PROPOSED PUB/RESTAURANT DEVELOPMENT

EVERSHOLT STREET, LONDON

TRANSPORT STATEMENT

November 2022
jgv/22030/TS/v1

Northern Transport Planning Ltd

Tel: 01924 367460
Email: mail@ntpconsultants.co.uk Internet: www.ntpconsultants.co.uk

EVERSHOLT STREET, LONDON

Document Status – Final

Produced by:	- - - - -	John Vernon	Date:	09 November 2022
Checked by:	- - - - -	Andy Kirby	Date:	09 November 2022
Approved by:	- - - - -	John Vernon	Date:	09 November 2022

CONTENTS

TABLES

PLANS

APPENDICES

1 INTRODUCTION

1.1 Introduction

1.1.1 Northern Transport Planning Ltd has been appointed by JD Wetherspoon plc to provide advice on the transport implications of proposed development at Eversholt Street in the London Borough of Camden. This report provides a Transport Statement to support a planning application for the proposed development.

1.2 Development Site and Location

1.2.1 The proposed development site is located east of Eversholt Street towards the southeast corner of the London Borough of Camden. The location of the site is identified on **Plan 01**, **Plan 02** and **Plan 03**.

1.2.2 The site is recognised by the Council as part of a Neighbourhood Centre.

1.2.3 The site is bounded to the west by Eversholt Street, to the north by a bookshop above which is residential accommodation, to the east by residential development and to the south by Doric Way.

1.2.4 Access to the site is currently available on foot from Eversholt Street and from Doric Way. A separate emergency exit is available onto Doric Way. Steps leading to the basement level are located on Doric Way. No vehicular access to the site is available.

1.2.5 The part of the building on the site which is proposed for redevelopment comprises the basement and ground floor, which is currently used as a nightclub. Above this are additional floors which have a residential use.

1.3 Development Proposals

1.3.1 The proposed development comprises the conversion of the basement and ground floor of the building on the site to provide a pub/restaurant with a total Gross Floor Area (GFA) of 568sq.m. There is the potential for providing an outdoor seating area subject to a suitable pavement license. Pedestrian access from Eversholt Street and Doric Way would be retained as existing. Also as existing, there would be no vehicular access to the site. Secure and covered cycle parking would be provided for staff.

1.3.2 The layout of the proposed development is shown on the plans provided within **Appendix A**.

1.4 Scope of the Report

1.4.1 This report considers the transport-related issues relevant to the proposed development.

1.4.2 Subsequent sections of the report deal with the following matters:

- **Section 2** considers the site's accessibility by sustainable modes of transport.
- **Section 3** deals with issues specifically relating to traffic.
- **Section 4** provides a summary and conclusion to the report.

2 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

2.1 Introduction

2.1.1 This section of the report considers the proposed development site's accessibility by pedestrians, cyclists, and public transport users. First, an assessment of the trip generating potential of the proposed development is made.

2.2 Person Trips Associated with the Proposed Development

2.2.1 The proposed pub/restaurant would have a GFA of 568sq.m. Using average trip rates for pub/restaurants contained within the TRICS database (Version 7.9.3) the weekday and Saturday number of person trips associated with the proposed development has been estimated. The TRICS selection has been undertaken as follows:

- Pub/Restaurant;
- Multi-modal surveys;
- Greater London sites;
- Surveys since 01/01/08; and
- Suburban, Edge of Town and Neighbourhood Centre sites.

2.2.2 All TRICS data is provided within **Appendix B** and the trip generation calculations are summarised in the following tables:

	Daily
Land Use	Two-way
Pub/Restaurant – Trip Rate per 100sq.m.	98.065
Trips associated with 568sq.m.	557

Table 2.01: Weekday Person Trips Generated by the Proposed Development

	Daily
Land Use	Two-way
Pub/Restaurant – Trip Rate per 100sq.m.	69.769
Trips associated with 568sq.m.	396

Table 2.02: Saturday Person Trips Generated by the Proposed Development

2.2.3 The proposed development would generate around 557 two-way person trips (i.e. arrivals plus departures) per day on a weekday (by all modes of transport). On a Saturday the proposed development would generate a somewhat lower level of trips, at around 396 two-way person trips per day.

2.2.4 By using the TRICS modal split data provided within **Appendix B** the following two-way weekday number of trips by mode type are estimated:

Mode Type	Modal Split	Weekday Daily
Walking	40.2%	224
Cycling	1.2%	6
Public Transport	29.4%	164
PTW	No data	-
Single Occupancy Car	10.2%	57
Multiple Occupancy Car	19.0%	106
Totals	**100.0%**	**557**

Table 2.03: TRICS Weekday Modal Split

2.2.5 By using the modal split from the National Census journey to work data for people who work in the Camden Local Authority area (provided as **Appendix C**) the following two-way numbers of trips by mode type are estimated:

Mode Type	Modal Split	Weekday Daily
Walking	7.1%	39
Cycling	5.4%	30
Public Transport	75.6%	421
PTW	1.4%	8
Single Occupancy Car	8.9%	50
Multiple Occupancy Car	1.6%	9
Totals	**100.0%**	**557**

Table 2.04: National Census Weekday Modal Split

2.2.6 It can be seen that the two estimates for modal split are quite different, particularly concerning the relative percentages of travel on foot and by public transport. As will be shown below, the site is highly accessible both on foot and by public transport, but having regard to its location adjacent to the major public transport hub represented by Euston Station, it is anticipated that the majority of trips by customers and staff will be made by public transport, therefore the National Census data is considered likely to provide the more accurate forecast.

2.3 Accessibility on Foot

2.3.1 It is generally accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.

2.3.2 The primary pedestrian entrance providing level access to the ground floor of the site would be available direct from Eversholt Street. A secondary access to the site would be available on foot from Doric Way – this will tend to be used mainly by staff. The separate emergency exit onto Doric Way will be retained as existing. An additional access on foot from Doric Way would be available via steps down to basement level.

2.3.3 All highways surrounding the site benefit from street lighting and good quality footways with dropped kerbs and tactile paving installed at appropriate locations. A Pelican Crossing of Eversholt Street is available approximately 30m south of the primary pedestrian access to the site, and a Zebra Crossing of Eversholt Street is available approximately 160m to the north. Other pedestrian crossings are available at appropriate locations on the highway network surrounding the proposed development site.

2.3.4 A 2km walking distance, representing approximately a 25 minute walk time (walking at 5kph/3mph), is identified on **Plan 04**. Having regard to the availability of pedestrian infrastructure and the alignment of links for walking, a significant built-up area with many dwellings lies within a 2km walk from the site. There is the real potential for customers, and for staff employed at the proposed pub/restaurant, to live within comfortable walking distance of the site.

2.4 Accessibility by Cycle

2.4.1 It is generally accepted that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

2.4.2 There is currently no cycle parking provided on-site for nightclub staff or customers.

2.4.3 Secure and covered cycle parking for use by staff would be provided within the basement of the proposed development – the Mayor of London cycle parking standard for staff is 1 space per 175sq.m. GFA, so for the proposed development of 568sq.m. it equates to 4 spaces (rounded up) which would be provided. The basement would be accessible from ground floor level via either the steps or the platform lift, both located on Doric Way.

2.4.4 The Mayor of London cycle parking standard for visitors/customers is 1 space per 40sq.m. GFA which equates to 15 spaces (rounded up). Unfortunately the site is particularly constrained and no on-site cycle parking for customers can be provided. Furthermore, it is anticipated that customers are unlikely to cycle to the pub/restaurant and are more likely to walk or use public transport, and this is confirmed by the TRICS and National Census modal split data. Public cycle parking spaces are available on the western footway of Eversholt Street approximately 50m south of the site (adjacent to the Pelican Crossing) for use by customers. There is the potential to install additional public cycle parking spaces on the western footway of Eversholt Street.

2.4.5 A significant number of Santander cycle docking stations are available on the southern side of Doric Way along the frontage of the proposed development site.

2.4.6 The area immediately surrounding the site benefits from a limited range of facilities to specifically assist cyclists. A short distance to the east and south, however, an excellent range of Cycleways, Quietways and Cycle Superhighways are available as shown on the extract from Transport for London's cycle network map provided as **Appendix D**. Furthermore, the topography of the area surrounding the site is conducive to cycling.

2.4.7 A 5km cycling distance, representing approximately a 15 minute cycle time (cycling at 20kph/12mph), is identified on **Plan 05**. Having regard to the alignment of the links for cyclists and barriers to movement, a very significant bult-up area where customers and staff employed at the proposed pub/restaurant might live is within a 5km cycle distance from the site. This area includes large parts of the London Boroughs of Camden, Islington, City of London, Westminster and Lambeth.

2.5 Accessibility by Public Transport

2.5.1 It is recognised that for public transport to be an attractive alternative mode of transport to the private car it needs to be easily accessible on foot. Ideally, bus users should not have to walk more than 400m to their nearest bus stop or 800m to their nearest railway station.

2.5.2 The nearest bus stops to the proposed development site are located on Eversholt Street immediately opposite the site (for northbound buses) and approximately 70m south of the site (for southbound buses). The northbound stop has a simple pole with timetable information whilst the southbound stop benefits from a shelter with timetable information and live bus arrival time information.

2.5.3 The bus services available from the stops on Eversholt Street, their routes and approximate frequencies are summarised in the following table:

Service Number	Route	Frequency (Approximate Minutes)			
		Mon-Sat Day	Mon-Sat Eve/Night	Sun Day	Sun Eve/Night
168	Royal Free Hospital – Belsize Park – Chalk Farm – Camden Town – Mornington Crescent – Euston – Russel Square – Waterloo – Elephant & Castle – Old Kent Road	10	12	12	12
253	Hackney – Stamford Hill – Finsbury Park – Camden Town – Mornington Crescent – Euston	8	10	10	10
N5	Edgeware – Burnt Oak – Hendon – Camden Town – Euston – Soho – Charing Cross	-	30	-	30
N20	Barnet Hospital – Finchley – Highgate – Kentish Town – Camden Town – Euston – Soho Charing Cross	-	30	-	30
N253	Aldgate – Bethnal Green – Hackney – Samford Hill – Finsbury Park – Camden Town – Mornington Crescent – Euston – Tottenham Court Road	-	20	-	20

Table 2.05: Bus Services available from Eversholt Street

2.5.4 Euston Bus Station is approximately a 250m walk from the proposed development site and additional bus stops are located on Euston Road approximately a 360m walk from the site. From these bus stops numerous bus services, including night buses, are available as shown on the plan provided as **Appendix E**.

