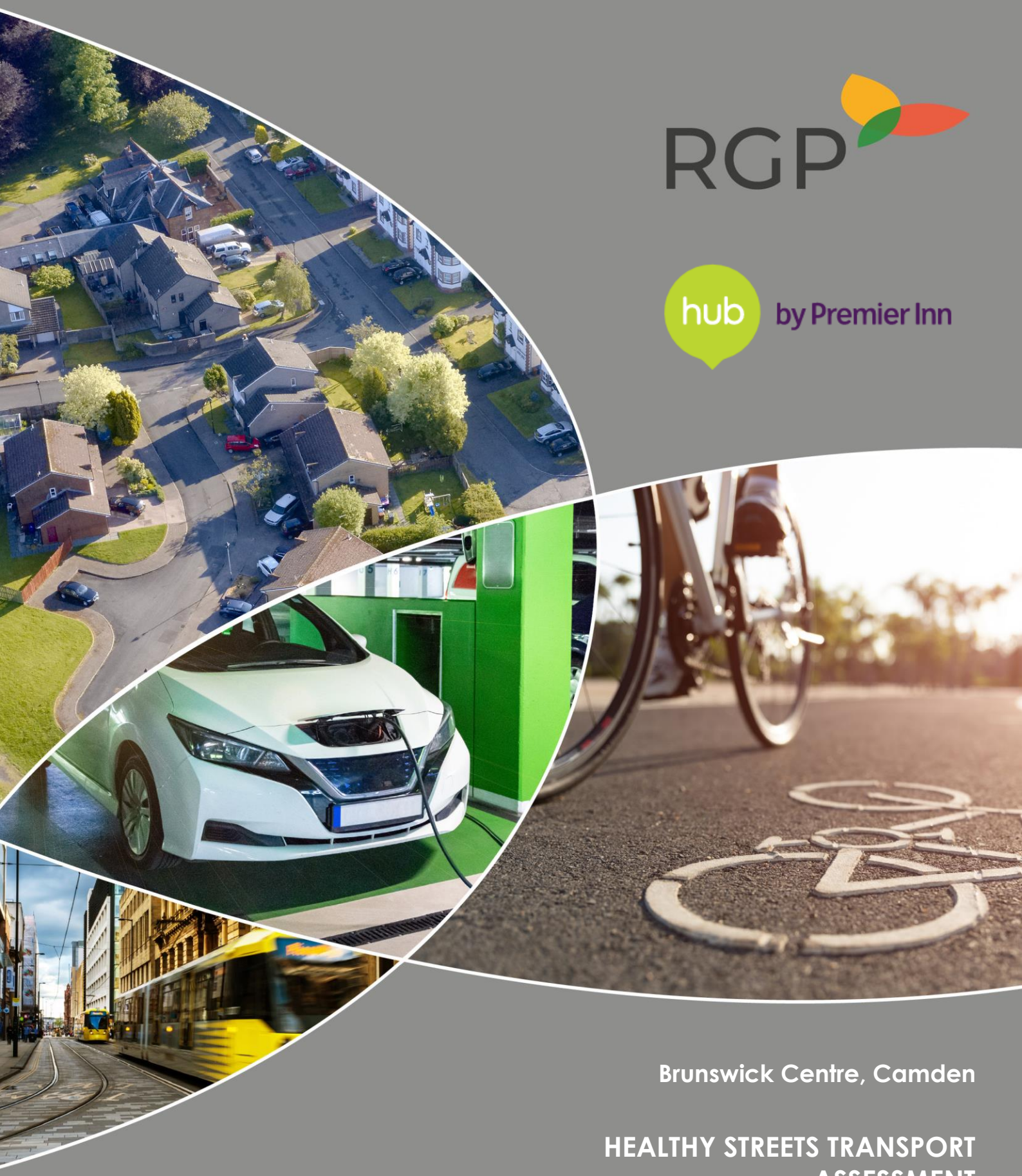

RGP

hub by Premier Inn

Brunswick Centre, Camden

HEALTHY STREETS TRANSPORT ASSESSMENT

for Proposed Hotel

on behalf of Lazari Properties 2 Limited

2023/5262/TA01

September 2023

www.rgp.co.uk

DOCUMENT CONTROL

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Appendix D	Car Park Occupancy Data
Appendix E	Lambeth Survey Results

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1 INTRODUCTION

1.1 Report Context

1.1.1 RGP is commissioned to provide transport planning and highways input in support of a proposed hotel at The Brunswick Shopping Centre, Camden, London, WC1N 1BS ('the site'). Planning permission is sought for:

"Change of use of existing car parking at lower ground floor to hotel use, change of use of retail unit to ancillary hotel entrance at ground floor level, alterations to the lower ground floor slab, installation of plant at roof and lower ground floor level, installation of PV panels at roof level, and associated works."

