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21 BLOOMSBURY STREET

Transport Statement

06/10/2022

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Appendix C – Framework Delivery and Servicing Plan
Appendix D – Framework Construction Logistics Plan
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1. INTRODUCTION

1.1 Background

1.1.1 This Transport Statement has been prepared by Momentum Transport Consultancy on behalf of Capital 38 Limited in support of the planning application for the extension and refurbishment of 21 Bloomsbury Street, within the jurisdiction of the London Borough of Camden ('LBC').

1.1.2 The Transport Statement has been prepared to assess the predicted impacts of the development proposals upon the transport network and to present the transportation matters associated with the development.

1.2 Existing Site

1.2.1 The application site, 21 Bloomsbury Street, is located to the west of The British Museum within the jurisdiction of the London Borough of Camden.

1.2.2 The building sits on the south-western corner of Bloomsbury Street and Bedford Avenue, whilst the current vehicle access is located on Bedford Avenue, a one-way westbound only street which runs between Bloomsbury Street and Adeline Place.

1.2.3 The A400 Bloomsbury Street bounds the site to the east and is part of Camden's Strategic Road Network, along with the A400 Tottenham Court Road, located west of the site.

1.2.4 The site currently consists of one building in commercial use, comprising five floors with a basement and a ground floor level totalling 9,841 sqm (GIA). The basement level is used for car and cycle parking and waste storage. 40 long-stay cycle spaces are currently provided, with six lockers.

1.2.5 The nearest London Underground station is Tottenham Court Road, located circa 200 metres to the south-west of the Site.

1.2.6 The Site has a Public Transport Accessibility Level (PTAL) rating of 6b, corresponding to the highest level of public transport accessibility.

1.2.7 Figure 1.1 shows the site location and surrounding area.

1.3 Development Proposals

1.3.1 The development proposals for 21 Bloomsbury Street seek:

"Alterations to existing building comprising: rear extension with new pocket terraces at second to sixth floors; creation of office space within existing sixth floor roof with new dormers and plant enclosure; new roof terrace and pavilion with sedum roof; replacement of windows; alterations to entrances; replacement of faux chimney stacks and associated works."

1.3.2 The areas used for the purpose of this Transport Statement are summarised below in Table 1.1.

Table 1.1: Proposed area schedule

Land Use	GEA (sqm)	GIA (sqm)	NIA (sqm)
Class E Office	12,103	11,181	7,897
Total	12,103	11,181	7,897

1.3.3 The total proposed area takes account of the partial atrium infill of 531m^2 (GIA) as permitted by the Certificate of Lawfulness (reference: 2022/0189/P).

1.4 Report Structure

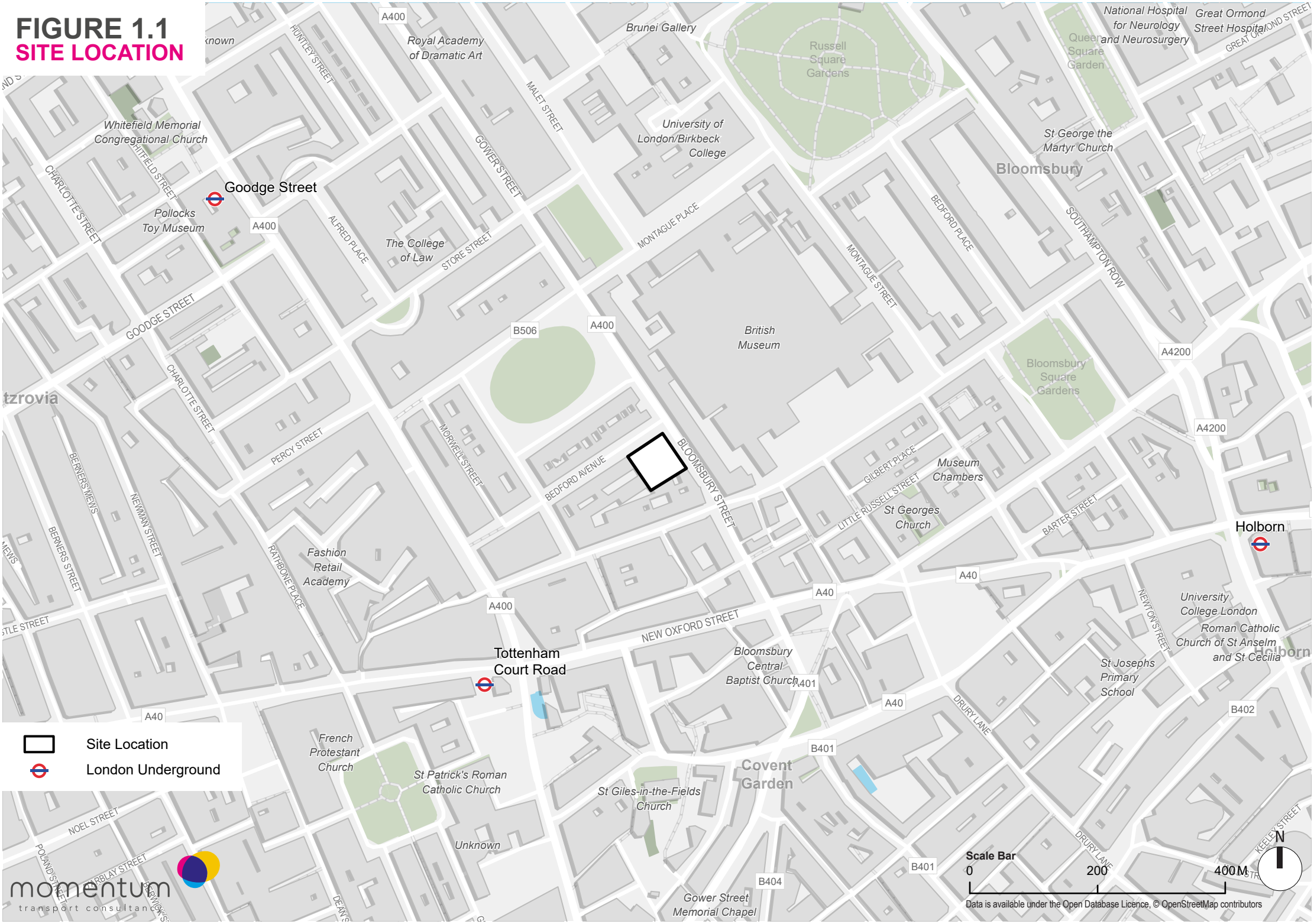
1.4.1 This section of the report forms the introduction. The remaining sections cover the following:

- Section 2 provides the relevant national, regional and local planning policy and guidance;
- Section 3 presents the existing conditions at the development site and its surroundings;
- Section 4 presents the development proposals;
- Section 5 provides the trip generation forecasts;
- Section 6 assesses the impact on the transport network; and
- Section 7 concludes the report.

1.4.2 Included within the appendices of the Transport Statement are the following reports:

- Appendix A: PTAL Report
- Appendix B: Framework Travel Plan
- Appendix C: Framework Delivery and Servicing Plan
- Appendix D: Framework Construction Logistics Plan
- Appendix E: TRICS Output
- Appendix F: Short stay cycle arrangement
- Appendix G: Bin store

FIGURE 1.1
SITE LOCATION



2. PLANNING POLICY CONTEXT

2.1 National Planning Policy

NATIONAL PLANNING POLICY FRAMEWORK (2021)

2.1.1 The National Planning Policy Framework (NPPF), produced by the Ministry of Housing, Communities and Local Government (March 2012) and revised on 20 July 2021. It sets out the Government's planning policies. This revised Framework replaces the previous versions.

2.1.2 Transport policy is dealt with in the 'Promoting Sustainable Transport' chapter. This chapter emphasizes the need to 'maximize sustainable transport solutions', 'provide attractive and well-designed walking and cycling networks', 'facilitate access to high quality public transport and 'create spaces that are safe, secure and attractive'.

2.1.3 The NPPF suggests that a key tool for achieving these aims is that all developments that are likely to generate a significant amount of movement should be required to produce a transport assessment.

NATIONAL PLANNING PRACTICE GUIDANCE: TRAVEL PLANS, TRANSPORT ASSESSMENTS AND STATEMENTS (2014)

2.1.4 The guidance provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.

2.1.5 It 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.

2.1.6 Transport Assessments should also follow the following principles:

- Be proportionate to the size and scope of the proposed development,
- Established at the earliest practicable possible stage of a development proposal
- Tailored to particular local circumstances
- Be brought forward through collaborative ongoing work
- Be set out in a clear and publicly accessible form

2.1.7 The guidance also includes information's which should be included in Transport Assessments.

BREEAM UK NEW CONSTRUCTION: NON-DOMESTIC BUILDINGS - TECHNICAL MANUAL (2018)

2.1.8 It is acknowledged that the City of London requires a BREEAM assessment for all major developments. BREEAM provides an environmental performance standard against which development projects in the UK can be assessed, rated and certified.

2.1.9 A BREEAM rating of ‘Outstanding’ has been identified as the target benchmark for the proposals and would therefore provide a building of outstanding quality.

Cyclist Facilities

2.1.10 The provision of cycle storage is included in the document with the aim to encourage occupants to cycle by providing adequate and secure cycle storage facilities. It should be noted that ‘cyclist facilities’ refers to showers; changing facilities and lockers; and drying space for clothes which are all required for staff only.

2.1.11 The BREEAM requires the provision of one cycle parking space for ten members of staff in buildings with office land use.

2.1.12 Cyclist facilities should be located within the assessed building, or in an accessible adjacent building and for the sole use of the assessed building’s users.

NATIONAL PLANNING POLICY FOR WASTE (2014)

2.1.13 This document provides the planning framework to enable local authorities to put forward, through waste local plans, strategies that identify sites and areas suitable for new or enhanced facilities to meet the waste management needs of their areas. This policy will be updated to align with the changes to the National Planning Policy Framework and the Resources and Waste Strategy.

2.1.14 It should be read in conjunction with the National Planning Policy Framework, the National Waste Management Plan for England and national policy statements for wastewater and hazardous waste, or any successor documents.

WASTE MANAGEMENT PLAN FOR ENGLAND (2021)

2.1.15 Waste was excluded from the NPPF due to new guidance being created in due course in the form of a Waste Management Plan for England (WMP) and National planning policy for waste. The latest WMP was published in January 2021.

2.1.16 It provides an overview of waste management in England. The plan includes changes to waste management plan requirements which have been made by the Waste (Circular Economy) (Amendment) Regulations where these could be incorporated in the Plan.

EQUALITY ACT (2010)

2.1.17 The Equality Act 2010 legally protects people from discrimination in the workplace and wider society. Before the Act came into force there were several pieces of legislation to cover discrimination, including: The Sex Discrimination Act 1975; Race Relations Act 1976; Disability Discrimination Act 1995.

2.1.18 The Equality Act 2010 requires public service vehicles, rail vehicles, new buildings and the area around new buildings to be accessible safely and without unreasonable difficulty for people who are mobility impaired.

2.1.19 The development proposals would have proper regard to the Act, including a sufficient level of disabled parking, in suitable locations with suitable access to buildings, following the London Plan (2021) requirement to provide at least one blue badge paring space for new developments.

2.2 Regional Planning Policy

THE LONDON PLAN (2021)

2.2.1 The London Plan (Mayor of London, 2021) is the overall strategic plan for London, it sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.2.2 The concept of Good Growth – growth that is socially and economically inclusive and environmentally sustainable – underpins the London Plan and ensures that it is focused on sustainable development.

2.2.3 Chapter 10 of the London Plan focusses on sustainable transport. Policy T1 states that development plans and proposals should support and facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. Moreover, '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'.

2.2.4 Policy T4 - Assessing and mitigating transport impacts states that transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development.

2.2.5 This Transport Statement will follow the London Plan's minimum cycle parking standards, as indicated in Table 2.1.

Table 2.1: London Plan Cycle Parking Requirements for areas with higher cycle parking standards.