2.5.5 The buses which are available within a short walk from the site provide an excellent range and frequency of services on all days of the week from the early morning to late evening. A good range of night bus services are also available. As well as serving a wide geographical area, these buses provide public transport links to other bus routes and Overground and Underground train services.

2.5.6 The entrance to Euston Underground Station is approximately a 150m walk from the proposed development site. From here the Northern Line and Victoria Line are accessible as shown on the first plan within **Appendix F**. These provide frequent services to a wide area within London. Night services are available on the Northern Line and Victoria Line as shown on the second plan within **Appendix F**.

2.5.7 Additional Underground services (Circle Line, Hammersmith & City line, Metropolitan line) are available from Euston Square Underground Station which is approximately a 550m walk from the proposed development site.

2.5.8 Euston Railway Station provides services from four different train operators:

- Avanti West Coast operates InterCity West Coast services;
- London Northwestern Railway operates regional and commuter services;
- London Overground operates local commuter services; and
- Caledonian Sleeper operates two nightly services to Scotland from Sunday to Friday inclusive.

2.5.9 Although the regional and InterCity train services are unlikely to be used by many staff or customers, the London Overground provides additional services to complement the nearby Underground and bus services.

2.5.10 The Overground and Underground trains which are available within a convenient walk from the proposed development site provide an excellent range and frequency of services on all days of the week from the early morning to late evening and (though less comprehensive) at night. The trains serve an excellent geographical area and provide frequent public transport links to bus routes and other train services.

2.6 Public Transport Access Level

2.6.1 The Public Transport Access Level (PTAL) assesses connectivity (level of access) to the transport network, combining walk time to the public transport network with service wait times. The PTAL for the proposed development site is 6b which is identified as 'best'. The PTAL information is provided as **Appendix G**.

2.7 Conclusion

2.7.1 It is concluded that the proposed development site is highly accessible by sustainable modes of transport.

3 TRAFFIC ISSUES

3.1 Introduction

3.1.1 This section of the report deals specifically with traffic issues.

3.2 Traffic Associated with the Site as Existing

3.2.1 The site is currently used as a nightclub and as such generates traffic, with vehicular trips associated with customers, staff and servicing taking place. There is no trip rate data for nightclubs on the TRICS database, but it is anticipated that limited traffic would be generated by the nightclub during the daytime. In the evening the nightclub has the potential to generate traffic levels similar to a pub/restaurant.

3.2.2 The site as existing also generates Heavy Goods Vehicle (HGV) and Light Goods Vehicle (LGV) movements associated with the delivery of stocks, materials, food and drink, etc., and for the removal of refuse and bottles; this will be similar in scale to the servicing of a pub/restaurant.

3.3 Traffic Generation

3.3.1 As shown in **Section 2**, it is anticipated that the vast majority of customers will travel to the proposed development on foot and by public transport. This is logical given the location of the site close to a residential area which provides a large catchment within easy walking distance, and with excellent opportunities for travel by public transport being available within a convenient distance from the site. It should also be noted that use of the private-car as a mode of transport is not appropriate for many customers due to the nature of the proposed development (i.e. a pub/restaurant).

3.3.2 Using the TRICS vehicle trip generation data it is forecast that the proposed 568sq.m.pub/restaurant would generate 101 vehicle movements per day and 14 vehicle movements in the peak hour (19:00 to 20:00 hours) on a weekday. On a Saturday the TRICS data indicates the proposed.pub/restaurant would generate 51 vehicle movements per day and 10 vehicle movements in the peak hour (20:00 to 21:00 hours). The vehicle movements would include single occupancy, multiple occupancy, taxi and private drop-off/pick-trip trips.

3.3.3 Using the TRICS person trip generation data and National Census modal split it is forecast that the proposed 568sq.m.pub/restaurant would generate 50 two-way person trips by single occupancy car and 9 two-way person trips by multiple occupancy car, i.e. 53 vehicle movements per weekday assuming the multiple occupancy car contains an average of 3 people. Using the same methodology it is forecast that the proposed development would generate 9 two-way vehicle movements during the weekday peak hour (19:00 to 20:00 hours). Again, such vehicle movements would include single occupancy, multiple occupancy, taxi and private drop-off/pick-trip trips.

3.3.4 It should be noted that not all of the traffic generated by the proposed development would be new to the local highway network; for example some trips would be redistributed from similar establishments within the area. Also, some trips would be made as part of a linked trip, such as visiting the site on the way home from work, shopping or leisure.

3.4 Car Parking

3.4.1 No on-site car parking would be provided as part of the proposed development – this is the same arrangement as that for the existing use of the site and indeed for the majority of commercial premises in the area, including various nearby pubs, restaurants and pub/restaurants.

3.4.2 Off-street public car parking is limited in the area surrounding the site. The nearest car park is at George Mews, which is approximately a 650m (8 minute) walk from the site (via Euston Station); the car park operates Monday to Friday between 07:00 and 20:00 hours only, and charges £6.50 for a 2 hours stay. The next nearest car park is at Bucklebury House, which is approximately a 900m (11 minute) walk from the site (via Euston Station); the car park operates Monday to Friday between 07:00 and 20:00 hours only, and charges £7.00 for a 2 hours stay. It can be seen, therefore, that the public car parks are not conveniently located, do not operate in the evenings or weekends, and are prohibitively costly to use for any significant length of time.

3.4.3 It is concluded that any car parking demand generated by the proposed pub/restaurant would be catered for predominantly using the on-street parking which is available in the vicinity of the site.

3.4.4 All roads in the vicinity of the site are protected by Controlled Parking Zones (CPZs). In the immediate area surrounding the site (north of Euston Road) the parking restrictions operate Monday to Friday between 08:30 and 18:30 hours. South of Euston Road the parking restrictions operate Monday to Friday between 08:30 and 18:30 hours but also on Saturday between 08:30 and 13:30 hours.

3.4.5 The CPZ's have a comprehensive range of parking restrictions which include the following:

- No parking at any time.
- No loading.
- Loading only.
- No parking during CPZ times.
- Pay by phone (max stay 2 hours).
- Disabled badge holders only.
- Resident permit holders only.
- Solo motorcycles only.
- E-scooter hire only.

3.4.6 It can be seen, therefore, that the roads surrounding the site are well protected from inappropriate parking during the weekday daytime, whilst also providing opportunities for on-street parking for customers of the proposed pub/restaurant, subject to payment of the appropriate charge. In the evenings, and weekend daytime, customers will be able to park on-street in the vicinity of the site the same as customers of the existing nightclub and indeed the same as customers of the various nearby pubs, restaurants and pub/restaurants.

3.4.7 There is no reason to consider that the on-street car parking which is available within comfortable walking distance from the site would not satisfactorily cater for the demand for parking generated by the proposed development.

3.5 Heavy Goods Vehicle Servicing Requirements

3.5.1 It should be remembered that the site is currently used as a nightclub and as such already generates regular trips by HGV vehicles for the delivery of stocks, materials, laundry, food and drink, etc., and for the removal of refuse and bottles.

3.5.2 It is not possible to state precisely what the HGV servicing requirements of the proposed pub/restaurant will be until it is fully in operation. For illustrative purposes, however, the HGV servicing requirements have been estimated using data relating to the typical requirements of JD Wetherspoon sites.

3.5.3 Having regard to the size, nature and location of the Eversholt Street site, it is anticipated that the HGV servicing requirements would be similar to that shown in the table below:

Operator	Goods Delivered/Collected	Vehicle Type	No. of Service Vehicles per Week
Independent Breweries	Beer	Transit type flatbed	3
DHL	Food and bar products	11.0m Rigid	5
Tradeteam	Bottled drinks and beer	12.0m Rigid or Urban Artic	2
Matthew Clark	Wines and spirits	12.0m Rigid	2
Biffa/Veolia	Waste and Recyclables	Refuse Vehicle	2

Table 3.01: Weekly HGV Servicing Requirements

3.5.4 It can be seen that around 14 HGV service vehicles would typically require access to the site each week, which would be spread throughout the week representing an average of around 2 HGVs per day. The HGVs used for these deliveries are typically 2 or 3 axle rigid vehicles of varying size up to 12.0m in length, or small 'urban artic' 3-axle articulated vehicles.

3.5.5 The level of patronage and turnover at the Eversholt Street site is unlikely to materially affect the number of service vehicles attending the premises. This is because variations in turnover result primarily in variations in the volume of goods/material delivered or collected by each service vehicle, rather than variations in the number of service vehicles attending.

3.5.6 In addition to the HGV vehicles servicing the site, there will be regular visits by LGVs delivering post, stationary, cleaning materials, etc. The numbers and types of vehicle associated with this aspect of the servicing will be similar to the existing use of the site as a nightclub.

3.5.7 All deliveries and refuse collections would be undertaken from Doric Way. Along the Doric Way frontage of the site there is a loading bay designated: 'Loading only 7AM – 7PM 50 mins No return within 1 hour'.

3.5.8 A bin store is to be provided at ground floor level on the Doric Way frontage of the site as shown on the site layout plans provided as **Appendix A**. Material will be transferred between basement and ground floor levels either via the steps or the proposed platform lift on Doric Way. It is likely that beer and other heavy items will be transferred using the platform lift.

3.6 Traffic Impact

3.6.1 It is generally accepted that an increase of over 30 vehicles per hour, or one vehicle every two minutes, is a useful 'rule of thumb' for considering materiality and triggering a requirement for a formal assessment.

3.6.2 It has been shown that the proposed pub/restaurant would generate up to 14 vehicle movements in the peak hour on a weekday and up to 10 vehicle movements in the peak hour on a Saturday. These are not material levels of traffic which justify further analysis and it should be noted that the development traffic peaks do not coincide with the network traffic peaks. Furthermore, an allowance needs to be made for the existing traffic associated with the site by virtue of its use as a nightclub. Also, it should be remembered that much of the generated traffic does not represent additional traffic on the local highway network, as many trips will be redistributed from similar establishments in the area and others will form part of linked trips to/from the area or further afield.

3.6.3 There is no reason to consider that the traffic generated by the proposed development would have any implications for highway capacity or road safety on the local highway network.

3.7 Conclusion

3.7.1 It is concluded that the proposed development site is accessible by motor vehicles.

4 SUMMARY AND CONCLUSION

4.1 Introduction

4.1.1 Northern Transport Planning Ltd has been appointed by JD Wetherspoon plc to provide advice on the transport implications of proposed development at Eversholt Street in the London Borough of Camden. The proposed development site is located east of Eversholt Street towards the southeast corner of the Borough.

