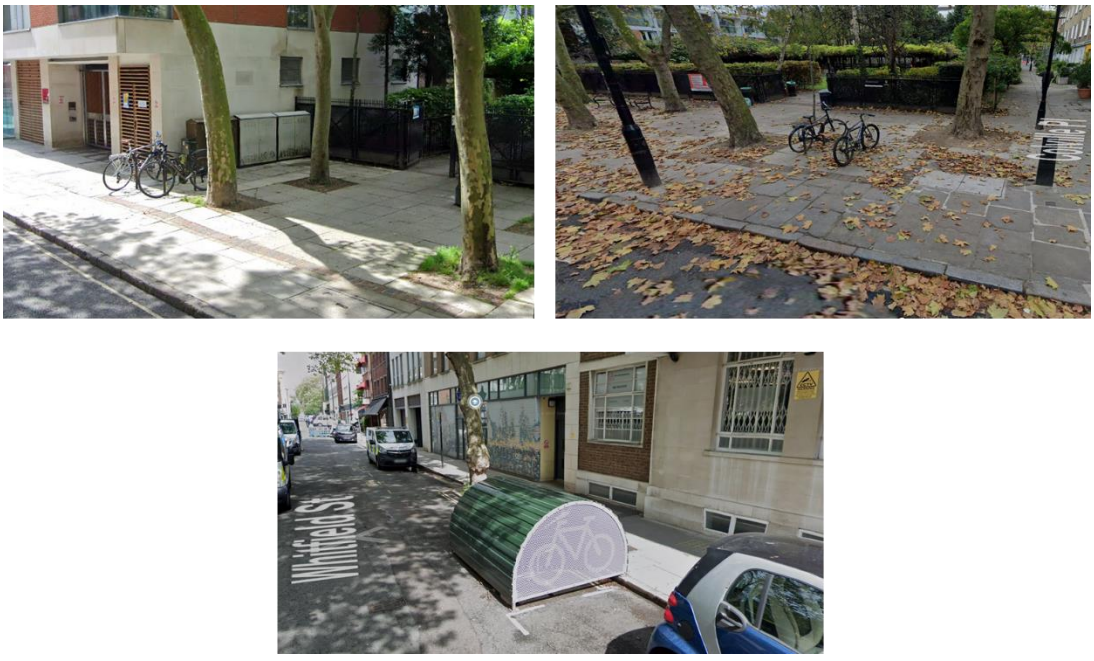
2.11 There is no designated parking for non-standard cycles presently within the curtilage of the building.

2.12 For short-stay cycle parking, a lockable cycle hangar is located adjacent to the footway on the eastern side of Whitfield Street, immediately south of the British Transport Police Station, as shown in Figure 4. The cycle hangar has capacity for twelve cycles to be parked as there is an annual membership for use of the facility.

2.13 In addition, there are four cycle stands located on the footway on the western side of Whitfield Street, opposite the British Transport Police Station and adjacent to the north and south entrances to Crabtree Gardens. These are also shown in Figure 4.

2.14 The nearest Santander Cycle Hire Station is located on Charlotte Street just north of its junction with Goodge Street 150m (2 mins. walk time) from the site. Fourteen docking stations are provided at the Charlotte Street location.

Figure 4 On-Street Cycle Parking – Whitfield Street



Images courtesy of Google Maps

Car Parking

Off-Street Car Parking

2.15 The basement level of the building presently accommodates thirteen car parking spaces that are for operational vehicles and staff use only. Four of the car parking spaces are marked for disabled users. Within the basement there is sufficient manoeuvring space between parking bays and structural columns to enable vehicles to turn so that entry and exit to the site from Whitfield Street is undertaken in a forward gear.

2.16 The basement car park is accessed by a 3.7m wide one-way operational ramp that extends from the dropped kerb crossover off Whitfield Street towards the northern end of the building. As shown in Figure 3, access to the ramp and basement car park level is controlled by key code / intercom entry and a roller shutter door. Red / Green lights control the one-way operation on the ramp.

Electric Vehicle Charging Points

2.17 The existing basement car parking area is not provided with any electric vehicle charging points.

2.18 The nearest electric vehicle charging bays are located on Charlotte Street located 150m (2 min. walk time) where two charging points / bays are located on-street for public use.

Car Club Parking

2.19 The nearest car club vehicle bay for public use is located on Windmill Street 130m (1½ min. walk time) south-west of the site.

On-Street Loading Provision

2.20 Loading and unloading is permitted on Whitfield Street in the vicinity of the site for a maximum of 40 minutes where there are no chevrons on kerbs on both sides of the carriageway.

On-Street Parking Controls & Usage

2.21 The section of Whitfield Street between Goodge Street (to the north) and Windmill Street (to the south) directly past the site operates as a one-way, southbound, for vehicular traffic. There is a marked contra-flow for cyclists only in a northbound direction.

2.22 Double yellow line parking restrictions are enforced around the junction with Goodge Street, at the crossover access to the basement car park and loading bay of the building, to the south of the police bays and around the corner of the junction with Windmill Street. Single yellow line restrictions extend along the western side of Whitfield Street for the entire length except where provision is made for a disabled permit holder bays towards the southern end, close to the junction with Windmill Street.

2.23 On the eastern side of Whitfield Street and approaching the site from Goodge Street there is a motorcycle bay with capacity for eight motorcycles as well as a single on-street pay & display parking bay with a maximum stay of 2 hours between Monday and Saturday, 8.30am – 6.30pm.

2.24 Outside the site there are two marked police vehicle bays. Continuing southwards on the eastern side of Whitfield Street there are a further two resident permit holder bays, one disabled permit holder bay and four permit holder bays. Both the resident permit and general permit bays are enforced between 8.30am and 6.30pm, Monday to Saturday.

Delivery & Servicing Facilities

2.25 The building presently has a loading bay integral to the building that, as shown in Figure 3 is located off Whitfield Street, adjacent to the basement ramp entrance and also controlled by key code / intercom entry and a roller shutter door. The loading bays has internal dimensions of approx. 9.2m (length) x 4.3m (width) between walls and is presently used as a secure van or incident vehicle dock. There are no turning facilities within the building and therefore vehicles either have to reverse into or out of the loading bay.

Existing Operational, Pedestrian, Cycle & Traffic Flows

2.26 The movement activity associated with the British Transport Police uses within the building was fully explored at the time of the original planning application based upon it being occupied by approximately 300 staff with broadly a 70:30 split between operational and support staff, respectively.

2.27 On this basis, over a typical 24-hr period, in the order of 1,200 total two-way person trip movements can be attributed to the British Transport Police operation, broadly split into the following type of activity:

- Staff / Visitor Movements – 59%
- Operational Movements – 37%
- Delivery Movements – 4%

2.28 In terms of modal split, approximately 19% of the total two-way person trip movements are vehicular. The remainder of trips are split between pedestrian, cycle and public transport, with foot movements being the predominant mode.

2.29 The existing basement parking area provides a total of thirteen marked bays, of which four bays are designated as accessible bays for disabled users. This existing car parking has been primarily used by operational vehicles including response vehicles (large saloon cars), dog vans, public order vehicles (minibuses), a transit-sized delivery van and the Area Commander's car.

3. Baseline Conditions (Neighbourhood & Network)

Collision Analysis

3.1 To understand the safety record of streets in the vicinity of the site, data on the number of recorded Personal Injury Accidents (PIAs) has been taken from the CrashMap website for the 5-year period, 2016-2020 inclusive. A summary is provided in Table 3.1.

Table 3.1 Summary of Recorded PIAs

Street Link	No. Recorded PIAs by severity		
	Fatal	Serious	Slight
Whitfield Street (Goodge St – Windmill St)	-	-	-
Goodge Street (Tottenham Court Rd – Charlotte St)	-	-	3
Windmill Street (Tottenham Court Rd – Charlotte St)	-	-	-
Tottenham Court Road (Windmill St – Whitfield Gdns.)	-	4	13
TOTALS	-	4	16

3.2 As noted from Table 3.1, there have been a total of twenty recorded PIAs on the local highway network, the majority of which have occurred on the Tottenham Court Road corridor. Of note, there have been no recorded PIAs on either Whitfield Street or Windmill Street over the past five years.

3.3 Of the three slight injury PIAs on Goodge Street, two resulted in an injury to a pedal cyclist and one resulted in an injury to a pedestrian. On the section of Tottenham Court Road under consideration, five of the recorded PIAs resulted in a pedal cyclist injury (four slight and one serious) and eight of the recorded PIAs resulted in a pedestrian injury (five slight and three serious).

Walking & Cycling Trip Attractors

3.4 Located in the heart of the West End, there are numerous local walking and cycling trip attractors in the vicinity of the site. Tottenham Court Road is a major retail / leisure destination in Central London with outlets of varying scales including cinemas and theatres.

3.5 Whitfield Street, Goodge Street and Windmill Street are more domestic in scale with a mix of workplace and residential frontage as well as local restaurants and bars. Crabtree Gardens and Whitfield Gardens are local green spaces for recreational use and Goodge Street London Underground station is also in the immediate vicinity of the site.

Pedestrian & Cycle Network

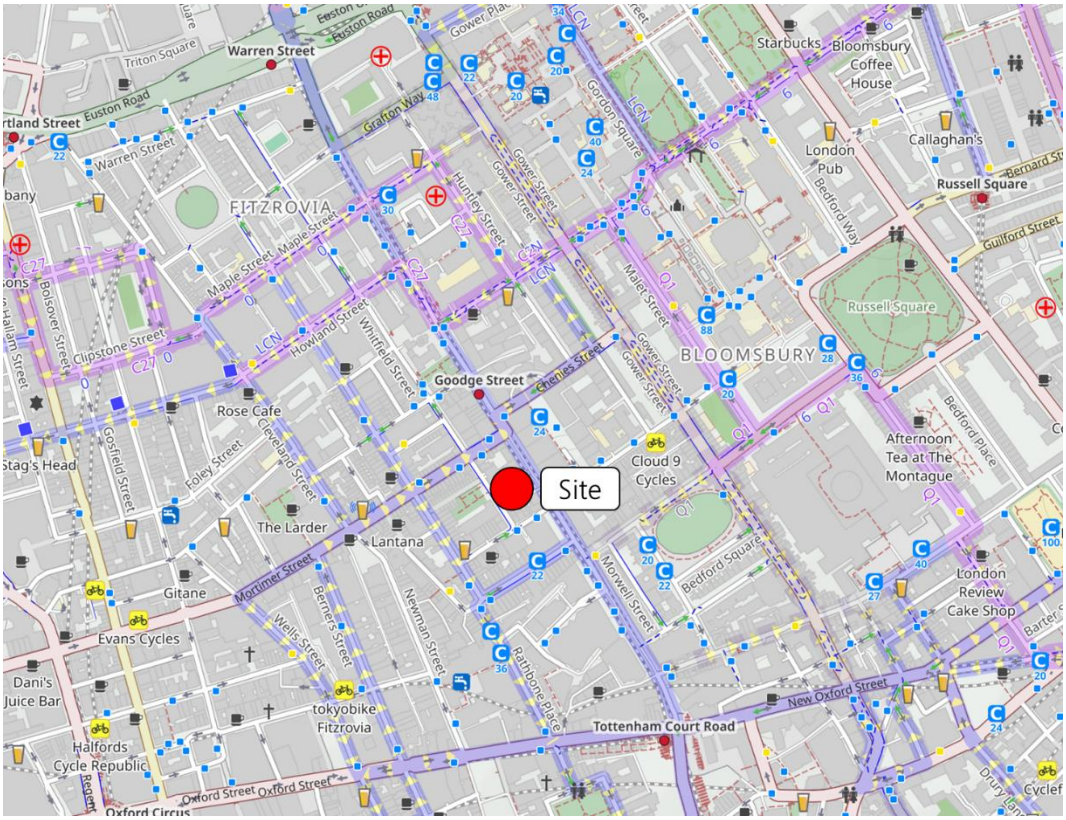
3.6 From Charlotte Street to Tottenham Court Road, Goodge Street is a one-way street in an eastbound direction that is subject to a 20mph speed limit and provided with street lighting. The traffic lane is no more than 4.5m in width.

3.7 Wide pavements of 3.6m – 4.2m in width are provided on both sides of the carriageway along Goodge Street. Both its junctions with Charlotte Street and Tottenham Court Road are provided with formal traffic signal controlled crossing facilities. The junction with Whitfield Street has more informal dropped kerb crossing facilities. All road crossings are provided with tactile paving.

3.8 There is a nearside cycle lane on the section of Goodge Street between Whitfield Street and Tottenham Court Road. The leads into an advanced cycle stopline at the traffic signals junction, these facilities also provided on the Tottenham Court Road approaches to the junction. Tottenham Court Road has wide pavements on both sides of the carriageway, ranging in width from 4.0m – 6.0m.

3.9 Figure 5 shows the cycle network in the vicinity of the site.

Figure 5 Local Cycle Network

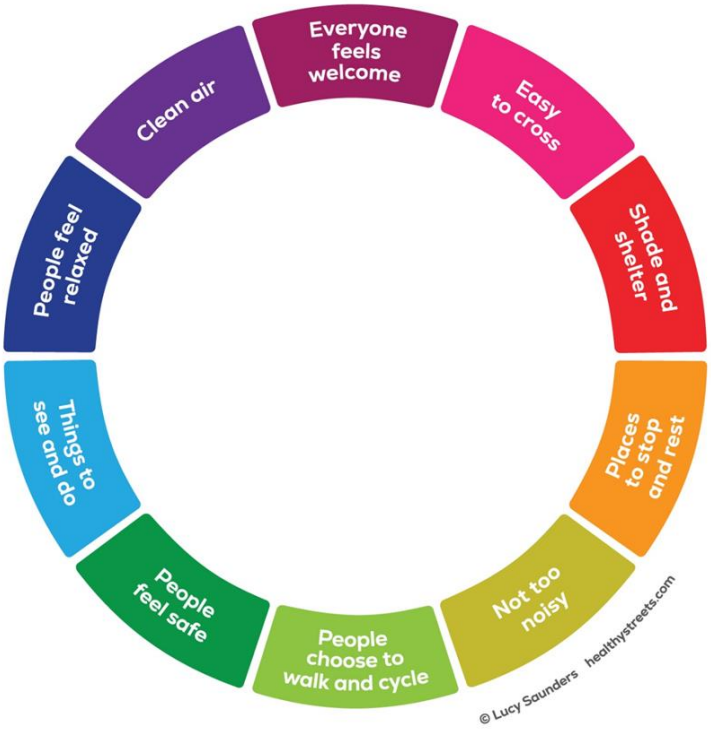


3.10 From Figure 5 it can be seen that the marked cycle lanes on Whitfield Street directly connect with the signed London Cycle Network (LCN) Route C27 that extends eastwards towards Bloomsbury and westwards towards Marylebone, Paddington and Notting Hill, with onward connections to the wider LCN. Tottenham Court Road also forms a north-south cycle route connecting with the A501 Euston Road to the north and the A40 Oxford Street to the south.

Pedestrian Comfort Levels

3.11 The Transport for London (TfL) Healthy Streets approach is based around a series of indicators that are seen as key in prioritising streets for pedestrians, cyclists and public transport users and driving behavioural shift away from the private car. These indicators are illustrated at Figure 6.

Figure 6 Healthy Streets Indicators



3.12 Table 3.2 considers how each of these indicators are met on the streets, considered in combination, surrounding the site, i.e., Whitfield Street, Goodge Street and Windmill Street.

Table 3.2 Healthy Streets Analysis of Local Neighbourhood

Indicator	Assessment
Pedestrians from all walks of life	The streets surrounding the site are predominantly domestic in nature with frontage to residential and workplace uses, local shops, bars and restaurants. Transitory movement is concentrated more on Tottenham Court Road and to a lesser extent, Goodge Street. The make-up of pedestrians on the streets is typically representative of the demographic of users within a Central London setting.
Easy to cross	The section of Whitfield Street, south of Goodge Street and Windmill Street (from Whitfield Street to Charlotte Street) are relatively short in length (less than 120m) and form a closed road network. The requirement to cross is therefore most critical at the points of entry to these streets from the wider network. Both the Whitfield St / Goodge St and Windmill St / Charlotte St junctions are provided with carriageway narrowing at the point of intersection coupled with uncontrolled crossing facilities with dropped kerb and tactile paving. Goodge Street, being a through route with greater volumes of traffic activity is provided with traffic signal controlled crossings at both its junctions with Tottenham Court Road and Charlotte Street.
Shade and shelter	Whitfield Street is bounded by predominantly 5-6 storey buildings but is of sufficient width to accommodate street trees along both footways directly outside the site and Crabtree Gardens opposite. Windmill Street has more 4-storey buildings on both sides with street trees predominantly provided on the southern side of the carriageway. Goodge Street is also predominantly four storey with larger buildings on approach to Tottenham Court Road and has street trees at regular intervals on both sides of the carriageway. On all three streets buildings are set back sufficiently to allow natural daylight / sunlight and they also have elements of retail / café frontage with awnings that also provide an element of shade & shelter from pedestrians.
Places to stop and rest	Benches and seating are provided on Whitfield Street, opposite the site and at the entrance to Crabtree Gardens. In addition, there is seating provided within the public realm on Goodge Street, between Whitfield Street and Charlotte Street. These facilities are interlinked with the presence of street trees to provide a tranquil environment for rest.
Not too noisy	Whitfield Street and Windmill Street are currently subject to typical ambient noise in the form of light traffic and pedestrian passage.
People choose to walk, cycle and use public transport	Whitfield Street and Windmill Street are currently lightly trafficked by vehicles with predominant movement by foot to and from the residential units that line the streets. A number of these movements by foot will transition to and from public transport trips. The 20mph speed limit and marked cycle line facilities (incl. contra flow cycle lane) and extensive parking facilities are conducive to cycle trips. The proximity of bus and London Underground services facilitate a range of public transport trips throughout Central and Outer London and beyond. Colville Place connects Whitfield Street to Charlotte Street, opposite the site. It is a traffic-free environment with residential frontage.
Things to see and do	All three streets have a varied and active street frontage to a range of building uses at ground floor that allow street users to stop and dwell for recreational, leisure and retail purposes. There are also quieter green spaces such as Crabtree Gardens (which includes a playground) and Whitfield Gardens in the immediate proximity
People feel relaxed	People will feel relaxed when they feel safe – the low traffic levels on Whitfield Street and Windmill Street coupled with the green spaces and traffic-free routes provides natural surveillance and makes the immediate environment around the site feel safe and relaxed.
Clean air	The presence of street trees on Whitfield Street and Goodge Street coupled with the green spaces at Crabtree Gardens and Whitfield Gardens in the immediate proximity contribute to the clean air environment in the vicinity of the site.

3.13 Based on the completion of the Healthy Streets Assessment above, it is deemed that the streets immediately surrounding the application site already embrace Healthy Streets principles.

Public Transport Services

Bus

3.14 The nearest bus stops are located on Tottenham Court Road at Goodge Street station that are within 130m (1½ min. walk time) of the site. The Goodge Street station stops are served by Routes 24, 29, 73, and 390 as well as six Night Bus routes.

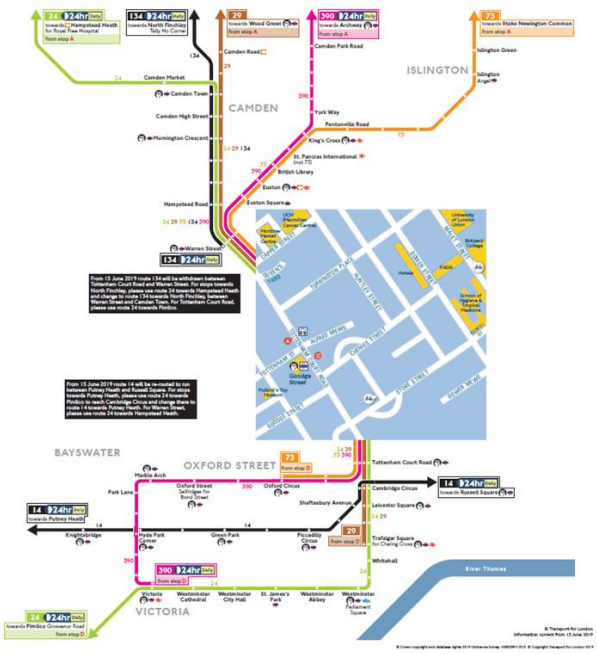
3.15 Both northbound and southbound bus stops are provided with flag & pole and timetable facilities as well as a passenger waiting shelter. The northbound bus stop also has a real-time passenger information (RTPI) digital display. Footways in the immediate proximity of both bus stops are in excess of 5.0m wide providing more than adequate waiting space for bus passengers without impeding the general free movement of pedestrians.

3.16 The bus stops on New Oxford Street to the east of Tottenham Court Road are within 600m (7½ mins. walk time) of the site and are served by Routes 1, 8, 19, 38, 55 and 98 as well as twelve Night Bus routes. The New Oxford Street bus stops are provided with flag & pole, timetable and RTPI facilities. Footways in the immediate proximity of both bus stops are in excess of 4.0m wide.

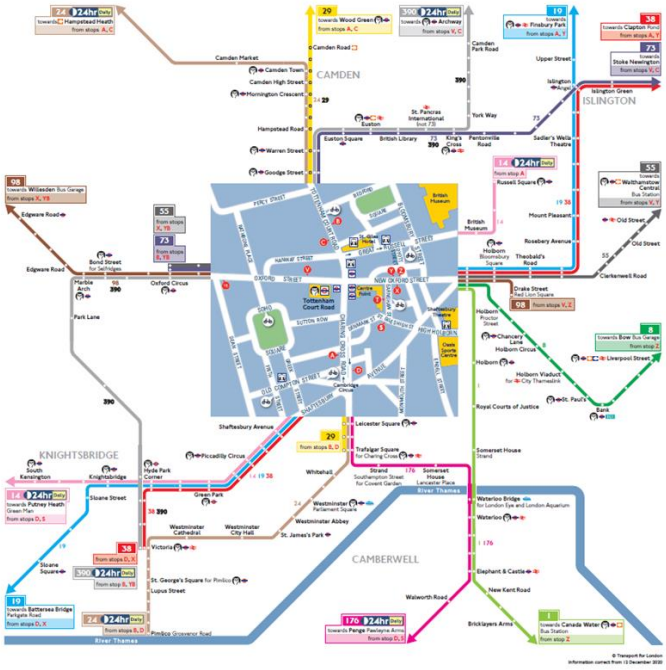
3.17 Figure 7 shows the TfL Bus Spider Maps for the Goodge Street and Tottenham Court Road areas, indicating the nearest stops and services to the site.

Figure 7 Local Bus Routes

Buses from Goodge Street



Buses from Tottenham Court Road



3.18 Table 3.3 provides a summary of routes and frequencies for all bus routes that are within a 640m walk distance (8 min walk time) from the site.

Table 3.3 Summary of Bus Services

Route No.	Stop	Frequency (buses per hour)				Route
		Monday - Friday		Saturday		
		Daytime	Eves	Daytime	Eves	
1	New Oxford St	7	5	6	6	New Oxford St – Canada Water via Waterloo, Elephant & Castle & Surrey Quays
8	New Oxford St	9	7	8	7	New Oxford St – Bow via Holborn, St Pauls, Bank, Liverpool St & Bethnal Green
19	New Oxford St	6	6	6	6	Finsbury Park – Kings Rd, Chelsea via Highbury & Islington, Tottenham Court Rd, Piccadilly Circus, Green Park & Sloane Square
24	Tottenham Court Rd / Goodge St	6	6	6	6	Royal Free Hosp. – Grosvenor Rd via Camden, Goodge St, Leicester Square, Westminster & Victoria
29	Tottenham Court Rd / Goodge St	10	10	9	9	Turnpike Lane – Trafalgar Square via Harringay, Manor House, Finsbury Park, Camden, Goodge St & Leicester Sq.
38	New Oxford St	10	10	10	10	Clapham Pond – Victoria via Hackney, Angel Islington, Tottenham Court Rd, Piccadilly Circus, Green Park & Hyde Park
55	New Oxford St	9	9	7	7	Walthamstow – Oxford Circus via Lea Valley, Hackney, Shoreditch & Tottenham Court Rd
73	Tottenham Court Rd / Goodge St	9	9	9	9	Stoke Newington – Oxford Circus via Angel Islington, Kings Cross, Euston & Tottenham Court Rd
98	New Oxford St	7	7	7	7	Willesden – Bloomsbury via Kilburn High Rd, Marble Arch & Oxford Circus
390	Tottenham Court Rd / Goodge St	10	7	12	6	Archway – Victoria via Tufnell Park, Kings Cross, Goodge St, Marble Arch & Hyde Park Corner
TOTALS		83	76	80	73	

London Underground

3.19 There are several London Underground stations within a 960m walk distance (12 min walk time) that provide extensive coverage across the central London network as well as to National Rail terminals and stations within outer London Boroughs.

3.20 The nearest London Underground station is Goodge Street, 120m (1½ min. walk time) north-east of the site. A summary of stations within an accessible walk distance and associated first and last services on individual London Underground lines served is provided in Table 3.4.