Land Use	Long Stay	Short Stay
Office	1 space per 75 sqm (GEA)	First 5,000 sqm: 1 space per 500 sqm Thereafter: 1 space per 5,000 sqm (GEA)
Restaurant	1 space per 175 sqm (GEA)	1 space per 20sqm (GEA)

2.2.6 Cycle parking areas should allow easy access and cater for cyclists who use adapted cycles. Short-stay cycle parking should have step-free access and be located within 15 metres of the main site entrance, where possible. Additionally, the provision of cycle parking and facilities would also be compliant with In line with the London Cycling Design Standards (2016).

2.2.7 The London Plan also states that "Non-residential elements of a development should provide at least one accessible on or off-street car parking bay designated for Blue Badge holders, even if no general parking is provided.". Blue Badge parking requirements are shown in Table 2.2. This Transport Statement is compliant with these requirements.

2.2.8 The plan states that *"All proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided".*

Table 2.2: London Plan Blue Badge Parking requirements

Land Use	Designated bays (Per cent of total parking provision)	Enlarged bays (Per cent of total parking provision)
Office	5%	5%
Retail, recreation, hotels, and leisure	6%	4%

2.2.9 Policy T7 focusses on Deliveries, servicing and construction, indicating that development plans and proposals should facilitate sustainable freight movement by rail, waterways and road. The policy promotes sustainable freight movement by rail, waterways and road through consolidation, modal shift and promoting deliveries at different times of day and night in order to reduce the impact on road congestion and air quality, and conflict with other users.

MAYOR'S TRANSPORT STRATEGY (2018)

2.2.10 The Mayor's Transport Strategy is centered around a bold vision to promote a reduction in Londoners' reliance upon the private cars, through a shift to sustainable modes such as walking, cycling and public transport. This is supported by a target for 80% of all Londoner's to be made by such modes by 2041, as well as all Londoner's achieving a minimum of 20 minute's active travel daily.

2.2.11 The three themes underpinning the strategy include:

- The Healthy Streets Approach – providing improved streets and well-designed walkways to encourage inclusive and safe travel in conjunction with a reduction in traffic levels and associated air pollution.
- A good public transport experience – ensuring public transport is affordable and accessible by all, as well as promoting more reliable and convenient services to encourage public transport as an enjoyable experience.
- New homes and jobs – utilizing public transport to support and promote London's future growth by connecting new areas and unlocking jobs and homes in underdeveloped parts of the city.

VISION ZERO ACTION PLAN (2018)

2.2.12 The Vision Zero Action Plan published in July 2018 sets out Policy Three of the Mayor's Transport Strategy. The document details the proposed strategies to adopt Vision Zero and for road danger in London, being zero people killed in or by a London Bus by 2030 and all deaths and serious injuries from road collisions to be eliminated on London's roads by 2041.

2.2.13 The Plan demonstrates the importance of reducing road mileage of particularly large vehicles via consolidating construction delivery and servicing vehicles. This will reduce potential conflicts between these types of vehicles and road users.

TRANSPORT ASSESSMENT: BEST PRACTICE GUIDANCE (TFL, 2014)

2.2.14 TfL updated its Transport Assessment Best Practice Guidance in October 2014 to assist those submitting planning applications for major developments in London that are deemed to be strategically important, and which are referred to by the Mayor of London under the Town and Country Planning (Mayor of London) Order 2008.

2.2.15 The guidance is intended to ensure that all TfL requirements are fulfilled, and applications can be reviewed and assessed comprehensively.

2.3 Local Planning Policy

CAMDEN LOCAL PLAN (2017)

2.3.1 The Camden Local Plan (2017) sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010). It ensures that Camden continues to have robust, effective, and up to-date planning policies that respond to changing circumstances and the borough's unique characteristics and contribute to delivering the Camden Plan and other local priorities. The Local Plan will cover the period from 2016-2031.

2.3.2 The policies that concern transport can be found in the following sections of the planning guidance document:

- Policy T1 – Prioritising Walking, Cycling and Public Transport
- Policy T2 – Parking and Car-Free Development
- Policy T3 – Transport Infrastructure
- Policy T4 – Sustainable Movement of Goods and Materials

2.3.3 At the broadest level, Camden's transport policies seek to continue to reduce vehicle traffic in the borough by encouraging public transport and discouraging the use of cars through promoting car-free development and implementing pedestrianised areas.

2.3.4 In addition, the health benefits of increased walking and cycling as well as reduced air pollution are also heavily cited and form some of the core principles of the policies.

CAMDEN TRANSPORT STRATEGY 2019-2041 (2019)

2.4 Camden's Draft Transport Strategy sets out the council's vision for improving the way people move around Camden in the decades to come. The objectives to support the vision are:

Objective 1: To transform our streets and places to enable an increase in walking and cycling.

Objective 2: To reduce car ownership and use, and motor traffic levels in Camden.

Objective 3: To deliver a sustainable transport system and streets that are accessible and inclusive for all.

Objective 4: To substantially reduce all road traffic casualties in Camden and progress towards zero killed and seriously injured (KSI) casualties.

Objective 5: To reduce and mitigate the impact of transport-based emissions and noise in Camden.

Objective 6: To deliver am efficient, well maintained highways network and kerbside spaces that prioritises the sustainable movement of goods and people.

Objective 7: To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network.

2.5 Policy 1a of the transport strategy sets out the council's road hierarchy that will be used by the council to inform all relevant decisions, with walking, cycling and public transport prioritised above private vehicles, as follows:

- pedestrians
- cyclists
- public transport / vehicles for people with a disability
- freight (including loading and unloading)
- taxis
- powered two-wheelers (motorcycles) and private cars.

CAMDEN PLANNING GUIDANCE TRANSPORT (2021)

2.5.1 In addition to the Camden Local Plan (2017), there are also a number of supplementary planning guidance documents. In terms of transport, the most applicable of these are contained within the Camden Planning Guidance Transport (2021).

2.5.2 The Planning Guidance Transport (2021) supports the following key policies of the Camden Local Plan (2017):

- Policy A1 Managing the impact of development
- Policy T1 Prioritising walking, cycling and public transport
- Policy T2 Parking and car free development
- Policy T3 Transport infrastructure
- Policy T4 Sustainable movement of goods and materials
- Policy CC4 Air quality
- Policy D1 Design

CAMDEN PLANNING GUIDANCE CPG: DESIGN (2021)

2.6 The Planning Guidance on Design has been prepared by the council to support the policies in the Camden Local Plan 2017. The guidance provides information on all types of detailed design issues, including landscape and public realm, designing safer environments and waste and recyclables storage. In relation to public realm, the document provides guidance on:

- Creating well connected public spaces and good quality public realm
- Designing high quality public realm, which must be inclusive and accessible and contribute to supporting and improving the character and quality of the borough's environment.
- Prioritising active and easy movement
- Achieving accessible and inclusive streets and spaces
- Supporting health and well being
- Mitigating climate change

2.7 In relation to recycling and waste, Chapter 8 of the guidance states that developers should ensure that all waste system and storage areas in new developments are:

- *Designed to provide adequate space for the temporary storage of all types of waste, including internal storage areas with sufficient space for the separation of temporary storage of all recycling, food waste and residual waste;*
- *Sensitively designed and located in relation to the local environment;*
- *Safely located and accessible for all users, including waste contractors, and designed to minimise nuisance to occupiers and neighbours and their amenity;*
- *Designed to include, where appropriate, innovative waste management solutions that increases efficiency and helps meet and exceed recycling and other waste reduction targets.*

3. EXISTING CONDITIONS

3.1 Introduction

3.1.1 This section of the TS summarises the existing conditions of the site which includes the public transport accessibility, local pedestrian environment, cycling, local highway network, car clubs, and car parking within the vicinity of the site.

3.2 Existing Site

3.2.1 The site is located to the west of The British Museum, on the corner of Bloomsbury Street and Bedford Avenue in the jurisdiction of the London Borough of Camden. The Site location is shown in Figure 1.1.

3.2.2 The site currently comprises Class E (office) space from the ground floor to the 5th floor, and ancillary storage space on lower ground floor and basement. Table 3.1 outlines the existing GIA area schedule for the site.

Table 3.1: Existing Area Schedule for the Site

Land Use	GEA (sqm)	GIA (sqm)	NIA (sqm)
E (g) Office	10,735	9,841	6,927

3.3 Existing Mode share

3.3.1 Mode split assumptions for the office workers, residents and retail visitors using the existing site have been obtained for LB Camden from Census Travel to Work (2011) datasets; the categories ‘working mainly from home’ and ‘other’ were removed.

3.3.2 The mode share for driving is amended to reflect the fact that PTAL rating for the site is very high and the provision for car parking spaces is small.

Table 3.2: Mode Split Using the Existing Site

Method of Travel	Total Trips (LB Camden)	Mode Share %	Final Mode Share % (Driving Trips Reduced)
Underground, metro, light rail, tram	37,305	37.7%	40%
Train	7,089	7.2%	8%
Bus, minibus or coach	16,076	16.3%	17%
Taxi	770	0.8%	1%
Motorcycle, scooter or moped	1,237	1.3%	1%
Driving a car or van	10,904	11%	5%
Passenger in a car or van	793	0.8%	1%
Bicycle	7,072	7.2%	8%
On foot	17,641	17.8%	19%
Total	**98,887**	**100%**	**100%**

3.4 Existing Trips

3.4.1 At present, 21 Bloomsbury Street comprises Class E office floorspace. In this report, a trip generation exercise has been carried out to understand the total number of trips generated by the existing Class E office use.

3.4.2 Trip generation for the existing office use was calculated using trip rates extracted from the TRICS database. Results were filtered to select Inner London office sites. This criterion returned the following surveyed sites, as indicated by Table 3.3.

Table 3.3: TRICS Sites

Land Use	Location	TRICS Ref No.	Main Location	Date of Survey
Office (E)	Fitzrovia, Camden	CN-02-A-03	Town Centre	06/12/17
Office (E)	Hammersmith, Hammersmith and Fulham	HM-02-A-01	Town Centre	13/11/2017
Office (E)	Vauxhall, Lambeth	LM-02-A-01	Edge of Town Centre	19/11/2018
Office (E)	Bethnal Green, Tower Hamlets	TH-02-A-01	Neighbourhood Centre	06/03/2019

3.4.3 Table 3.4 below details the existing trip generation at the Site for the AM and PM peaks as well as daily totals by mode.

Table 3.4: Existing Trip Generation

Mode Share	Am Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)		Daily	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
London Underground	108	11	8	102	438	426
Crossrail	0	0	0	0	0	0
Train	21	2	1	19	83	81
Bus, minibus or coach	47	5	3	44	189	184
Taxi	2	0	0	2	9	9
Motorcycle, scooter or moped	4	0	0	3	15	14
Driving a car or van	13	1	1	13	54	53
Passenger in a car or van	2	0	0	2	9	8
Bicycle	20	2	1	19	83	81
On foot	51	5	4	48	207	201
TOTAL*	268	28	19	253	1,086	1,057

3.4.4 As can be seen in Table 3.4 above, the existing office space is predominantly accessed via public transport trips. Most notably by London Underground services.

3.4.5 The full TRICS report can be found in Appendix E.

3.5 Existing Servicing & Waste Management

EXISTING SERVICING ARRANGEMENTS

3.5.1 Deliveries and services associated with the existing building at 21 Bloomsbury Street mostly occur on-street informally along Bedford Avenue. There is currently a vehicle ramp within the existing site, accessible from Bedford Avenue, which services a basement car park and a small loading bay. However, this ramp is of insufficient size to accommodate larger delivery and servicing vehicles. The entrance is narrow and has a restricted height of approximately 2.5m which limits the size of vehicle able to access the building at this location and prevents the majority of delivery traffic from accessing.

3.5.2 Vehicle tracking has been undertaken, which indicates that even a 5.9m light van cannot access and use the existing facility. It was confirmed by the facility manager that most deliveries take place on-street, with delivery vehicles parking in front of the gate on Bedford Avenue, calling the intercom and walking down the ramp or round to the reception area to drop deliveries.