4.1.2 The site is recognised by the Council as part of a Neighbourhood Centre.

4.1.3 The part of the building on the site which is proposed for redevelopment comprises the basement and ground floor, which is currently used as a nightclub. Above this are additional floors which have a residential use.

4.1.4 The proposed development comprises the conversion of the basement and ground floor of the building on the site to provide a pub/restaurant with a total Gross Floor Area of 568sq.m. There is the potential for an outdoor seating area subject to a suitable pavement license. Pedestrian access from Eversholt Street and Doric Way would be retained as existing. Also as existing, there would be no vehicular access to the site. Secure and covered cycle parking would be provided for staff.

4.2 Accessibility

4.2.1 It has been demonstrated that the proposed development site is highly accessible by sustainable modes of transport.

4.2.2 The Public Transport Access Level for the proposed development site is 6b which is identified as ‘best’.

4.3 Traffic Issues

4.3.1 It is forecast that the proposed 568sq.m.pub/restaurant would generate up to 101 vehicle movements per day and 14 vehicle movements in the peak hour (19:00 to 20:00 hours) on a weekday. On a Saturday the TRICS data indicates the proposed pub/restaurant would generate up to 51 vehicle movements per day and 10 vehicle movements in the peak hour (20:00 to 21:00 hours). The vehicle movements would include single occupancy, multiple occupancy, taxi and private drop-off/pick-trip trips.

4.3.2 No on-site car parking would be provided as part of the proposed development – this is the same arrangement as that for the existing use of the site and indeed for the majority of commercial premises in the area, including various nearby pubs, restaurants and pub/restaurants. Any car parking demand generated by the proposed pub/restaurant would be catered for predominantly using the on-street parking which is available in the vicinity of the site.

4.3.3 All roads in the vicinity of the site are protected by Controlled Parking Zones which have a comprehensive range of parking restrictions. The roads surrounding the site are protected from inappropriate parking during the weekday daytime, whilst also providing opportunities for on-street parking for customers of the proposed pub/restaurant subject to payment of the appropriate charge. In the evenings, and weekend daytime, customers will be able to park on-street in the vicinity of the site the same as customers of the existing nightclub and indeed the same as customers of the various nearby pubs, restaurants and pub/restaurants.

4.3.4 There is no reason to consider that the on-street car parking which is available within comfortable walking distance from the site would not satisfactorily cater for the demand for parking generated by the proposed development.

4.3.5 Around 14 HGV service vehicles would typically require access to the site each week, spread throughout the week, representing an average of around 2 HGVs per day. The HGVs used for these deliveries are typically 2 axle rigid vehicles of varying size up to 12.0m in length, or small ‘urban artic’ 3-axle articulated vehicles. Deliveries and collections would be made using the loading bay on Doric Way. The numbers and types of vehicle associated with servicing will be similar to the existing use of the site as a nightclub.

4.3.6 The proposed pub/restaurant would generate up to 14 vehicle movements in the peak hour on a weekday and up to 10 vehicle movements in the peak hour on a Saturday. These are not material levels of traffic which justify further analysis and it should be noted that the development traffic peaks do not coincide with the network traffic peaks. Furthermore, an allowance needs to be made for the existing traffic associated with the site by virtue of its use as a nightclub. Also, it should be remembered that much of the generated traffic does not represent additional traffic on the local highway network, as many trips will be redistributed from similar establishments in the area and others will form part of linked trips to/from the area or further afield.

4.3.7 There is no reason to consider that the traffic generated by the proposed development would have any implications for highway capacity or road safety on the local highway network.

4.4 National Planning Policy Framework

4.4.1 Paragraph 110 of the NPPF states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

b) safe and suitable access to the site can be achieved for all users;

c) 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 46; and

d) 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."

4.4.2 Paragraph 111 of the NPPF states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

4.4.3 The following comments are relevant in relation to the above:

- Opportunities for sustainable transport – as has been demonstrated within this Transport Statement, the site is highly accessible by sustainable modes of transport.
- Safe and suitable access – safe and suitable access to the site will be available for all modes of transport.
- Impact of development – the analysis provided within this Transport Statement demonstrates that the traffic generated by the proposed development would not have a severe impact on the operation of the local highway network.

4.5 Overall Conclusion

4.5.1 Having regard to the above it is concluded that the proposed development is satisfactory from a transport policy, traffic and highways viewpoint.

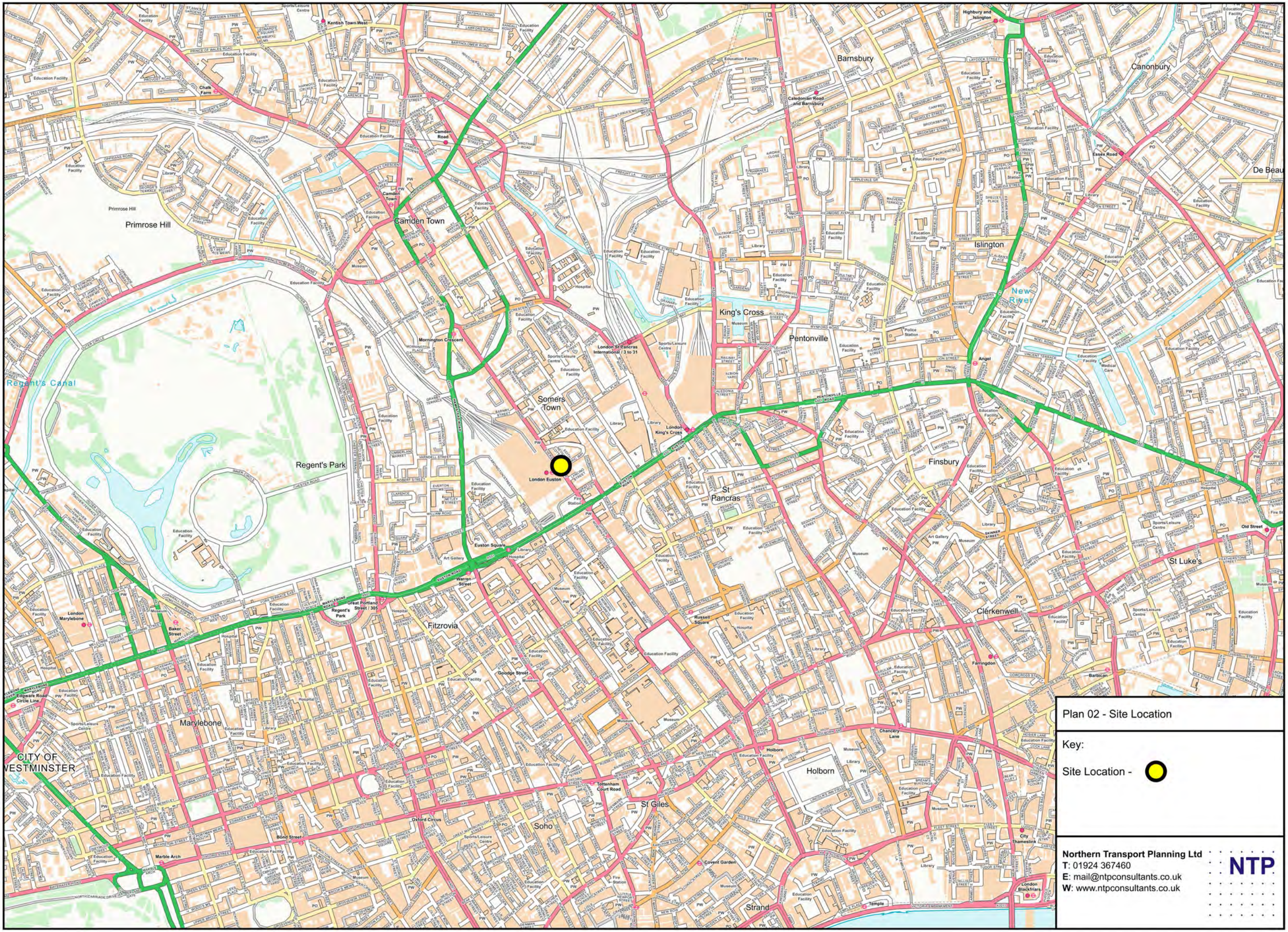
PLANS

Plan 01 - Site Location

Key:

Site Location -

Northern Transport Planning Ltd
T: 01924 367460
E: mail@ntpconsultants.co.uk
W: www.ntpconsultants.co.uk