Table 3.4 Summary of London Underground Services

Station	Walk Distance	Route	First Train	Last Train
Goodge Street	120m	Northern Line (Charing Cross Branch)	05:45 N'bnd 05:52 S'bnd	00:42 N'bnd 00:30 S'bnd
Tottenham Court Road	560m	Central Line	05:49 E'bnd 05:55 W'bnd	00:31 E'bnd 00:31 W'bnd
Warren Street	680m	Victoria Line	05:39 N'bnd 05:32 S'bnd	00:05 N'bnd 23:47 S'bnd
Euston Square	850m	Hammersmith & City Line	05:00 E'bnd 05:30 W'bnd	00:43 E'bnd 00:47 W'bnd
		Circle Line	05:10 E'bnd 05:07 W'bnd	00:49 E'bnd 00:52 W'bnd
Oxford Circus	910m	Bakerloo Line	05:47 N'bnd 05:54 S'bnd	00:33 N'bnd 00:31 S'bnd

Rail

3.21 There are no National Rail stations within a 960m walk distance (12 min walk time) of the site. The nearest stations are London Euston (1.2km / 15 mins) north of the site and Charing Cross (1.6km / 16 mins) south of the site.

3.22 By mid-2022, the Elizabeth Line will open between Paddington and Abbey Wood providing twelve trains per hour in both directions. This will include the opening of the station at Tottenham Court Road that is within 560m walk distance (7 mins walk time) of the site. By late 2022 through services to Reading, Heathrow Airport and Shenfield will commence, increasing the frequency to twenty-four trains per hour in both directions.

Public Transport Capacity

3.23 Limited data is available from the London database administered by TfL on behalf of the GLA in respect of bus and London Underground patronage.

3.24 In respect of bus patronage, the London Database provides annual passenger figures for each bus route. Using this data and combining it with the numbers of buses provided on each route (based on frequency throughout the day), Table 3.5 provides an estimate of the number of passengers per bus on each of the bus routes that are within a 640m walk distance (8 min walk time) of the site. It should be noted that the passenger data is based on pre-pandemic (2018-19) levels.

Table 3.5 Baseline Bus Patronage Figures (2018-19)

Route Number	No. Passengers per annum (millions)	No. Buses per annum (approx.)	Estimated no. Passengers per Bus
1	4.222	78,840	53
8	7.534	105,120	72
19	7.885	78,840	100
24	5.666	78,840	72
29	13.666	118,260	116
38	11.456	131,400	87
55	9.195	91,980	100
73	7.298	118,260	62
98	7.510	91,980	82
390	7.665	91,980	83

3.25 For London Underground patronage, the London Database provides daily and annual entry / exit figures for each of the stations on the network. Again, based on pre-pandemic levels (2017 being the latest data published), Table 3.6 provides a summary of entry / exit data for each of the stations within 960m (12 min walk time) of the site.

Table 3.6 Baseline London Underground Patronage Figures (2017)

Station	Weekday Entry	Weekday Exit	Annual Entry / Exit (millions)
Goodge Street	12,987	12,624	7.52
Tottenham Court Road	63,871	62,144	41.33
Warren Street	35,810	33,944	20.11
Euston Square	24,492	24,727	14.13
Oxford Circus	121,364	136,405	84.09

Taxi Rank Locations

3.26 The nearest taxi rank (Rank No. 6124) is located close to Goodge Street London Underground Station and opposite Whitfield Gardens on Tottenham Court Road that is 220m (3 min walt time) from the site and has capacity for two spaces.

4. Trip Generation

Source Data & Methodology

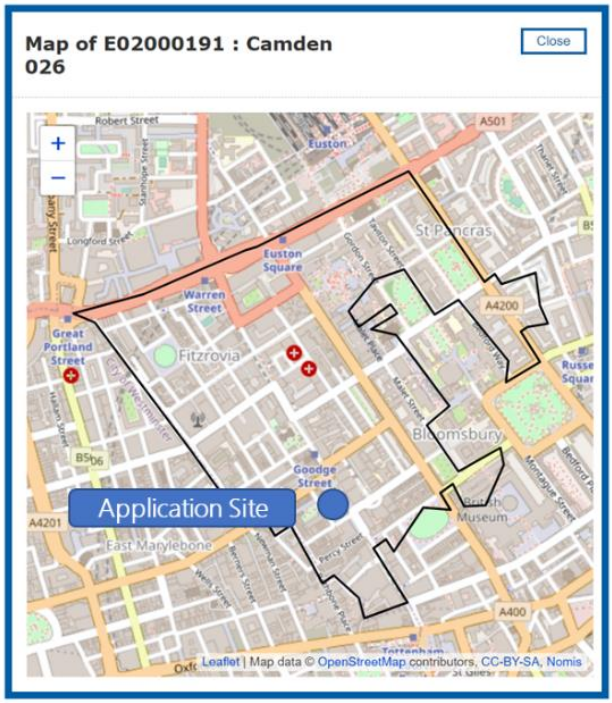
4.1 To determine the person trip rates and subsequent trip generation associated with the proposed Change of Use to Class E(g)(i) Offices within the existing Sui Generis Police Station and Divisional Headquarters currently occupied by British Transport Police, the TRICS database (v7.8.4) has been used.

4.2 A copy of the TRICS output is included as Appendix 3. A detailed critique of sites within the 02-A category has been conducted out of which nine sites have then been selected to generate a trip rate based on the following parameters:

- Regions: Greater London
- Floor Area Range: 1,000 - 10,000sqm
- Dates: 01.01.02 – present date
- Selected Locations: Town Centre, Suburban Area, Neighbourhood Centre
- PTAL Value: 4 – 6b

4.3 In order to determine a localised modal split of the person trip rates generated from the TRICS database, reference has been made to the 2011 Census Origin / Destination data, specifically for the Camden 026 MSOA (Middle Super Output Area), within which the site is located, is the place of work. The 2011 Census Data used for this purpose is included as Appendix 4 to the TA. Figure 8 shows the extent of the Camden 026 MSOA within which the application site is located.

Figure 8 Camden 026 MSOA



Total Generated

4.4 Based on the useable floor area for Office Uses of 3,495m^2, as summarised in Table 1.2, the total two-way trip generation by all modes of travel over a daily basis will be 778 person trip movements. Table 4.1 provides a summary of daily and peak hourly person trip generation associated with the proposed Change of Use application.

Table 4.1 Total Person Trip Generation – Proposed Class E(g)(i) Offices

Time Period	Arrivals		Departures		Two-Way	
	Trip Rate per 100m^2	No. Trips	Trip Rate per 100m^2	No. Trips	Trip Rate per 100m^2	No. Trips
AM Peak Hour (08:00-09:00hrs)	2.177	76	0.167	6	2.344	82
PM Peak Hour (17:00-18:00hrs)	0.224	8	2.160	75	2.384	83
Daily (07:00-19:00hrs)	11.348	397	10.911	381	22.259	778

4.5 As noted in paragraph 2.24 of the TA, the existing Sui Generis use of the building as a Police Station and Divisional Headquarters for British Transport Police will have generated in the order of 1,200 total two-way person trip movements over a daily period, when fully operational. The proposed Change of Use could therefore generate around a 35% reduction in overall two-way person trip movements associated with the site.

Mode Split

4.6 Table 4.2 provides a summary of the mode split for the proposed Change of Use development based on the 2011 Census Origin / Destination data for Camden 026 MSOA.

4.7 Clearly the data in Table 4.2 represents the primary mode of travel used for travelling to work within the Camden 026 MSOA. For certain trips there will be secondary mode of travel that in most cases will be a localised walking trip that, for example, could be to / from a local station, bus stop or off-street car park. For rail trips the secondary mode of travel could involve the use of the London Underground or bus services plus a localised walk trip to transfer to / from one of London's main rail stations to the site.

Table 4.2 Calculation of Mode Split for Person Trips

Mode of Travel	Total Trips (Camden 026 MSOA)	Percentage Split
London Underground	16,357	40.5%
Rail	12,109	30.0%
Bus	4,296	10.6%
Taxi	84	0.2%
Motorcycle	615	1.5%
Vehicle Driver	1,735	4.3%
Vehicle Passenger	169	0.4%
Cycle	2,672	6.6%
Walk	2,307	5.7%
Other	50	0.1%
TOTALS	40,394	100.0%

Temporal Breakdown

4.8 Based upon a combination of the TRICS output and 2011 Census O-D data, Tables 4.3 – 4.5 provide a breakdown of person trips by primary mode of travel for the AM and PM peak hourly periods and daily period for the proposed Change of Use to Class E(g)(i) Offices within the existing Sui Generis Police Station and Divisional Headquarters currently occupied by British Transport Police.

Table 4.3 Breakdown of Person Trip Generation by Mode of Travel – AM Peak Hour

Mode of Travel	Arrivals		Departures		Two-Way	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
London Underground	0.882	31	0.068	2	0.950	33
Rail	0.654	23	0.050	2	0.704	25
Bus	0.231	8	0.018	1	0.249	9
Motorcycle	0.033	1	0.002	0	0.035	1
Vehicle Driver	0.094	3	0.007	1	0.101	4
Vehicle Passenger	0.009	0	0.001	0	0.010	0
Cycle	0.144	5	0.011	0	0.155	5
Walk	0.124	5	0.010	0	0.134	5
Other (incl. Taxi)	0.006	0	0.000	0	0.006	0
TOTALS	2.177	76	0.167	6	2.346	82

Table 4.4 Breakdown of Person Trip Generation by Mode of Travel – PM Peak Hour

Mode of Travel	Arrivals		Departures		Two-Way	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
London Underground	0.091	3	0.876	31	0.967	34
Rail	0.067	2	0.649	23	0.716	25
Bus	0.024	1	0.229	8	0.253	9
Motorcycle	0.003	0	0.032	1	0.035	1
Vehicle Driver	0.010	0	0.093	3	0.103	3
Vehicle Passenger	0.001	0	0.009	0	0.010	0
Cycle	0.015	1	0.143	5	0.158	6
Walk	0.013	1	0.123	4	0.136	5
Other (incl. Taxi)	0.000	0	0.006	0	0.006	0
TOTALS	0.224	8	2.160	75	2.384	83

Table 4.5 Breakdown of Person Trip Generation by Mode of Travel – Daily

Mode of Travel	Arrivals		Departures		Two-Way	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
London Underground	4.601	161	4.423	154	9.024	315
Rail	3.408	119	3.276	115	6.684	234
Bus	1.204	42	1.158	41	2.362	83
Motorcycle	0.170	6	0.164	6	0.334	12
Vehicle Driver	0.488	17	0.470	16	0.958	33
Vehicle Passenger	0.045	2	0.044	1	0.089	3
Cycle	0.750	26	0.721	25	1.471	51
Walk	0.648	23	0.622	22	1.270	45
Other (incl. Taxi)	0.034	1	0.033	1	0.067	2
TOTALS	11.348	397	10.911	381	22.259	778

Trip Distribution

4.9 Using the 2011 Census Origin / Destination data for Camden 026 MSOA included as Appendix 4 to the TA, an exercise has been undertaken to establish the distribution of person trips generated by the proposed Change of Use in the following paragraphs.

London Underground Trips

4.10 Table 4.6 summarises the distribution of London Underground trips by origin and identifies the station that persons are likely to use when travelling to the site. Of note, any trips by rail will be the primary mode from which users will then complete their journey to the site by foot as a secondary mode.

Table 4.6 Distribution of London Underground Trips

Trip Origin	%	Destination Station	Trip Origin	%	Destination Station
Barking & Dagenham	1.2%	Tottenham Court Road	Kensington & Chelsea	2.3%	Tottenham Court Road
Barnet	6.8%	Goodge Street	Lambeth	7.4%	Goodge Street
Brent	4.1%	Goodge Street	Lewisham	1.3%	Goodge Street
Camden	4.8%	Goodge Street	Merton	2.2%	Goodge Street
Ealing	3.7%	Tottenham Court Road	Newham	3.9%	Tottenham Court Road
Enfield	2.6%	Warren Street	Redbridge	3.0%	Tottenham Court Road
Greenwich	1.3%	Goodge Street	Southwark	3.4%	Goodge Street
Hackney	3.1%	Warren Street	Tower Hamlets	4.5%	Tottenham Court Road
Hammersmith & Fulham	4.1%	Goodge Street	Waltham Forest	5.1%	Warren Street
Haringey	7.4%	Goodge Street	Wandsworth	6.3%	Goodge Street
Harrow	2.7%	Tottenham Court Road	Westminster	2.6%	Goodge Street
Hillingdon	1.5%	Tottenham Court Road	East	2.7%	Tottenham Court Road
Hounslow	1.4%	Goodge Street	South-East	1.3%	Goodge Street
Islington	4.7%	Warren Street	Other	4.6%	Various

4.11 Based on Table 4.6 it is therefore possible to determine the number of London Underground trips associated with the proposed Change of Use at each of the local stations during the AM and PM peak hours and over the daily period. This is summarised in Table 4.7.

Table 4.7 Distribution of London Underground Trips (Primary Mode) by Time of Day & Station

Station	Percentage Distribution	Total Two-Way Trips		
		AM Peak Hour	PM Peak Hour	Daily
Goodge Street	54.4%	18	18	171
Tottenham Court Road	25.5%	8	9	80
Warren Street	15.5%	5	5	49
Other	4.6%	2	2	15
TOTAL	100.0%	33	34	315

Rail Trips

4.12 Table 4.8 summarises the distribution of rail trips by origin and identifies the station that persons are likely to use when travelling to the site. Of note, any trips with rail as the primary mode will then travel to the site by a secondary mode, whether it be by foot, cycle, bus or London Underground, given the distance to existing National Rail stations.

Table 4.8 Distribution of Rail Trips

Trip Origin	%	Destination Station	Trip Origin	%	Destination Station
Bexley	2.6%	Charing Cross	Richmond-upon-Thames	2.8%	London Waterloo (Northern to Goodge St)
Bromley	5.3%	Charing Cross	Southwark	1.6%	Charing Cross
Croydon	3.8%	London Victoria (Victoria to Warren St)	Sutton	1.4%	London Victoria (Victoria to Warren St)
Enfield	2.7%	Seven Sisters (Victoria to Warren St)	Wandsworth	2.6%	London Waterloo (Northern to Goodge St)
Greenwich	3.0%	Charing Cross	East	22.5%	London Liverpool Street (Central to Tottenham Court Rd)
Kingston-upon-Thames	2.6%	London Waterloo (Northern to Goodge St)	East Midlands	1.6%	London St Pancras
Lewisham	4.6%	Charing Cross	South-East	26.8%	Charing Cross / London St Pancras
Merton	1.7%	London Victoria (Victoria to Warren St)	Other	14.4%	Various

4.13 From Table 4.8 it is noted that up to 45.5% of rail trips as a primary mode could use Charing Cross and or London St Pancras from which it is highly possible that foot or cycle would be used as a secondary mode. This equates to eleven total two-way trips in the AM and PM peak hours and 106 total two-way trips over a daily period.

4.14 This percentage will, more than likely increase with the imminent opening of the Elizabeth line. At present, however, this leaves the potential for up to 54.5% of rail trips as primary mode to use London Underground services as a secondary mode. Table 4.9 provides a combination of primary and secondary mode London Underground trips by time of day and station.

Table 4.9 London Underground Trips (Primary & Secondary Mode) by Time of Day & Station

Station	Percentage Distribution	Total Two-Way Trips		
		AM Peak Hour	PM Peak Hour	Daily
Goodge Street	54.4% (Primary) 8.0% (Secondary)	18 (Primary) 2 (Secondary)	18 (Primary) 2 (Secondary)	171 (Primary) 19 (Secondary)
Tottenham Court Road	25.5% (Primary) 22.5% (Secondary)	8 (Primary) 6 (Secondary)	9 (Primary) 6 (Secondary)	80 (Primary) 53 (Secondary)
Warren Street	15.5% (Primary) 9.6% (Secondary)	5 (Primary) 2 (Secondary)	5 (Primary) 2 (Secondary)	49 (Primary) 22 (Secondary)
Other	4.6% (Primary) 14.4% (Secondary)	2 (Primary) 4 (Secondary)	2 (Primary) 4 (Secondary)	15 (Primary) 34 (Secondary)
TOTAL	100.0% (Primary) 54.5% (Secondary)	33 (Primary) 14 (Secondary)	34 (Primary) 14 (Secondary)	315 (Primary) 128 (Secondary)

Bus Trips

4.15 Table 4.10 summarises the distribution of bus trips by origin and identifies the route and stop that persons are likely to use when travelling to the site. Any bus trips will be the primary mode from which users will then complete their journey to the site by foot as a secondary mode.

Table 4.10 Distribution of Bus Trips

Trip Origin	%	Route(s)	Stop	Trip Origin	%	Route(s)	Stop
Barnet	2.2%	24, 29	Goodge St	Lewisham	2.3%	1, 176	New Oxford St
Brent	2.9%	98	Tottenham Court Rd	Southwark	10.4%	1, 176	New Oxford St
Camden	15.8%	24, 29, 73, 134, 390	Goodge St	Tower Hamlets	2.1%	8	New Oxford St
Hackney	10.7%	38	New Oxford St	Wandsworth	2.3%	24	Goodge St
Haringey	6.9%	29	Goodge St	Westminster	7.5%	14, 24, 29, 390	Goodge St
Islington	14.3%	73	Goodge St	Other	17.4%	Various	
Lambeth	5.2%	24	Goodge St				

4.16 Based on Table 4.10 it is to determine the number of bus trips associated with the proposed Change of Use at each bus stop location during the AM and PM peak hours and over the daily period. This is summarised in Table 4.11.

Table 4.11 Distribution of Bus Trips (Primary Mode) by Time of Day & Stop

Station	Percentage Distribution	Total Two-Way Trips		
		AM Peak Hour	PM Peak Hour	Daily
Goodge Street	54.2%	5	5	45
Tottenham Court Road	2.9%	-	-	3
New Oxford Street	25.5%	2	2	21
Other	17.4%	2	2	14
TOTAL	100.0%	9	9	83

Vehicle Trips (Cars & Motorcycles)

4.17 Section 3 of the TA notes that there is a motorcycle parking bay with capacity for eight motorcycles on the eastern side of Whitfield Street, close to the junction with Goodge Street. From Tables 4.3 – 4.5 it is noted that the proposed Change of Use application will only generate one motorcycle trip in the AM and PM peak hours and twelve motorcycle trips over a daily period.

4.18 Given that the proposed Change of Use application will remove the existing off-street parking provided within the basement, the future uses on the site will be car-free development. Consequently, vehicular journeys will be completed on foot as a secondary mode.

4.19 For car journeys, on-street parking in the vicinity of the site is restricted both in terms of number and limitations on duration of stay. Any residual car journeys would therefore be more orientated to existing off-street public pay & display car parks. Table 4.12 provides a summary of public off-street car parks in the vicinity of the site.

Table 4.12 Public Off-Street Car Parks in Proximity of Site

Location	No. Spaces	Parking Levy (12-hrs)
Clipstone Street	152	£28.00
Cavendish Square	432	£55.00
Royal National Hotel (Bloomsbury)	120	£21.00
Soho (Poland Street)	162	£55.00
Chinatown (Newport Place)	254	£55.00

4.20 Table 4.13 summarises the distribution of car trips as the primary mode by origin.

Table 4.13 Distribution of Vehicular Trips

Trip Origin	%	Off-Street Car Park	Trip Origin	%	Off-Street Car Park
Barnet	6.1%	Clipstone Street	Islington	2.1%	Royal National Hotel
Brent	3.3%	Cavendish Square	Redbridge	2.4%	Royal National Hotel
Camden	4.0%	Clipstone Street	Westminster	3.4%	Soho (Poland Street)
Ealing	2.2%	Cavendish Square	East	18.1%	Chinatown (Newport Pl)
Enfield	2.7%	Royal National Hotel	South East	14.8%	Cavendish Square
Haringey	3.5%	Clipstone Street	Other	35.0%	Various
Harrow	2.4%	Clipstone Street			

4.21 Based on Table 4.13 it is therefore possible to determine the number of vehicular trips associated with the proposed Change of Use at each of the public off-street car parks during the AM and PM peak hours and over the daily period. This is summarised in Table 4.14.

Table 4.14 Distribution of Car Trips (Primary Mode) by Time of Day & Parking Location

Car Park	Percentage Distribution	Total Two-Way Trips		
		AM Peak Hour	PM Peak Hour	Daily
Clipstone Street	16.0%	1	-	5
Cavendish Square	20.3%	1	1	7
Royal National Hotel (Bloomsbury)	7.2%	-	-	2
Soho (Poland Street)	3.4%	-	-	1
Chinatown (Newport Place)	18.1%	1	1	6
Other	35.0%	1	1	12
TOTAL	100.0%	4	3	33

Cycle Trips

4.22 Table 4.15 summarises the distribution of cycle trips by origin and identifies the likely directional approach to the site.

Table 4.15 Distribution of Cycle Trips

Trip Origin	%	Direction of Travel	Trip Origin	%	Direction of Travel
Barnet	1.9%	North - A501 via Whitfield St	Lambeth	8.0%	South – A400 Tottenham Ct Rd via Windmill St
Brent	2.8%	West - A5204 Mortimer St via Goodge St	Lewisham	2.8%	South – A400 Tottenham Ct Rd via Windmill St
Camden	11.0%	North - A501 via Whitfield St	Southwark	6.9%	South – A400 Tottenham Ct Rd via Windmill St
Hackney	13.1%	East – A400 Tottenham Ct Rd via Goodge St	Tower Hamlets	4.7%	South – A400 Tottenham Ct Rd via Windmill St
Hammersmith & Fulham	4.0%	West - A5204 Mortimer St via Goodge St	Waltham Forest	1.7%	East – A400 Tottenham Ct Rd via Goodge St
Haringey	6.8%	East – A400 Tottenham Ct Rd via Goodge St	Wandsworth	7.0%	South – A400 Tottenham Ct Rd via Windmill St
Islington	12.8%	East – A400 Tottenham Ct Rd via Goodge St	Westminster	4.9%	South – A400 Tottenham Ct Rd via Windmill St
Kensington & Chelsea	1.6%	West - A5204 Mortimer St via Goodge St	Other	10.0%	Various

4.23 Based on Table 4.15 it is therefore possible to determine the number of cycle trips, as a primary mode associated with the proposed Change of Use by direction of travel during the AM and PM peak hours and over the daily period. This is summarised in Table 4.16.

Table 4.16 Distribution of Cycle Trips (Primary Mode) by Time of Day & Direction of Travel

Direction of Travel	Percentage Distribution	Total Two-Way Trips		
		AM Peak Hour	PM Peak Hour	Daily
North - A501 via Whitfield St	12.9%	1	1	7
East – A400 Tottenham Ct Rd via Goodge St	34.4%	2	2	18
South – A400 Tottenham Ct Rd via Windmill St	34.3%	2	2	17
West - A5204 Mortimer St via Goodge St	8.4%	-	-	4
Other - various	10.0%	-	1	5
TOTAL	100.0%	5	6	51

Pedestrian Trips

4.24 Table 4.17 summarises the distribution of pedestrian trips by origin and identifies the likely directional approach to the site. Given the propensity for pedestrian trips to be more localised to the site it is noted that the distribution within Camden and Westminster is broken down to MSOA level.

Table 4.17 Distribution of Pedestrian Trips

Trip Origin	%	Direction of Travel	Trip Origin	%	Direction of Travel
Camden 018 (Chalk Farm)	2.1%	North - A501 via Whitfield St	Hackney	2.0%	East –Chenies St via Goodge St
Camden 019 (Camden Town)	1.4%	North - A501 via Whitfield St	Islington	11.9%	North-East – A400 Tottenham Ct Rd via Goodge St
Camden 021 (Mornington Crescent)	5.1%	North - A501 via Whitfield St	Lambeth	1.9%	South-West – Charlotte St via Windmill St
Camden 022 (Somers Town)	3.4%	North-East – A400 Tottenham Ct Rd via Goodge St	Southwark	1.9%	South – A400 Tottenham Ct Rd via Windmill St
Camden 023 (Euston)	5.6%	North-East – A400 Tottenham Ct Rd via Goodge St	Westminster 008 (Marylebone)	1.3%	North-West – Charlotte St via Goodge St
Camden 024 (Kings Cross)	2.2%	North-East – A400 Tottenham Ct Rd via Goodge St	Westminster 011 (Regents Park)	3.1%	North-West – Charlotte St via Goodge St
Camden 025 (Judd St / Tavistock Pl)	5.5%	East –Chenies St via Goodge St	Westminster 012 (Edgware Rd)	1.9%	West - A5204 Mortimer St via Goodge St
Camden 026 (Fitzrovia)	11.0%	West & North-West - A5204 Mortimer St (50%) & Charlotte St (50%) via Goodge St	Westminster 013 (Oxford Circus / Soho)	8.8%	South-West – Charlotte St via Windmill St
Camden 027 (Hatton Garden)	2.8%	East –Chenies St via Goodge St	Westminster 018 (Covent Garden)	1.3%	South – A400 Tottenham Ct Rd via Windmill St
Camden 028 (Holborn)	4.0%	South – A400 Tottenham Ct Rd via Windmill St	Other	22.8%	Various

4.25 Based on Table 4.17 it is therefore possible to determine the number of pedestrian trips, as a primary mode, associated with the proposed Change of Use by direction of travel during the AM and PM peak hours and over the daily period. This is summarised in Table 4.18.