3.5.3 The existing delivery and servicing trips associated with the site have been estimated using servicing trip generation rates, which have been used on numerous past occasions and compare well with rates used for similar purposes elsewhere.

3.5.4 The estimated vehicle split by land use for the existing deliveries is presented in Table 3.5.

Table 3.5: Estimated Delivery Vehicle Splits by Land Use

Land Use	Cars / Vans < 7.5t	MGVs	HGVs (Rigid)
Office	75%	18%	7%

3.5.5 Based on the above vehicle splits and existing floor area splits, it is estimated that there are 16 daily servicing vehicles for the site, of which 11 are cars/vans, three are MGVs, and two are HGVs.

3.5.6 It is considered that facilities are currently substandard to accommodate these 16 trips, which mostly end up taking place on-street. There is an opportunity to remove the substandard loading bay and vehicle access and rethink the space to reduce and formally regulate the impact of private vehicles on-street.

EXISTING WASTE MANAGEMENT ARRANGEMENTS

3.5.7 Waste is currently stored and processed on-site.

3.5.8 Due to the height restrictions for access from Bedford Avenue, waste vehicles collect waste on-street. Facilities Management moves the bins up the vehicle ramp to Bedford Avenue for loading prior to arrival.

3.5.9 The existing waste generation of the site has been estimated using waste generation rates provided by the City of Westminster (2019). The total waste generated by land use is presented in Table 3.6.

Table 3.6: Estimated Waste Generation by Land Use (Uncompacted, 2-day output)

Land Use	General (L)	Recyclable (L)	Food (L)	Total (L)
Office B1 & D1/B1	1,840	3,681	613	6,134
Total	1,840	3,681	613	6,134

3.6 Highway Network

3.6.1 The Site sits on the corner of Bloomsbury Street and Bedford Avenue. To the north, Bedford Avenue is a one-way westbound only street which runs between Bloomsbury Street and Adeline Place. A gated ramp on Bedford Avenue provides vehicle access to the basement of the Site.

3.6.2 It should be noted that whilst Bedford Avenue is one way only for cars, bidirectional cycle flows are permitted and supported with road signs and markings.

3.6.3 To the east lies Bloomsbury Street, a two-way road with stepped cycle lanes on either side of the carriageway. The cycling infrastructure along Bloomsbury Street is good, with clearly marked kerbs separating carriageway, cycle lane and footway. Parking along the road is not permitted and this is enforced by kerb side restrictions such as double yellow lines with double dashes.

3.6.4 To the west lies Adeline Place which is a one-way southbound road running between Bedford Square and Great Russell Street. There is no cycling infrastructure on Adeline Place.

3.6.5 To the south lies Great Russell Street, a one-way eastbound only street. Cycling provision along Great Russell Street is limited and a bus stand (no passenger drop off or pick) is provided.

3.6.6 New Oxford Street (A40) runs east-west to the south of the Site. Bloomsbury Street facilitates access to New Oxford Street (A40) which is part of the strategic road network.

3.7 Pedestrian Facilities

3.7.1 Pedestrian footways are provided on all the aforementioned roads. Immediately outside the Site lies a footway flush allowing pedestrians to cross Bedford Avenue parallel to Bloomsbury Street.

3.7.2 The Site is located within walking distance (12-minute catchment) of public transport connections including: London Underground stations Goodge Street, Tottenham Court Road, Holborn, Covent Garden, Leicester Square, Oxford Circus, Euston Square, Euston and Euston National Rail Station.

3.7.3 The pedestrian routes which users of the site currently utilise travelling to / from the site are:

- Bloomsbury Street (to / from the north and south)
- Bedford Avenue (to / from the east)
- Adeline Place (to / from the north and south)

3.7.4 Figure 3.1 below details the 12-minute walking catchment of the Site.

3.8 Cycling Facilities and Network

3.8.1 Whilst three of the four primary roads around the Site are one-way roads, bi-directional cycle flows are permitted on all roads around the Site.

3.8.2 Figure 3.2below details the 20-minute cycling catchment whilst Figure 3.4 shows the local cycling infrastructure in the area.

3.8.3 There are 126 TfL Santander Cycle docks within 300m of the Site distributed across four separate docking stations (with Great Russell Street being the nearest, 50 metres from the Site). Within 300 metres of the Site there are also 322 TfL recognised cycle parking spaces.

3.9 Public Transport Accessibility

3.9.1 The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a point of interest to the public transport network, considering walk access time and service availability.

3.9.2 PTAL is categorised in 6 levels, 1 to 6, where 6b represents a high level of public transport accessibility and 1 a low level of public transport accessibility. The PTAL estimate applies a walking speed of 80 metres per minute with a maximum walking distance of 640 metres to bus stops and 960 metres to rail and Underground stations.

3.9.3 The TfL WebCAT Planning Tool has been used to calculate the PTAL for the Site. The results have shown that the central point of the development site has a PTAL rating of 6b, equating to a BREEAM accessibility index score of over 18, the highest level achievable. The PTAL report summary is provided in Appendix A.