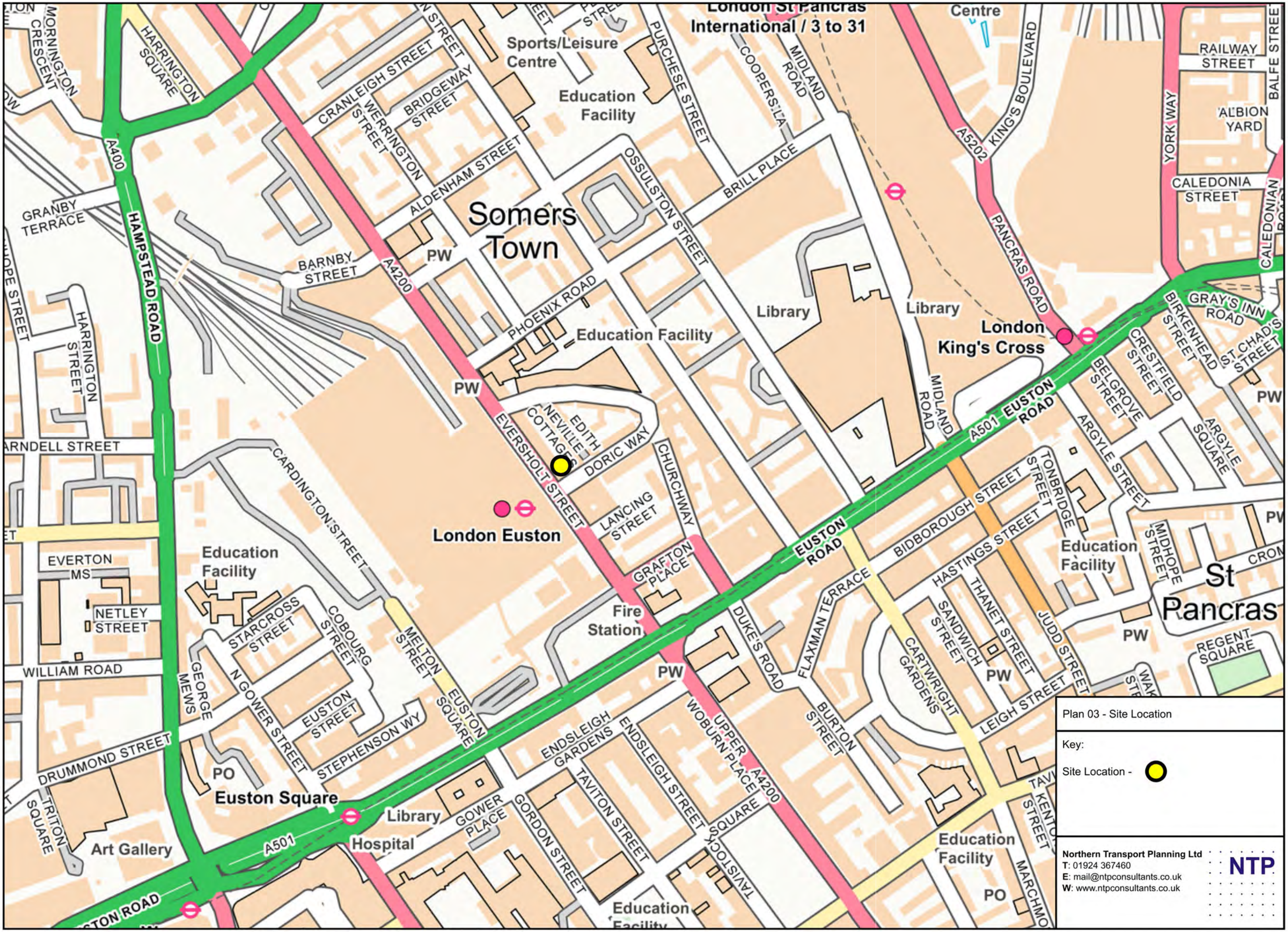
Plan 02 - Site Location

Key:

Site Location -

Northern Transport Planning Ltd
T: 01924 367460
E: mail@ntpconsultants.co.uk
W: www.ntpconsultants.co.uk

NTP



Plan 03 - Site Location

Key:

Site Location -

Northern Transport Planning Ltd
T: 01924 367460
E: mail@ntpconsultants.co.uk
W: www.ntpconsultants.co.uk

NTP

Plan 04 - Walking Distance

Key:

Site Location -

2km Radius -

Northern Transport Planning Ltd
T: 01924 367460
E: mail@ntpconsultants.co.uk
W: www.ntpconsultants.co.uk

NTP

Plan 05 - Cycling Distance

Key:

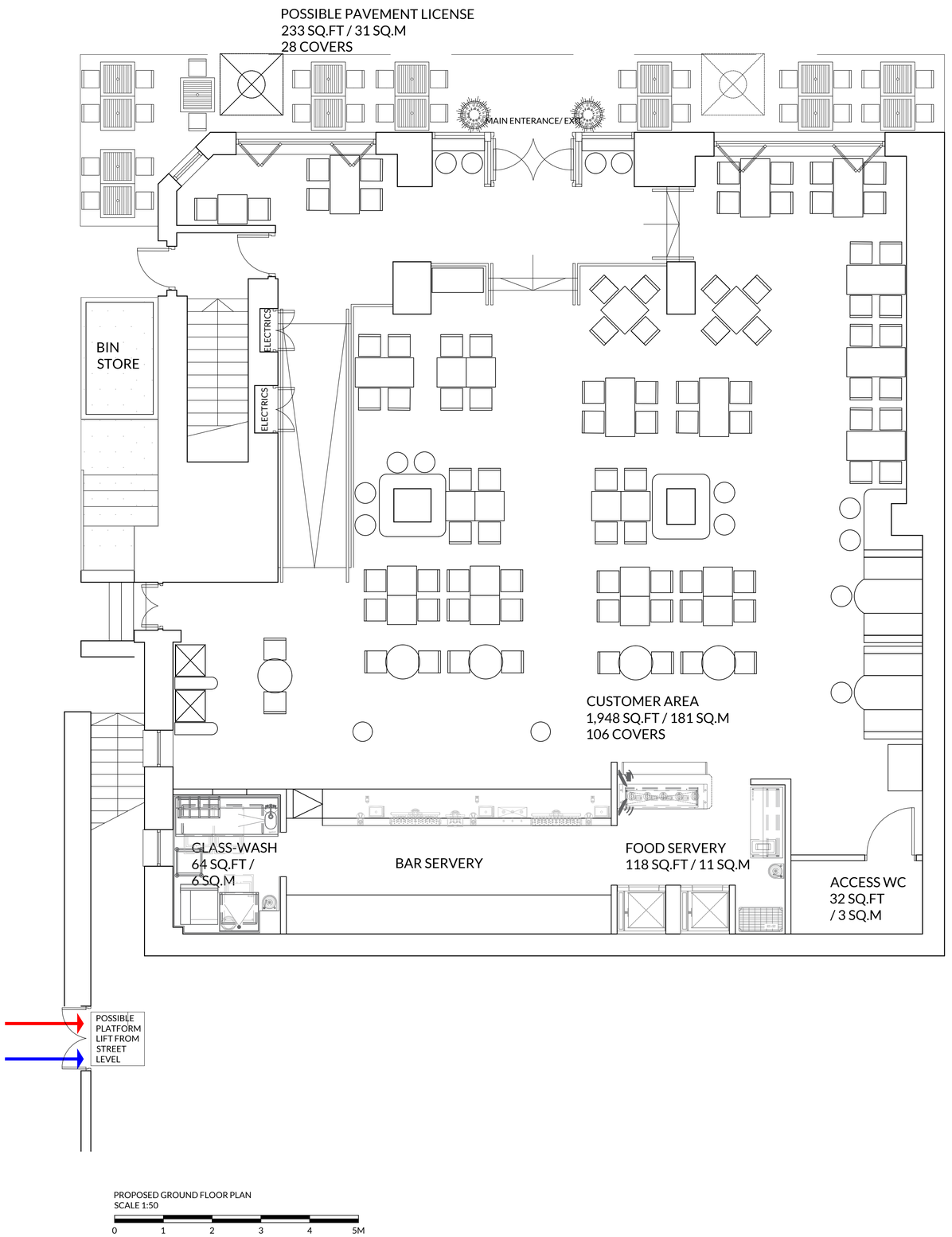
Site Location -

5km Radius -

Northern Transport Planning Ltd
T: 01924 367460
E: mail@ntpconsultants.co.uk
W: www.ntpconsultants.co.uk

NTP

APPENDIX A



JOB NO	DWG NO	REV
2227	201	K

REVISION		DATE	DWN	CHK
A	GLASS WASH MOVED TO GROUND FLOOR, HOIST MOVED OVER ACCESSIBLE TOILET ACCESS ALTERED TO SUIT. SMALLER COFFEE DRESSER SHOWN AND BAR PRODUCTS INDICATED.	05.09.22	SW	
B	FIGURES ALTERED TO SUIT BASEMENT REVISIONS	12.09.22	SW	
C	LOBBY ALTERATIONS AND BI-FOLD WINDOWS ADDED	15.09.22	MB	SW
D	GOOD LIFTS ADJUSTED AND FLOOR PLAN AMENDED	13.10.22	GS	SW
E	SIDE ELEVATION UPDATED TO SURVEY MEASUREMENTS	27.10.22	GS	SW
F	AMENDMENTS TO GLASS WASH	28.10.22	GS	SW
G	TABLE OF 2 REPLACED WITH HOOP RACK FOR 4 BIKES	03.11.22	GS	SW
H	HOOP RACK FOR 4 BIKES REMOVED FROM GROUND FLOOR AND REPLACED IN BASEMENT	03.11.22	GS	SW
J	EXTENDED EXTERNAL FRONT SEATING AREA	04.11.22	GS	SW
K	AMENDMENTS EXTERNAL FRONT SEATING AREA FRONT AND SIDE	08.11.22	GS	SW

D|V Architects
Interiors | Design | Delivery
RIBA
Hallcourt House, 8 Hallcourt Crescent,
Cannock, Staffordshire WS11 0AB
Telephone: 01543 547 877
Email: studio@dv-architects.co.uk

CLIENT
wetherspoon

PROJECT
SOPHISTICATS
EUSTON
PN. 7618

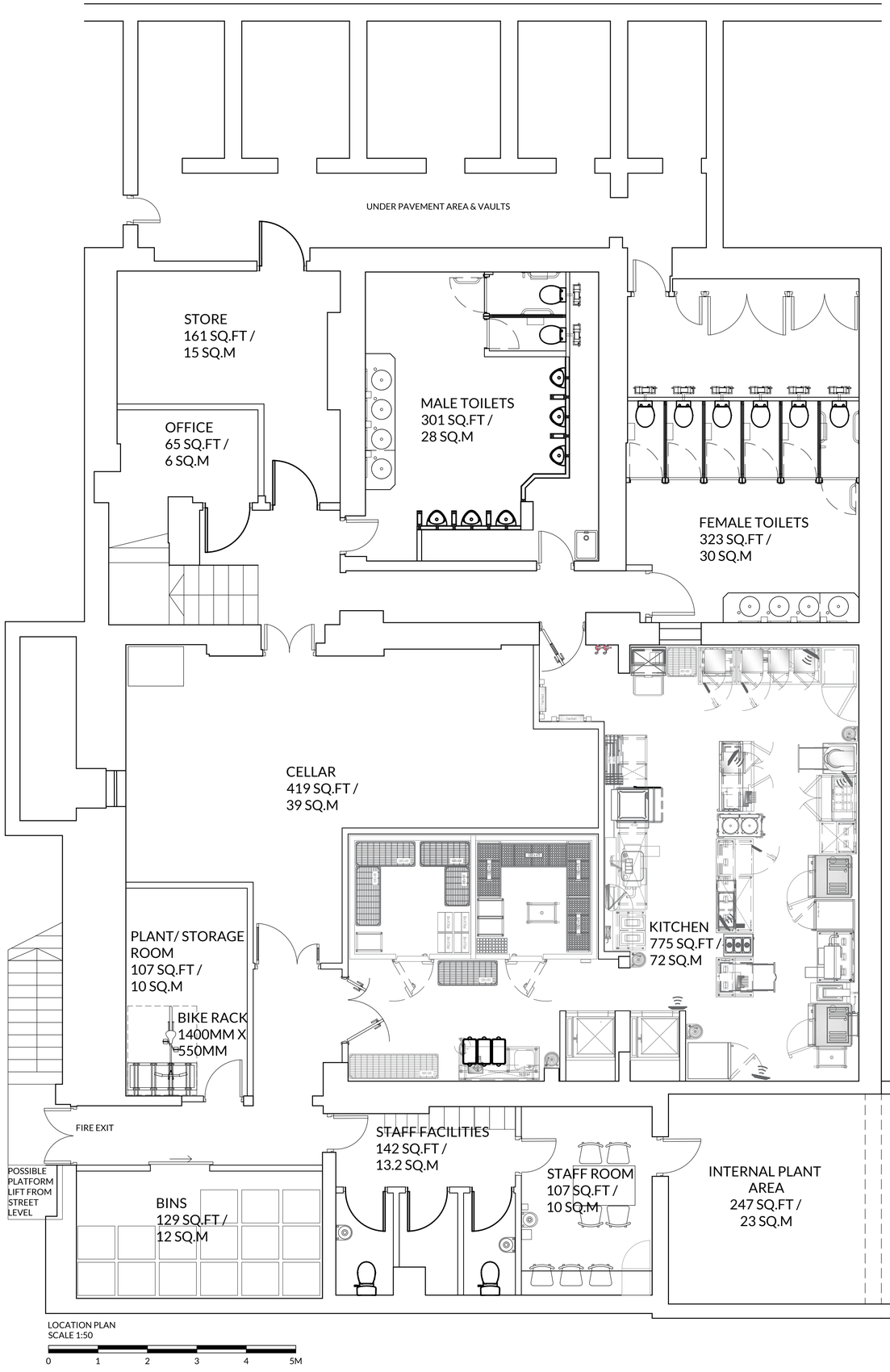
DRAWING TITLE
GROUND FLOOR:
PROPOSED FLOOR PLAN