Table 4.18 Distribution of Pedestrian Trips (Primary Mode) by Time of Day & Direction of Travel

Direction of Travel	Percentage Distribution	Total Two-Way Trips		
		AM Peak Hour	PM Peak Hour	Daily
North - A501 via Whitfield St	8.6%	-	-	4
North-East – A400 Tottenham Ct Rd via Goodge St	23.1%	1	1	10
East – Chenies St via Goodge St	10.3%	1	1	5
South – A400 Tottenham Ct Rd via Windmill St	7.2%	-	-	3
South-West – Charlotte St via Windmill St	10.7%	1	1	5
West - A5204 Mortimer St via Goodge St	7.4%	-	-	3
North-West – Charlotte St via Goodge St	9.9%	1	1	5
Other - various	22.8%	1	1	10
TOTAL	100.0%	5	5	45

4.26 As referenced earlier within this section of the TA, a considerable number of trips by other modes (i.e., London Underground, rail, bus and car) will have walking as a secondary mode for the final leg of the journey to the site. Table 4.19 provides a summary of the distribution of pedestrian trips, combining both primary and secondary modes.

Table 4.19 Pedestrian Trips (Primary & Secondary Modes) by Time of Day & Direction of Travel

Direction of Travel	AM Peak Hour			PM Peak Hour			Daily		
	P	S	Total	P	S	Total	P	S	Total
North - A501 via Whitfield St	-	7	7	-	7	7	4	71	75
North-East – A400 Tottenham Ct Rd via Goodge St	1	32	33	1	32	33	10	301	311
East – Chenies St via Goodge St	1	-	1	1	-	1	5	2	7
South – A400 Tottenham Ct Rd via Windmill St	-	21	21	-	22	22	3	203	206
South-West – Charlotte St via Windmill St	1	-	1	1	-	1	5	1	6
West - A5204 Mortimer St via Goodge St	-	1	1	-	1	1	3	7	10
North-West – Charlotte St via Goodge St	1	1	2	1	-	1	5	5	10
Other - various	1	9	10	1	9	10	10	75	85
TOTAL	5	71	76	5	71	76	45	665	710

Key: P = Primary Mode S = Secondary Mode
Note: Totals excl. cycle, vehicle passenger, taxi and motorcycle trips as identified in Tables 4.3-4.5

Delivery & Servicing Trip Distribution / Timing

4.27 From a TfL Study (2015) into office freight, it is identified that an office building of the scale proposed with the Change of Use application will typically generate between seven and twelve deliveries, collections and service visits per working day.

4.28 The majority of these visits (75% or above) will take place during normal working hours, i.e., 7am – 7pm with the peak levels of activity likely to occur between 10am and 1pm.

4.29 Visits will typically be no more than 30min in duration and, in most cases will be significantly less where practically and operationally feasible. As noted in paragraph 2.17 of the TA, loading and unloading is permitted on Whitfield Street in the immediate vicinity of the site for a maximum of 40 minutes.

4.30 The majority of visits will be made by small transit-sized vans, the majority of which will be electric vehicles. However, as is typical in Central London, smaller deliveries and collections will frequently be made by bicycle and motorcycle.

4.31 The use of larger HGVs is typically limited to waste collection and for infrequent bulky deliveries.

4.32 For such bulky deliveries, these will be directed via the Excluded Route Network (ERN). The nearest point to the ERN is the A501 Euston Road to the north of the site.

4.33 With the proposed Change of Use it is evident that there is no increase in the number of delivery movements to the site on a daily or weekly basis above that which exists at present.

4.34 Deliveries to the proposed Change of Use will be from the kerbside on the eastern side of Whitfield Street, adjacent to the site.

4.35 Waste collections to the site will also be taken from the kerbside on the eastern side of Whitfield Street.

4.36 A refuse store will be located within the ancillary office space at basement level. Refuse bins will be transferred to the street via the proposed platform lift by on-site facilities management 30 minutes prior to the designation collection time, to be advised by Camden Council's commercial and business waste operators, Veolia.

5. Construction

5.1 The following paragraphs constitute a framework for an emerging Construction Management Plan (CMP) that would be secured by Condition or agreement in accordance with Policy A1 of the Local Plan should permission be granted for the proposed Change of Use application.

5.2 Once permission is granted and further details are available with respect to any construction works associated with the Change of Use application then a CMP implementation support contribution and Construction Impact Bond will support the full CMP. The appointed principal contractor will also complete the Council's CMP pro-forma prior to any works commencing on-site.

Anticipated Build Period

5.3 The nature of the planning application, i.e., a Change of Use from Sui Generis (Police Station and Divisional Headquarters of the British Transport Police) to E(g)(i) Offices by its nature will not require significant alterations to the external building fabric and any construction works will be almost entirely confined to the internal elements of the building, most notably the basement level.

5.4 At this juncture, details are yet to be finalised in regard to the construction programme associated with the Change of Use application. Nevertheless, certain parameters can be defined prior to the determination of this Change of Use application.

5.5 In order to manage the general disruption and noise impact of site construction and construction and contractor vehicles, access to the site will be restricted to the following hours unless otherwise agreed with Camden Council:

- 0800 - 1800 hours Monday to Friday;
- 0800 – 1300 hours on Saturday;
- Not at all on Sundays and bank holidays.

Total Construction Trips Generated

5.6 The total number of construction-related vehicular trips is unknown at this juncture. As with other construction / refurbishment projects in Central London, the majority of deliveries and collections of material to / from the site will be undertaken by a range of vehicles from a transit-based LGW van through to 3.5 tonne panel vans and / or 7.5 tonne box vans.

5.7 All on-road vehicles will comply with the requirements of the London LEZ and ULEZ. All Non-road Mobile Machinery (NRMM) will comply with London's NRMM emission standards.

5.8 During the build programme, there may be a requirement for the occasional bulk delivery. In such instances a larger 7.5 tonne 10.0m rigid HGV many be used. Typical size specifications for the above referenced vehicles are set out below:

- 3.5 tonne panel van – 5.4m (L) x 2.0m (W) x 2.6m (H);
- 7.5 tonne box van – 8.0m (L) x 2.1m (W) x 3.6m (H);
- Rigid truck - 10.0m (L) x 2.5m (W) x 3.6m (H).

5.9 Vehicle movements will be scheduled, and deliveries combined as far as possible to minimise construction vehicle numbers and the potential for congestion on local roads. Deliveries and removal will take place during off-peak hours to avoid adding to local traffic during busy periods.

5.10 The principal contractor will make regular contact with Camden Council to ensure that they are aware of any other local construction activities coming forward ensuring liaison is maintained with these sites / parties as required, including those related to Camden Council 'West End Project' works.

5.11 In the unlikely event that a vehicle arrives in advance of their delivery slot and cannot gain access to the site, they will not be permitted to wait on the public highway and will be required to circulate on local roads and return once unobstructed site access can be achieved.

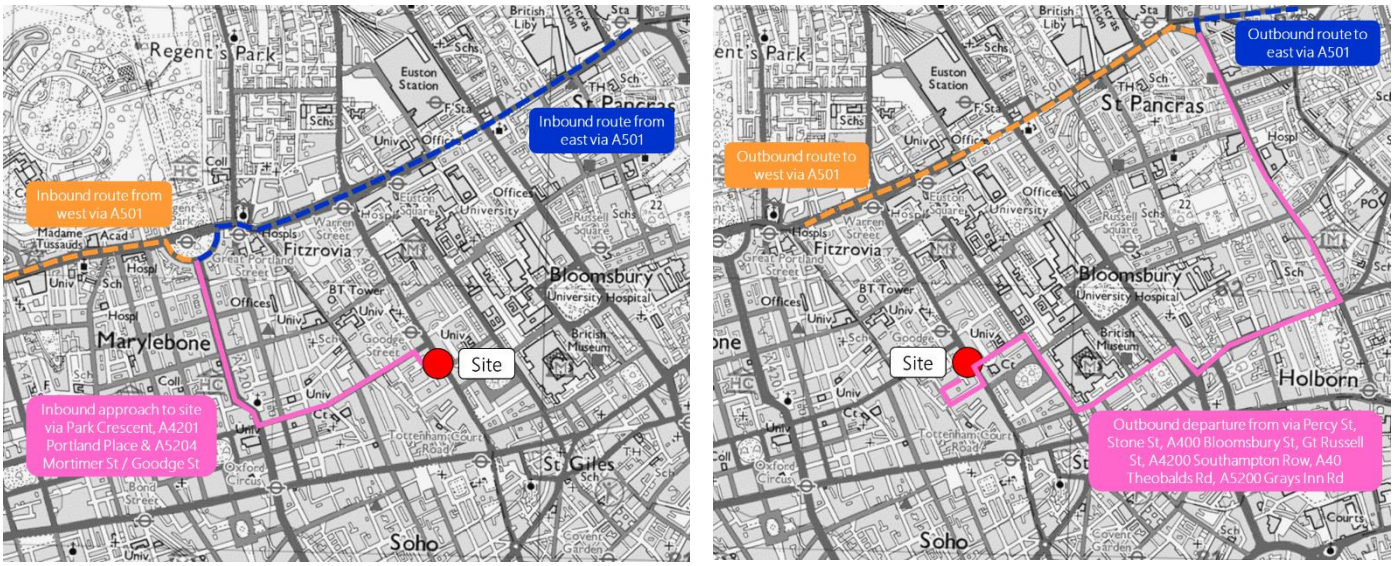
Construction Routes

5.12 Construction-related vehicular traffic will be advised of the preferred routes to / from the site, which are illustrated in Figure 9. The routes are assigned to direct and strategic roads and as such drivers would be expected to comply with the preferred routing method i.e., via the A40, A400/A4200 to and from the A501 which forms part of the Transport for London Road Network (TLRN) and from which traffic can travel across London or to / from the M25 on strategic routes.

5.13 Use of the agreed vehicle routes will be included as a contractual requirement of the principal contractor and will be communicated to all individuals associated with the works (including any subcontractors).

5.14 The comprehensive level of public transport accessibility at the site affords considerable opportunity for the principal contractor and any subcontractors to travel by sustainable means. Use of public transport will be encouraged to prevent additional traffic within the area surrounding the site.

Figure 9 Principal Construction Vehicle Access Routes



Impacts on Pedestrian / Cycle Routes & Facilities

5.15 Neighbouring and adjacent properties will remain occupied for the duration of the build programme and all efforts will be made to minimise the impact of the works for local residents and occupiers.

5.16 The appointed principal contractors will have Considerate Constructors Scheme (CCS) accreditation. Contact details of the principal contractor will be circulated to neighbours. Regular coordination meetings will be held between the appointed contractor, neighbours and any contractors for neighbouring sites under construction to ensure disruption to the general public and neighbours is minimised at all times.

5.17 Consultation with local people will provide them with the opportunity to raise issues and discuss matters directly with the appointed contractor, either face to face or using the contact details provided.

5.18 The appointed principal contractors will have Construction Logistics and Community Safety (CLOCS) accreditation. The principal contractors will ensure that road safety for vulnerable road users (VRUs), including pedestrian and cyclists is maintained at all times throughout the duration of any construction works and will also seek to minimise any negative environmental impacts created by motorised road traffic.

5.19 FORS accreditation will also be a contractual requirement for any construction-related vehicular activity. Written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers accessing the site have undertaken approved additional training. CLOCS Compliance will be included as a contractual requirement.

5.20 Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide.

5.21 Checks of FORS ID numbers will be undertaken periodically. Spot checks will be conducted by site staff on vehicles and drivers accessing the site. Results from these checks will be logged and retained, and enforcement applied accordingly. Collision reporting data will be requested from operators and acted upon where necessary.

5.22 It is anticipated that loading / unloading and storage of plant or material will be contained within the existing kerbside 'Police Only' marked parking bays immediately outside the site on the eastern side of Whitfield Street. Given that by the commencement of the build period British Transport Police will have vacated the site, there will no longer be an operational requirement for the 'Police Only' bays.

5.23 Further liaison with Camden Council officers will be required in order to ensure that the necessary TMO is in place to facilitate the suspension of the parking bays marked for Police use prior to the commencement of any construction works. The applicant will cover the costs associated with any amendment to the existing TMO through a legal agreement.

5.24 There will be no proposed occupation of the public highway in association with the works. Welfare units will be contained within the building.

5.25 To minimise disruption to pedestrians on the section of footway between the building and the kerbside frontage to Whitfield Street, it is anticipated that appropriate protective barriers and signage will be provided. Where possible, any temporary closure of the footway and diversion of pedestrian movements will be avoided.

5.26 Banksmen will be in position a minimum of 30 minutes before works start and in advance of the first delivery of the day. They will remain in place following the final delivery of the day and site closure. Banksmen will ensure that interaction between pedestrians and vehicles is minimised and will use standard high visibility and personal protective equipment as aids in this regard.

5.27 During working hours, access to the site will be kept closed except when vehicles / plant / equipment is entering or leaving the rear service access. The site access / egress points will operate a security pass system, and access to the site will only be granted after a site induction has been undertaken.

5.28 Site entrances and exits will be clearly marked with fixed warning signs at the entrance / exit and around work perimeters detailing the potential hazards of the area.

5.29 All stationary vehicles on site will be advised to switch off engines. Delivery vehicles will not be required to wait on the public highway on entering the site but will be advised to avoid engine idling where possible as part of journeys to and from the site.

5.30 It is anticipated that wheel washing facilities will not be required. Any vehicles departing the site with waste materials will be fully sheeted to minimise the risk of spillage onto the public highway.

6. Impacts (Micro)

Pedestrian Facilities

6.1 From the trip generational exercise undertaken in Section 4 of the TA it is identified that the proposed Change of Use to Class E(g)(i) Offices is likely to generate 35% less two-way person trips over a daily period when compared with the existing Sui Generis British Transport Police Station and Divisional Headquarters.

6.2 The impact of the proposed Change of Use on pedestrian facilities along Whitfield Street and Windmill Street is therefore, at worst, going to be de minimis. In all likelihood there is anticipated to be an overall betterment through a reduction in trip generation and conditions for general road users not connected to the site will be improved.

6.3 As is shown later within this Section of the TA, works to reinstate the footway across the redundant crossover serving the basement car park which will no longer be in operation will also improve facilities for pedestrians traversing the eastern footway along Whitfield Street.

6.4 Notwithstanding the reduction in person trip generation associated with the Change of Use application, Table 4.19 of the TA provides an indication of likely future pedestrian demand generated by the Class E(g)(i) Offices on Whitfield Street and Windmill Street, in the immediate vicinity of the site.

6.5 Table 4.19 indicates that pedestrian demand is likely to be split 58:42 north to south respectively either side of the main pedestrian entrance of the building on Whitfield Street. In real terms, this equates to one pedestrian movement every 90 seconds in the peak direction of flow (i.e., north towards Goodge St) during the AM and PM peak hours.

6.6 Such a level of impact, notwithstanding that the building is already occupied and generates more person trips under its current use, is immaterial.

Cycle Parking

6.7 With regard to the impact on cycle parking, it is noted from Section 2 of the TA that only 8 cycle spaces are provided in the existing basement of the British Transport Police Station and Divisional Headquarters and, as will be shown within this sub-Section of the TA, the proposed Change of Use application will deliver an increase in cycle parking within the reconfigured basement area of 44 spaces, to a new total of 52 cycle spaces, in line with London Plan, Local Plan and CPG: Transport standards.

6.8 It is also shown later in this sub-Section of the TA that an additional eight publicly accessible short-term visitor spaces will be provided on the Whitfield Street frontage of the site in line with London Plan, Local Plan and CPG: Transport standards.

6.9 The impact of the proposed Change of Use on cycle parking is an overall positive benefit in terms of additional spaces provided both within the site and along Whitfield Street.

6.10 Notwithstanding the reduction in person trip generation associated with the Change of Use application, Table 4.16 of the TA provides an indication of likely future cycling demand generated by the Class E(g)(i)

Offices, equating to six two-way trip in any given hourly period and fifty-one two-way trips over a daily period.

6.11 This suggests that daily cycle parking demand is unlikely to exceed twenty-six cycle parking spaces. Therefore, the fifty-two cycle parking spaces proposed will leave a residual 50% capacity to cater for future growth in demand.

6.12 With regard to the impact of additional cycle trips on Whitfield Street and Windmill Street, in the immediate vicinity of the site, a demand of 3 cycles in the peak direction of flow (i.e., north towards Goodge St) during the AM and PM peak hours, or one cycle every 20 minutes, is not going to be noticeable.

6.13 In accordance with the London Plan, Policy T1 of the Local Plan and the CPG: Transport, secure, covered, accessible and step-free cycle parking will be provided in conjunction with the proposed Change of Use application.

6.14 Local Plan Policy T1 seeks the provision of the London Plan standards for long and short-stay cycling parking. For Class E(g)(i) Offices, the London Plan standards are as follows:

- Long-Stay - 1 space per 75sqm
- Short-Stay - 1 space per 500sqm

6.15 Applying these standards to the future useable office space of 3,495m^2 equates to a requirement for forty-six long-stay spaces and seven short-stay spaces.

6.16 Policy T1 of the Local Plan states that the Council will also seek an additional 20% of cycle spaces over and above the London Plan standards to support the expected future growth of cycling for those that live and work in Camden.

6.17 With the proposed Change of Use application, it is proposed to provide a total of fifty-two long-stay spaces and eight short-stay spaces that equates to a 13% increase over and above the London Plan standards.

6.18 Plan 22051/003B included as Appendix 5 to the TA shows the general arrangement for the proposed ancillary office space at basement level of the building that accommodates the requisite long-stay cycle parking provision and ancillary storage lockers, toilets and shower facilities.

6.19 From Plan 22051/003B it can be seen that the required fifty-two cycle spaces will be delivered through a range of facilities to reflect the various needs of bicycle users and includes:

- Two-tier cycle storage stands – capacity for 36 cycles
- Double height folding cycle lockers – capacity for 12 cycles
- Accessible cycle stands for non-standard bicycles – capacity for 4 cycles

6.20 The provision of four spaces for non-standard cycles is in excess of the 5% requirement as set out within the London Plan and London Cycling Design Standards.

6.21 From Plan 22051/003B it can be seen that there is scope to potentially increase the number of long-term cycle spaces within the ancillary office space at basement level to meet the Council's aspirations for London Plan standards + 20% should demand exist.

6.22 The floor to ceiling height within the basement of the building is 3.02m, more than adequate to accommodate the two-tier cycle storage stands that range in height between 2.4m and 2.6m, dependent on the manufacturer.

6.23 Double height lockers for dry storage of cycle equipment are provided adjacent to the cycle parking. Plan 22051/003B shows the provision of fifty-two lockers for this purpose. Also adjacent to the cycle parking is the provision of two unisex toilets and two unisex showers.

6.24 A minimum of 2.5m circulation space is provided within the ancillary office space at basement level to facilitate ease of movement between the cycle parking, storage lockers and toilet / shower facilities. The platform lift for access between the basement level cycle parking and street level will have minimum internal dimensions of 2.7m to accommodate all types of bicycle.

6.25 As well as the platform lift, a stair core will also connect the ancillary office space / cycle storage at basement level with the external access at street level / ground floor. The external access doors at street level will be a minimum of 2.0m in width that will lead into a central lobby for access to the platform lift and stairs. Access to the central lobby will be controlled by key code / intercom entry.

6.26 Appropriate signage will be provided to direct users to the cycle storage area.

6.27 Short-stay parking for visitors will be separated from the long-stay cycle storage area for security reasons. In this regard, it is proposed that the eight short-stay spaces will be accommodated on the street frontage of the building, adjacent to the retained pedestrian entrances. The opportunity exists to accommodate the additional short-stay cycle parking within the space vacated by the existing on-street parking bays for Police use that are no longer required, either within the carriageway or by way of reinstated footway in this area.

6.28 The four short-stay cycle stands required could either be CaMden M or Sheffield stands, subject to agreement with Camden Council officers. Both could be accommodated within the vacated space without impacting on the useable width of the footway on the eastern side of Whitfield Street.

Car Parking

6.29 In accordance with Local Plan Policy T2 and the CPG: Transport, the proposed Change of Use application to Class E(g(i) Office use will be a car-free development. The impact of the proposed Change of Use application in respect of car parking will therefore be a positive one with the removal of all traffic, with the exception of deliveries, collection and service visits, from the micro network in the vicinity of the site.

6.30 In any event, Table 4.14 demonstrates that car borne traffic, and hence car parking demand, will be low with the proposed Change of Use application, with no more than four car borne trips in any given peak hour, equivalent to one vehicle movement every 15 minutes, and only a total of thirty-three car borne movements over a daily period.

6.31 Again, such a level of impact is immaterial particularly when one considers that the building is already occupied and generates person trips and parking demand within the building under its current use.

6.32 As noted in the floor plans at Appendix 1 and the description of development in Section 1 of the TA, all operational car parking currently located in the basement and associated with the existing British Transport Police Station and Divisional Headquarters will be removed along with the vehicular ramp that connects the basement to street level.

6.33 In conjunction with the Change of Use application, it is also proposed that the two, existing on-street parking bays marked for Police use would be removed with fees associated with associated amendments to the existing Traffic Management Order (TMO) secured by legal agreement.

6.34 In order to further limit car usage by future office occupiers, mechanisms would also be put in place to prevent applications for on-street parking permits.

On-Street Loading Provision

6.35 The proposed Change of Use application will have no impact on the existing arrangements for loading and unloading on Whitfield Street.

6.36 Section 4 identifies that loading and unloading associated with the proposed Change of Use application will be on-street on the Whitfield Street frontage of the site, noting that existing markings and signage allow for a maximum of 40 minutes for this purpose.

On-Street Parking Controls & Usage

6.37 Section 2 of the TA identifies that on-street parking controls that already exist on Whitfield Street limit the availability of on-street parking at the micro level to just one pay & display parking bay with the remainder of the on-street parking bays assigned for permit holders only.

6.38 In conjunction with the Change of Use application, the applicant will be willing to accept measures to prevent future occupiers from obtaining on-street parking permits, secured by legal agreement should permission be granted.

6.39 As summarised in paragraphs 6.29 – 6.34 and Table 4.14 of the TA, future car parking demand from the Change of Use application will, in any event, be extremely low and will be transferred away from Whitfield Street to publicly available off-street car parks in the wider neighbourhood.

Delivery & Servicing Facilities

6.40 As identified above, deliveries, collections and service visits will be on-street from the Whitfield Street frontage. Section 4 of the TA identifies that the proposed Change of Use application will generate 7-12 deliveries per working day. The majority of these visits (75% or above) will take place during normal working hours, i.e., 7am – 7pm with the peak levels of activity likely to occur between 10am and 1pm.

6.41 Visits will typically be no more than 30min in duration and, in most cases will be significantly less where practically and operationally feasible.

6.42 As identified in Section 2 of the TA, 4% of the total 1,200 two-way person movements associated with the existing British Transport Police operations were attributable to delivery movements.

6.43 It is therefore evident that the difference in deliveries, collections and service visits between the existing and proposed uses is, at worst, neutral and in all likelihood, could result in a net reduction in such movements / activity associated with the site.

7. Impacts (Neighbourhood & Network)

7.1 Detailed analysis of trip generation by the various modes of travel and the distribution of these trips to the various streets and transport nodes in the neighbourhood and the wider network has been demonstrated in Section 4 of the TA.

7.2 The dispersal effect arising from the trip generation and distribution exercise will limit the impacts arising from the proposed Change of Use to Class E(g)(i) Offices on any given street or transport node, notwithstanding that it is likely to generate 35% less two-way person trips over a daily period when compared with the existing Sui Generis British Transport Police Station and Divisional Headquarters.

Pedestrian Network

7.3 The dispersal of predicted pedestrian trip generated by the proposed Change of Use application, both as primary and secondary modes, is summarised in Table 4.19 of the TA. This demonstrates that the two key corridors over which demand is concentrated are access to Tottenham Court Road via Goodge Street to the north-east of the site and access to Tottenham Court Road via Windmill Street to the south of the site.

7.4 Notwithstanding the reduction in person trip generation associated with the Change of Use application when compared to the existing British Transport Police, Table 4.19 shows that in a north-easterly direction towards Goodge Street and Tottenham Court Road, the future Office uses within the site will generate no more than thirty-three total pedestrian movements within the weekday AM and PM peak hourly periods when demand is at its greatest, equivalent to one movement every two minutes.

7.5 The majority of these pedestrian movements are focused on the link between Goodge Street London Underground station and bus stops, beyond which demand falls off significantly with no more than one or two movements in any given hourly period.

7.6 As is demonstrated within Section 3 of the TA, both Goodge Street and Tottenham Court Road have wide footways on both sides of the carriageway (3.6m-4.2m on Goodge Street and 4.0m-6.0m on Tottenham Court Road) and there are formal traffic signal controlled crossing facilities at the junction between the two street corridors.