3.9.4 Figure 3.3 shows public transport services available around the Site location.

FIGURE 3.1
12 MINUTE WALKING CATCHMENT

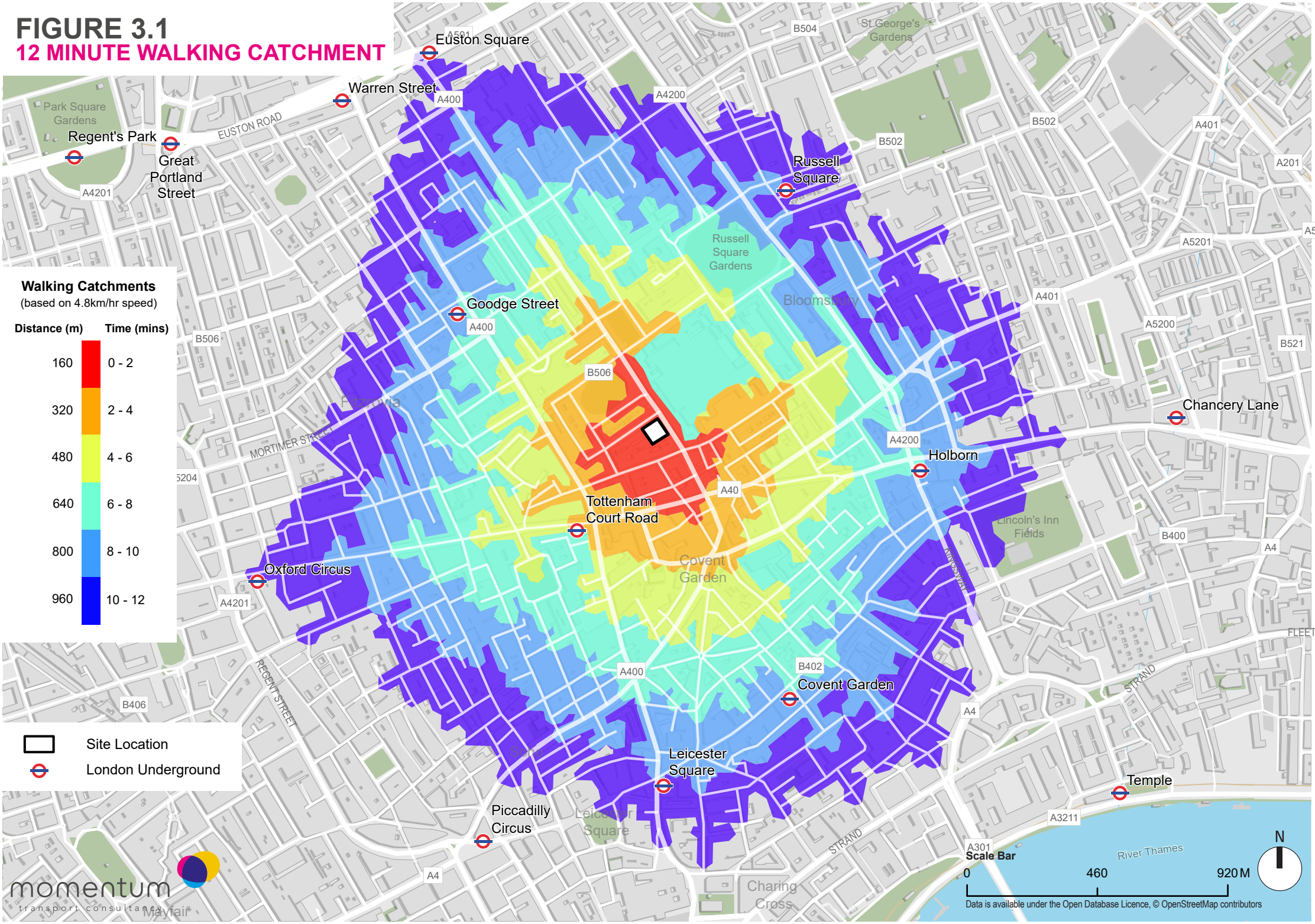


FIGURE 3.2
20 MINUTE CYCLING CATCHMENT

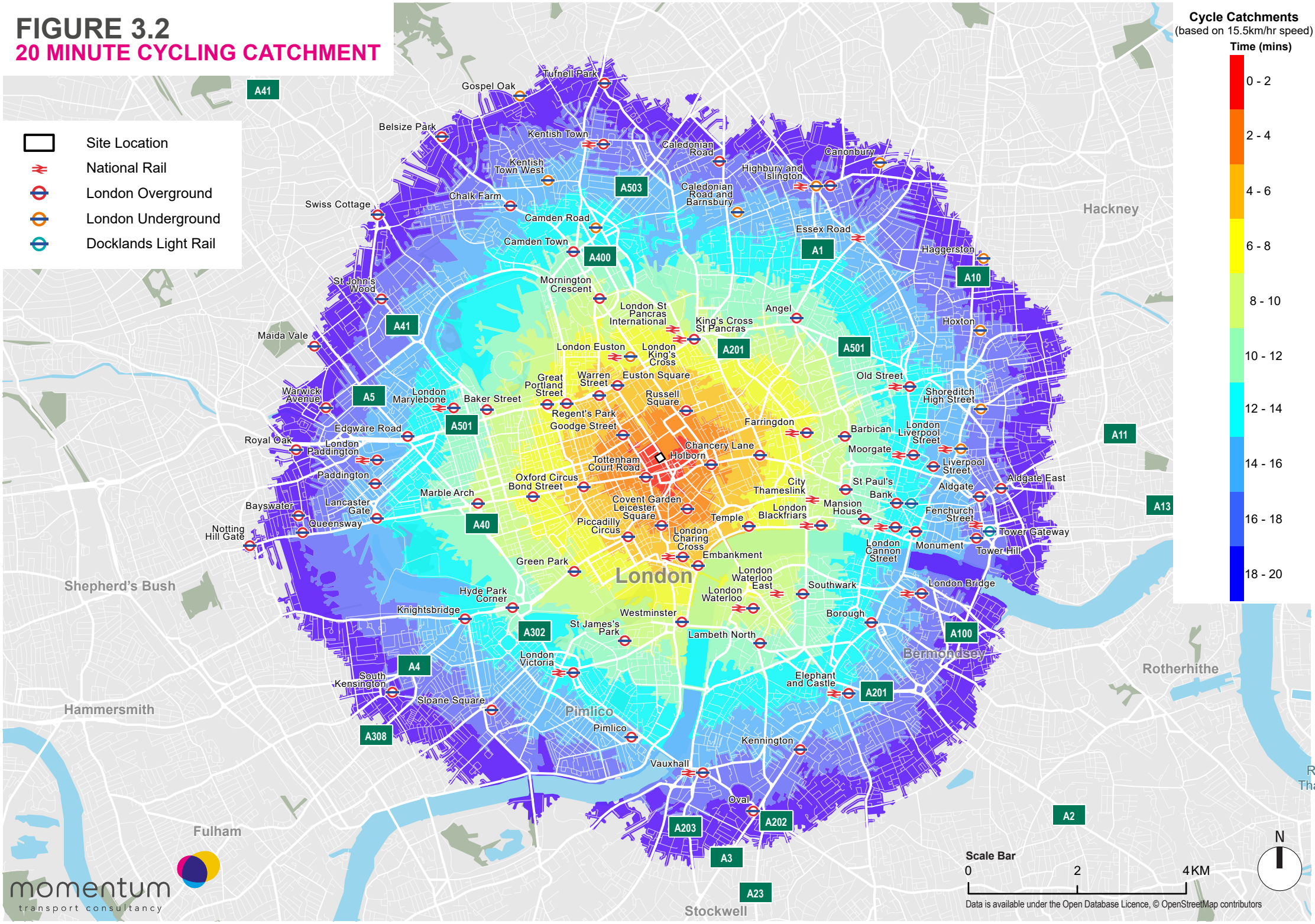
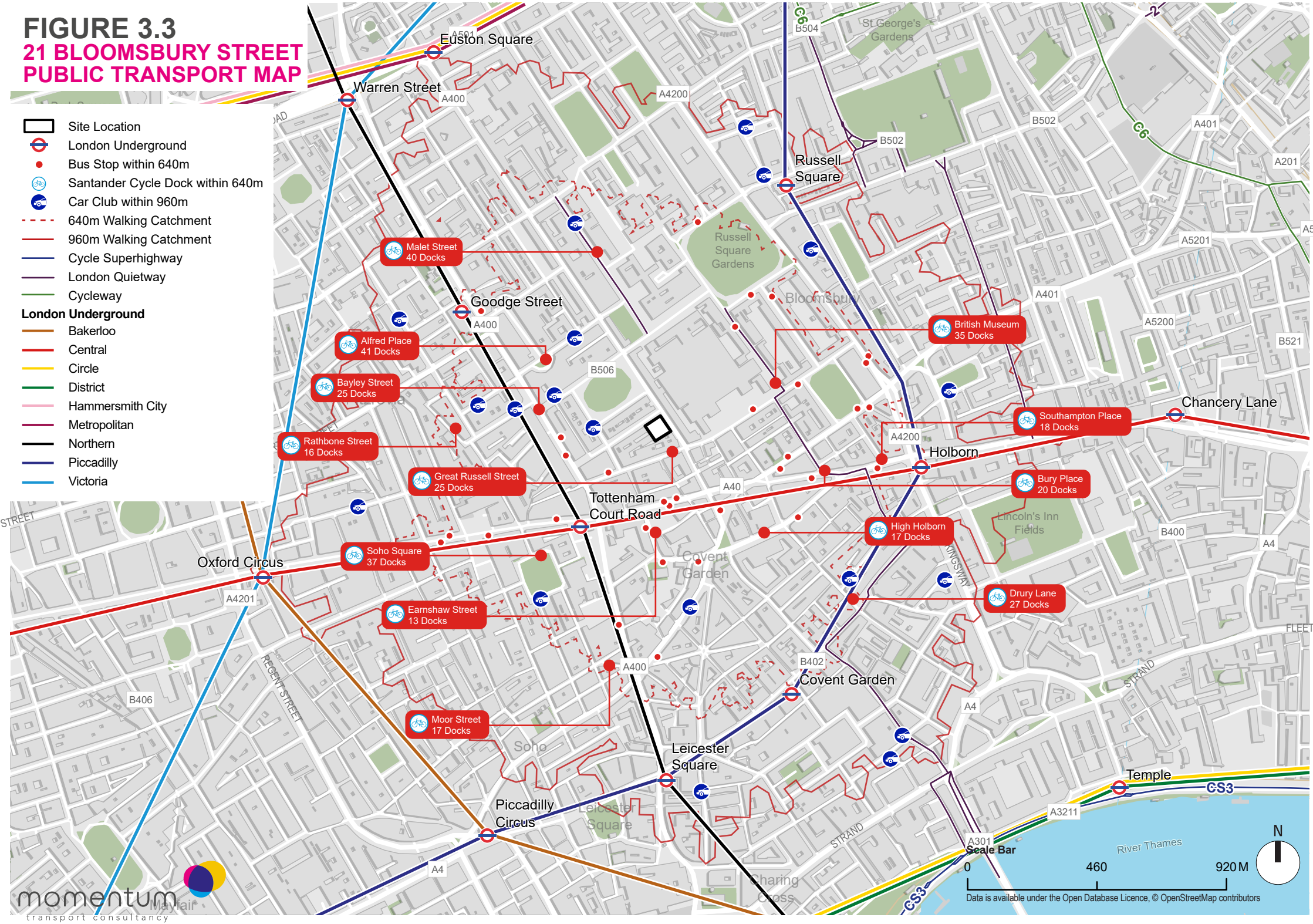
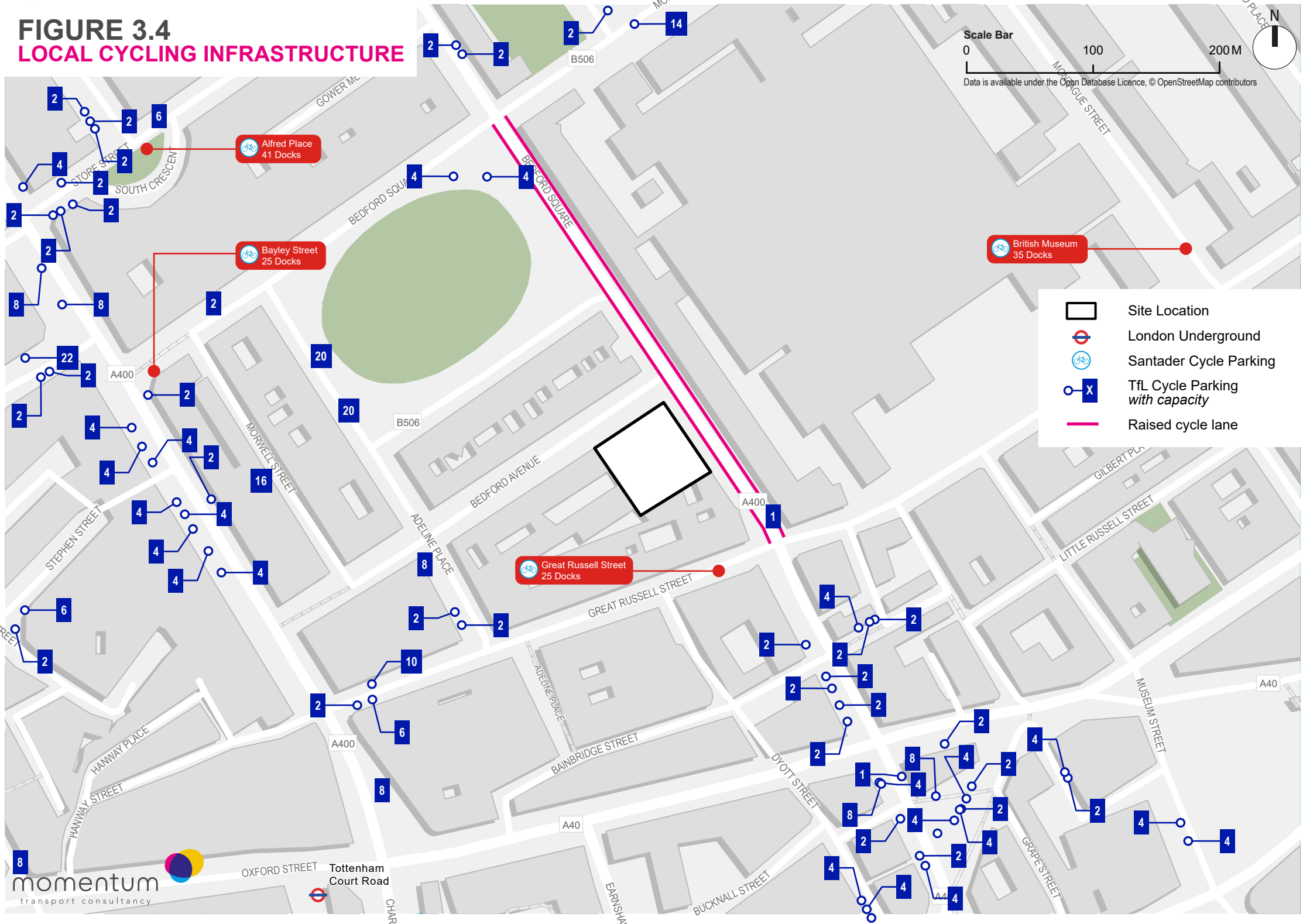


FIGURE 3.3
21 BLOOMSBURY STREET PUBLIC TRANSPORT MAP



momentum transport consultancy

FIGURE 3.4
LOCAL CYCLING INFRASTRUCTURE



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transport consultancy

3.10 London Underground

3.10.1 In accordance with PTAL walk access times, the maximum walking distance to a rail station is 960 metres, which equates to a 12-minute journey time by foot. The following stations highlighted in Table 3.7 are located within 960 metres walk of the development site.

3.10.2 Stations within the 960 metres catchment include Covent Garden (650 metres), Tottenham Court Road (250 metres), Goodge Street (500 metres), Russell Square (600 metres), Leicester Square (750 metres) and Holborn (600 metres). Tottenham Court Road is the closest station to the Site and provides access to the Central and Northern (Charing Cross branch) Lines.

3.10.3 Table 3.7 below outlines the peak hour frequency of these services.

Table 3.7: London Underground Stations within 960m Catchment

Station	Distance from Site	Services	AM and PM Peak Hour Frequencies (two-ways)
Tottenham Court Road	250m	Northern (Charing Cross branch)	28
		Central	32
Goodge Street	500m	Northern (Charing Cross branch)	28
Holborn	600m	Piccadilly	28
		Central	32
Russell Square	600m	Piccadilly	28
Covent Garden	650m	Piccadilly	28
Leicester Square	750m	Piccadilly	28
		Northern (Charing Cross Branch)	28
TOTAL			**88***

* Does not include double counting of services which stop at two stations.

3.11 London Buses

3.11.1 In accordance with PTAL walk access times, TfL states a maximum walk distance to a bus stop is 640 metres, which equates to an 8-minute journey time by foot.

3.11.2 Table 3.8 details the bus services within the 640m catchment.

Table 3.8: Bus Services within 640m Catchment

Bus Stop	Distance From Site	Bus Route	Peak Hour Frequency (vehicles per hour)
Southampton Row Theobalds Road	590m	59	10
		91	9
		68	9
		X68	4
		188	8
		168	9
Bloomsbury New Oxford Street	300m	171	7.5
Bloomsbury Street Shaftesbury Avenue	275m	38	10
		176	8.5
		19	8
Bloomsbury Street	145m	10	4.5
		24	10
		8	10
		134	12
		390	8
		73	18
		29	15
		14	13
New Oxford Street Centre Point	285m	242	6.5
		25	8
		1	8
		55	10
Great Russell Street Museum Street	180m	98	9
TOTAL			**215**

3.12 Taxi Ranks

3.12.1 TfL appointed taxi bays are allocated within the vicinity of the site. The closest taxi bays are located on Great Russell Street and Bedford Avenue, respectively with space for three and two taxis respectively. This is shown in Figure 3.5.

3.13 Car Parking

OFF-STREET PARKING

3.13.1 An off-street car park with capacity for five cars is currently provided in the basement of the site. Cars can access the parking space via a ramp on Bedford Avenue. It is proposed to remove car parking on-site and for the development to be car free.

3.13.2 There is additional paid off-street car park located on Bloomsbury Square. National Car Parks (NCP) underground parking provision here consists of 450 spaces. The underground parking is open throughout the year, 24 hours a day.