SCALE
1:50 @ A1

DATE	DRAWN BY	CHECKED BY
24.03.2022	NC	SW

STATUS
PRELIMINARY

JOB NO	DWG NO	REV
2227	201	K



JOB NO	DWG NO	REV
2227	200	H

REVISION		DATE	DWN	CHK
A	2ND STAFF TOILET ADDED	13.07.22	SD	DM
B	GLASS WASH MOVED TO GROUND FLOOR, HOIST MOVED OVER ACCESSIBLE TOILET ACCESS ALTERED TO SUIT. SMALLER COFFEE DRESSER SHOWN AND BAR PRODUCTS INDICATED.	05.09.22	SW	
C	KITCHEN WALL RELOCATED, ACCESS TO FEMALE TOILETS/KITCHEN CHANGED AS PER DAG COMMENTS 7.09.22	12.09.22	SW	
D	MALE TOILETS RECONFIGURED AND PLANT/ BOILER ROOM CREATED FROM CELLAR	15.09.22	MB	SW
E	GOOD LIFTS ADJUSTED AND FLOOR PLAN AMENDED	13.10.22	GS	SW
F	SIDE ELEVATION UPDATED TO SURVEY MEASUREMENTS	27.10.22	GS	SW
G	AMENDMENTS TO KITCHEN	28.10.22	GS	SW
H	HOOP RACK FOR 4 BIKES PLACED IN BASEMENT	03.11.22	GS	SW

DV Architects
Interiors | Design | Delivery
RIBA
Hallcourt House, 8 Hallcourt Crescent,
Cannock, Staffordshire WS11 0AB
Telephone: 01543 547 877
Email: studio@dv-architects.co.uk

CLIENT
wetherspoon

PROJECT
SOPHISTICATS
EUSTON
PN. 7618

DRAWING TITLE
BASEMENT FLOOR:
PROPOSED FLOOR PLAN

SCALE
1:50 @ A1

DATE	DRAWN BY	CHECKED BY
24.03.2022	NC	SW

STATUS
PRELIMINARY

JOB NO	DWG NO	REV
2227	200	H

APPENDIX B

Calculation Reference: AUDIT-640801-221107-1124

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	HK	HACKNEY	1 days
	IS	ISLINGTON	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: 320 to 724 (units: sqm)
Range Selected by User: 220 to 1123 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 13/11/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

Residential Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

Sui Generis	3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 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:

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

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

LIST OF SITES relevant to selection parameters

1	BN-06-C-01	PUB/RESTAURANT		BARNET
	BARNET ROAD			
	BARNET			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		724 sqm	
	Survey date: WEDNESDAY		*06/11/13*	*Survey Type: MANUAL*
2	HK-06-C-01	PUB/RESTAURANT		HACKNEY
	COMMERCIAL STREET			
	SHOREDITCH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Built-Up Zone			
	Total Gross floor area:		320 sqm	
	Survey date: TUESDAY		*19/11/13*	*Survey Type: MANUAL*
3	IS-06-C-01	PUB/RESTAURANT		ISLINGTON
	NEWINGTON GREEN RD			
	CANONBURY			
	NEWINGTON GREEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		350 sqm	
	Survey date: MONDAY		*22/09/14*	*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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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): 5.51

	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	465	0.359	3	465	0.287	3	465	0.646
11:00 - 12:00	3	465	0.717	3	465	0.502	3	465	1.219
12:00 - 13:00	3	465	0.502	3	465	0.215	3	465	0.717
13:00 - 14:00	3	465	0.574	3	465	0.359	3	465	0.933
14:00 - 15:00	3	465	0.430	3	465	0.861	3	465	1.291
15:00 - 16:00	3	465	0.359	3	465	0.430	3	465	0.789
16:00 - 17:00	3	465	0.430	3	465	0.215	3	465	0.645
17:00 - 18:00	3	465	0.574	3	465	0.430	3	465	1.004
18:00 - 19:00	3	465	1.004	3	465	0.430	3	465	1.434
19:00 - 20:00	3	465	1.865	3	465	0.646	3	465	2.511
20:00 - 21:00	3	465	1.076	3	465	0.717	3	465	1.793
21:00 - 22:00	3	465	0.359	3	465	1.650	3	465	2.009
22:00 - 23:00	3	465	0.430	3	465	1.291	3	465	1.721
23:00 - 24:00	3	465	0.215	3	465	0.861	3	465	1.076
Total Rates:			8.894			8.894			17.788

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:	320 - 724 (units: sqm)
Survey date date range:	01/01/08 - 13/11/21
Number of weekdays (Monday-Friday):	3
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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	465	0.000	3	465	0.000	3	465	0.000
11:00 - 12:00	3	465	0.143	3	465	0.143	3	465	0.286
12:00 - 13:00	3	465	0.072	3	465	0.072	3	465	0.144
13:00 - 14:00	3	465	0.000	3	465	0.000	3	465	0.000
14:00 - 15:00	3	465	0.000	3	465	0.000	3	465	0.000
15:00 - 16:00	3	465	0.000	3	465	0.000	3	465	0.000
16:00 - 17:00	3	465	0.000	3	465	0.000	3	465	0.000
17:00 - 18:00	3	465	0.072	3	465	0.072	3	465	0.144
18:00 - 19:00	3	465	0.000	3	465	0.000	3	465	0.000
19:00 - 20:00	3	465	0.000	3	465	0.000	3	465	0.000
20:00 - 21:00	3	465	0.000	3	465	0.000	3	465	0.000
21:00 - 22:00	3	465	0.000	3	465	0.000	3	465	0.000
22:00 - 23:00	3	465	0.072	3	465	0.072	3	465	0.144
23:00 - 24:00	3	465	0.000	3	465	0.000	3	465	0.000
Total Rates:			0.359			0.359			0.718

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.

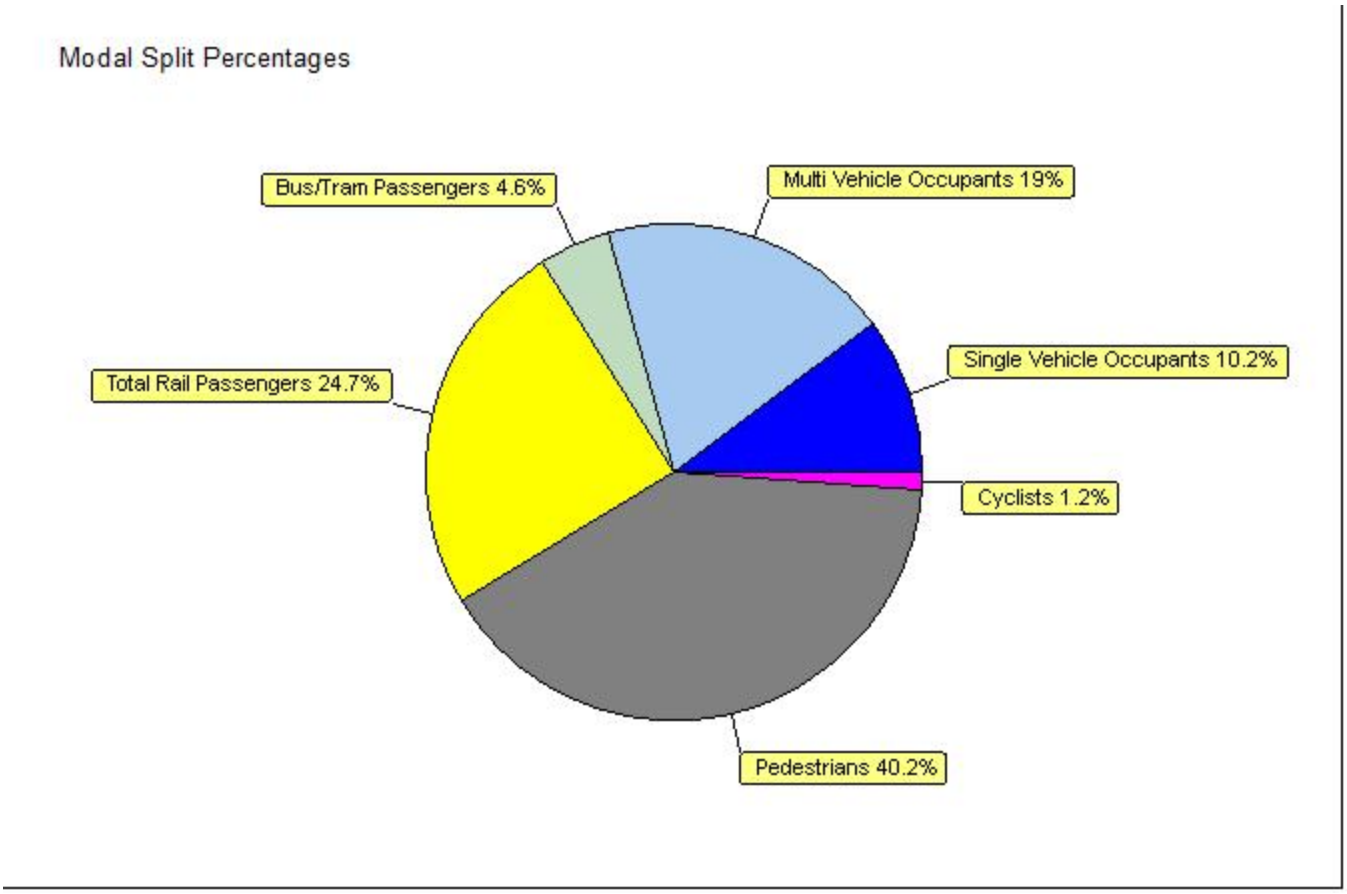
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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): 5.51