7.7 Table 4.19 also shows that in a southerly direction towards Tottenham Court Road via Windmill Street, the future Office uses within the site will generate no more than twenty-two total pedestrian movements within any given hourly period, the majority of which are heading to / from Tottenham Court Road London Underground station or the New Oxford Street bus stops.

7.8 This level of pedestrian demand is less than equivalent to one movement every three minutes. The section of Windmill Street east from Whitfield Street to Tottenham Court Road is extremely lightly trafficked, merely serving a rear service yard access to a large office building. Footways either side of the carriageway are at least 2.4m in width. Footways on Tottenham Court Road to the south of Windmill Street are at least 4.0m in width.

7.9 Such a level of pedestrian demand, in the context of the general flow of pedestrians on Goodge Street, Windmill Street and Tottenham Court Road is negligible.

7.10 Importantly, the level of pedestrian demand associated with the Change of Use application on the site will have no impact on pedestrian comfort levels on street corridors within the neighbourhood or across the wider network.

Cycle Network

7.11 Table 4.16 of the TA demonstrates that cycle movements attributable to the proposed Change of Use are distributed across street corridors in the local neighbourhood and across the wider network. During the weekday AM and PM peak hours, when cycle movement demand associated with the proposed Office uses will be at its greatest, there will be no more than two cycle movements on any given street corridor, equivalent to one movement every 30 minutes.

7.12 Such a level of impact, notwithstanding that the building is already occupied and generates more person trips under its current use, is immaterial.

7.13 Section 3 of the TA describes the comprehensive network available for cyclists within the local neighbourhood and across the wider network with marked and signed cycle routes on Tottenham Court Road, Goodge Street / Mortimer Street and Oxford Street as well as the proximity of LCN Route C27 to the north of the site that has direct connections towards Bloomsbury, Marylebone, Paddington and Notting Hill as well as onward connections to the wider LCN network.

Predicted Traffic Flows

7.14 Table 4.14 demonstrates that the proposed Change of Use application will generate no more than Four vehicular movements, equivalent to one movement every 15 minutes during the weekday AM and PM peak hours when traffic demand associated with the proposed Office uses will be at is highest. Over a daily period, the future uses on the site will generate no more than thirty-three vehicular movements.

7.15 Table 4.14 also shows that these four movements per hour will be dispersed widely over the surrounding network and will only be realised in proximity to existing off-street public car parks that are located away from the immediate street corridors in the vicinity of the site.

7.16 Even if one were to add in the consideration of vehicular movements attributable to deliveries, collection and servicing of the site of around seven to twelve movements over a daily period, the traffic demand attributable to the proposed Change of Use will have a negligible impact on the operation of the surrounding highway network.

7.17 Importantly, and as emphasised in previous paragraphs, the existing Sui Generis uses within the site, as a British Transport Police Station and Divisional Headquarters, has generated a considerably higher level of vehicular traffic, given the specific nature of the operation and on-site parking provision. As identified in Section 2 of the TA the level of traffic attributable to the existing uses on the site will have been as much as 19% of person trip movements.

7.18 In summary, therefore, the future traffic demand equating to a total of forty-five vehicular movements, could represent as much as an 80% reduction in traffic demand associated with the site over a daily period, a significant positive impact on the operation of the street network within the local neighbourhood and wider network.

7.19 On this basis it is considered that no assessment of traffic demands in the form of junction analysis is required within the TA.

Public Transport Services

London Underground

7.20 Table 4.7 shows the distribution of London Underground trips associated with the Change of Use application across the various stations / lines in proximity to the site. In total, and notwithstanding the demand for London Underground services generated by the existing British Transport Police uses on the site, the proposed future Office uses will generate up to 34 London Underground trips during the AM and PM peak hours when demand will be at its highest. This is equivalent to one London Underground trip every 2 minutes.

7.21 The greatest concentration of London Underground trip demand will be at Goodge Street station through which it is anticipated that there will be up to eighteen trips generated during the peak hours. Goodge Street is only served by the Northern line but in peak hourly periods provides thirty trains per hour in both directions. On the Central Line through Tottenham Court Toad station, the proposed future Office uses within the site will be up to nine trips in the peak hours. The Central Line through Tottenham Court Road is provided with thirty trains per hour in both directions during these peak hourly periods.

7.22 On this basis, the future uses within the site will generate a maximum of one London Underground trip every three trains on the Northern Line through Goodge Street and one trip every six trains on the Central Line through Tottenham Court Road.

7.23 When you also consider that the passenger carrying capacity of each train is 752 persons on the Northern Line and 1,047 persons on the Central then, evidently, impacts associated with the proposed Change of Use application is almost immeasurable.

Bus

7.24 Table 4.11 shows the distribution bus trips associated with the Change of Use application across the various stops / routes in proximity to the site. In total, and notwithstanding the demand for bus services generated by the existing British Transport Police uses on the site, the proposed future Office uses will generate up to nine bus during the AM and PM peak hours when demand will be at its highest. This is equivalent to one bus trip every 6-7 minutes.

7.25 The greatest concentration bus trip demand will be on the bus routes which stop on Tottenham Court Road close to Goodge Street station through which it is anticipated that there will be up to five trips generated during the peak hours over four routes. These four routes (services 24, 29, 73 and 390) provide a combined frequency of thirty-five buses per hour in both directions.

7.26 On this basis, the future uses within the site will generate a maximum of one trip every fourteen buses. When you also consider that the passenger carrying capacity of each bus is around eighty-five persons it is evident that the impacts associated with the proposed Change of Use application is almost incalculable.

8. Mitigation

Cycling, Walking & Road Network Improvement Measures

8.1 A contribution will be secured by legal agreement should permission be granted for the change of Use application to cover the cost of works associated with:

- The removal of the two on-street parking bays marked for Police use and vehicle crossovers to the existing basement;
- The associated amendments to existing Traffic Management Orders (TMOs);
- The reinstatement of the footway on the Whitfield Street frontage of the site; and
- Provision of four additional on-street short-stay cycle parking stands (8 spaces).

8.2 Based on the assessment of impacts contained within the Sections 6 and 7 of the TA and noting that, in overall terms, there is an anticipated 35% reduction in person trip generation associated with the Change of Use application, no further cycle, walking or road network improvement measures are proposed.

Public Transport Network Improvement Measures

8.3 Based on the assessment of impacts contained within the Section 7 of the TA and noting that, in overall terms, there is an anticipated 35% reduction in person trip generation associated with the Change of Use application, no public transport network improvement measures are proposed.

Travel Plan

8.4 Section 3 of Camden Council's CPG: Transport and Policy A1 of the Local Plan require the preparation of a Travel Plan as part of a suite of documents to accompany a planning application for all development where it is expected that travel demand will significantly increase and / or where there is a significant impact on travel or the transport system.

8.5 This TA has demonstrated that the proposed Change of Use to Class E(g)(i) Offices is likely to generate 35% less two-way person trips over a daily period when compared with the existing Sui Generis British Transport Police Station and Divisional Headquarters.

8.6 It has further demonstrated that even if the trip demands generated by the proposed future Office use are considered in isolation, the impacts on the micro network, the local neighbourhood and wider transport networks are, at worst negligible and, in most cases, immeasurable.

8.7 On this basis, it is considered that the requirement for a Workplace Travel Plan does not apply to this Change of Use application. If, however, the Council considers that the impacts warrant a Travel Plan then this, along with any monitoring and measures contribution can be secured by way of legal agreement, should planning permission be granted.

Delivery & Servicing Plan

8.8 Paragraphs 4.27 – 4.36 of the TA provide details of the expected deliveries, collections and service visits associated with the proposed Change of Use application over a working day and identifies that in overall trip generation, the number of movements will be no more than that generated by the existing British Transport Police Station and Divisional Headquarters uses.

8.9 In accordance with Policy A1 of the Local Plan, Section 4 of Camden Council's CPG: Transport outlines the criteria under which the requirement for a Delivery and Servicing Plan to accompany a planning application applies, which are:

- *"The expected number of deliveries at any one time exceeds the capacity of the onsite loading provision;*
- *The existing on-street provision limits additional loading from proposed development;*
- *The cumulative impact of deliveries from the site and those sites within the vicinity adversely affects the transport network;*
- *The site is adjacent to existing infrastructure, for example, cycle lanes or bus stops; and/or*
- *Loading occurs on a high street or within a busy town centre."*

8.10 Based upon these criteria, the activity generated by the existing uses and the nature / frequency and type of deliveries, collections and service visits expected within the future Office uses on the site, it is considered that a Deliveries and Servicing Plan is not required to accompany this Change of Use application.

8.11 If, however, the Council considers that the impacts warrant a Deliveries and Servicing Plan then this, along with any monitoring and measures contribution can be secured by way of legal agreement, should planning permission be granted.

Car Park Management & Reduction Plan

8.12 In line with Policy T2 of the Camden Local Plan and, as outlined in Section 6 of Camden Council's CPG: Transport, a Car Park Management & Reduction Plan is only required where it is proposed to retain on-site parking.

8.13 As noted in Section 1 of the TA, the Change of Use application includes for the removal of the vehicular access ramp to the existing basement car park such that the future Office uses within the building will be car-free development. Accordingly, there is no requirement for a Car Park Management & Reduction Plan to accompany the planning application.

Construction Management Plan

8.14 Section 5 of the TA outline the framework for an emerging Construction Management Plan (CMP) that alongside any implementation support contribution and Impact Bond will be secured by legal agreement in accordance with Policy A1 of the Local Plan should permission be granted for the proposed Change of Use application and prior to commencement of work starting on site.

8.15 Once permission is granted and further details are available with respect to any construction works associated with the Change of Use application then a CMP implementation support contribution and Construction Impact Bond will support the full CMP. The appointed principal contractor will also complete the Council's CMP pro-forma prior to any works commencing on-site.

8.16 The full CMP will outline a comprehensive package of measures and practices to manage and mitigate the impact of any demolition, excavation and construction works associated with the proposed Change of Use application, no matter how limited the scale of such works are.

Planning Obligations / Section 106 Mitigation Measures

8.17 Based upon the scale of impacts arising from the Change of Use application, as assessed in detail within Section 6 and Section 7 of the TA, it is expected that no further contributions towards pedestrian, cycling, environmental public realm or highway improvements are required to support the proposed development.

9. Summary & Conclusions

9.1 The purpose of this Transport Assessment has been to consider, on behalf of the applicant, TCR New Ltd, the highways and transport implications of the proposed Change of Use from Sui Generis to Class E(g)(i) Offices at 16-24 Whitfield Street, London W1T 2RA.

9.2 From the results of the report the following can be concluded:

- In trip generational terms, the existing permitted Sui Generis use of the site as a British Transport Police Station and Divisional Headquarters will have generated in the order of 1,200 total person trips over a typical daily period when fully operational. The proposed Class E(g)(i) Office uses will generate 778 total person trips over a daily period, representing a 35% reduction when compared to the existing permitted uses.
- Notwithstanding the benefits of a significant reduction in overall trip generation, it has been demonstrated through a comprehensive assessment of modal split and distribution of trips generated by the future Class E(g)(i) Office uses on the site, that the impacts on the pedestrian, cycle, public transport and highway networks at a micro, neighbourhood and area-wide level will, at worst, be negligible, and in most instances, will be almost immeasurable.
- In accordance with Policy T2 of the Local Plan and the CPG: Transport, a significant component of the Change of Use application is that it will be car-free development, secured by way of the removal of all on-site car parking through alterations to the basement level of the building and the removal of the vehicular access ramp.
- On-street parking controls exist on Whitfield Street that limit the availability of on-street parking at the micro level to just one pay & display parking bay with the remainder of the on-street parking bays assigned for permit holders only. In conjunction with the Change of Use application, the applicant will be willing to accept measures to prevent future occupiers from obtaining on-street parking permits, secured by legal agreement should permission be granted.
- A contribution will be secured by legal agreement should permission be granted for the Change of Use application to cover the cost of works associated with:
  - The removal of the two on-street parking bays marked for Police use and vehicle crossovers to the existing basement;
  - The associated amendments to existing Traffic Management Orders (TMOs);
  - The reinstatement of the footway on the Whitfield Street frontage of the site; and
  - Provision of four additional on-street short-stay cycle parking stands (8 spaces).
- The reconfigured basement of the building will be provided with secure, covered long-stay fifty-two cycle spaces that, alongside the eight publicly accessible short-term visitor spaces provided on the Whitfield Street frontage of the site, is in line with London Plan, Local Plan and CPG: Transport standards.
- The fifty-two cycle spaces will be delivered through a range of facilities to reflect the various needs of bicycle users and includes a mix of two-tier cycle storage stands, double height folding cycle lockers as well as accessible cycle stands for four non-standard bicycles, in excess of the 5% requirement as set out within the London Plan and London Cycling Design Standards.

- The reconfigured basement of the building will be accessed by a platform lift for access to street level with minimum internal dimensions of 2.7m to accommodate all types of bicycle as well as a stair core, supported by appropriate signage. It will also accommodate ancillary double height lockers for dry storage of cycle equipment, toilets and shower facilities to support the long-stay cycle parking provision.
- The external access doors at street level will be wide enough for accessible access and will lead into a central lobby for access to the platform lift and stairs. Access to the central lobby will be controlled by key code / intercom entry.
- The proposed Change of Use application will generate 7-12 deliveries per working day. The majority of these visits (75% or above) will take place during normal working hours, i.e., 7am – 7pm with the peak levels of activity likely to occur between 10am and 1pm. Visits will typically be no more than 30min in duration and, in most cases will be significantly less where practically and operationally feasible.
- Loading and unloading associated with the proposed Change of Use application will be on-street on the Whitfield Street frontage of the site, noting that existing markings and signage allow for a maximum of 40 minutes for this purpose.
- It is therefore evident that the difference in deliveries, collections and service visits between the existing and proposed uses is, at worst, neutral and in all likelihood, could result in a net reduction in such movements / activity associated with the site.
- Overall, future traffic demand associated with the Change of Use application to Class E(g)(i) Offices equates to a total of forty-five vehicular movements, represents an 80% reduction in traffic demand associated with the site over a daily period when compared with the existing permitted Sui Generis uses. This represents a significant positive impact on the operation of the street network within the local neighbourhood and wider network.
- The dispersal of public transport trips over multiple stations, stops and routes results in a level of impact on any given service that is so small that it can be deemed incalculable. In this regard, no public transport network improvement measures are proposed.
- A framework is provided for an emerging Construction Management Plan (CMP) that, alongside any implementation support contribution and Impact Bond will be secured by legal agreement in accordance with Policy A1 of the Local Plan should permission be granted for the proposed Change of Use application and prior to commencement of work starting on site.
- Once permission is granted and further details are available with respect to any construction works associated with the Change of Use application then the full CMP will outline a comprehensive package of measures and practices to manage and mitigate the impact of any works associated with the proposed Change of Use application, no matter how limited the scale of such works are.

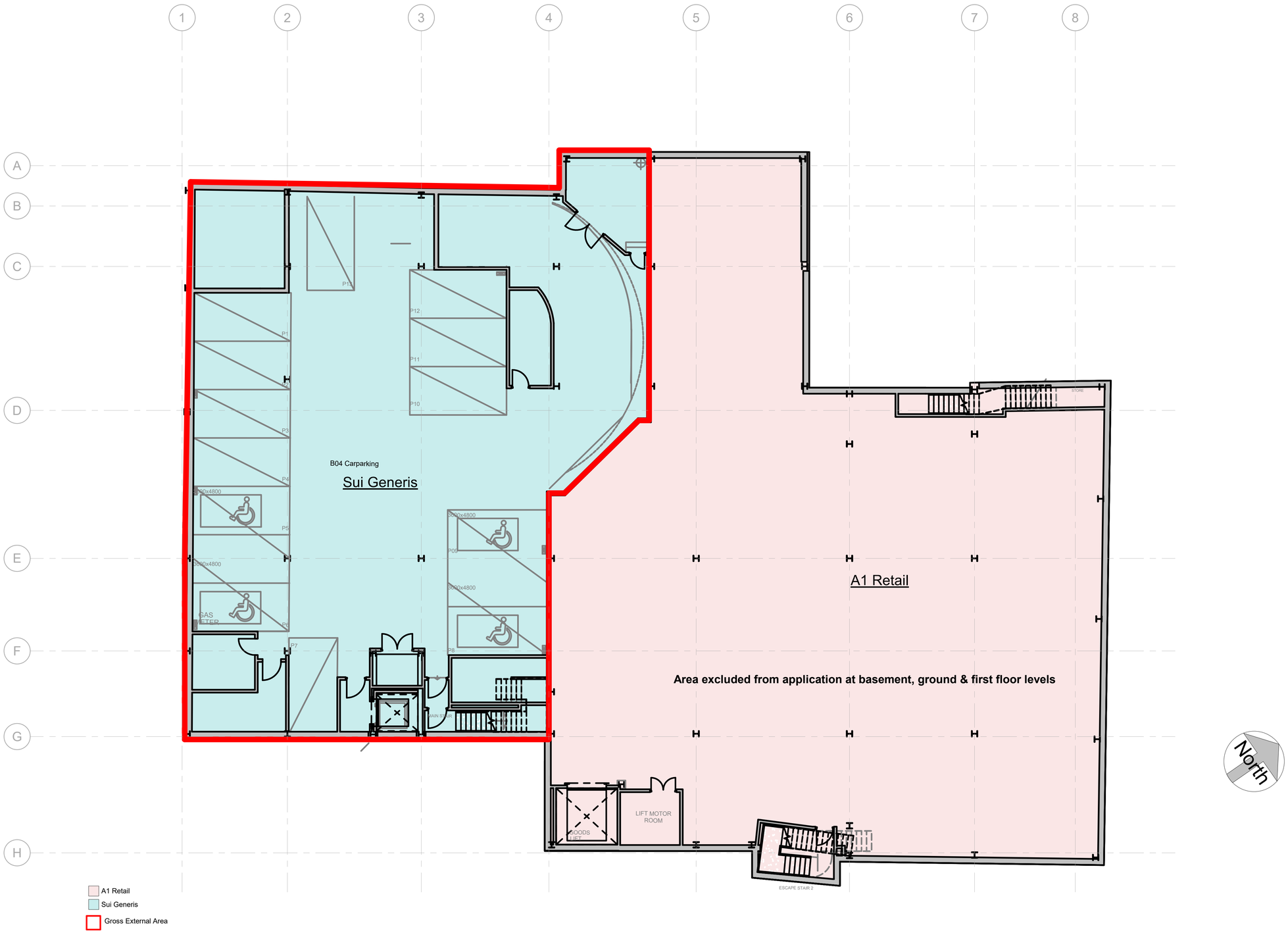
9.3 Overall, the level of trip generation associated with the proposed development will have a negligible effect on the surrounding transport networks in terms of operational capacity or safety and will not result in any residual cumulative impacts.

9.4 Based on the criteria set out within Policy A1 of the Local Plan and Section 3 of Camden Council's CPG: Transport, no Travel Plan is required in conjunction with the Change of Use application as it has been demonstrated that there will be no increase in travel demand and there is no measurable impact on travel or the transport system surrounding the site.

9.5 Likewise, based on the criteria set out in Policy A1 of the Local Plan and Section 4 of Camden Council's CPG: Transport a Delivery and Servicing Plan is not required to accompany the Change of Use application as there will be no increase in deliveries, collections and service visits associated with the Class E(g)(i) Office use when compared with the existing permitted Sui Generis use within the site.

9.6 In the context of the guidelines within the NPPF, the London Plan, Camden Local Plan and Camden Planning Guidance: Transport, it is considered that there are no residual cumulative impacts in terms of safety or the operational capacity of the surrounding transport networks and therefore planning permission should not be withheld on transport grounds.

Appendix 1



Model name and location
CFP - Sheets Planning.dwg

Revision	Date	Description

PLANNING

Project:

16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices- Planning Application

Title:

Existing Basement Plan

Number: L761-P(0)120
Revision:
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Date: 08/02/2022
Drawn: OW
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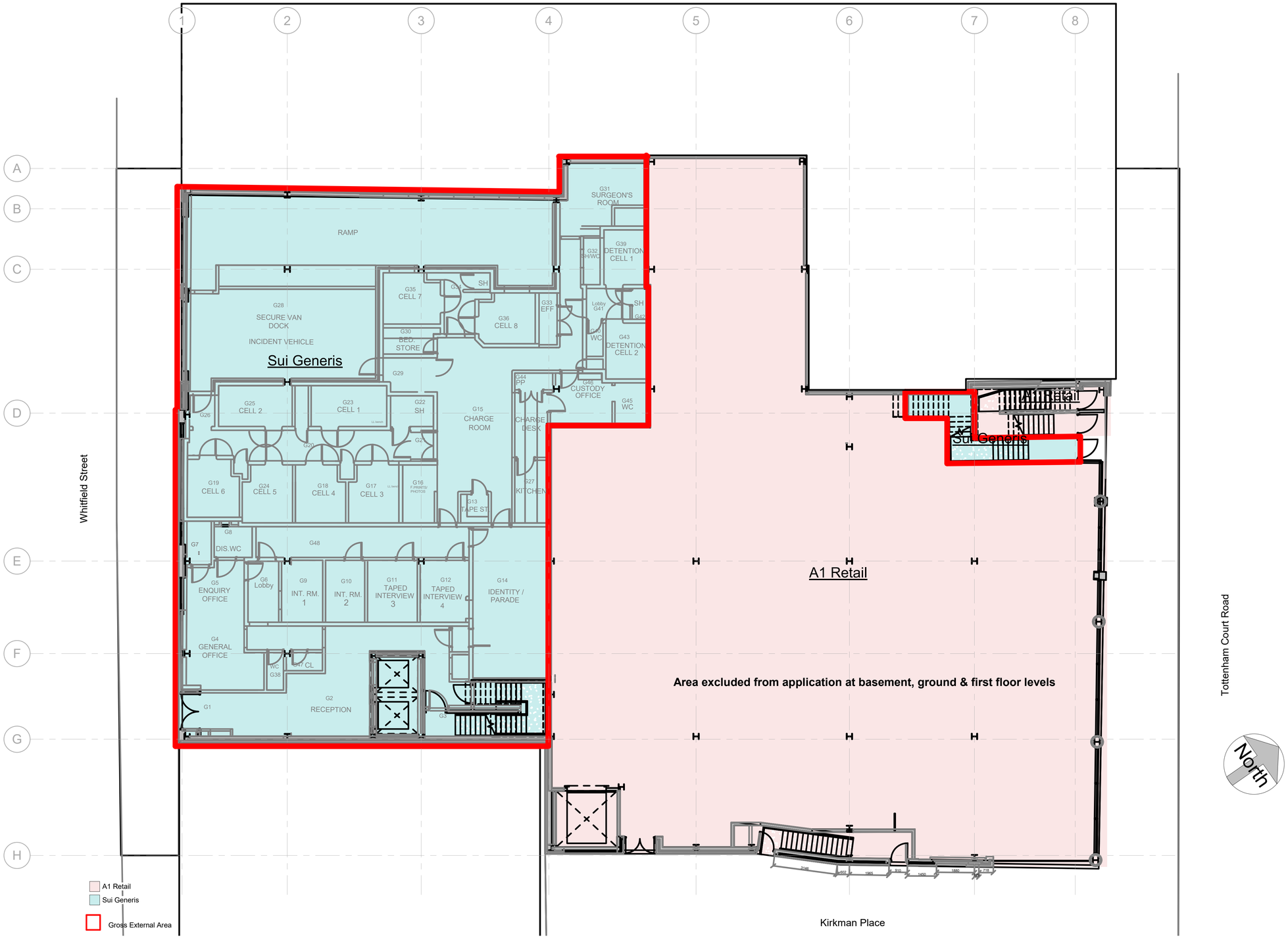

Revision	Date	Description

Model name and location
CFP - Sheets Planning.dwg

PLANNING

Project:

16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices- Planning Application

Title:

Existing Ground Floor

Number: L761-P(0)121
Revision:
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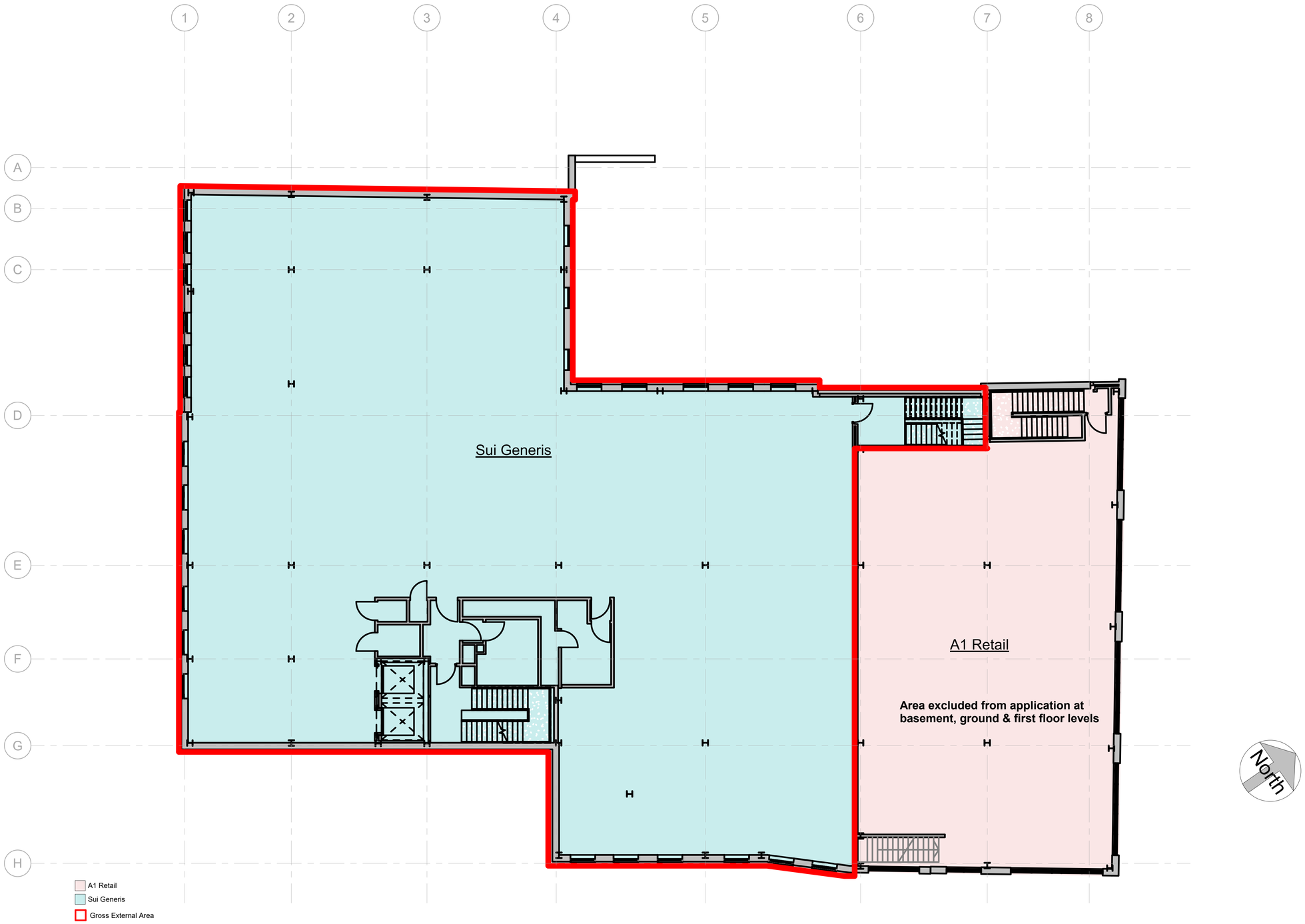

Revision	Date	Description

Model name and location
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PLANNING

Project:

16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices - Planning Application

Title:

Existing First Floor Plan

Number: L761-P(0)122
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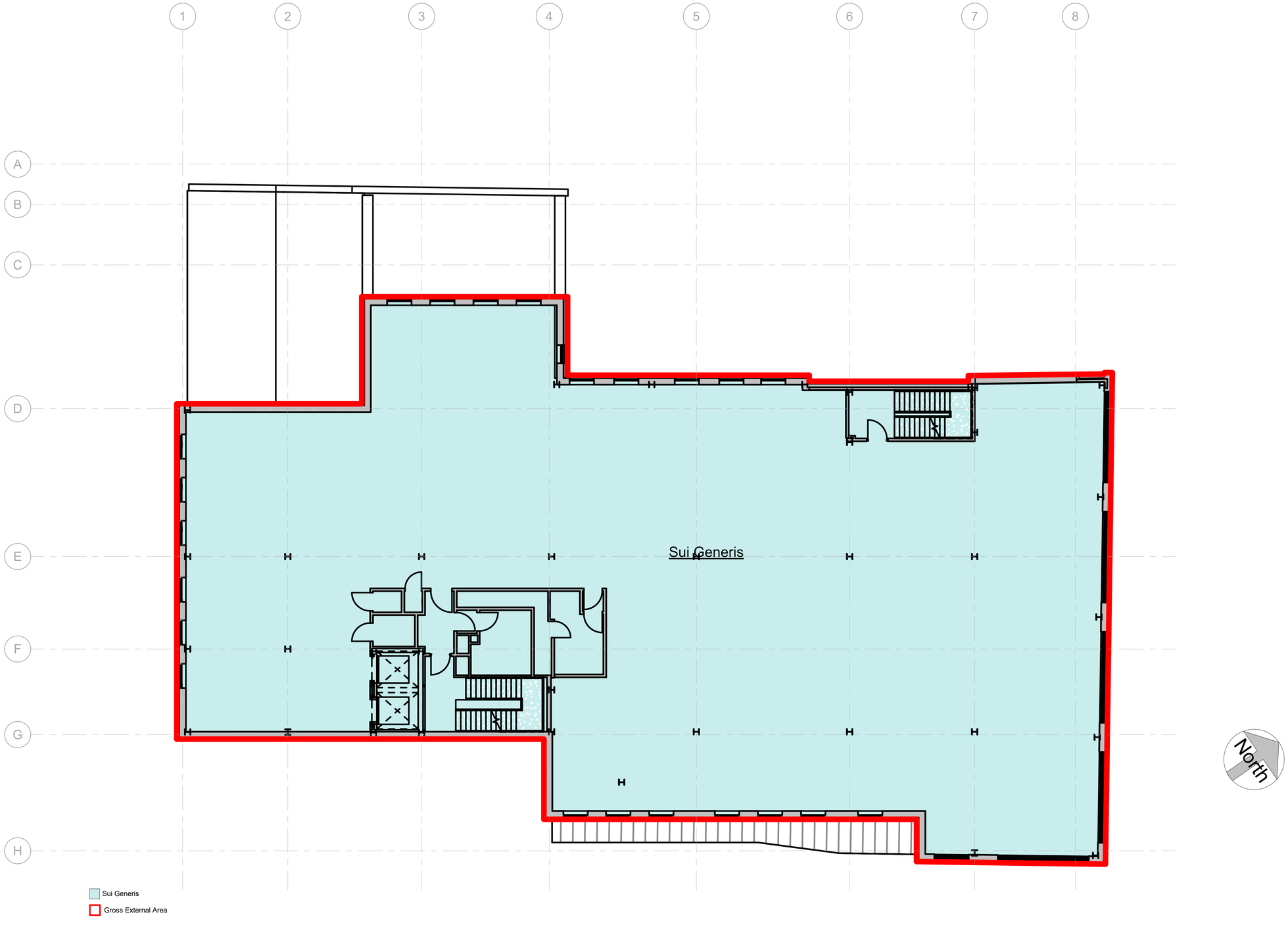

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Revision	Date	Description

PLANNING

Project:

16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices- Planning Application

Title:

Existing Second Floor Plan

Number: L761-P(0)123
Revision:
Scale (@ A1): 1 : 100
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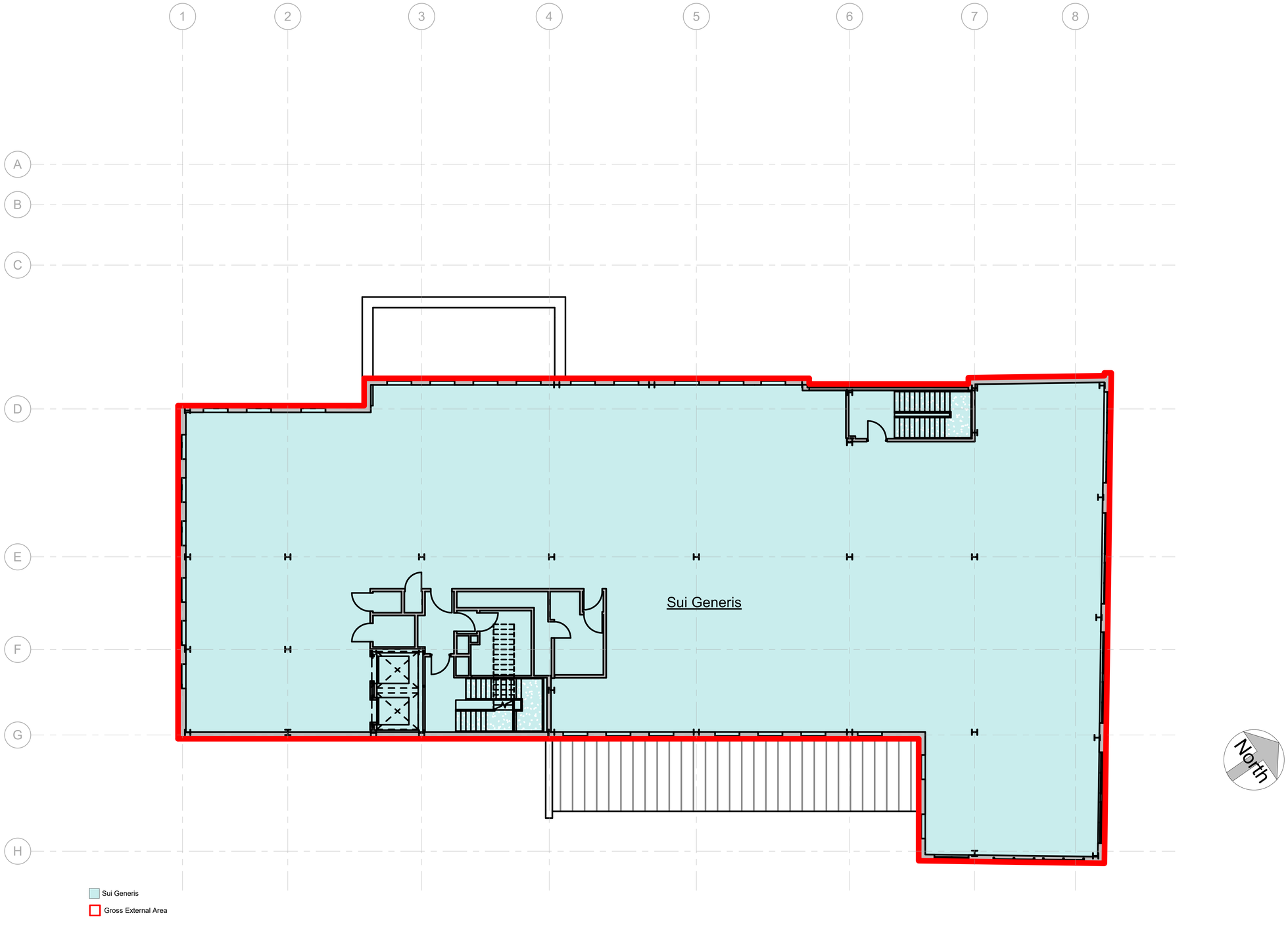

Revision	Date	Description

Model name and location
CFP - Sheets Planning.dwg

PLANNING

Project:

16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices - Planning Application

Title:

Existing Third Floor Plan

Number: L761-P(0)124
Revision:
Scale (@ A1): 1 : 100
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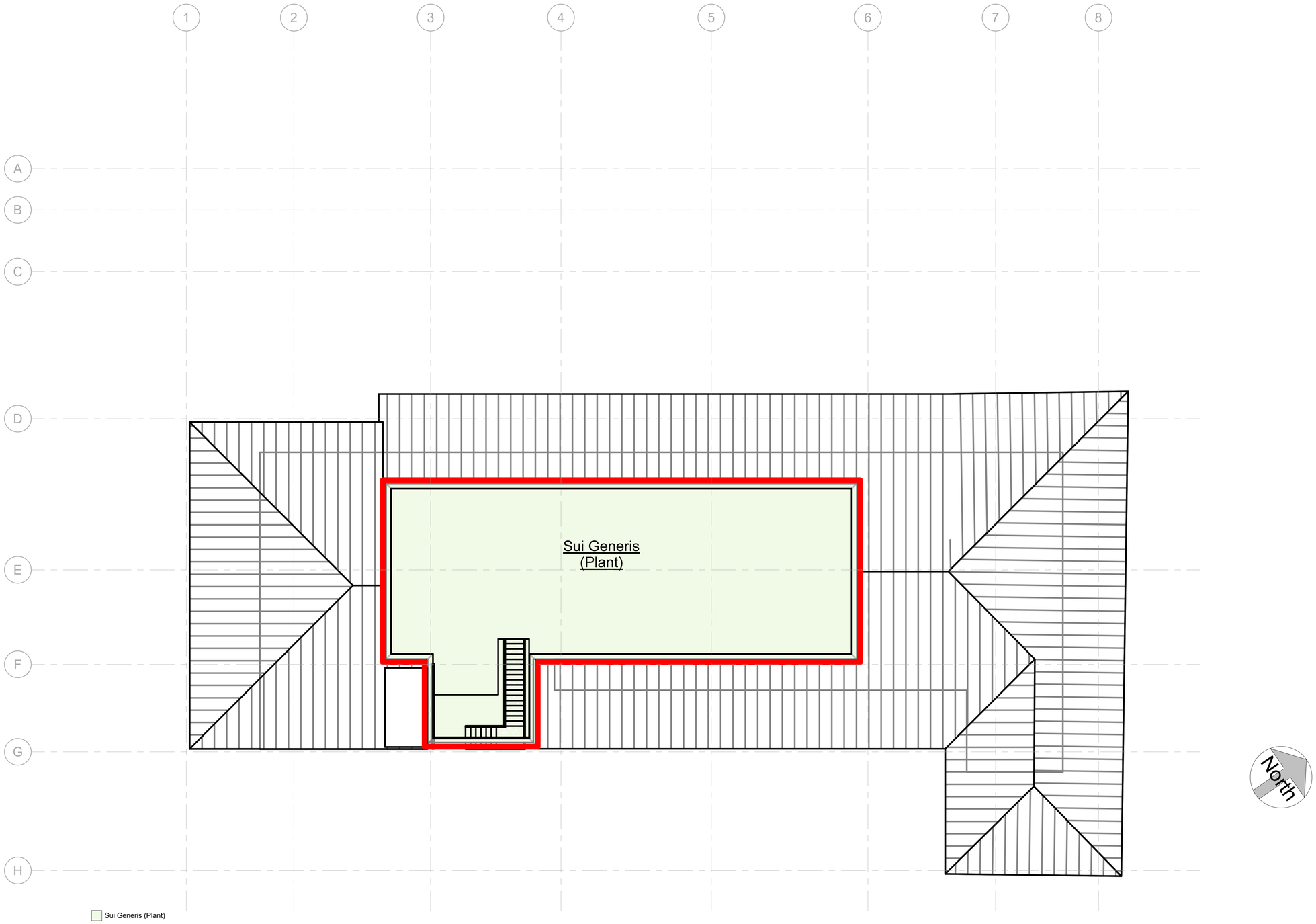

Revision	Date	Description

Model name and location
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PLANNING

Project:

16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices - Planning Application

Title:

Exisitng Fourth Floor Plan

Number: L761-P(0)125
Revision:
Scale (@ A1): 1 : 100
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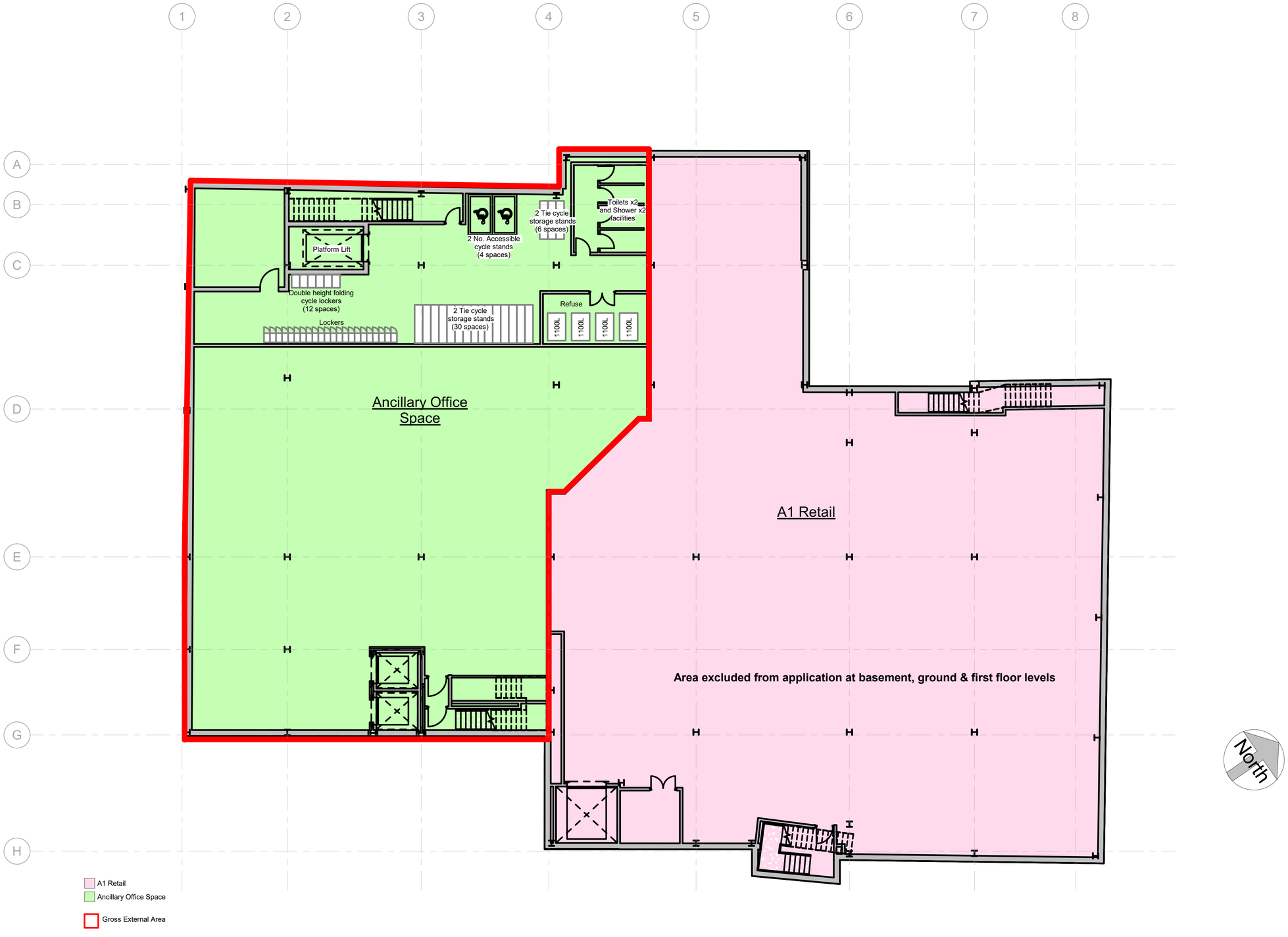

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Revision	Date	Description

PLANNING

Project:

16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices- Planning Application

Title:

Proposed Basement Plan

Number: L761-P(0)130
Revision:
Scale (@ A1): 1 : 100
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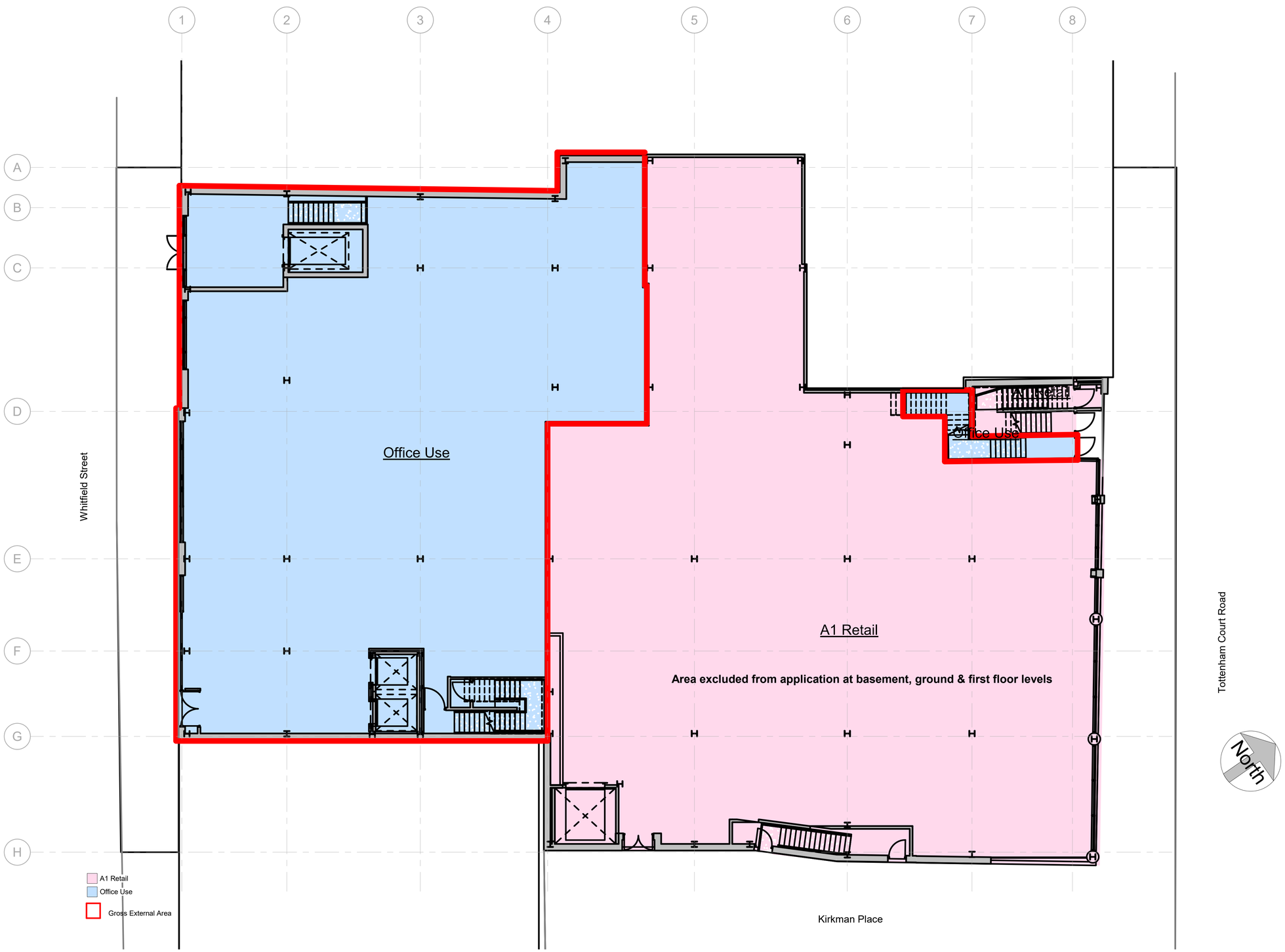

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Revision	Date	Description

PLANNING

Project:

16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices- Planning Application

Title:

Proposed Ground Floor Plan

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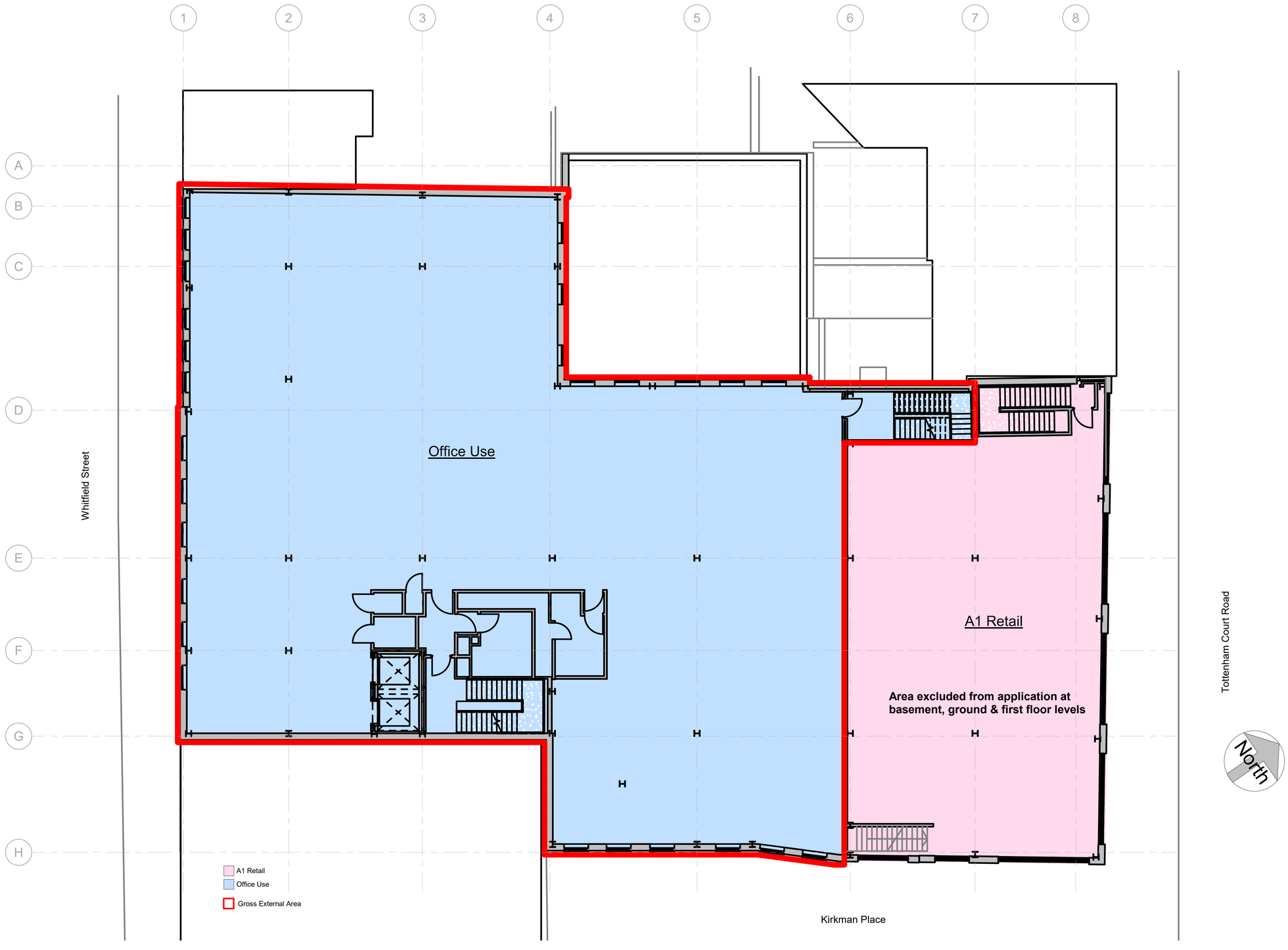