ON-STREET PARKING

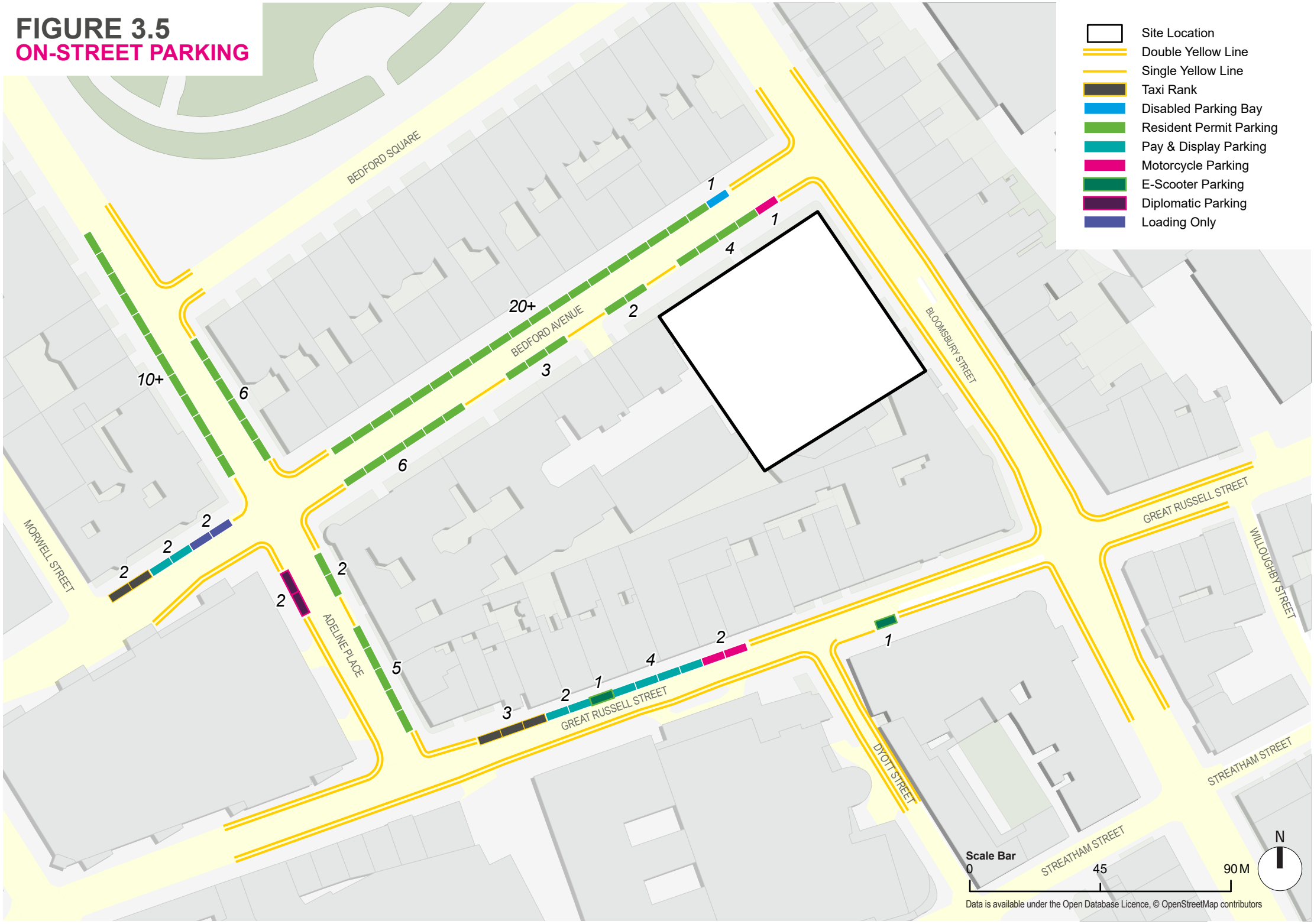
3.13.3 There is on-street parking available on Bedford Avenue and Adeline Place which is marked as Resident Permit Holders Only (CA-C). There is pay and display parking available on Great Russell Street and further west on Bedford Avenue which operates between 8.30am – 6.30pm Monday to Saturday. Outside of these times, it is free for anyone to park there. There is no on-street parking on Bloomsbury Street.

3.13.4 There are three single yellow line marked kerbs on Bedford Avenue as shown in Figure 3.5. The closest single yellow line location, directly outside of the vehicle ramp on Bedford Avenue, is approximately 5.70 metres long. The two other locations are approximately 11 metres long.

3.13.5 There is a disabled bay directly in front of the Site with suitable space for one blue badge parking car.

3.13.6 Figure 3.5 shows existing on-street parking in the vicinity of the site. It is understood that Camden will implement a scheme on Bedford Avenue which will impact this on-street parking provision. The scheme includes the relocation of the disabled and motorcycle bays slightly to the west, and the removal of 9.1m of resident parking bay on the northern side of Bedford Avenue, and 8m of resident parking bay on the southern side of Bedford Avenue.

FIGURE 3.5
ON-STREET PARKING



3.14 Motorcycle Parking

3.14.1 There is a motorcycle bay located in front of the Site on Bedford Avenue with sufficient space for four motorcycles. There is an additional motorcycle parking bay located on Great Russell Street with enough space for eight motorcycles. This is shown in Figure 3.5.

3.15 Car Club

3.15.1 The nearest car club parking bay is located on Bedford Square. There are a total of 17 car club parking bays within a 10-minute walk to the Site and an additional 10 car club bays within 1km of the Site as shown in Figure 3.3.

3.15.2 The street names and number of spaces of each car club location are as follows:

- Bayley Street – 2 spaces
- Percy Street – 1 space
- Bedford Square – 2 spaces
- Windmill Street – 1 space
- Store Street – 2 spaces
- Malet Street – 2 spaces
- Shaftesbury Avenue – 1 space
- Soho Square – 1 space
- Great Queen Street – 1 space
- Red Lion Square – 2 spaces
- Coram Street – 2 spaces
- Charlotte Street – 1 space
- Eastcastle Street – 1space
- St Martins Ln – 1 space
- Wellington Street – 2 spaces
- Burleigh Street – 1 space
- Keeley Street – 2 spaces

4. DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 This section of the report describes the development proposals and refers to the relevant standard guidance applied with regard to the provision of transport, servicing and waste facilities on site.

4.1.2 The development proposals include the refurbishment and extension of 21 Bloomsbury Street. The development would increase the provision of high-quality office floor space (Class E).

4.1.3 It is proposed that the basement would include plant and cycle storage. The existing car parking will be removed from the basement. The proposed development would be car free.

4.1.4 The proposed building comprises the following:

- Basement level will include plant and cycle storage.
- Ground level will include office space and lobby area.
- The remaining floors will comprise high-quality office space with a roof terrace offering outdoor seating.

4.1.5 The proposed development would retain the primary facades on Bloomsbury Street and Bedford Avenue. Internally the building would be fully refurbished, including at basement level where cycle storage and end of journey facilities are proposed. It is proposed to extend to the rear to provide a modest uplift in office floorspace in addition to providing on-floor amenity space in the form of stepped terraces. The roof level will be transformed to provide extensive external amenity space.

4.1.6 The proposed area schedule is as follows:

Table 4.1: Proposed Area Schedule and net increase

Land Use	GEA (sqm)	GIA (sqm)	NIA (sqm)
Existing Class E Office	10,735	9,841	6,927
Proposed Class E Office	12,103	11,181	7,897
Net Increase	**+1,368**	**+1,340**	**+970**

4.2 Cycle Parking

4.2.1 The required number cycle parking spaces and facilities for the proposed floor areas would be compliant with the minimum standards set within the London Plan (2021) and London Borough of Camden guidance and exceed them. The number of long-stay spaces will also be compliant with BREEAM standards.

4.2.2 The proposed number of long-stay and short stay cycle parking spaces is detailed in Table 4.2 below.

Table 4.2: Long and Short Stay Cycle Parking Requirements and provision for Class E- Office

Land Use	Short Stay	Long Stay	Showers	Lockers
London Plan (2021) requirement	12	162	17	112
Proposed provision	12	162	17	112

4.2.3 The proposals would provide a total of 174 cycle parking spaces. Of these, 162 would be long stay cycle parking spaces and 12 would be designed for short stay visitor trips.

4.2.4 Long-stay cycle parking would be provided at the basement level and in a cycle store at ground floor level. It is proposed to accommodate the required short-stay parking stands on the footway of Bedford Avenue, parallel to the kerb, via Sheffield Stands. The proposed location of the on-street short-stay cycles is shown in Appendix F.

4.2.5 A breakdown of the proposed long stay spaces and the type of cycle stand is presented in Table 4.3. This includes a provision of folding bicycle lockers which is considered suitable for this site given its position within the Central Activity Zone and in close proximity to rail termini, as set out in guidance within the London Plan (2021).

Table 4.3: Long Stay Cycle Provision

Type of Cycle Stand	Proportion	No. of Spaces
Two-Tier Rack	62%	100
Sheffield Stand	8%	12
Brompton	10%	18
Wall Mounted	15%	24
Adapted Cycles	5%	8
Total	**100%**	**162**

4.2.6 It is acknowledged that the Camden Planning Guidance: Transport (2021) supports the provision of 'CaMden M' stands and Sheffield Stand and does not generally support vertical and semi-vertical stands as not all users are able to lift their cycle easily. The guidance also notes that two-tier racks are not considered as an appropriate alternative for all cycle parking, but that considerations will be given to a proportion of the provision being provided as two-tiered racks. It is also noted that aisle width should be 2500mm in width for non-standard cycles, which is not achieved in some locations.

4.2.7 Due to the scheme being a refurbishment with limited space in the basement, the proposed cycle storage comprises a majority of two-tier rack and provides a reduced aisle width in some locations. As mode improvement is considered the priority contributing factor of Policy T1 of the London Plan (2021), it is considered appropriate that mode improvement take precedence over design principles where two tier racks can still provide sufficient circulation space to function effectively. The delivery of cycle parking numbers will exceed the standards set out in the London Plan (2021), which is considered a reasonable and appropriate outcome for the proposed development, positively contributing to an uptake in cycling. The current provision also meets the 5% for accessible and larger bikes required in the London Cycle Design Standards (2014).

4.2.8 Cycle parking would be accessed via a ramp leading from Bedford Avenue to the basement level. The ramp was formerly used by vehicles for parking but as the proposed development would be car free it is intended that the existing ramp be used by cyclists. Cyclists would dismount at the start of the ramp and push the bike down the ramp to the cycle storage space.

4.2.9 An additional cycle wheel gully could be provided for cyclists to push the bike up and down the ramp should they require assistance.

4.2.10 To assist cyclists to move along the cycle ramp, the applicant will consider a motorised cycle wheel gully if feasible.

4.2.11 It is proposed that for larger or adapted cycles, cyclists are able to leave the bike at the entrance of the ramp, with a concierge service being provided to bring the cycle to the store. Cyclists could then access the shower and lockers via the building's lift.

4.2.12 Showers and lockers would be located at the basement level. 17 showers, including once accessible shower, would be provided as well as 112 cycle lockers with separated male and female and mixed changing areas. Additional drying lockers will also be provided in the cycle store at basement level. This complies with BREEAM regulation and standards.

4.3 Blue Badge Car Parking

4.3.1 The development would be car free and as such no blue badge parking would be provided on site. Camden Local Plan (2017) notes that parking for disabled people should be provided, taking into account existing availability of on-street parking for Blue Badge Holders for car free developments. However, there is a disabled parking bay directly opposite the Site access ramp on Bedford Avenue.

4.3.2 As there is additional on street parking in the vicinity of the building, it is considered that the blue badge bay directly opposite the building would provide sufficient disabled parking provision for the operations of the Site. It is likely that this parking is used by the current occupiers of 21 Bloomsbury Street building and is regarded as providing sufficient provision.

4.4 Deliveries and Servicing

4.4.1 Provision of a formal on-street loading bay in Bedford Avenue has been considered, but this would require the loss or relocation of resident on-street parking bays. TfL kerbside guidance indicates that a forward-in, forward-out on-street loading bay would require a 21.25m length to accommodate an 8m box van. The space required would be reduced if reverse entry was permitted. However, vehicles are required to access the bay in a forward gear by LB Camden.