	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	465	0.717	3	465	0.359	3	465	1.076
11:00 - 12:00	3	465	0.933	3	465	0.502	3	465	1.435
12:00 - 13:00	3	465	2.224	3	465	0.646	3	465	2.870
13:00 - 14:00	3	465	2.582	3	465	0.861	3	465	3.443
14:00 - 15:00	3	465	3.587	3	465	2.296	3	465	5.883
15:00 - 16:00	3	465	3.300	3	465	2.439	3	465	5.739
16:00 - 17:00	3	465	2.726	3	465	2.152	3	465	4.878
17:00 - 18:00	3	465	4.591	3	465	2.224	3	465	6.815
18:00 - 19:00	3	465	6.815	3	465	5.093	3	465	11.908
19:00 - 20:00	3	465	10.187	3	465	6.241	3	465	16.428
20:00 - 21:00	3	465	4.591	3	465	5.595	3	465	10.186
21:00 - 22:00	3	465	3.372	3	465	7.604	3	465	10.976
22:00 - 23:00	3	465	2.296	3	465	7.891	3	465	10.187
23:00 - 24:00	3	465	1.937	3	465	4.304	3	465	6.241
Total Rates:			49.858			48.207			98.065

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.*



Time Range/Peak Period Selection
Direction: Totals / Use All Times

Calculation Reference: AUDIT-640801-221108-1120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HG	HARINGEY	1 days
	SK	SOUTHWARK	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: 300 to 1123 (units: sqm)
Range Selected by User: 220 to 1123 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 13/11/21

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:

Saturday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	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:

Residential Zone	1
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:

Sui Generis	2 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	2 days

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

Population within 5 miles:

500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1 HG-06-C-02 PUB/RESTAURANT HARINGEY
HIGH ROAD
TOTTENHAM

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 300 sqm
Survey date: SATURDAY *13/11/21* *Survey Type: MANUAL*

2 SK-06-C-01 PUB/RESTAURANT SOUTHWARK
ROTHERHITHE STREET
ROTHERHITHE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1123 sqm
Survey date: SATURDAY *15/11/08* *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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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): 7.87

	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1123	0.178	1	1123	0.089	1	1123	0.267
11:00 - 12:00	2	712	0.141	2	712	0.070	2	712	0.211
12:00 - 13:00	2	712	0.070	2	712	0.070	2	712	0.140
13:00 - 14:00	2	712	0.422	2	712	0.351	2	712	0.773
14:00 - 15:00	2	712	0.281	2	712	0.070	2	712	0.351
15:00 - 16:00	2	712	0.141	2	712	0.000	2	712	0.141
16:00 - 17:00	2	712	0.351	2	712	0.070	2	712	0.421
17:00 - 18:00	2	712	0.211	2	712	0.492	2	712	0.703
18:00 - 19:00	2	712	0.000	2	712	0.000	2	712	0.000
19:00 - 20:00	2	712	0.843	2	712	0.141	2	712	0.984
20:00 - 21:00	2	712	0.703	2	712	1.124	2	712	1.827
21:00 - 22:00	2	712	0.632	2	712	0.703	2	712	1.335
22:00 - 23:00	2	712	0.211	2	712	0.632	2	712	0.843
23:00 - 24:00	2	712	0.351	2	712	0.562	2	712	0.913
Total Rates:			4.535			4.374			8.909

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:	300 - 1123 (units: sqm)
Survey date date range:	01/01/08 - 13/11/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1123	0.000	1	1123	0.000	1	1123	0.000
11:00 - 12:00	2	712	0.070	2	712	0.000	2	712	0.070
12:00 - 13:00	2	712	0.000	2	712	0.070	2	712	0.070
13:00 - 14:00	2	712	0.000	2	712	0.000	2	712	0.000
14:00 - 15:00	2	712	0.000	2	712	0.000	2	712	0.000
15:00 - 16:00	2	712	0.000	2	712	0.000	2	712	0.000
16:00 - 17:00	2	712	0.000	2	712	0.000	2	712	0.000
17:00 - 18:00	2	712	0.000	2	712	0.000	2	712	0.000
18:00 - 19:00	2	712	0.000	2	712	0.000	2	712	0.000
19:00 - 20:00	2	712	0.000	2	712	0.000	2	712	0.000
20:00 - 21:00	2	712	0.000	2	712	0.000	2	712	0.000
21:00 - 22:00	2	712	0.000	2	712	0.000	2	712	0.000
22:00 - 23:00	2	712	0.000	2	712	0.000	2	712	0.000
23:00 - 24:00	2	712	0.000	2	712	0.000	2	712	0.000
Total Rates:			0.070			0.070			0.140

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.

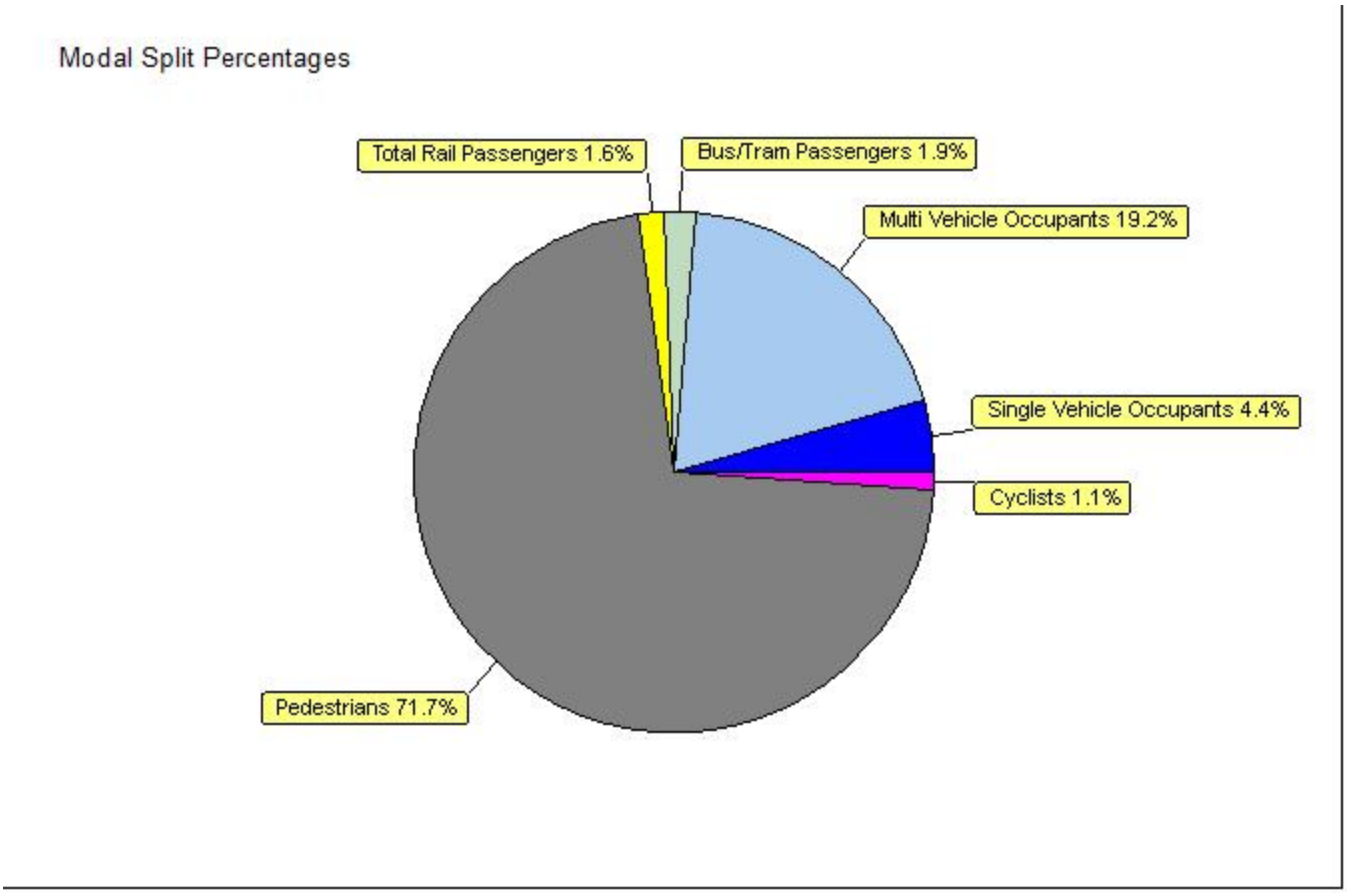
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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): 7.87

	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1123	0.178	1	1123	0.089	1	1123	0.267
11:00 - 12:00	2	712	1.827	2	712	1.546	2	712	3.373
12:00 - 13:00	2	712	1.405	2	712	0.703	2	712	2.108
13:00 - 14:00	2	712	4.287	2	712	2.178	2	712	6.465
14:00 - 15:00	2	712	1.687	2	712	1.546	2	712	3.233
15:00 - 16:00	2	712	2.178	2	712	1.827	2	712	4.005
16:00 - 17:00	2	712	2.952	2	712	3.022	2	712	5.974
17:00 - 18:00	2	712	2.249	2	712	3.303	2	712	5.552
18:00 - 19:00	2	712	2.460	2	712	1.546	2	712	4.006
19:00 - 20:00	2	712	6.887	2	712	1.335	2	712	8.222
20:00 - 21:00	2	712	5.130	2	712	4.638	2	712	9.768
21:00 - 22:00	2	712	2.741	2	712	4.989	2	712	7.730
22:00 - 23:00	2	712	0.703	2	712	4.919	2	712	5.622
23:00 - 24:00	2	712	0.703	2	712	2.741	2	712	3.444
Total Rates:			35.387			34.382			69.769