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Revision	Date	Description

PLANNING

Project:

16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices- Planning Application

Title:

Proposed First Floor Plan

Number: L761-P(0)132
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Scale (@ A1): 1 : 100
Date: 08/02/2022
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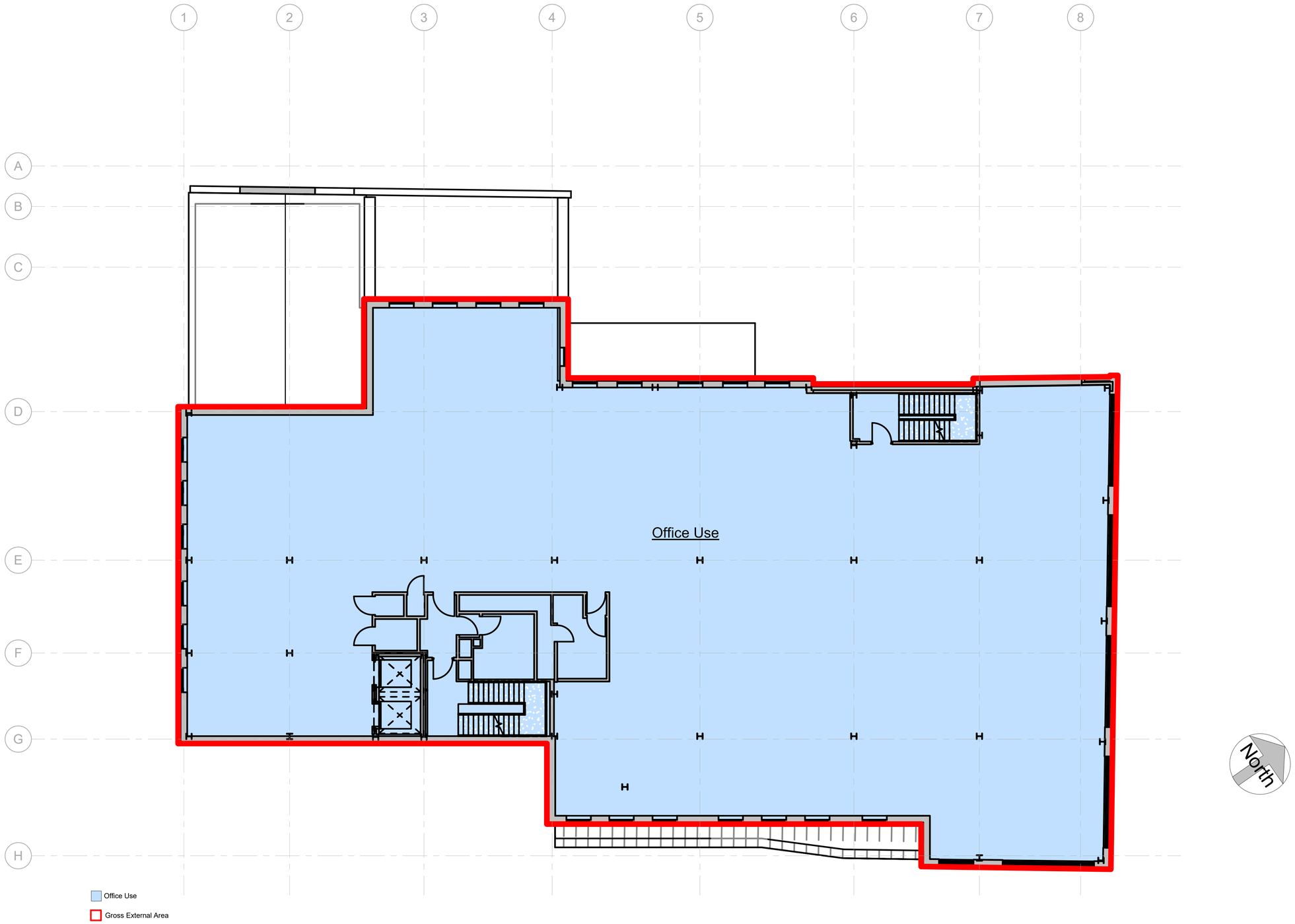

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Revision	Date	Description

PLANNING

Project:

16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices- Planning Application

Title:

Proposed Second Floor Plan

Number: L761-P(0)133
Revision:
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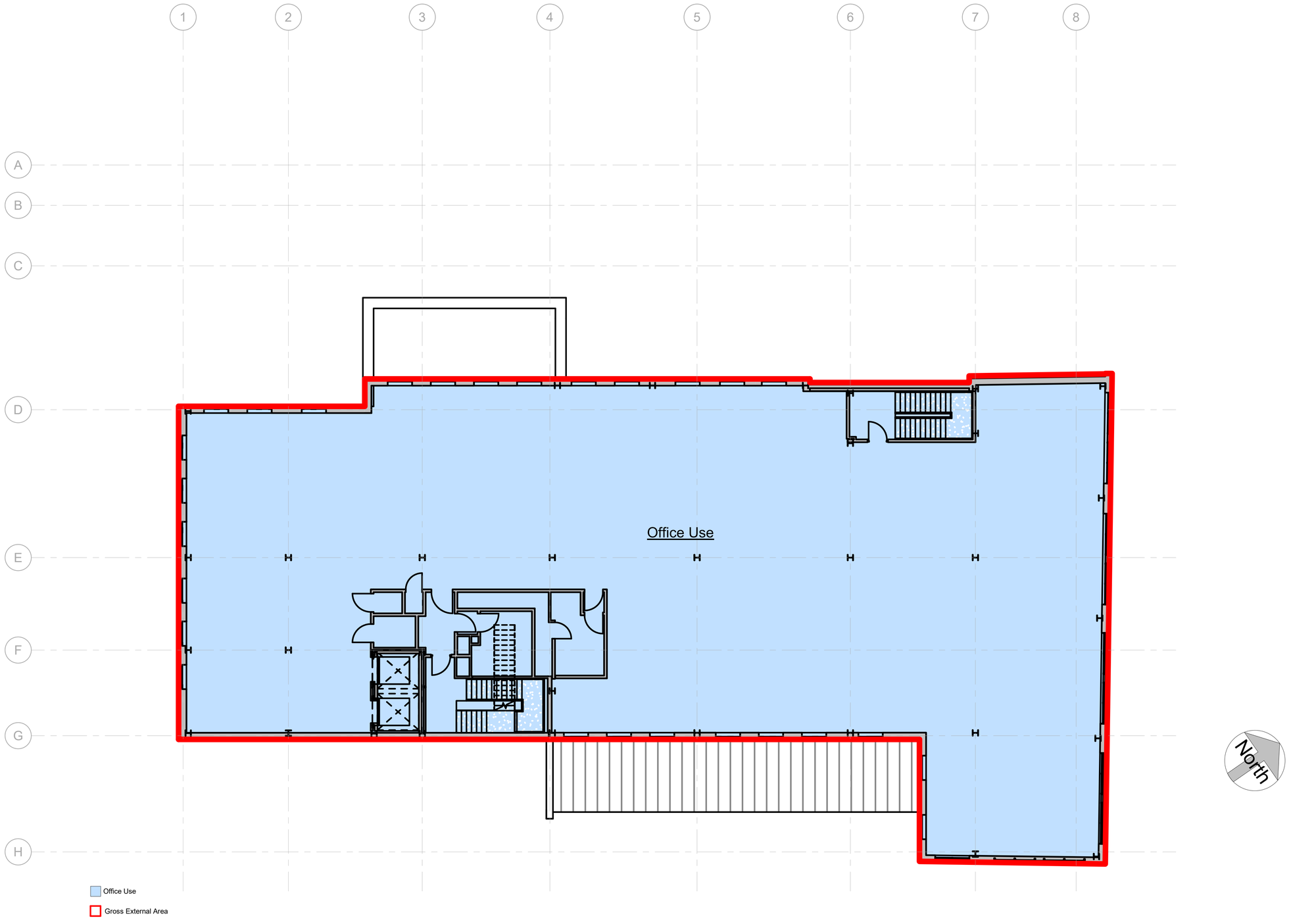

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Revision	Date	Description

PLANNING

Project:

16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices- Planning Application

Title:

Proposed Third Floor Plan

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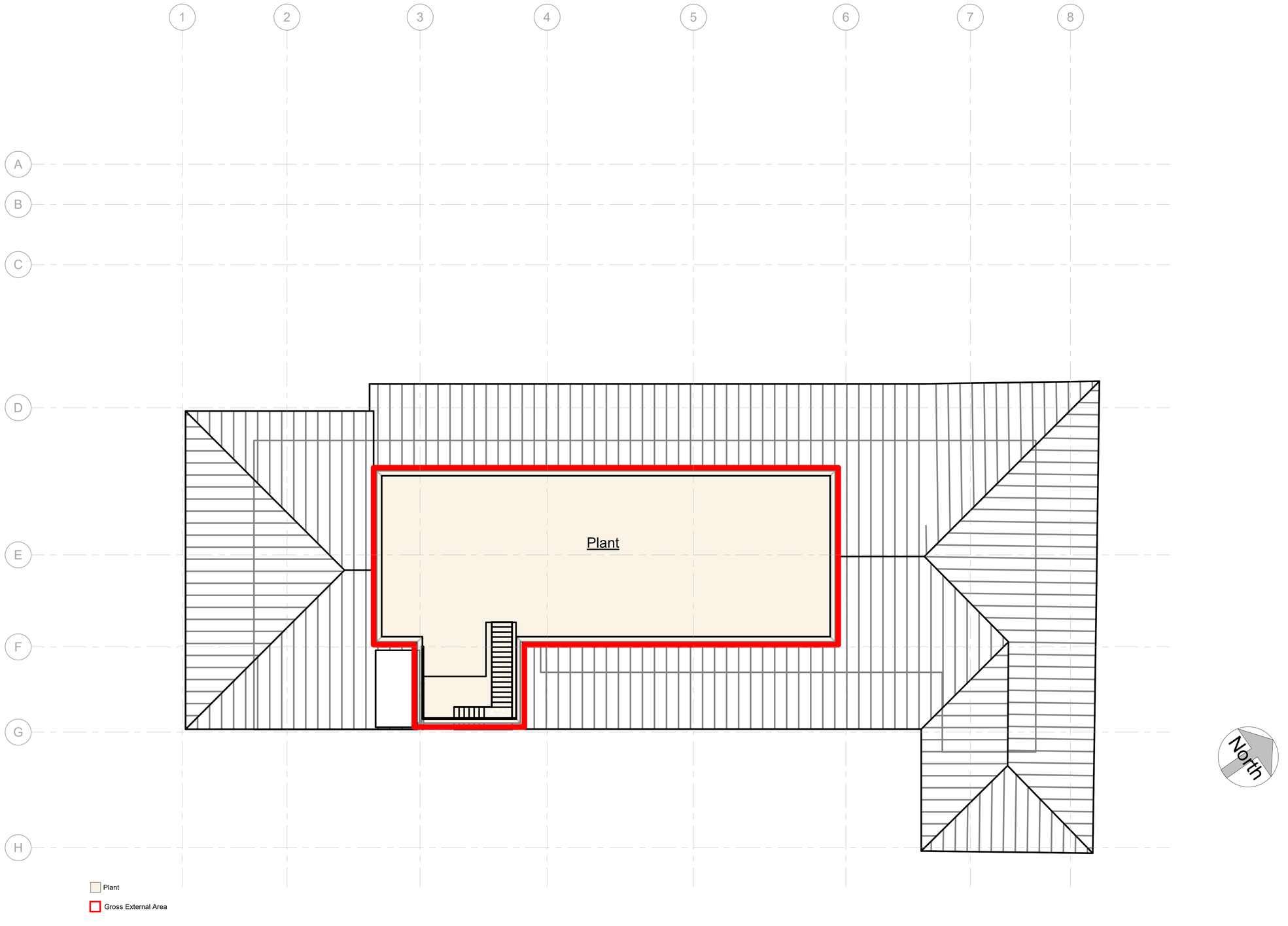

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PLANNING

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16-24 Whitfield Street London. W1T 2RA
Change of Use to Offices - Planning Application

Title:

Proposed Fourth Floor Plan

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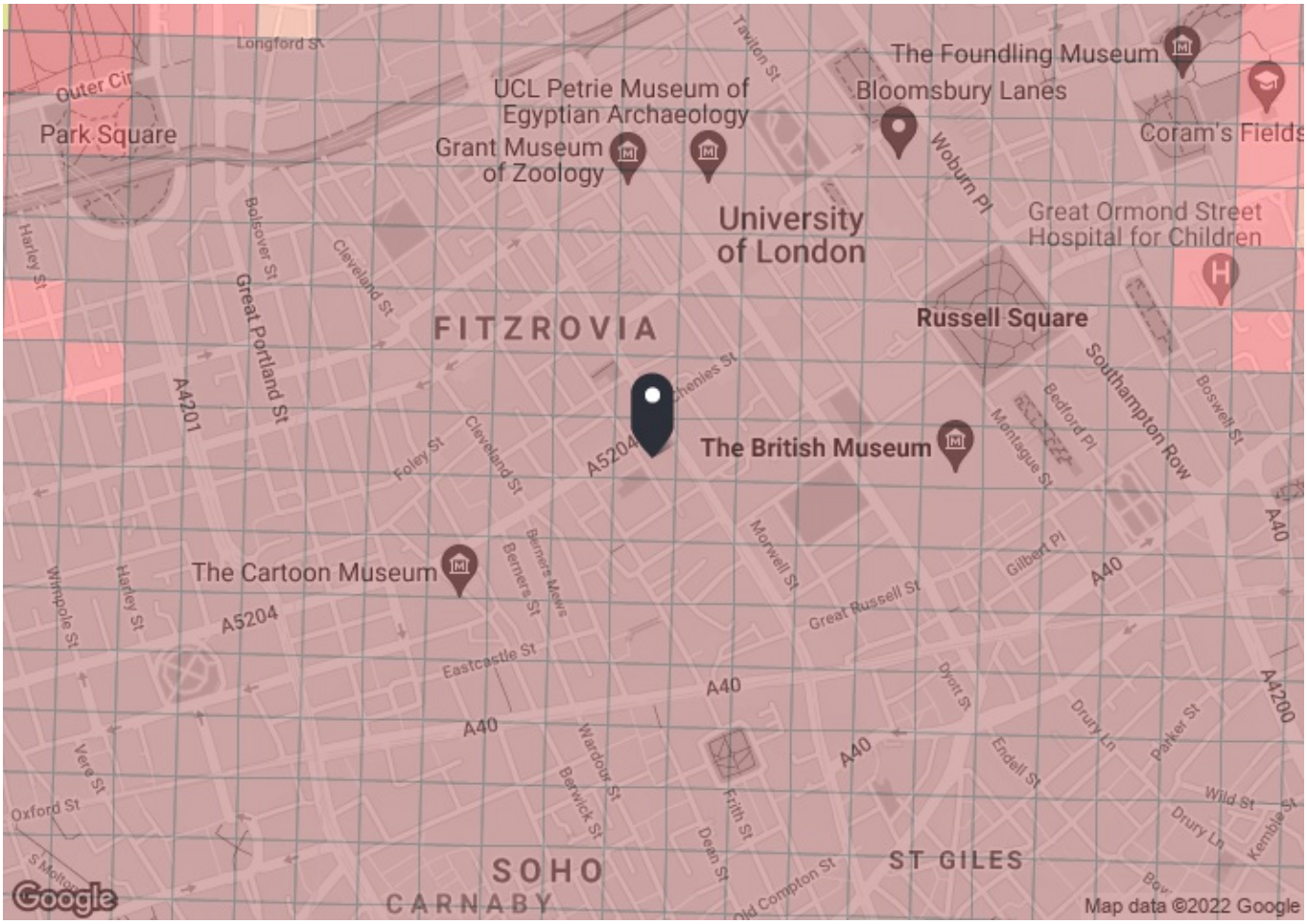
Appendix 2

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

W1T 2RA
London W1T 2RA, UK
Easting: 529561, Northing: 181722

Grid Cell: 86857

Report generated: 18/01/2022

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	TOTTENHAM CT RD DOMINION	98	456.28	9	5.7	5.33	11.04	2.72	0.5	1.36
Bus	GOODGE STREET STATION	10	129.57	4.5	1.62	8.67	10.29	2.92	0.5	1.46
Bus	GOODGE STREET STATION	24	129.57	10	1.62	5	6.62	4.53	0.5	2.27
Bus	GOODGE STREET STATION	134	129.57	12	1.62	4.5	6.12	4.9	0.5	2.45
Bus	GOODGE STREET STATION	390	129.57	8	1.62	5.75	7.37	4.07	0.5	2.04
Bus	GOODGE STREET STATION	73	129.57	18	1.62	3.67	5.29	5.68	1	5.68
Bus	GOODGE STREET STATION	29	129.57	15	1.62	4	5.62	5.34	0.5	2.67
Bus	GOODGE STREET STATION	14	129.57	13	1.62	4.31	5.93	5.06	0.5	2.53
Bus	NEW OXFORD ST CENTRE PNT	242	598.6	6.5	7.48	6.62	14.1	2.13	0.5	1.06
Bus	NEW OXFORD ST CENTRE PNT	38	598.6	10	7.48	5	12.48	2.4	0.5	1.2
Bus	NEW OXFORD ST CENTRE PNT	25	598.6	8	7.48	5.75	13.23	2.27	0.5	1.13
Bus	NEW OXFORD ST CENTRE PNT	1	598.6	8	7.48	5.75	13.23	2.27	0.5	1.13
Bus	NEW OXFORD ST CENTRE PNT	176	598.6	8.5	7.48	5.53	13.01	2.31	0.5	1.15
Bus	NEW OXFORD ST CENTRE PNT	19	598.6	8	7.48	5.75	13.23	2.27	0.5	1.13
Bus	NEW OXFORD ST CENTRE PNT	55	598.6	10	7.48	5	12.48	2.4	0.5	1.2
Bus	CHENIES STREET	8	210.77	10	2.63	5	7.63	3.93	0.5	1.96
LUL	Oxford Circus	'QueensPk-El&Castle'	909.73	11.01	11.37	3.47	14.85	2.02	0.5	1.01
LUL	Oxford Circus	'El&Castle-Harrow&W'	909.73	5.67	11.37	6.04	17.41	1.72	0.5	0.86
LUL	Oxford Circus	'StbridgePk-El&Castle'	909.73	5	11.37	6.75	18.12	1.66	0.5	0.83
LUL	Oxford Circus	'Waterloo-QueensPk'	909.73	1	11.37	30.75	42.12	0.71	0.5	0.36
LUL	Oxford Circus	'Waterloo-Harrow&W'	909.73	0.33	11.37	91.66	103.03	0.29	0.5	0.15
LUL	Tottenham Court Road	'Epping-Ealing'	562.08	3	7.03	10.75	17.78	1.69	0.5	0.84
LUL	Tottenham Court Road	'Epping-Wruislip'	562.08	3	7.03	10.75	17.78	1.69	0.5	0.84
LUL	Tottenham Court Road	'RuislipGar-Epping'	562.08	1	7.03	30.75	37.78	0.79	0.5	0.4
LUL	Tottenham Court Road	'WhiteCity-Epping'	562.08	0.33	7.03	91.66	98.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'Epping-NActon'	562.08	1	7.03	30.75	37.78	0.79	0.5	0.4
LUL	Tottenham Court Road	'Northolt-Epping'	562.08	0.67	7.03	45.53	52.55	0.57	0.5	0.29
LUL	Tottenham Court Road	'Debden-WRuislip'	562.08	0.33	7.03	91.66	98.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'WhiteCity-Debden'	562.08	0.33	7.03	91.66	98.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'Debden-Northolt'	562.08	1	7.03	30.75	37.78	0.79	0.5	0.4
LUL	Tottenham Court Road	'RuislipGdns-Debden'	562.08	0.33	7.03	91.66	98.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'Loughton-WRuislip'	562.08	1	7.03	30.75	37.78	0.79	0.5	0.4
LUL	Tottenham Court Road	'NActon-Loughton'	562.08	0.67	7.03	45.53	52.55	0.57	0.5	0.29
LUL	Tottenham Court Road	'RuislipGdns-Loughton'	562.08	0.67	7.03	45.53	52.55	0.57	0.5	0.29
LUL	Tottenham Court Road	'Loughton-WhiteCity'	562.08	0.67	7.03	45.53	52.55	0.57	0.5	0.29
LUL	Tottenham Court Road	'Loughton-Northolt'	562.08	0.33	7.03	91.66	98.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Loughton'	562.08	1	7.03	30.75	37.78	0.79	0.5	0.4
LUL	Tottenham Court Road	'Ealing-NewburyPark'	562.08	0.67	7.03	45.53	52.55	0.57	0.5	0.29
LUL	Tottenham Court Road	'WRuislip-NewburyPark'	562.08	0.33	7.03	91.66	98.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'NActon-NewburyPark'	562.08	0.33	7.03	91.66	98.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'Hainault-Ealing'	562.08	5.33	7.03	6.38	13.4	2.24	0.5	1.12
LUL	Tottenham Court Road	'Hainault-Nacton'	562.08	1.33	7.03	23.31	30.33	0.99	0.5	0.49
LUL	Tottenham Court Road	'Hainault-WRuislip'	562.08	3.33	7.03	9.76	16.79	1.79	0.5	0.89
LUL	Tottenham Court Road	'Hain-NP-RuislipGdns'	562.08	0.67	7.03	45.53	52.55	0.57	0.5	0.29
LUL	Tottenham Court Road	'WhiteCity-Hainault'	562.08	1.67	7.03	18.71	25.74	1.17	0.5	0.58
LUL	Tottenham Court Road	'Hainault-NP-Northolt'	562.08	1	7.03	30.75	37.78	0.79	0.5	0.4
LUL	Tottenham Court Road	'GrangeHill-WD-Eal'	562.08	1	7.03	30.75	37.78	0.79	0.5	0.4
LUL	Tottenham Court Road	'GrangeHill-Wdfd-Whit'	562.08	0.67	7.03	45.53	52.55	0.57	0.5	0.29
LUL	Tottenham Court Road	'GrangeHill-Wdfd-WRsp'	562.08	0.67	7.03	45.53	52.55	0.57	0.5	0.29
LUL	Warren Street	'Brixton-WalthamstowC'	677.42	15.67	8.47	2.66	11.13	2.69	0.5	1.35
LUL	Warren Street	'SevenSisters-Brixton'	677.42	11.67	8.47	3.32	11.79	2.54	0.5	1.27
LUL	Goodge Street	'Morden-Edgware'	119.81	4.67	1.5	7.17	8.67	3.46	0.5	1.73
LUL	Goodge Street	'HighBarnet-Morden'	119.81	0.33	1.5	91.66	93.16	0.32	0.5	0.16
LUL	Goodge Street	'Kennington-Edgware'	119.81	14.67	1.5	2.79	4.29	6.99	1	6.99
LUL	Goodge Street	'HighBarnet-Kenningt'	119.81	5.33	1.5	6.38	7.88	3.81	0.5	1.9
LUL	Goodge Street	'MillHill-Morden'	119.81	1.67	1.5	18.71	20.21	1.48	0.5	0.74
LUL	Goodge Street	'MillHillE-Kenningt'	119.81	1.67	1.5	18.71	20.21	1.48	0.5	0.74
LUL	Euston Square	'Edgware-Hammersmith'	847.85	6	10.6	5.75	16.35	1.84	0.5	0.92