4.4.2 Because of the constrained access arrangement to the existing off-street loading bay, the lack of use it currently has, the refurbishment and extension proposals of the scheme, and because of the harm increasing the height and width of the existing access would cause to the building, it is proposed to remove the existing off-street loading bay.

4.4.3 A predominantly cargo-bike delivery strategy is proposed for the refurbished building, with a minimum of 75% of forecast vehicular deliveries to be made by cargo bike, via one of a number of micro-consolidation cargo bike providers operating in Central London. It is anticipated that by the time the refurbishment proposals are complete, there will be further options to support a micro-consolidation and cargo bike final delivery strategy for this

building as well as many others in central areas of London. Consolidation strategies could take the form of single supplier scheme.

4.4.4 Occupiers of the refurbished building would be required to route 75% of their deliveries via the micro-consolidation centre, so that 75% of the forecast delivery vehicles would be removed, replaced by cargo bikes, which would be able to access the existing (albeit refurbished) off-street loading bay area.

4.4.5 Our working assumption is that one vehicle delivery trip would be substituted for two cargo bike trips. An example of an existing cargo bike operator in central London is Pedal Me, which highlights that a typical cargo bike can carry up to 150KG of cargo, or up to 300KG with a trailer[1].

4.4.6 When applying these assumptions, 75% of the total daily delivery traffic would be 13 vehicles, which would be replaced with 26 cargo bike trips.

4.4.7 This would mean that the new strategy, albeit with increased area, will reduce on-street reliance. As detailed in Section 3.5, the majority of deliveries currently take place on-street. In a worst-case scenario where 20% of deliveries take place off-street, 12 vehicles still informally deliver on-street. With the new strategy, this number would be reduced to four deliveries, plus the waste collection vehicle on waste collection days. This is considered an improvement on the existing situation.

4.4.8 The remaining 25% of vehicular delivery vehicles would use an existing section of on-street single yellow line marked kerb side for deliveries. The area of single yellow line space on the south side of Bedford Avenue, further west from the site, measures approximately 11 metres in length and could accommodate up to two delivery vans simultaneously.

4.4.9 In line with Camden's Local Plan (para 6.104), deliveries should be managed and take place between the hours of 08:00 and 20:00. Assuming a worst-case scenario where only one vehicle can park on the single yellow line at a time, with a dwell time of 30 minutes, it is estimated that there is capacity for 24 vehicles to use this single area of yellow line throughout the permitted servicing hours. Only 17% of this capacity would be required to accommodate the four vehicles. This suggests there is unlikely to ever be a lack of capacity for the few deliveries that continue to be made on street by vehicles.

4.4.10 The cargo bike strategy represents an innovative design solution which allows a reduction in traffic in the London Borough of Camden and contributes to improving air quality for local residents. It is further detailed in the Framework Delivery and Servicing Plan.

4.5 Waste Storage

4.5.1 Waste collection will continue to take place on street. A waste store will be provided at basement level and will be accessible via the cycle ramp on Bedford Avenue. An electric bin mover will be provided to roll bins along the gradient of the ramp up to street level where they will be picked up. Waste would be segregated into waste streams that would separate general waste, recyclables, and food waste.

4.5.2 A private waste contractor would be utilised with waste being collected every two days.

4.5.3 A refuse store layout is provided in the Framework Delivery and Servicing Plan, provided in Appendix C of this Transport Statement.

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[1] https://pedalme.co.uk/cargo/

5. TRIP GENERATION AND IMPACT ASSESSMENT

5.1.1 This section of the report presents the forecast trip generation and mode share forecasts for the Proposed Development.

5.2 Proposed Trip Rates

5.2.1 To forecast a daily arrival and departure profile for the Proposed Development, trip rates per 100sqm floor area were extracted from the TRICS database 7.9.1 for an office development within Inner London. Chosen sites are included in Appendix E and referenced in Table 5.1. The trip rates are presented in Table 5.2.

Table 5.1: Class E Office TRICS Site

Land Use	Location	TRICS Ref No.	Main Location	Date of Survey
Office (E)	Fitzrovia, Camden	CN-02-A-03	Town Centre	06/12/17
Office (E)	Hammersmith, Hammersmith and Fulham	HM-02-A-01	Town Centre	13/11/2017
Office (E)	Vauxhall, Lambeth	LM-02-A-01	Edge of Town Centre	19/11/2018
Office (E)	Bethnal Green, Tower Hamlets	TH-02-A-01	Neighbourhood Centre	06/03/2019

Table 5.2: Trip Rates per Square Metre

Land Use	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)		Total Daily Trips	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Office (E)	1.6295	0.1765	0.1015	1.4245	11.142	10.974

5.3 Mode Share

5.3.1 Census 2011 Method of Travel to Work data for LB Camden has been referred to in order to establish a mode share for the proposed users of the site.

5.3.2 The proposed mode shares have been reallocated to account for no expected trips by car and the opening of Crossrail at Tottenham Court Road Station.

5.3.3 A 10% mode share has been allocated to Crossrail, which has been previously accepted for other schemes in similar proximity to new Crossrail stations. The 10% reallocation has been taken proportionally from each mode share.

5.3.4 The proposed mode share is presented in Table 5.3.

Table 5.3: Travel Mode Share

Method of Travel	Total Trips (LB Camden)	Mode Share %	Mode Share % (Cars Trips Reallocated)	Final Mode Share (Allocation to Crossrail)
Underground, metro, light rail, tram	37,305	37.7%	43%	39%
Crossrail	-	0%	0%	10%
Train	7,089	7.2%	8%	7%
Bus, minibus or coach	16,076	16.3%	18%	17%
Taxi	770	0.8%	0.9%	1%
Motorcycle, scooter or moped	1,237	1.3%	1%	1%
Driving a car or van	10,904	11%	0%	0%
Passenger in a car or van	793	0.8%	0%	0%
Bicycle	7,072	7.2%	8%	7%
On foot	17,641	17.8%	20%	18%
Total	**98,887**	**100%**	**100%**	**100%**

5.4 Proposed Trip Generation

5.4.1 The total proposed trips for the refurbishment at the Site (by mode of transport) in the peak hours are detailed in

5.4.2 Table 5.4 below. This is derived from applying the TRICS trip rate to the proposed development areas and then adjusting to the forecast mode share.

Table 5.4: Total Trips for the Proposed Development

Mode Share	Am Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)		Daily	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Underground	117	12	8	111	475	462
Crossrail	30	3	2	29	123	120
Train	22	2	2	21	90	88
Bus, minibus or coach	51	5	4	48	205	199
Taxi	2	0	0	2	10	10
Motorcycle, scooter or moped	4	0	0	4	16	15
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0
Bicycle	22	2	2	21	90	88
On foot	56	6	4	52	225	219
TOTAL*	305	31	22	287	1234	1201

**Differences may occur due to rounding*

6. IMPACT ON THE TRANSPORT NETWORK

6.1 Introduction

6.1.1 This section of the report considers the impact of the trips generated by the proposed development at 21 Bloomsbury Street on the local transport network.

6.2 Net Trips

6.2.1 To forecast the impact of the proposed development on the local transport network, the trips that could be generated by the existing site uses have been deducted from the proposed development trips to ascertain the net change in trips on the network.

6.2.2 The existing trips are generated by the office use on site.

6.2.3 The mode share for the existing site has been derived from 2011 census data and has been amended to reflect the transport provision at the existing site, as detailed in Section 5.3.

Table 6.1: Proposed Net Trip Generation

Modes	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)		Daily	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Underground	+9	+1	+1	+9	+37	+36
Crossrail	+30	+3	+2	+29	+123	+120
Train	+2	0	0	+2	+7	+7
Bus, minibus or coach	+4	0	0	+4	+16	+16
Taxi	0	0	0	0	+1	+1
Motorcycle, scooter or moped	0	0	0	0	+1	+1
Driving a car or van	-13	-1	-1	-13	-54	-53
Passenger in a car or van	-2	0	0	-2	-9	-8
Bicycle	+2	0	0	+2	+7	+7
On foot	+4	0	0	+4	+18	+17
TOTAL	+37	+4	+3	+34	+148	+144

**Differences may occur due to rounding.*

6.2.4 Negative values in the table display a decrease in that mode share by transport and positive values show an increase. Negative values are included as the development is car free and Crossrail has also changed the mode share split between the proposed and existing trips.

6.3 Impact on the Highway Network

6.3.1 As shown in Table 5.4, the proposed development would generate a very small number of vehicle trips.

6.3.2 As shown in Table 6.1, there would be a slight decrease in the number of vehicles arriving at the proposed development.

6.3.3 The proposed development is intended to be car free and as such there would be negligible impacts to the highway network overall, with a slight reduction in overall vehicle trips.

6.4 Impact on the Pedestrian Network

6.4.1 As shown in Table 5.4, the new development will generate 61 pedestrian trips during the AM peak hour, and 56 during the PM peak hour. As shown in Table 6.1, this would only represent four additional pedestrian trips during the AM peak hour and four during the PM peak hour.

6.4.2 Section 3.6.6 above indicates that the development Site is located within an area with high-quality pedestrian facilities.

6.4.3 The development is expected to create a negligible impact on the pedestrian network as the background flows and changes within this area of central London are vast.

6.5 Impact on the Bus Network

6.5.1

6.5.2 Table 3.8 above indicates that bus stops around the proposed development site provide a total of 97 services per hour. Table 6.2 below indicates the net change in the number of passengers using the bus network.

Table 6.2: Impact on London Bus Network

Net Forecast Bus Trips	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)		Daily	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
	+4	0	0	+4	+16	+16

6.5.3 As shown in Table 6.2, the development would generate a marginal number of additional bus trips compared to the existing development.

6.6 Impact on the London Underground Network

6.6.1 As indicated in Table 6.1, the proposed development would generate an additional 10 net trips on the London Underground Network during the AM peak hour, and 9 during the PM peak hour.

6.6.2 As the Site is served by six underground stations located within the vicinity (960 metres walking distance), the development is expected to have a negligible impact on the London Underground Network.

6.7 Impact on Mainline Rail

6.7.1 As detailed in Table 6.1, the proposed development would only generate two additional mainline train trips during both the AM and PM peak hours. This marginal increase is predominantly due to train passengers beginning to use Crossrail services which will be available at Tottenham Court Road Station.

6.8 Impact on Cycle Infrastructure

6.8.1 A total of 178 cycle trips are forecast to be generated daily by the Proposed Development, of which 25 would occur during the morning peak hour. As detailed in Table 6.1, there would only be two additional cycle trips during both the AM and the PM peak hour.

6.8.2 The proposed refurbishment would provide a total of 174 cycle parking spaces with associated facilities, which would accommodate the number of daily trips.

6.8.3 The area of the Site contains a moderate provision of cycle infrastructure, with separated cycle lanes on Bloomsbury Street and additional infrastructure on Bedford Avenue.

6.9 Summary

6.9.1 Overall, the impact of the proposed development on the local transport network is negligible. This is in part due to the small net change in trips of the refurbishment scheme, the vast background trips that take place throughout the central London local area and the excellent PTAL level and variety of transport options nearby.

7. SUMMARY

7.1.1 This Transport Statement has been prepared by Momentum Transport Consultancy to support a planning application on behalf of Capital 38 Limited for the development at 21 Bloomsbury Street within the London Borough of Camden.

7.1.2 The development proposals include the refurbishment and extension of 21 Bloomsbury Street.

7.1.3 This Transport Statement has summarised the existing conditions at the Site, road network, public transport accessibility, cycling facilities, and car parking.

7.1.4 21 Bloomsbury Street has a PTAL rating of 6b, which represents an excellent level of public transport accessibility. No on-site car or motorcycle parking provision is proposed.

7.1.5 The development proposals include the provision of a total of 174 long stay and short stay cycle parking spaces, associated facilities for office and flexible use space on ground floor and lower basement level as plant and cycle storage. The provision would be in compliance with London Plan requirements, overproviding on lockers, and represents a significant commitment to cycling for the future development.