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.*



Time Range/Peak Period Selection
Direction: Totals / Use All Times

APPENDIX C

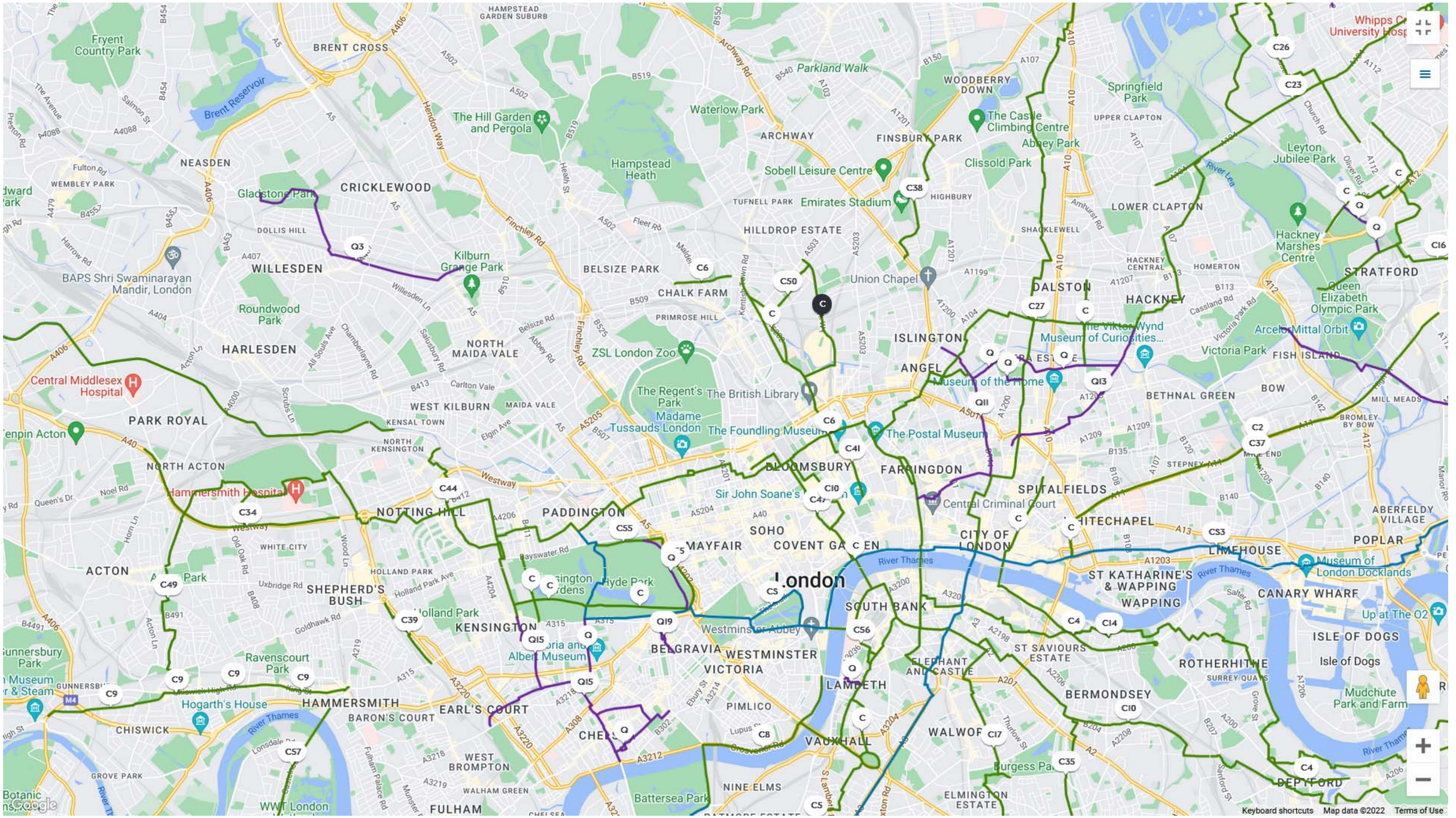
WP703EW - Method of travel to work (2001 specification) (Workplace population)

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	local authorities: district / unitary (prior to April 2015)
area name	Camden

Method of travel to work	**2011**	
All categories: Method of travel to work (2001 specification)	272,367	272,367
Work mainly at or from home	14,366	14,366
Underground, metro, light rail or tram	90,471	90,471
Train	73,413	73,413
Bus, minibus or coach	30,400	30,400
Taxi	729	729
Motorcycle, scooter or moped	3,539	3,539
Driving a car or van	24,628	24,628
Passenger in a car or van	1,744	1,744
Bicycle	13,909	13,909
On foot	18,265	18,265
Other method of travel to work	903	903

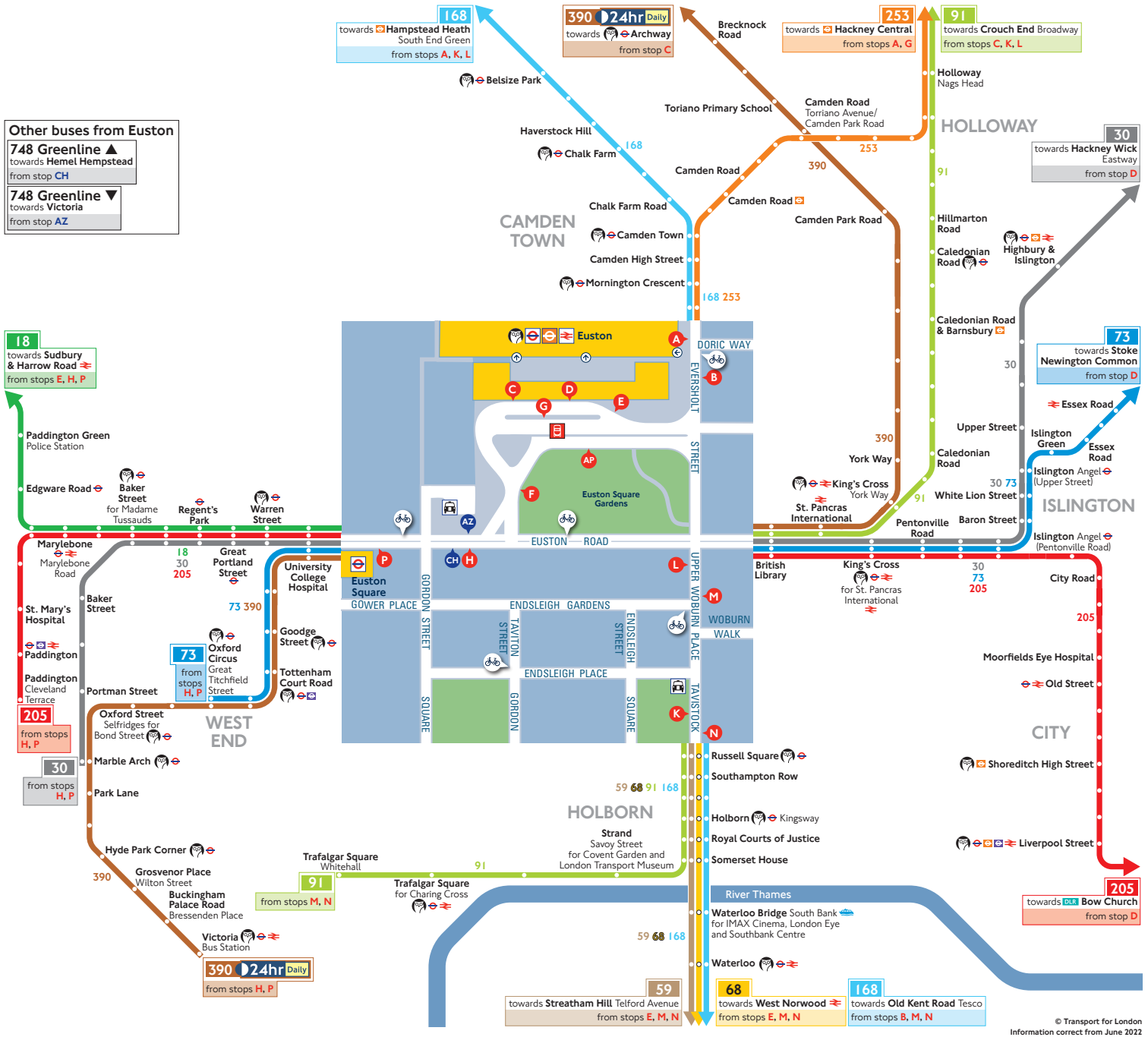
			557	MODAL SPLIT	TWO-WAY TRIPS
Walking	18,265	7.10%	39.6	7.1%	39
Cycling	13,909	5.41%	30.1	5.4%	30
Public transport	194,284	75.57%	420.9	75.6%	421
Motorcycle, scooter or moped	3,539	1.38%	7.7	1.4%	8
Single occupancy car	22,884	8.90%	49.6	8.9%	50
Multi occupancy car	4,217	1.64%	9.1	1.6%	9
	257,098	100.00%	557	100.0%	557