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Euston Square	'Hammersmith-Barking '	847.85	5	10.6	6.75	17.35	1.73	0.5	0.86
LUL	Euston Square	'Hammersmith-Plaistow'	847.85	1	10.6	30.75	41.35	0.73	0.5	0.36
LUL	Euston Square	'Amer-AldgateFast '	847.85	1	10.6	30.75	41.35	0.73	0.5	0.36
LUL	Euston Square	'Ches-AldgateFast '	847.85	2	10.6	15.75	26.35	1.14	0.5	0.57
LUL	Euston Square	'Ald-UxbridgeSlow'	847.85	4.33	10.6	7.68	18.28	1.64	0.5	0.82
LUL	Euston Square	'Watford-AldSfast '	847.85	3.67	10.6	8.92	19.52	1.54	0.5	0.77
LUL	Euston Square	'Aldg-WatfordSlow'	847.85	3.67	10.6	8.92	19.52	1.54	0.5	0.77
LUL	Euston Square	'Ald-HarrowHill '	847.85	1.33	10.6	23.31	33.9	0.88	0.5	0.44
									Total Grid Cell AI:	**65.32**

Appendix 3

Calculation Reference: AUDIT-740101-220121-0140

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	CI	CITY OF LONDON	3 days
	HM	HAMMERSMITH AND FULHAM	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	LB	LAMBETH	1 days
	TH	TOWER HAMLETS	1 days
	WH	WANDSWORTH	1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 1215 to 9803 (units: sqm)
Range Selected by User: 1000 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 05/11/19

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	6
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Commercial Zone	2
Built-Up Zone	5
High Street	2

Secondary Filtering selection:

Use Class:
Not Known 9 days

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	4 days
100,001 or More	2 days

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	8 days

Car ownership within 5 miles:

0.5 or Less	4 days
0.6 to 1.0	5 days

Travel Plan:

Yes	1 days
No	8 days

PTAL Rating:

4 Good	1 days
5 Very Good	3 days
6a Excellent	1 days
6b (High) Excellent	4 days

LIST OF SITES relevant to selection parameters

1 BT-02-A-02 OFFICE BRENT
WEMBLEY HILL ROAD
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 4750 sqm
Survey date: TUESDAY *22/06/10* *Survey Type: MANUAL*

2 CI-02-A-01 OFFICES CITY OF LONDON
50 CANNON STREET
BANK
CITY OF LONDON
Town Centre
Built-Up Zone
Total Gross floor area: 1386 sqm
Survey date: WEDNESDAY *21/10/09* *Survey Type: MANUAL*

3 CI-02-A-02 OFFICES CITY OF LONDON
GRACECHURCH STREET
CITY OF LONDON
MONUMENT
Town Centre
Commercial Zone
Total Gross floor area: 9803 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

4 CI-02-A-03 OFFICES CITY OF LONDON
MONUMENT STREET
CITY OF LONDON
MONUMENT
Town Centre
Commercial Zone
Total Gross floor area: 1951 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

5 HM-02-A-01 REGUS OFFICES HAMMERSMITH AND FULHAM
QUEEN CAROLINE STREET
HAMMERSMITH

Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey date: MONDAY *13/11/17* *Survey Type: MANUAL*

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

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

7 LB-02-A-02 MUSIC COMPANY LAMBETH
STREATHAM HIGH ROAD
STREATHAM

Town Centre
High Street
Total Gross floor area: 3054 sqm
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 TH-02-A-01 OFFICE SPACE FOR RENT TOWER HAMLETS
CAMBRIDGE HEATH ROAD
BETHNAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 7049 sqm
Survey date: WEDNESDAY *06/03/19* *Survey Type: MANUAL*

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 8.85

	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	9	3722	0.113	9	3722	0.027	9	3722	0.140
08:00 - 09:00	9	3722	0.230	9	3722	0.054	9	3722	0.284
09:00 - 10:00	9	3722	0.188	9	3722	0.075	9	3722	0.263
10:00 - 11:00	9	3722	0.152	9	3722	0.093	9	3722	0.245
11:00 - 12:00	9	3722	0.110	9	3722	0.099	9	3722	0.209
12:00 - 13:00	9	3722	0.116	9	3722	0.128	9	3722	0.244
13:00 - 14:00	9	3722	0.060	9	3722	0.069	9	3722	0.129
14:00 - 15:00	9	3722	0.084	9	3722	0.081	9	3722	0.165
15:00 - 16:00	9	3722	0.075	9	3722	0.096	9	3722	0.171
16:00 - 17:00	9	3722	0.072	9	3722	0.182	9	3722	0.254
17:00 - 18:00	9	3722	0.078	9	3722	0.212	9	3722	0.290
18:00 - 19:00	9	3722	0.021	9	3722	0.104	9	3722	0.125
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.299			1.220			2.519

Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/02 - 05/11/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
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	9	3722	0.015	9	3722	0.012	9	3722	0.027
08:00 - 09:00	9	3722	0.021	9	3722	0.024	9	3722	0.045
09:00 - 10:00	9	3722	0.009	9	3722	0.009	9	3722	0.018
10:00 - 11:00	9	3722	0.000	9	3722	0.000	9	3722	0.000
11:00 - 12:00	9	3722	0.009	9	3722	0.006	9	3722	0.015
12:00 - 13:00	9	3722	0.003	9	3722	0.006	9	3722	0.009
13:00 - 14:00	9	3722	0.003	9	3722	0.003	9	3722	0.006
14:00 - 15:00	9	3722	0.003	9	3722	0.003	9	3722	0.006
15:00 - 16:00	9	3722	0.003	9	3722	0.003	9	3722	0.006
16:00 - 17:00	9	3722	0.012	9	3722	0.012	9	3722	0.024
17:00 - 18:00	9	3722	0.036	9	3722	0.030	9	3722	0.066
18:00 - 19:00	9	3722	0.006	9	3722	0.012	9	3722	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.120			0.240

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL 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	9	3722	0.000	9	3722	0.000	9	3722	0.000
08:00 - 09:00	9	3722	0.003	9	3722	0.003	9	3722	0.006
09:00 - 10:00	9	3722	0.003	9	3722	0.003	9	3722	0.006
10:00 - 11:00	9	3722	0.000	9	3722	0.000	9	3722	0.000
11:00 - 12:00	9	3722	0.003	9	3722	0.000	9	3722	0.003
12:00 - 13:00	9	3722	0.000	9	3722	0.003	9	3722	0.003
13:00 - 14:00	9	3722	0.000	9	3722	0.000	9	3722	0.000
14:00 - 15:00	9	3722	0.000	9	3722	0.000	9	3722	0.000
15:00 - 16:00	9	3722	0.000	9	3722	0.000	9	3722	0.000
16:00 - 17:00	9	3722	0.000	9	3722	0.000	9	3722	0.000
17:00 - 18:00	9	3722	0.000	9	3722	0.000	9	3722	0.000
18:00 - 19:00	9	3722	0.000	9	3722	0.000	9	3722	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
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	9	3722	0.018	9	3722	0.003	9	3722	0.021
08:00 - 09:00	9	3722	0.066	9	3722	0.000	9	3722	0.066
09:00 - 10:00	9	3722	0.042	9	3722	0.006	9	3722	0.048
10:00 - 11:00	9	3722	0.015	9	3722	0.003	9	3722	0.018
11:00 - 12:00	9	3722	0.015	9	3722	0.009	9	3722	0.024
12:00 - 13:00	9	3722	0.018	9	3722	0.018	9	3722	0.036
13:00 - 14:00	9	3722	0.015	9	3722	0.000	9	3722	0.015
14:00 - 15:00	9	3722	0.000	9	3722	0.003	9	3722	0.003
15:00 - 16:00	9	3722	0.018	9	3722	0.021	9	3722	0.039
16:00 - 17:00	9	3722	0.009	9	3722	0.027	9	3722	0.036
17:00 - 18:00	9	3722	0.000	9	3722	0.072	9	3722	0.072
18:00 - 19:00	9	3722	0.006	9	3722	0.057	9	3722	0.063
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.222			0.219			0.441

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
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	9	3722	0.128	9	3722	0.021	9	3722	0.149
08:00 - 09:00	9	3722	0.269	9	3722	0.045	9	3722	0.314
09:00 - 10:00	9	3722	0.239	9	3722	0.066	9	3722	0.305
10:00 - 11:00	9	3722	0.182	9	3722	0.096	9	3722	0.278
11:00 - 12:00	9	3722	0.158	9	3722	0.119	9	3722	0.277
12:00 - 13:00	9	3722	0.146	9	3722	0.164	9	3722	0.310
13:00 - 14:00	9	3722	0.075	9	3722	0.081	9	3722	0.156
14:00 - 15:00	9	3722	0.099	9	3722	0.093	9	3722	0.192
15:00 - 16:00	9	3722	0.099	9	3722	0.134	9	3722	0.233
16:00 - 17:00	9	3722	0.087	9	3722	0.224	9	3722	0.311
17:00 - 18:00	9	3722	0.087	9	3722	0.322	9	3722	0.409
18:00 - 19:00	9	3722	0.021	9	3722	0.143	9	3722	0.164
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.590			1.508			3.098

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
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	9	3722	0.167	9	3722	0.018	9	3722	0.185
08:00 - 09:00	9	3722	0.316	9	3722	0.081	9	3722	0.397
09:00 - 10:00	9	3722	0.328	9	3722	0.152	9	3722	0.480
10:00 - 11:00	9	3722	0.284	9	3722	0.269	9	3722	0.553
11:00 - 12:00	9	3722	0.230	9	3722	0.361	9	3722	0.591
12:00 - 13:00	9	3722	0.737	9	3722	1.113	9	3722	1.850
13:00 - 14:00	9	3722	1.296	9	3722	0.964	9	3722	2.260
14:00 - 15:00	9	3722	0.588	9	3722	0.302	9	3722	0.890
15:00 - 16:00	9	3722	0.284	9	3722	0.328	9	3722	0.612
16:00 - 17:00	9	3722	0.197	9	3722	0.364	9	3722	0.561
17:00 - 18:00	9	3722	0.084	9	3722	0.412	9	3722	0.496
18:00 - 19:00	9	3722	0.045	9	3722	0.149	9	3722	0.194
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.556			4.513			9.069

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
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	9	3722	0.403	9	3722	0.018	9	3722	0.421
08:00 - 09:00	9	3722	1.528	9	3722	0.042	9	3722	1.570
09:00 - 10:00	9	3722	1.107	9	3722	0.078	9	3722	1.185
10:00 - 11:00	9	3722	0.496	9	3722	0.110	9	3722	0.606
11:00 - 12:00	9	3722	0.281	9	3722	0.325	9	3722	0.606
12:00 - 13:00	9	3722	0.230	9	3722	0.463	9	3722	0.693
13:00 - 14:00	9	3722	0.334	9	3722	0.373	9	3722	0.707
14:00 - 15:00	9	3722	0.272	9	3722	0.242	9	3722	0.514
15:00 - 16:00	9	3722	0.110	9	3722	0.293	9	3722	0.403
16:00 - 17:00	9	3722	0.158	9	3722	0.764	9	3722	0.922
17:00 - 18:00	9	3722	0.054	9	3722	1.358	9	3722	1.412
18:00 - 19:00	9	3722	0.024	9	3722	0.615	9	3722	0.639
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.997			4.681			9.678

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 8.85

	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	9	3722	0.716	9	3722	0.060	9	3722	0.776
08:00 - 09:00	9	3722	2.179	9	3722	0.167	9	3722	2.346
09:00 - 10:00	9	3722	1.716	9	3722	0.302	9	3722	2.018
10:00 - 11:00	9	3722	0.976	9	3722	0.478	9	3722	1.454
11:00 - 12:00	9	3722	0.684	9	3722	0.815	9	3722	1.499
12:00 - 13:00	9	3722	1.131	9	3722	1.758	9	3722	2.889
13:00 - 14:00	9	3722	1.719	9	3722	1.418	9	3722	3.137
14:00 - 15:00	9	3722	0.958	9	3722	0.639	9	3722	1.597
15:00 - 16:00	9	3722	0.510	9	3722	0.776	9	3722	1.286
16:00 - 17:00	9	3722	0.451	9	3722	1.379	9	3722	1.830
17:00 - 18:00	9	3722	0.224	9	3722	2.164	9	3722	2.388
18:00 - 19:00	9	3722	0.096	9	3722	0.964	9	3722	1.060
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.360			10.920			22.280

Appendix 4

55 Tottenham Court Road & 16-24 Whitfield Street, London W1T 2RA

Calculation of Person Trips by Mode (Census Based)

TOTAL PEOPLE						
Time	Arrvials		Departures		Two-Way	
Period	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.716	33	0.060	3	0.776	35
0800-0900	2.179	100	0.167	8	2.346	107
0900-1000	1.716	78	0.302	14	2.018	92
1000-1100	0.976	45	0.478	22	1.454	67
1100-1200	0.684	31	0.815	37	1.499	69
1200-1300	1.131	52	1.758	80	2.889	132
1300-1400	1.719	79	1.418	65	3.137	143
1400-1500	0.958	44	0.639	29	1.597	73
1500-1600	0.510	23	0.776	35	1.286	59
1600-1700	0.451	21	1.379	63	1.830	84
1700-1800	0.224	10	2.164	99	2.388	109
1800-1900	0.096	4	0.964	44	1.060	48
TOTALS	11.360	520	10.920	499	22.280	1019

LONDON UNDERGROUND (40.5%)						
Time	Arrvials		Departures		Two-Way	
Period	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.290	13	0.024	1	0.314	14
0800-0900	0.882	40	0.068	3	0.950	43
0900-1000	0.695	32	0.122	6	0.817	37
1000-1100	0.395	18	0.194	9	0.589	27
1100-1200	0.277	13	0.330	15	0.607	28
1200-1300	0.458	21	0.712	33	1.170	54
1300-1400	0.696	32	0.574	26	1.270	58
1400-1500	0.388	18	0.259	12	0.647	30
1500-1600	0.207	9	0.314	14	0.521	24
1600-1700	0.183	8	0.558	26	0.741	34
1700-1800	0.091	4	0.876	40	0.967	44
1800-1900	0.039	2	0.390	18	0.429	20
TOTALS	4.601	210	4.423	202	9.023	413

RAIL (30.0%)						
Time	Arrvials		Departures		Two-Way	
Period	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.215	10	0.018	1	0.233	11
0800-0900	0.654	30	0.050	2	0.704	32
0900-1000	0.515	24	0.091	4	0.605	28
1000-1100	0.293	13	0.143	7	0.436	20
1100-1200	0.205	9	0.245	11	0.450	21
1200-1300	0.339	16	0.527	24	0.867	40
1300-1400	0.516	24	0.425	19	0.941	43
1400-1500	0.287	13	0.192	9	0.479	22
1500-1600	0.153	7	0.233	11	0.386	18
1600-1700	0.135	6	0.414	19	0.549	25
1700-1800	0.067	3	0.649	30	0.716	33
1800-1900	0.029	1	0.289	13	0.318	15
TOTALS	3.408	156	3.276	150	6.684	306

BUS (10.6%)						
Time	Arrvials		Departures		Two-Way	
Period	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.076	3	0.006	0	0.082	4
0800-0900	0.231	11	0.018	1	0.249	11
0900-1000	0.182	8	0.032	1	0.214	10
1000-1100	0.103	5	0.051	2	0.154	7
1100-1200	0.073	3	0.086	4	0.159	7
1200-1300	0.120	5	0.186	9	0.306	14
1300-1400	0.182	8	0.150	7	0.333	15
1400-1500	0.102	5	0.068	3	0.169	8
1500-1600	0.054	2	0.082	4	0.136	6
1600-1700	0.048	2	0.146	7	0.194	9
1700-1800	0.024	1	0.229	10	0.253	12
1800-1900	0.010	0	0.102	5	0.112	5
TOTALS	1.204	55	1.158	53	2.362	108

TAXI (0.2%)						
Time	Arrvials		Departures		Two-Way	
Period	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.001	0	0.000	0	0.002	0
0800-0900	0.004	0	0.000	0	0.005	0
0900-1000	0.003	0	0.001	0	0.004	0
1000-1100	0.002	0	0.001	0	0.003	0
1100-1200	0.001	0	0.002	0	0.003	0
1200-1300	0.002	0	0.004	0	0.006	0
1300-1400	0.003	0	0.003	0	0.006	0
1400-1500	0.002	0	0.001	0	0.003	0
1500-1600	0.001	0	0.002	0	0.003	0
1600-1700	0.001	0	0.003	0	0.004	0
1700-1800	0.000	0	0.004	0	0.005	0
1800-1900	0.000	0	0.002	0	0.002	0
TOTALS	0.023	1	0.022	1	0.045	2

MOTORCYCLE (1.5%)						
Time	Arrvials		Departures		Two-Way	
Period	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.011	0	0.001	0	0.012	1
0800-0900	0.033	1	0.003	0	0.035	2
0900-1000	0.026	1	0.005	0	0.030	1
1000-1100	0.015	1	0.007	0	0.022	1
1100-1200	0.010	0	0.012	1	0.022	1
1200-1300	0.017	1	0.026	1	0.043	2
1300-1400	0.026	1	0.021	1	0.047	2
1400-1500	0.014	1	0.010	0	0.024	1
1500-1600	0.008	0	0.012	1	0.019	1
1600-1700	0.007	0	0.021	1	0.027	1
1700-1800	0.003	0	0.032	1	0.036	2
1800-1900	0.001	0	0.014	1	0.016	1
TOTALS	0.170	8	0.164	7	0.334	15

VEHICLE DRIVER (4.3%)						
Time	Arrvials		Departures		Two-Way	
Period	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.031	1	0.003	0	0.033	2
0800-0900	0.094	4	0.007	0	0.101	5
0900-1000	0.074	3	0.013	1	0.087	4
1000-1100	0.042	2	0.021	1	0.063	3
1100-1200	0.029	1	0.035	2	0.064	3
1200-1300	0.049	2	0.076	3	0.124	6
1300-1400	0.074	3	0.061	3	0.135	6
1400-1500	0.041	2	0.027	1	0.069	3
1500-1600	0.022	1	0.033	2	0.055	3
1600-1700	0.019	1	0.059	3	0.079	4
1700-1800	0.010	0	0.093	4	0.103	5
1800-1900	0.004	0	0.041	2	0.046	2
TOTALS	0.488	22	0.470	21	0.958	44

VEHICLE PASSENGER (0.4%)						
Time	Arrvials		Departures		Two-Way	
Period	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.003	0	0.000	0	0.003	0
0800-0900	0.009	0	0.001	0	0.009	0
0900-1000	0.007	0	0.001	0	0.008	0
1000-1100	0.004	0	0.002	0	0.006	0
1100-1200	0.003	0	0.003	0	0.006	0
1200-1300	0.005	0	0.007	0	0.012	1
1300-1400	0.007	0	0.006	0	0.013	1
1400-1500	0.004	0	0.003	0	0.006	0
1500-1600	0.002	0	0.003	0	0.005	0
1600-1700	0.002	0	0.006	0	0.007	0
1700-1800	0.001	0	0.009	0	0.010	0
1800-1900	0.000	0	0.004	0	0.004	0
TOTALS	0.045	2	0.044	2	0.089	4

CYCLE (6.6%)						
Time	Arrvials		Departures		Two-Way	
Period	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.047	2	0.004	0	0.051	2
0800-0900	0.144	7	0.011	1	0.155	7
0900-1000	0.113	5	0.020	1	0.133	6
1000-1100	0.064	3	0.032	1	0.096	4
1100-1200	0.045	2	0.054	2	0.099	5
1200-1300	0.075	3	0.116	5	0.191	9
1300-1400	0.113	5	0.094	4	0.207	9
1400-1500	0.063	3	0.042	2	0.105	5
1500-1600	0.034	2	0.051	2	0.085	4
1600-1700	0.030	1	0.091	4	0.121	6
1700-1800	0.015	1	0.143	7	0.158	7
1800-1900	0.006	0	0.064	3	0.070	3
TOTALS	0.750	34	0.721	33	1.470	67

WALK (5.7%)						
Time	Arrvials		Departures		Two-Way	
Period	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.041	2	0.003	0	0.044	2
0800-0900	0.124	6	0.010	0	0.134	6
0900-1000	0.098	4	0.017	1	0.115	5
1000-1100	0.056	3	0.027	1	0.083	4
1100-1200	0.039	2	0.046	2	0.085	4
1200-1300	0.064	3	0.100	5	0.165	8
1300-1400	0.098	4	0.081	4	0.179	8
1400-1500	0.055	2	0.036	2	0.091	4
1500-1600	0.029	1	0.044	2	0.073	3
1600-1700	0.026	1	0.079	4	0.104	5
1700-1800	0.013	1	0.123	6	0.136	6
1800-1900	0.005	0	0.055	3	0.060	3
TOTALS	0.648	30	0.622	28	1.270	58

OTHER (0.1%)						
Time	Arrvials		Departures		Two-Way	
Period	Trip Rate	No.	Trip Rate	No.	Trip Rate	No.
0700-0800	0.001	0	0.000	0	0.001	0
0800-0900	0.002	0	0.000	0	0.002	0
0900-1000	0.002	0	0.000	0	0.002	0
1000-1100	0.001	0	0.000	0	0.001	0
1100-1200	0.001	0	0.001	0	0.001	0
1200-1300	0.001	0	0.002	0	0.003	0
1300-1400	0.002	0	0.001	0	0.003	0
1400-1500	0.001	0	0.001	0	0.002	0
1500-1600	0.001	0	0.001	0	0.001	0
1600-1700	0.000	0	0.001	0	0.002	0
1700-1800	0.000	0	0.002	0	0.002	0
1800-1900	0.000	0	0.001	0	0.001	0
TOTALS	0.011	1	0.011	0	0.022	1