7.1.6 A Framework Travel Plan (FTP) is proposed as part of the development in order to encourage sustainable modes of travel and reduce the transport impact of the proposal where possible. This commitment to provide and implement an approved Travel Plan will be secured within a suitably worded Planning Condition (or within the Section 106 agreement) and as such minimise any detrimental impact.

7.1.7 A Delivery and Servicing Plan (DSP) has been included which sets out the servicing arrangements and the anticipated impact of associated trips together with mechanisms for minimising this impact.

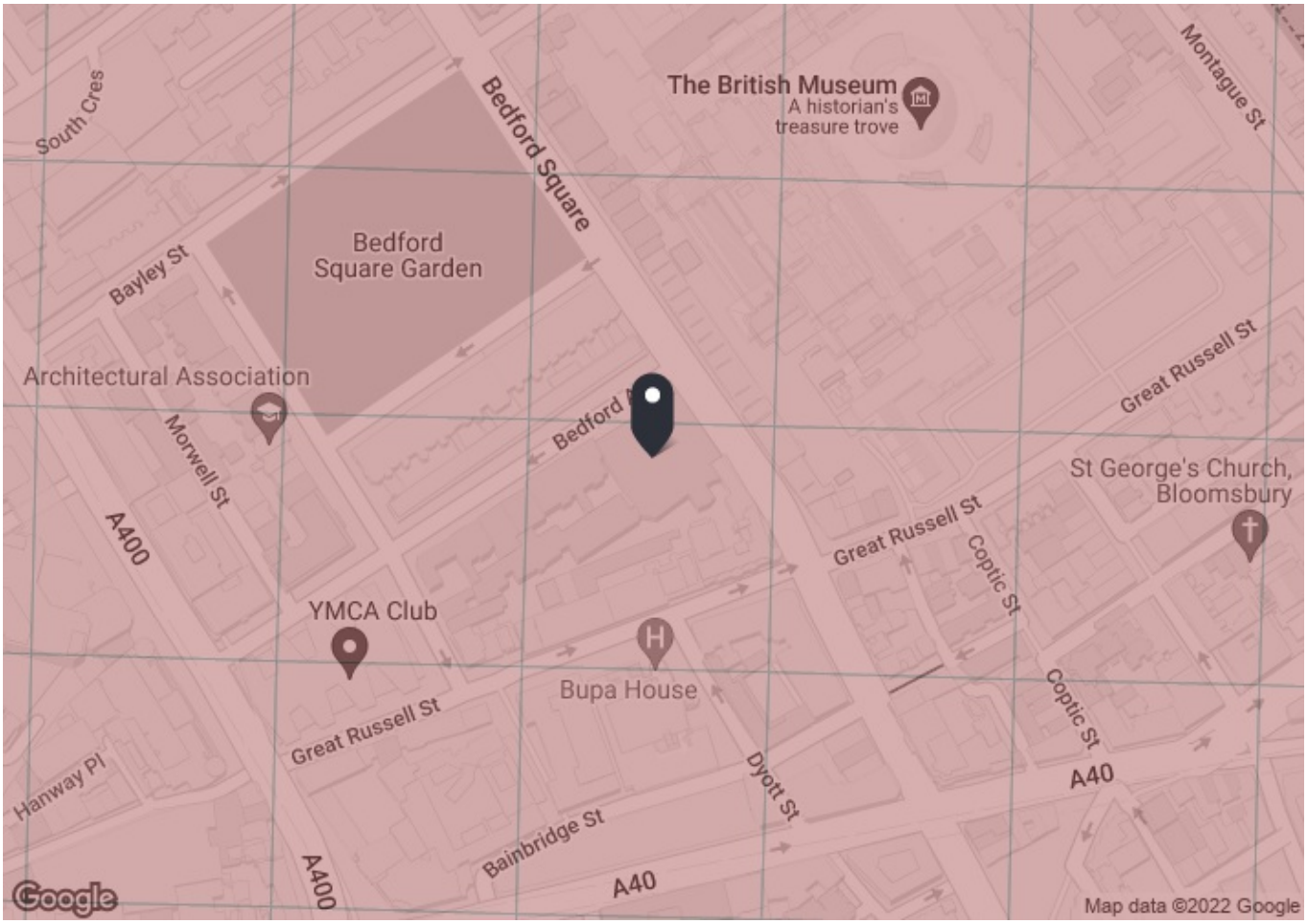
7.1.8 The current servicing infrastructure is considered as substandard, with informal deliveries taking place on Bedford Avenue due to existing height and spatial constraints associated with the existing off-street loading bay. A new, progressive and sustainable strategy, mainly relying on cargo bike deliveries, would reduce the impact of private vehicles on the street and formalise the delivery and servicing arrangement. Only a small number of deliveries would still need to be accommodated on-street, on a single yellow line located close to the site. This would align with national, regional and local planning policy to promote sustainable deliveries and reductions in vehicle numbers.

7.1.9 Trip generation has been forecast for the proposal together with the anticipated modal split and the subsequent impact on each mode has been assessed which indicates minimal detrimental impact across all modes.

7.1.10 This Statement has subsequently demonstrated that there are minimal transport impacts placed on the local highway and public transport network as a result of the development proposal and that the proposal can be reconciled against national, regional, and local policy.

APPENDIX A – TFL PTAL REPORT

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

21 Bloomsbury St, London WC1B 3HF, UK
Easting: 529947, Northing: 181580

Grid Cell: 85845

Report generated: 04/05/2022

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	S'HAMPTON ROW T'BALDS RD	59	590.9	10	7.39	5	12.39	2.42	0.5	1.21
Bus	S'HAMPTON ROW T'BALDS RD	91	590.9	9	7.39	5.33	12.72	2.36	0.5	1.18
Bus	S'HAMPTON ROW T'BALDS RD	68	590.9	9	7.39	5.33	12.72	2.36	0.5	1.18
Bus	S'HAMPTON ROW T'BALDS RD	X68	590.9	4	7.39	9.5	16.89	1.78	0.5	0.89
Bus	S'HAMPTON ROW T'BALDS RD	188	590.9	8	7.39	5.75	13.14	2.28	0.5	1.14
Bus	S'HAMPTON ROW T'BALDS RD	168	590.9	9	7.39	5.33	12.72	2.36	0.5	1.18
Bus	BLOOMSBURY NEW OXFORD ST	171	302.96	7.5	3.79	6	9.79	3.07	0.5	1.53
Bus	BLOOMSBURY ST SHAFTESBURY AVE	38	276.43	10	3.46	5	8.46	3.55	0.5	1.77
Bus	BLOOMSBURY ST SHAFTESBURY AVE	176	276.43	8.5	3.46	5.53	8.98	3.34	0.5	1.67
Bus	BLOOMSBURY ST SHAFTESBURY AVE	19	276.43	8	3.46	5.75	9.21	3.26	0.5	1.63
Bus	BLOOMSBURY STREET	10	147.55	4.5	1.84	8.67	10.51	2.85	0.5	1.43
Bus	BLOOMSBURY STREET	24	147.55	10	1.84	5	6.84	4.38	0.5	2.19
Bus	BLOOMSBURY STREET	8	147.55	10	1.84	5	6.84	4.38	0.5	2.19
Bus	BLOOMSBURY STREET	134	147.55	12	1.84	4.5	6.34	4.73	0.5	2.36
Bus	BLOOMSBURY STREET	390	147.55	8	1.84	5.75	7.59	3.95	0.5	1.98
Bus	BLOOMSBURY STREET	73	147.55	18	1.84	3.67	5.51	5.44	1	5.44
Bus	BLOOMSBURY STREET	29	147.55	15	1.84	4	5.84	5.13	0.5	2.57
Bus	BLOOMSBURY STREET	14	147.55	13	1.84	4.31	6.15	4.88	0.5	2.44
Bus	NEW OXFORD ST CENTRE PNT	242	285.12	6.5	3.56	6.62	10.18	2.95	0.5	1.47
Bus	NEW OXFORD ST CENTRE PNT	25	285.12	8	3.56	5.75	9.31	3.22	0.5	1.61
Bus	NEW OXFORD ST CENTRE PNT	1	285.12	8	3.56	5.75	9.31	3.22	0.5	1.61
Bus	NEW OXFORD ST CENTRE PNT	55	285.12	10	3.56	5	8.56	3.5	0.5	1.75
Bus	GT RUSSELL ST MUSEUM ST	98	181.77	9	2.27	5.33	7.61	3.94	0.5	1.97
LUL	Covent Garden	'Cockfosters-LHRT4LT '	685.55	4.67	8.57	7.17	15.74	1.91	0.5	0.95
LUL	Covent Garden	'RayLane-Cockfosters '	685.55	3.67	8.57	8.92	17.49	1.71	0.5	0.86
LUL	Covent Garden	'LHRT4LT-ArnosGrove '	685.55	4.67	8.57	7.17	15.74	1.91	0.5	0.95
LUL	Covent Garden	'ArnosGrove-RayLane '	685.55	0.33	8.57	91.66	100.23	0.3	0.5	0.15
LUL	Covent Garden	'ArnosGrove-Nthfields'	685.55	3	8.57	10.75	19.32	1.55	0.5	0.78
LUL	Covent Garden	'Oakwood-RayLane '	685.55	0.33	8.57	91.66	100.23	0.3	0.5	0.15
LUL	Covent Garden	'Nthfields-Cockfoster'	685.55	1	8.57	30.75	39.32	0.76	0.5	0.38
LUL	Covent Garden	'LHRT5-Cockfosters '	685.55	6	8.57	5.75	14.32	2.1	0.5	1.05
LUL	Covent Garden	'Uxbridge-Cockfosters'	685.55	3.67	8.57	8.92	17.49	1.71	0.5	0.86
LUL	Covent Garden	'Ruislip-Cockfosters '	685.55	2.33	8.57	13.63	22.19	1.35	0.5	0.68
LUL	Covent Garden	'ArnosGrove-Uxbridge '	685.55	1	8.57	30.75	39.32	0.76	0.5	0.38
LUL	Covent Garden	'Oakwood-Uxbridge '	685.55	0.33	8.57	91.66	100.23	0.3	0.5	0.15
LUL	Covent Garden	'Oakwood-Ruislip '	685.55	0.33	8.57	91.66	100.23	0.3	0.5	0.15
LUL	Tottenham Court Road	'Epping-Ealing '	322.26	3	4.03	10.75	14.78	2.03	0.5	1.02
LUL	Tottenham Court Road	'Epping-Wruislip '	322.26	3	4.03	10.75	14.78	2.03	0.5	1.02
LUL	Tottenham Court Road	'RuislipGar-Epping '	322.26	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Tottenham Court Road	'WhiteCity-Epping '	322.26	0.33	4.03	91.66	95.69	0.31	0.5	0.16
LUL	Tottenham Court Road	'Epping-NActon '	322.26	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Tottenham Court Road	'Northolt-Epping '	322.26	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Tottenham Court Road	'Debden-WRuislip '	322.26	0.33	4.03	91.66	95.69	0.31	0.5	0.16
LUL	Tottenham Court Road	'Debden-Northolt '	322.26	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Tottenham Court Road	'RuislipGdns-Debden '	322.26	0.33	4.03	91.66	95.69	0.31	0.5	0.16
LUL	Tottenham Court Road	'Loughton-WRuislip '	322.26	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Tottenham Court Road	'NActon-Loughton '	322.26	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Tottenham Court Road	'RuislipGdns-Loughton'	322.26	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Tottenham Court Road	'Loughton-Northolt '	322.26	0.33	4.03	91.66	95.69	0.31	0.5	0.16
LUL	Tottenham Court Road	'Ealing-Loughton '	322.26	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Tottenham Court Road	'Ealing-NewburyPark '	322.26	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Tottenham Court Road	'WRuislip-NewburyPark'	322.26	0.33	4.03	91.66	95.69	0.31	0.5	0.16
LUL	Tottenham Court Road	'NActon-NewburyPark'	322.26	0.33	4.03	91.66	95.69	0.31	0.5	0.16
LUL	Tottenham Court Road	'Hainault-Ealing '	322.26	5.33	4.03	6.38	10.41	2.88	0.5	1.44
LUL	Tottenham Court Road	'Hainault-Nacton '	322.26	1.33	4.03	23.31	27.33	1.1	0.5	0.55
LUL	Tottenham Court Road	'Hainault-WRuislip '	322.26	3.33	4.03	9.76	13.79	2.18	0.5	1.09
LUL	Tottenham Court Road	'Hain-NP-RuislipGdns '	322.26	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Tottenham Court Road	'WhiteCity-Hainault '	322.26	1.67	4.03	18.71	22.74	1.32	0.5	0.66