APPENDIX D


HAMPSTEAD GARDEN SUBURB
Fryent Country Park
BRENT CROSS
Brent Reservoir
Parkland Walk
Waterlow Park
The Hill Garden and Pergola
Hampstead Heath
WOODBERRY DOWN
Springfield Park
The Castle Climbing Centre
Abbey Park
Clissold Park
UPPER CLAPTON
Leyton Jubilee Park
ARCHWAY
FINSBURY PARK
Sobell Leisure Centre
NEASDEN
WEMBLEY PARK
Gladstone Park
CRICKLEWOOD
TUFNELL PARK
Emirates Stadium
HIGHBURY
LOWER CLAPTON
DOLLIS HILL
HILLDROP ESTATE
SHACKLEWELL
Hackney Marshes Centre
BAPS Shri Swaminarayan Mandir, London
WILLESDEN
Kilburn Grange Park
BELSIZE PARK
Union Chapel
HACKNEY CENTRAL
HOMERTON
STRATFORD
CHALK FARM
DALSTON
HACKNEY
Queen Elizabeth Olympic Park
Roundwood Park
PRIMROSE HILL
The Viktor Wynd Museum of Curiosities...
ISLINGTON
ZSL London Zoo
ANGEL
Victoria Park
FISH ISLAND
HARLESDEN
NORTH MAIDA VALE
Museum of the Home
Central Middlesex Hospital
The Regent's Park
The British Library
BETHNAL GREEN
BOW
PARK ROYAL
WEST KILBURN
MAIDA VALE
Madame Tussauds London
The Foundling Museum
The Postal Museum
BROMLEY BY BOW
MILL MEADS
KENSAL TOWN
NORTH KENSINGTON
BLOOMSBURY
FARRINGDON
NORTH ACTON
Hammersmith Hospital
Sir John Soane's
SPITALFIELDS
Central Criminal Court
NOTTING HILL
PADDINGTON
SOHO
ABERFELDY VILLAGE
POPLAR
WHITE CITY
MAYFAIR
COVENT GARDEN
CITY OF LONDON
LIMEHOUSE
ACTON
HOLLAND PARK
SHEPHERD'S BUSH
Hyde Park
River Thames
London
ST KATHARINE'S & WAPPING
Museum of London Docklands
CANARY WHARF
Holland Park
KENSINGTON
Westminster Abbey
SOUTH BANK
WAPPING
Up at The O2
ISLE OF DOGS
Ravenscourt Park
BELGRAVIA
WESTMINSTER
VICTORIA
ST SAVIOURS ESTATE
ROTHERHITHE
Isle of Dogs
ELEPHANT AND CASTLE
LAMBETH
BERMONDSEY
Mudchute Park and Farm
Hogarth's House
HAMMERSMITH
EARL'S COURT
BARON'S COURT
PIMLICO
CHISWICK
VAUXHALL
WALWORTH
WEST BROMPTON
NINE ELMS
GROVE PARK
WALHAM GREEN
Battersea Park
ELMINGTON ESTATE
FULHAM
DEPTFORD
Keyboard shortcuts
Map data ©2022
Terms of Use

APPENDIX E

Buses from Euston



How to use this map

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

Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
DLR	Connections with DLR
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights
▼	Monday to Friday morning peak
▲	Monday to Friday evening peak

Ways to pay

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

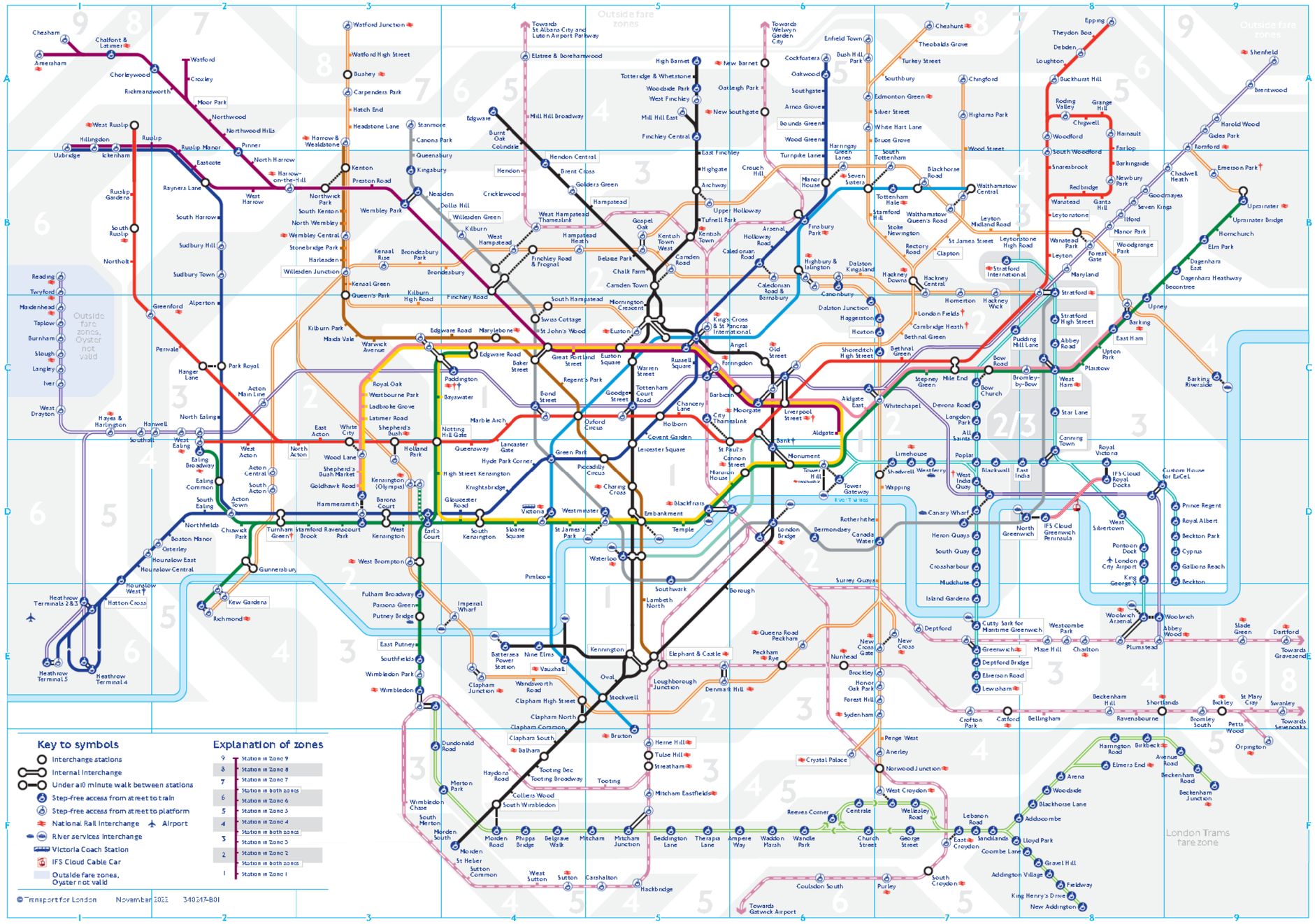
Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

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

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

TfL 2000.06.22 (P)

APPENDIX F



Check before you travel

† **Bank**
Northern line step free access street to train coming soon.

† **Hounslow West**
Step free access for manual wheelchairs only.

† **Paddington**
Bakerloo line step free access via Elizabeth line station entrance.

† Services or access at these stations are subject to variation.
To check before you travel, visit **tfl.gov.uk/plan-a-journey**

Key to lines

- Bakerloo
- Central
- Circle
- District
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- DLR
- Elizabeth line
- London Overground
- London Trams
- IFS Cloud Cable Car
- Thameslink
- District

Night Tube and London Overground map

Operates on Friday and Saturday nights

Tube and London Overground Night Services

Night services operate on Friday and Saturday nights

- Central
- Jubilee
- Northern
- Piccadilly
- Victoria
- London Overground

Stanmore, Canons Park, Queensbury, Kingsbury, Wembley Park, Neasden, Dollis Hill, Willesden Green, Kilburn, West Hampstead, Finchley Road, Swiss Cottage, St John's Wood, Edgware, Burnt Oak, Colindale, Hendon Central, Brent Cross, Golders Green, Hampstead, Belsize Park, Chalk Farm, Camden Town, Mornington Crescent, Euston, Warren Street, Goodge Street, Baker Street, Bond Street, Oxford Circus, Tottenham Court Road, Holborn, Chancery Lane, St Paul's, Bank, Liverpool Street, Marble Arch, Lancaster Gate, Queensway, Notting Hill Gate, Holland Park, White City, East Acton †, West Acton, North Acton, Ealing Broadway, Shepherd's Bush, Green Park, Hyde Park Corner, Piccadilly Circus, Leicester Square, Covent Garden, Knightsbridge, Charing Cross, Embankment, Westminster, Victoria, Pimlico, Vauxhall, Waterloo, Southwark, Kennington, Oval, Stockwell, Brixton, Clapham North, Clapham Common, Clapham South, Balham, Tooting Bec, Tooting Broadway, Colliers Wood, South Wimbledon, Morden, High Barnet, Totteridge & Whetstone, Woodside Park, West Finchley, Finchley Central, East Finchley, Highgate, Archway, Tufnell Park, Kentish Town, Cockfosters, Oakwood, Southgate, Arnos Grove, Bounds Green, Wood Green, Turnpike Lane, Manor House, Arsenal, Finsbury Park, Holloway Road, Caledonian Road, King's Cross St Pancras, Russell Square, Highbury & Islington, Canonbury, Dalston Junction, Haggerston, Hoxton, Shoreditch High Street, Whitechapel, Shadwell, Wapping, Rotherhithe, Canada Water, Canary Wharf, North Greenwich, London Bridge, Bermondsey, Surrey Quays, New Cross Gate, Tottenham Hale, Seven Sisters, Blackhorse Road, Walthamstow Central, Bethnal Green, Mile End, Loughton, Buckhurst Hill, Woodford, South Woodford, Hainault, Fairlop, Barkingside, Newbury Park, Snaresbrook, Redbridge, Wanstead, Gants Hill, Leytonstone, Leyton, Stratford, West Ham, Canning Town, Hounslow West †, Hounslow Central, Hounslow East, Osterley, Boston Manor, Northfields, South Ealing, Acton Town, Turnham Green, Hammersmith, Barons Court, Earl's Court, Gloucester Road, South Kensington, Hatton Cross, Heathrow Terminals 2&3, Heathrow Terminal 5

River Thames

Transport for London, July 2022

- Interchange stations
- Step-free access from street to train
- Step-free access from street to platform
- Airport
- East Acton – Station closed to Night Tube
- Hounslow West – Step-free access for manual wheelchairs only
- North Acton – Station in both fare zones

MAYOR OF LONDON

24 hour travel information 0343 222 1234*
Check your travel tfl.gov.uk/travel-tools
Plan your journey Download the TfL Go app

*Network charges may apply. See tfl.gov.uk/terms for details.

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

APPENDIX G

Address or co-ordinates

eg. NW1 6XE or 530273, 179613 | Go

Access level (PTAL) | Time mapping (TIM)

PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Scenario

2021 (Forecast)

Highlight locations where PTALs have changed from Base Year

Update

What is WebCAT?

You can click anywhere on the map to change the selected location.

PTAL output for 2021 (Forecast)
6b

46 Doric Way, London NW1 1LB, UK
Easting: **529657**, Northing: **182773**

All public transport modes in London available in 2021:
National Rail, London Overground, Tube, DLR, Tram, Buses
Principal public transport network improvements include schemes held in TfL's committed and funded transport investment programme eg Crossrail 1 - linking east and west London.
Bus services are based on the base year network with a 3% uplift in frequencies.