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Underground, metro, light rail or tram

usual residence	place of work E02000191 : Camden 026	
E02000166 : Camden 001	29	0.2%
E02000167 : Camden 002	49	0.3%
E02000168 : Camden 003	47	0.3%
E02000169 : Camden 004	30	0.2%
E02000170 : Camden 005	38	0.2%
E02000171 : Camden 006	33	0.2%
E02000172 : Camden 007	9	0.1%
E02000173 : Camden 008	59	0.4%
E02000174 : Camden 009	26	0.2%
E02000175 : Camden 010	67	0.4%
E02000176 : Camden 011	61	0.4%
E02000177 : Camden 012	22	0.1%
E02000178 : Camden 013	50	0.3%
E02000179 : Camden 014	30	0.2%
E02000180 : Camden 015	13	0.1%
E02000181 : Camden 016	53	0.3%
E02000182 : Camden 017	37	0.2%
E02000183 : Camden 018	25	0.2%
E02000184 : Camden 019	13	0.1%
E02000185 : Camden 020	25	0.2%
E02000186 : Camden 021	11	0.1%
E02000187 : Camden 022	3	0.0%
E02000188 : Camden 023	3	0.0%
E02000189 : Camden 024	5	0.0%
E02000190 : Camden 025	8	0.0%
E02000191 : Camden 026	20	0.1%
E02000192 : Camden 027	5	0.0%
E02000193 : Camden 028	6	0.0%
Barking and Dagenham	199	1.2%
Barnet	1,113	6.8%
Bexley	24	0.1%
Brent	670	4.1%
Bromley	48	0.3%
Croydon	134	0.8%
Ealing	607	3.7%
Enfield	419	2.6%
Greenwich	217	1.3%
Hackney	511	3.1%
Hammersmith and Fulham	665	4.1%
Haringey	1,215	7.4%
Harrow	444	2.7%
Havering	123	0.8%
Hillingdon	239	1.5%
Hounslow	233	1.4%
Islington	776	4.7%
Kensington and Chelsea	373	2.3%
Kingston upon Thames	38	0.2%
Lambeth	1,210	7.4%
Lewisham	216	1.3%
Merton	368	2.2%
Newham	639	3.9%
Redbridge	489	3.0%
Richmond upon Thames	144	0.9%
Southwark	561	3.4%
Sutton	83	0.5%
Tower Hamlets	743	4.5%
Waltham Forest	840	5.1%
Wandsworth	1,037	6.3%
Westminster,City of London	421	2.6%
East	440	2.7%
East Midlands	22	0.1%
North East	5	0.0%
North West	23	0.1%
South East	209	1.3%
South West	38	0.2%
Wales	10	0.1%
West Midlands	22	0.1%
Yorkshire and The Humber	12	0.1%
	16,357	100.0%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Train

usual residence	place of work E02000191 : Camden 026	
E02000166 : Camden 001	1	0.0%
E02000167 : Camden 002	1	0.0%
E02000168 : Camden 003	2	0.0%
E02000169 : Camden 004	0	0.0%
E02000170 : Camden 005	4	0.0%
E02000171 : Camden 006	0	0.0%
E02000172 : Camden 007	1	0.0%
E02000173 : Camden 008	1	0.0%
E02000174 : Camden 009	2	0.0%
E02000175 : Camden 010	2	0.0%
E02000176 : Camden 011	0	0.0%
E02000177 : Camden 012	0	0.0%
E02000178 : Camden 013	2	0.0%
E02000179 : Camden 014	0	0.0%
E02000180 : Camden 015	0	0.0%
E02000181 : Camden 016	2	0.0%
E02000182 : Camden 017	2	0.0%
E02000183 : Camden 018	0	0.0%
E02000184 : Camden 019	2	0.0%
E02000185 : Camden 020	9	0.1%
E02000186 : Camden 021	0	0.0%
E02000187 : Camden 022	3	0.0%
E02000188 : Camden 023	2	0.0%
E02000189 : Camden 024	3	0.0%
E02000190 : Camden 025	1	0.0%
E02000191 : Camden 026	1	0.0%
E02000192 : Camden 027	0	0.0%
E02000193 : Camden 028	1	0.0%
Barking and Dagenham	61	0.5%
Barnet	148	1.2%
Bexley	309	2.6%
Brent	94	0.8%
Bromley	638	5.3%
Croydon	456	3.8%
Ealing	87	0.7%
Enfield	206	1.7%
Greenwich	361	3.0%
Hackney	57	0.5%
Hammersmith and Fulham	19	0.2%
Haringey	70	0.6%
Harrow	123	1.0%
Havering	167	1.4%
Hillingdon	54	0.4%
Hounslow	93	0.8%
Islington	15	0.1%
Kensington and Chelsea	11	0.1%
Kingston upon Thames	312	2.6%
Lambeth	165	1.4%
Lewisham	556	4.6%
Merton	200	1.7%
Newham	123	1.0%
Redbridge	102	0.8%
Richmond upon Thames	334	2.8%
Southwark	191	1.6%
Sutton	171	1.4%
Tower Hamlets	27	0.2%
Waltham Forest	71	0.6%
Wandsworth	317	2.6%
Westminster,City of London	24	0.2%
East	2,720	22.5%
East Midlands	188	1.6%
North East	7	0.1%
North West	40	0.3%
South East	3,243	26.8%
South West	137	1.1%
Wales	13	0.1%
West Midlands	120	1.0%
Yorkshire and The Humber	37	0.3%
	12,109	100.0%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Bus, minibus or coach

usual residence	place of work E02000191 : Camden 026	
E02000166 : Camden 001	24	0.6%
E02000167 : Camden 002	22	0.5%
E02000168 : Camden 003	60	1.4%
E02000169 : Camden 004	3	0.1%
E02000170 : Camden 005	4	0.1%
E02000171 : Camden 006	58	1.4%
E02000172 : Camden 007	53	1.2%
E02000173 : Camden 008	11	0.3%
E02000174 : Camden 009	68	1.6%
E02000175 : Camden 010	3	0.1%
E02000176 : Camden 011	13	0.3%
E02000177 : Camden 012	43	1.0%
E02000178 : Camden 013	10	0.2%
E02000179 : Camden 014	10	0.2%
E02000180 : Camden 015	54	1.3%
E02000181 : Camden 016	4	0.1%
E02000182 : Camden 017	2	0.0%
E02000183 : Camden 018	18	0.4%
E02000184 : Camden 019	59	1.4%
E02000185 : Camden 020	17	0.4%
E02000186 : Camden 021	33	0.8%
E02000187 : Camden 022	21	0.5%
E02000188 : Camden 023	18	0.4%
E02000189 : Camden 024	15	0.3%
E02000190 : Camden 025	4	0.1%
E02000191 : Camden 026	18	0.4%
E02000192 : Camden 027	10	0.2%
E02000193 : Camden 028	25	0.6%
Barking and Dagenham	3	0.1%
Barnet	95	2.2%
Bexley	12	0.3%
Brent	125	2.9%
Bromley	9	0.2%
Croydon	79	1.8%
Ealing	35	0.8%
Enfield	61	1.4%
Greenwich	51	1.2%
Hackney	461	10.7%
Hammersmith and Fulham	65	1.5%
Haringey	296	6.9%
Harrow	11	0.3%
Havering	2	0.0%
Hillingdon	6	0.1%
Hounslow	15	0.3%
Islington	616	14.3%
Kensington and Chelsea	87	2.0%
Kingston upon Thames	4	0.1%
Lambeth	225	5.2%
Lewisham	100	2.3%
Merton	16	0.4%
Newham	52	1.2%
Redbridge	8	0.2%
Richmond upon Thames	8	0.2%
Southwark	445	10.4%
Sutton	3	0.1%
Tower Hamlets	90	2.1%
Waltham Forest	46	1.1%
Wandsworth	97	2.3%
Westminster,City of London	322	7.5%
East	37	0.9%
East Midlands	6	0.1%
North East	2	0.0%
North West	6	0.1%
South East	85	2.0%
South West	17	0.4%
Wales	3	0.1%
West Midlands	9	0.2%
Yorkshire and The Humber	6	0.1%
	4,296	100.0%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Taxi

usual residence	place of work E02000191 : Camden 026	
E02000166 : Camden 001	0	0.0%
E02000167 : Camden 002	0	0.0%
E02000168 : Camden 003	1	1.2%
E02000169 : Camden 004	2	2.4%
E02000170 : Camden 005	0	0.0%
E02000171 : Camden 006	0	0.0%
E02000172 : Camden 007	0	0.0%
E02000173 : Camden 008	1	1.2%
E02000174 : Camden 009	0	0.0%
E02000175 : Camden 010	2	2.4%
E02000176 : Camden 011	4	4.8%
E02000177 : Camden 012	1	1.2%
E02000178 : Camden 013	0	0.0%
E02000179 : Camden 014	2	2.4%
E02000180 : Camden 015	0	0.0%
E02000181 : Camden 016	1	1.2%
E02000182 : Camden 017	0	0.0%
E02000183 : Camden 018	1	1.2%
E02000184 : Camden 019	1	1.2%
E02000185 : Camden 020	0	0.0%
E02000186 : Camden 021	5	6.0%
E02000187 : Camden 022	0	0.0%
E02000188 : Camden 023	0	0.0%
E02000189 : Camden 024	0	0.0%
E02000190 : Camden 025	0	0.0%
E02000191 : Camden 026	0	0.0%
E02000192 : Camden 027	0	0.0%
E02000193 : Camden 028	1	1.2%
Barking and Dagenham	1	1.2%
Barnet	1	1.2%
Bexley	0	0.0%
Brent	0	0.0%
Bromley	0	0.0%
Croydon	1	1.2%
Ealing	0	0.0%
Enfield	2	2.4%
Greenwich	0	0.0%
Hackney	2	2.4%
Hammersmith and Fulham	0	0.0%
Haringey	2	2.4%
Harrow	2	2.4%
Havering	0	0.0%
Hillingdon	1	1.2%
Hounslow	0	0.0%
Islington	8	9.5%
Kensington and Chelsea	17	20.2%
Kingston upon Thames	0	0.0%
Lambeth	0	0.0%
Lewisham	0	0.0%
Merton	0	0.0%
Newham	1	1.2%
Redbridge	0	0.0%
Richmond upon Thames	3	3.6%
Southwark	1	1.2%
Sutton	0	0.0%
Tower Hamlets	1	1.2%
Waltham Forest	0	0.0%
Wandsworth	0	0.0%
Westminster,City of London	9	10.7%
East	3	3.6%
East Midlands	2	2.4%
North East	0	0.0%
North West	1	1.2%
South East	3	3.6%
South West	1	1.2%
Wales	0	0.0%
West Midlands	0	0.0%
Yorkshire and The Humber	0	0.0%
	84	100.0%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Motorcycle, scooter or moped

usual residence	place of work E02000191 : Camden 026	
E02000166 : Camden 001	2	0.3%
E02000167 : Camden 002	1	0.2%
E02000168 : Camden 003	3	0.5%
E02000169 : Camden 004	0	0.0%
E02000170 : Camden 005	3	0.5%
E02000171 : Camden 006	4	0.7%
E02000172 : Camden 007	0	0.0%
E02000173 : Camden 008	0	0.0%
E02000174 : Camden 009	0	0.0%
E02000175 : Camden 010	2	0.3%
E02000176 : Camden 011	1	0.2%
E02000177 : Camden 012	1	0.2%
E02000178 : Camden 013	4	0.7%
E02000179 : Camden 014	1	0.2%
E02000180 : Camden 015	0	0.0%
E02000181 : Camden 016	0	0.0%
E02000182 : Camden 017	2	0.3%
E02000183 : Camden 018	1	0.2%
E02000184 : Camden 019	3	0.5%
E02000185 : Camden 020	1	0.2%
E02000186 : Camden 021	1	0.2%
E02000187 : Camden 022	2	0.3%
E02000188 : Camden 023	0	0.0%
E02000189 : Camden 024	0	0.0%
E02000190 : Camden 025	0	0.0%
E02000191 : Camden 026	0	0.0%
E02000192 : Camden 027	0	0.0%
E02000193 : Camden 028	0	0.0%
Barking and Dagenham	4	0.7%
Barnet	33	5.4%
Bexley	7	1.1%
Brent	16	2.6%
Bromley	25	4.1%
Croydon	5	0.8%
Ealing	31	5.0%
Enfield	11	1.8%
Greenwich	9	1.5%
Hackney	30	4.9%
Hammersmith and Fulham	23	3.7%
Haringey	34	5.5%
Harrow	5	0.8%
Havering	7	1.1%
Hillingdon	1	0.2%
Hounslow	8	1.3%
Islington	24	3.9%
Kensington and Chelsea	15	2.4%
Kingston upon Thames	8	1.3%
Lambeth	37	6.0%
Lewisham	10	1.6%
Merton	8	1.3%
Newham	8	1.3%
Redbridge	6	1.0%
Richmond upon Thames	23	3.7%
Southwark	26	4.2%
Sutton	8	1.3%
Tower Hamlets	8	1.3%
Waltham Forest	10	1.6%
Wandsworth	47	7.6%
Westminster,City of London	15	2.4%
East	34	5.5%
East Midlands	0	0.0%
North East	0	0.0%
North West	1	0.2%
South East	44	7.2%
South West	0	0.0%
Wales	0	0.0%
West Midlands	1	0.2%
Yorkshire and The Humber	1	0.2%
	615	100.0%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

usual residence	place of work E02000191 : Camden 026	
E02000166 : Camden 001	5	0.3%
E02000167 : Camden 002	6	0.3%
E02000168 : Camden 003	2	0.1%
E02000169 : Camden 004	5	0.3%
E02000170 : Camden 005	2	0.1%
E02000171 : Camden 006	5	0.3%
E02000172 : Camden 007	1	0.1%
E02000173 : Camden 008	1	0.1%
E02000174 : Camden 009	1	0.1%
E02000175 : Camden 010	1	0.1%
E02000176 : Camden 011	2	0.1%
E02000177 : Camden 012	3	0.2%
E02000178 : Camden 013	1	0.1%
E02000179 : Camden 014	1	0.1%
E02000180 : Camden 015	1	0.1%
E02000181 : Camden 016	5	0.3%
E02000182 : Camden 017	2	0.1%
E02000183 : Camden 018	6	0.3%
E02000184 : Camden 019	1	0.1%
E02000185 : Camden 020	4	0.2%
E02000186 : Camden 021	2	0.1%
E02000187 : Camden 022	0	0.0%
E02000188 : Camden 023	4	0.2%
E02000189 : Camden 024	1	0.1%
E02000190 : Camden 025	0	0.0%
E02000191 : Camden 026	3	0.2%
E02000192 : Camden 027	3	0.2%
E02000193 : Camden 028	2	0.1%
Barking and Dagenham	19	1.1%
Barnet	105	6.1%
Bexley	16	0.9%
Brent	58	3.3%
Bromley	24	1.4%
Croydon	29	1.7%
Ealing	39	2.2%
Enfield	47	2.7%
Greenwich	17	1.0%
Hackney	25	1.4%
Hammersmith and Fulham	21	1.2%
Haringey	60	3.5%
Harrow	42	2.4%
Havering	17	1.0%
Hillingdon	21	1.2%
Hounslow	27	1.6%
Islington	36	2.1%
Kensington and Chelsea	26	1.5%
Kingston upon Thames	9	0.5%
Lambeth	31	1.8%
Lewisham	22	1.3%
Merton	14	0.8%
Newham	28	1.6%
Redbridge	41	2.4%
Richmond upon Thames	28	1.6%
Southwark	23	1.3%
Sutton	19	1.1%
Tower Hamlets	16	0.9%
Waltham Forest	33	1.9%
Wandsworth	23	1.3%
Westminster,City of London	59	3.4%
East	314	18.1%
East Midlands	17	1.0%
North East	4	0.2%
North West	21	1.2%
South East	257	14.8%
South West	34	2.0%
Wales	10	0.6%
West Midlands	23	1.3%
Yorkshire and The Humber	10	0.6%
	1,735	100.0%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Passenger in a car or van

usual residence	place of work E02000191 : Camden 026	
E02000166 : Camden 001	0	0.0%
E02000167 : Camden 002	2	1.2%
E02000168 : Camden 003	0	0.0%
E02000169 : Camden 004	0	0.0%
E02000170 : Camden 005	2	1.2%
E02000171 : Camden 006	0	0.0%
E02000172 : Camden 007	0	0.0%
E02000173 : Camden 008	1	0.6%
E02000174 : Camden 009	5	3.0%
E02000175 : Camden 010	0	0.0%
E02000176 : Camden 011	4	2.4%
E02000177 : Camden 012	2	1.2%
E02000178 : Camden 013	0	0.0%
E02000179 : Camden 014	0	0.0%
E02000180 : Camden 015	0	0.0%
E02000181 : Camden 016	1	0.6%
E02000182 : Camden 017	0	0.0%
E02000183 : Camden 018	0	0.0%
E02000184 : Camden 019	1	0.6%
E02000185 : Camden 020	0	0.0%
E02000186 : Camden 021	1	0.6%
E02000187 : Camden 022	0	0.0%
E02000188 : Camden 023	2	1.2%
E02000189 : Camden 024	0	0.0%
E02000190 : Camden 025	1	0.6%
E02000191 : Camden 026	0	0.0%
E02000192 : Camden 027	1	0.6%
E02000193 : Camden 028	0	0.0%
Barking and Dagenham	0	0.0%
Barnet	17	10.1%
Bexley	1	0.6%
Brent	5	3.0%
Bromley	2	1.2%
Croydon	0	0.0%
Ealing	2	1.2%
Enfield	2	1.2%
Greenwich	0	0.0%
Hackney	5	3.0%
Hammersmith and Fulham	1	0.6%
Haringey	7	4.1%
Harrow	4	2.4%
Havering	0	0.0%
Hillingdon	2	1.2%
Hounslow	4	2.4%
Islington	8	4.7%
Kensington and Chelsea	1	0.6%
Kingston upon Thames	1	0.6%
Lambeth	5	3.0%
Lewisham	0	0.0%
Merton	1	0.6%
Newham	8	4.7%
Redbridge	1	0.6%
Richmond upon Thames	2	1.2%
Southwark	2	1.2%
Sutton	1	0.6%
Tower Hamlets	1	0.6%
Waltham Forest	1	0.6%
Wandsworth	3	1.8%
Westminster,City of London	14	8.3%
East	14	8.3%
East Midlands	2	1.2%
North East	0	0.0%
North West	4	2.4%
South East	20	11.8%
South West	1	0.6%
Wales	1	0.6%
West Midlands	2	1.2%
Yorkshire and The Humber	1	0.6%
	169	100.0%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Bicycle

usual residence	place of work E02000191 : Camden 026	
E02000166 : Camden 001	15	0.6%
E02000167 : Camden 002	8	0.3%
E02000168 : Camden 003	24	0.9%
E02000169 : Camden 004	5	0.2%
E02000170 : Camden 005	6	0.2%
E02000171 : Camden 006	17	0.6%
E02000172 : Camden 007	24	0.9%
E02000173 : Camden 008	0	0.0%
E02000174 : Camden 009	13	0.5%
E02000175 : Camden 010	11	0.4%
E02000176 : Camden 011	10	0.4%
E02000177 : Camden 012	20	0.7%
E02000178 : Camden 013	5	0.2%
E02000179 : Camden 014	14	0.5%
E02000180 : Camden 015	19	0.7%
E02000181 : Camden 016	8	0.3%
E02000182 : Camden 017	3	0.1%
E02000183 : Camden 018	26	1.0%
E02000184 : Camden 019	12	0.4%
E02000185 : Camden 020	4	0.1%
E02000186 : Camden 021	8	0.3%
E02000187 : Camden 022	6	0.2%
E02000188 : Camden 023	6	0.2%
E02000189 : Camden 024	10	0.4%
E02000190 : Camden 025	8	0.3%
E02000191 : Camden 026	5	0.2%
E02000192 : Camden 027	7	0.3%
E02000193 : Camden 028	0	0.0%
Barking and Dagenham	1	0.0%
Barnet	52	1.9%
Bexley	3	0.1%
Brent	74	2.8%
Bromley	13	0.5%
Croydon	8	0.3%
Ealing	28	1.0%
Enfield	10	0.4%
Greenwich	29	1.1%
Hackney	349	13.1%
Hammersmith and Fulham	106	4.0%
Haringey	183	6.8%
Harrow	3	0.1%
Havering	1	0.0%
Hillingdon	2	0.1%
Hounslow	15	0.6%
Islington	343	12.8%
Kensington and Chelsea	44	1.6%
Kingston upon Thames	12	0.4%
Lambeth	215	8.0%
Lewisham	74	2.8%
Merton	21	0.8%
Newham	10	0.4%
Redbridge	10	0.4%
Richmond upon Thames	33	1.2%
Southwark	184	6.9%
Sutton	1	0.0%
Tower Hamlets	126	4.7%
Waltham Forest	46	1.7%
Wandsworth	186	7.0%
Westminster,City of London	131	4.9%
East	13	0.5%
East Midlands	2	0.1%
North East	1	0.0%
North West	3	0.1%
South East	27	1.0%
South West	9	0.3%
Wales	0	0.0%
West Midlands	8	0.3%
Yorkshire and The Humber	2	0.1%
	2,672	100.0%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	On foot

usual residence	place of work E02000191 : Camden 026	
E02000166 : Camden 001	2	0.1%
E02000167 : Camden 002	4	0.2%
E02000168 : Camden 003	15	0.7%
E02000169 : Camden 004	3	0.1%
E02000170 : Camden 005	1	0.0%
E02000171 : Camden 006	9	0.4%
E02000172 : Camden 007	16	0.7%
E02000173 : Camden 008	3	0.1%
E02000174 : Camden 009	13	0.6%
E02000175 : Camden 010	3	0.1%
E02000176 : Camden 011	5	0.2%
E02000177 : Camden 012	16	0.7%
E02000178 : Camden 013	6	0.3%
E02000179 : Camden 014	6	0.3%
E02000180 : Camden 015	16	0.7%
E02000181 : Camden 016	1	0.0%
E02000182 : Camden 017	3	0.1%
E02000183 : Camden 018	49	2.1%
E02000184 : Camden 019	32	1.4%
E02000185 : Camden 020	5	0.2%
E02000186 : Camden 021	118	5.1%
E02000187 : Camden 022	78	3.4%
E02000188 : Camden 023	130	5.6%
E02000189 : Camden 024	51	2.2%
E02000190 : Camden 025	127	5.5%
E02000191 : Camden 026	253	11.0%
E02000192 : Camden 027	65	2.8%
E02000193 : Camden 028	92	4.0%
E02000960 : Westminster 001	4	0.2%
E02000961 : Westminster 002	3	0.1%
E02000962 : Westminster 003	17	0.7%
E02000963 : Westminster 004	1	0.0%
E02000964 : Westminster 005	5	0.2%
E02000965 : Westminster 006	3	0.1%
E02000966 : Westminster 007	5	0.2%
E02000967 : Westminster 008	29	1.3%
E02000968 : Westminster 009	13	0.6%
E02000969 : Westminster 010	1	0.0%
E02000970 : Westminster 011	71	3.1%
E02000971 : Westminster 012	43	1.9%
E02000972 : Westminster 013	203	8.8%
E02000973 : Westminster 014	5	0.2%
E02000974 : Westminster 015	12	0.5%
E02000975 : Westminster 016	4	0.2%
E02000976 : Westminster 017	3	0.1%
E02000977 : Westminster 018	30	1.3%
E02000978 : Westminster 019	1	0.0%
E02000979 : Westminster 020	10	0.4%
E02000980 : Westminster 021	3	0.1%
E02000981 : Westminster 022	4	0.2%
E02000982 : Westminster 023	9	0.4%
E02000983 : Westminster 024	6	0.3%
Barking and Dagenham	1	0.0%
Barnet	7	0.3%
Bexley	3	0.1%
Brent	13	0.6%
Bromley	0	0.0%
Croydon	5	0.2%
Ealing	3	0.1%
Enfield	5	0.2%
Greenwich	5	0.2%
Hackney	46	2.0%
Hammersmith and Fulham	6	0.3%
Haringey	21	0.9%
Harrow	2	0.1%
Havering	1	0.0%
Hillingdon	0	0.0%
Hounslow	1	0.0%
Islington	274	11.9%
Kensington and Chelsea	21	0.9%
Kingston upon Thames	1	0.0%
Lambeth	44	1.9%
Lewisham	4	0.2%
Merton	5	0.2%
Newham	5	0.2%
Redbridge	3	0.1%
Richmond upon Thames	4	0.2%
Southwark	43	1.9%
Sutton	2	0.1%
Tower Hamlets	23	1.0%
Waltham Forest	9	0.4%
Wandsworth	19	0.8%
East	23	1.0%
East Midlands	4	0.2%
North East	1	0.0%
North West	7	0.3%
South East	49	2.1%
South West	19	0.8%
Wales	4	0.2%
West Midlands	3	0.1%
Yorkshire and The Humber	9	0.4%
	2,302	100.0%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Other method of travel to work

usual residence	place of work E02000191 : Camden 026	
E02000166 : Camden 001	0	0.0%
E02000167 : Camden 002	0	0.0%
E02000168 : Camden 003	0	0.0%
E02000169 : Camden 004	0	0.0%
E02000170 : Camden 005	0	0.0%
E02000171 : Camden 006	0	0.0%
E02000172 : Camden 007	0	0.0%
E02000173 : Camden 008	0	0.0%
E02000174 : Camden 009	0	0.0%
E02000175 : Camden 010	0	0.0%
E02000176 : Camden 011	0	0.0%
E02000177 : Camden 012	0	0.0%
E02000178 : Camden 013	0	0.0%
E02000179 : Camden 014	0	0.0%
E02000180 : Camden 015	0	0.0%
E02000181 : Camden 016	0	0.0%
E02000182 : Camden 017	0	0.0%
E02000183 : Camden 018	1	2.0%
E02000184 : Camden 019	0	0.0%
E02000185 : Camden 020	0	0.0%
E02000186 : Camden 021	0	0.0%
E02000187 : Camden 022	1	2.0%
E02000188 : Camden 023	0	0.0%
E02000189 : Camden 024	0	0.0%
E02000190 : Camden 025	0	0.0%
E02000191 : Camden 026	2	4.0%
E02000192 : Camden 027	0	0.0%
E02000193 : Camden 028	1	2.0%
Barking and Dagenham	0	0.0%
Barnet	0	0.0%
Bexley	0	0.0%
Brent	1	2.0%
Bromley	1	2.0%
Croydon	0	0.0%
Ealing	3	6.0%
Enfield	2	4.0%
Greenwich	5	10.0%
Hackney	1	2.0%
Hammersmith and Fulham	1	2.0%
Haringey	1	2.0%
Harrow	0	0.0%
Havering	0	0.0%
Hillingdon	0	0.0%
Hounslow	1	2.0%
Islington	0	0.0%
Kensington and Chelsea	0	0.0%
Kingston upon Thames	1	2.0%
Lambeth	2	4.0%
Lewisham	1	2.0%
Merton	3	6.0%
Newham	0	0.0%
Redbridge	0	0.0%
Richmond upon Thames	1	2.0%
Southwark	0	0.0%
Sutton	0	0.0%
Tower Hamlets	1	2.0%
Waltham Forest	3	6.0%
Wandsworth	5	10.0%
Westminster,City of London	1	2.0%
East	2	4.0%
East Midlands	1	2.0%
North East	0	0.0%
North West	1	2.0%
South East	6	12.0%
South West	0	0.0%
Wales	0	0.0%
West Midlands	0	0.0%
Yorkshire and The Humber	1	2.0%
	50	100.0%

Appendix 5

INDICATIVE

2 no. Accessible cycle stands (4 spaces)

2 Tier Cycle Storage Stands (6 Spaces)

Double height folding cycle lockers (12 spaces)

Toilet & Shower Facilities

New Substation Access

Refuse Area

Double Height Storage Lockers

2 Tier Cycle Storage Stands (30 Spaces)

Ancillary Office Space

B01 SUBSTATION 21.4sqm

B02 GENERATOR 13.3sqm

B03 KENNELS

BIKE STORE

2.70 min. Internal Space

2.00

2.50

2.50 Void under ramp

2.50

Void under ramp

Refuse

1100L 1100L 1100L 1100L

B10 Ramp

9.3sqm

SWITCH ROOM

B04 Carparking

UNDERGROUND PARKING

3600x4800

GAS METER

P2 P3 P4 P5 P6 P7 P8 P09 P11 P13

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information provided by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	PK	21/01/2022	First issue	MS
A	PK	26/01/2022	Layout amended	MS
B	PK	04/02/2022	Minor amendments	MS

Client

TCR New Ltd.

Project

16-24 Whitfield Street

Title

Cycle Parking General Arrangement

MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 22051/003

Scale: 1:200 @ A3

Revision: B