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Tottenham Court Road	'Hainault-NP-Northolt'	322.26	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Tottenham Court Road	'GrangeHill-WD-Eal '	322.26	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Tottenham Court Road	'GrangeHill-Wdfd-Whit'	322.26	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Tottenham Court Road	'GrangeHill-Wdfd-WRsp'	322.26	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Tottenham Court Road	'Morden-Edgware '	322.26	4.67	4.03	7.17	11.2	2.68	0.5	1.34
LUL	Tottenham Court Road	'HighBarnet-Morden '	322.26	0.33	4.03	91.66	95.69	0.31	0.5	0.16
LUL	Tottenham Court Road	'Kennington-Edgware '	322.26	14.67	4.03	2.79	6.82	4.4	1	4.4
LUL	Tottenham Court Road	'HighBarnet-Kenningt '	322.26	5.33	4.03	6.38	10.41	2.88	0.5	1.44
LUL	Tottenham Court Road	'MillHill-Morden '	322.26	1.67	4.03	18.71	22.74	1.32	0.5	0.66
LUL	Tottenham Court Road	'MillHillE-Kenningt '	322.26	1.67	4.03	18.71	22.74	1.32	0.5	0.66
LUL	Tottenham Court Road	'WhiteCity-Loughton '	583.23	0.33	7.29	91.66	98.95	0.3	0.5	0.15
LUL	Holborn	'WhiteCity-Debden '	704.54	0.33	8.81	91.66	100.47	0.3	0.5	0.15
									Total Grid Cell AI:	**70.7**

APPENDIX E – TRICS OUTPUT

Calculation Reference: AUDIT-655801-220720-0756

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	CN	CAMDEN	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	LB	LAMBETH	1 days
	TH	TOWER HAMLETS	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	2036 to 26639 (units: sqm)
Range Selected by User:	2036 to 26639 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 05/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Built-Up Zone	3
High Street	1

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

Secondary Filtering selection:

Use Class:

Not Known	4 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	3 days

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

Population within 5 miles:

500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days

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

Travel Plan:

Yes	2 days
No	2 days

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

PTAL Rating:

6b (High) Excellent	4 days

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

LIST OF SITES relevant to selection parameters

1 **CN-02-A-03** **PLANNING & ENGINEERING** **CAMDEN**
FITZROY STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 26639 sqm
Survey date: WEDNESDAY *06/12/17* *Survey Type: MANUAL*

2 **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*

3 **LB-02-A-01** **START UP OFFICES & STUDIOS** **LAMBETH**
DURHAM STREET
VAUXHALL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 10200 sqm
Survey date: MONDAY *19/11/18* *Survey Type: MANUAL*

4 **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*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 19.34

	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11481	0.020	4	11481	0.004	4	11481	0.024
07:30 - 08:00	4	11481	0.020	4	11481	0.011	4	11481	0.031
08:00 - 08:30	4	11481	0.041	4	11481	0.020	4	11481	0.061
08:30 - 09:00	**4**	**11481**	**0.070**	4	11481	0.013	**4**	**11481**	**0.083**
09:00 - 09:30	4	11481	0.020	4	11481	0.013	4	11481	0.033
09:30 - 10:00	4	11481	0.048	4	11481	0.024	4	11481	0.072
10:00 - 10:30	4	11481	0.028	4	11481	0.028	4	11481	0.056
10:30 - 11:00	4	11481	0.041	4	11481	0.030	4	11481	0.071
11:00 - 11:30	4	11481	0.037	**4**	**11481**	**0.044**	4	11481	0.081
11:30 - 12:00	4	11481	0.033	4	11481	0.024	4	11481	0.057
12:00 - 12:30	4	11481	0.041	4	11481	0.030	4	11481	0.071
12:30 - 13:00	4	11481	0.022	4	11481	0.028	4	11481	0.050
13:00 - 13:30	4	11481	0.013	4	11481	0.011	4	11481	0.024
13:30 - 14:00	4	11481	0.015	4	11481	0.024	4	11481	0.039
14:00 - 14:30	4	11481	0.017	4	11481	0.024	4	11481	0.041
14:30 - 15:00	4	11481	0.015	4	11481	0.026	4	11481	0.041
15:00 - 15:30	4	11481	0.020	4	11481	0.024	4	11481	0.044
15:30 - 16:00	4	11481	0.007	4	11481	0.020	4	11481	0.027
16:00 - 16:30	4	11481	0.017	4	11481	0.022	4	11481	0.039
16:30 - 17:00	4	11481	0.011	4	11481	0.030	4	11481	0.041
17:00 - 17:30	4	11481	0.011	4	11481	0.033	4	11481	0.044
17:30 - 18:00	4	11481	0.004	4	11481	0.033	4	11481	0.037
18:00 - 18:30	4	11481	0.002	4	11481	0.033	4	11481	0.035
18:30 - 19:00	4	11481	0.007	4	11481	0.017	4	11481	0.024
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.560			0.566			1.126

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	2036 - 26639 (units: sqm)
Survey date date range:	01/01/16 - 05/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/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): 19.34

	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11481	0.196	4	11481	0.024	4	11481	0.220
07:30 - 08:00	4	11481	0.431	4	11481	0.074	4	11481	0.505
08:00 - 08:30	4	11481	1.023	4	11481	0.126	4	11481	1.149
08:30 - 09:00	**4**	**11481**	**1.703**	4	11481	0.155	4	11481	1.858
09:00 - 09:30	4	11481	1.688	4	11481	0.174	**4**	**11481**	**1.862**
09:30 - 10:00	4	11481	0.849	4	11481	0.194	4	11481	1.043
10:00 - 10:30	4	11481	0.640	4	11481	0.327	4	11481	0.967
10:30 - 11:00	4	11481	0.433	4	11481	0.296	4	11481	0.729
11:00 - 11:30	4	11481	0.320	4	11481	0.240	4	11481	0.560
11:30 - 12:00	4	11481	0.320	4	11481	0.320	4	11481	0.640
12:00 - 12:30	4	11481	0.320	4	11481	0.427	4	11481	0.747
12:30 - 13:00	4	11481	0.529	4	11481	0.625	4	11481	1.154
13:00 - 13:30	4	11481	0.501	4	11481	0.603	4	11481	1.104
13:30 - 14:00	4	11481	0.573	4	11481	0.555	4	11481	1.128
14:00 - 14:30	4	11481	0.436	4	11481	0.320	4	11481	0.756
14:30 - 15:00	4	11481	0.244	4	11481	0.322	4	11481	0.566
15:00 - 15:30	4	11481	0.229	4	11481	0.342	4	11481	0.571
15:30 - 16:00	4	11481	0.096	4	11481	0.340	4	11481	0.436
16:00 - 16:30	4	11481	0.133	4	11481	0.390	4	11481	0.523
16:30 - 17:00	4	11481	0.096	4	11481	0.514	4	11481	0.610
17:00 - 17:30	4	11481	0.111	4	11481	0.947	4	11481	1.058
17:30 - 18:00	4	11481	0.083	**4**	**11481**	**1.622**	4	11481	1.705
18:00 - 18:30	4	11481	0.044	4	11481	1.222	4	11481	1.266
18:30 - 19:00	4	11481	0.037	4	11481	0.581	4	11481	0.618
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			11.035			10.740			21.775

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

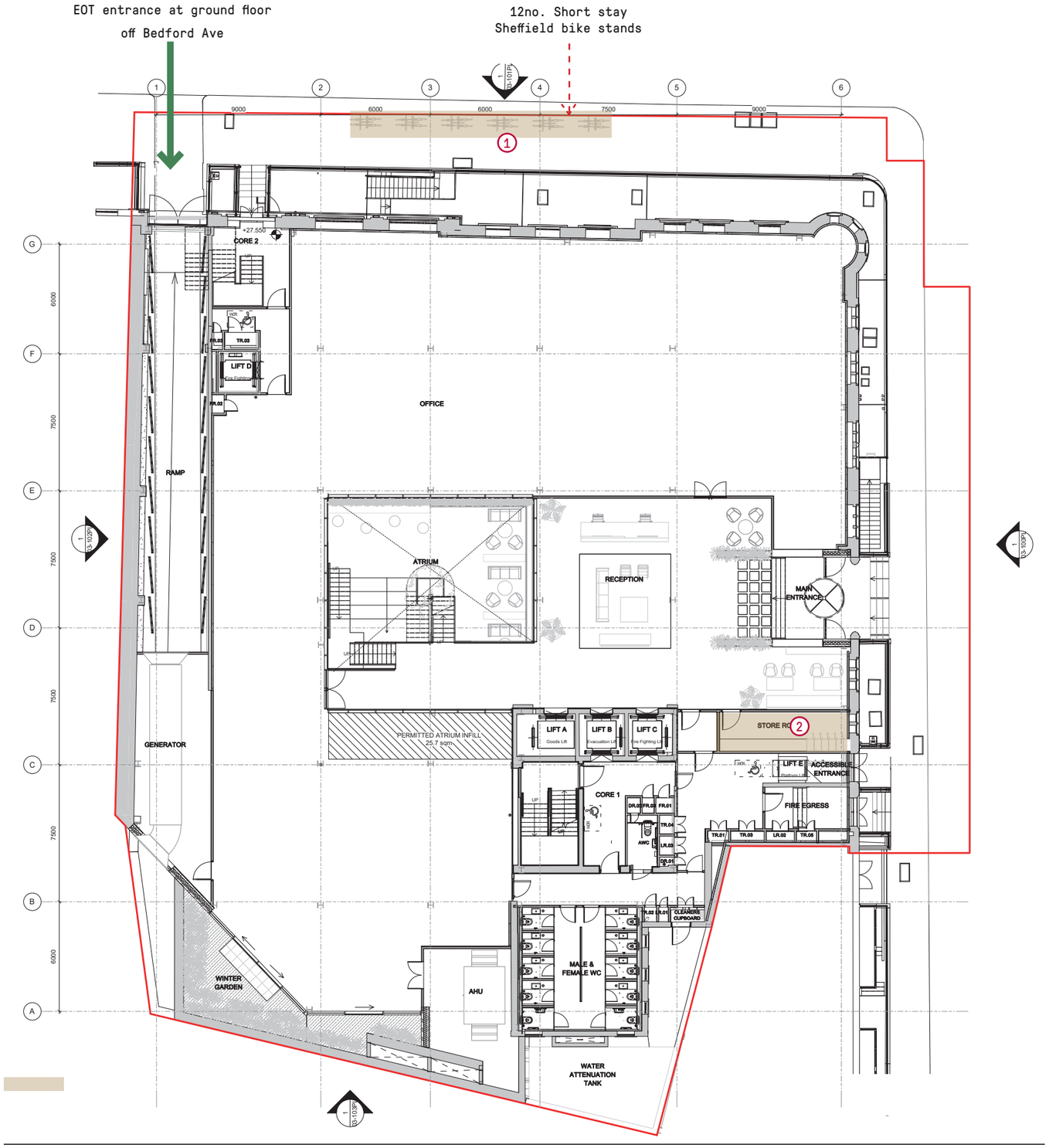
APPENDIX F – SHORT STAY CYCLE ARRANGEMENT

4.0
PROPOSALS

4.42 End of Trip Provision

1. 12no. Short stay on Bedford Avenue
2. 18no. Long stay Brompton bike lockers in ground floor store

Example images of Sheffield bike rack + folded bike lockers



Key:

Cycle store

Proposed Ground Floor Plan