1.1.2 Listed Building Consent is sought for:

"Installation of walls and fit-out relating to proposed hotel use at lower ground and ground floor level, alterations to the lower ground floor slab, strengthening of structural columns, installation of plant at roof and lower ground floor level, installation of PV panels at roof level, and associated works."

1.1.3 The Brunswick Centre is a residential and shopping centre. Beneath the Centre is an NCP operated area of car parking, Waitrose operated car parking and private resident car parking. There is a vehicular route through the site for service vehicles facilitating deliveries to retail units above. Access to the car parking and servicing areas is provided from the access ramp on Marchmont Street, at the site's south-western corner, and egress is onto Brunswick Square at the site's north-eastern corner.

1.1.4 The scheme proposes the introduction of a subterranean hotel in part of the lower ground floor level at the Brunswick Centre, with an ancillary entrance lobby located at ground floor level. The proposed hotel will provide a total of 207 bedrooms, and an ancillary F&B restaurant. Associated PV panels will be located at roof level and plant at roof or lower ground floor level, with associated cabling feeding through existing risers where possible.

1.1.5 This existing car parking is historic, generally surplus to requirements and its change of use would support current London Plan and Camden Local Plan parking standards which seek to limit car parking for business / retail type uses, particularly in central London and support a movement towards car-free development.

1.1.6 Additionally, a new vehicle ramp is required within the car park to provide continued access to the Waitrose car parking spaces. Whilst this would result in the loss of some further car parking, Waitrose would continue to benefit from at least 100 car parking spaces.

1.1.7 As part of the development proposals, servicing of the existing shopping centre would continue to be accommodated within the lower basement level, as would servicing for the proposed new hotel. The existing servicing arrangements will be managed during the construction phase to ensure that this can continue to take place within the site.

1.2 Proposed Hotel Operation

1.2.1 At present, the proposed hotel will aim to be operated by Whitbread as part of the 'hub by Premier Inn' hotel brand. However, the assessment has been undertaken for a generic hotel use, with reference given to 'hub by Premier Inn' data, where necessary.

1.2.2 'hub by Premier Inn' offers good quality, competitively priced, convenient overnight accommodation for guests in the UK's main tourist / high demand cities. The hotels are located in central areas and consist of smaller, stylish / compact bedrooms. The city centre locations benefit from excellent connectivity and facilitate access by a variety of sustainable travel modes. This new generation of 'hub' hotels will appeal to guests who value price, location and design.

1.2.3 London has an extensive public transport network comprising bus, rapid transit and rail, as well as exemplary walking and cycling infrastructure. The location of the hotel relative to a guest's ultimate destination is important in determining the modal choice of journeys during a guest's stay. As a consequence of the main attractors located within London, it is considered that the majority of guests will be able to reach their ultimate destination on foot, by bicycle or using public transport.

1.2.4 The table below summarises the duration of stay of guests at 'hub by Premier Inn' hotels.

	Weekday	Weekend	Total
1 Night	68%	64%	66%
2 Nights	18%	24%	21%
3 Nights	8%	8%	7%
5 – 7 Nights	6%	5%	6%

Figure 1 – 'hub by Premier Inn' Duration of Guest Stay

1.2.5 As summarised by the table above, the average duration of guest stay is between 1 and 2 nights. Premier Inn sites compromise a mix as to the purpose of stay, broadly, the split is 50% business and 50% leisure related stays. This, of course, varies depending on the day of the week, whereby weekdays usually comprise a higher proportion of business-related travel, whilst weekends usually comprise a higher proportion of leisure travel.

1.2.6 'hub by Premier Inn' hotels offer a deli-style food and beverage service integrated into the hotel. Whilst many guests are expected to make use of nearby city centre food outlets and restaurants, an attractive and well-priced service will be offered on-site to cater for the basic needs of guests staying at the hotel.

1.2.7 'hub by Premier Inn' sites are typically served by 14 delivery / servicing vehicles per week, which equates to approximately two vehicle movements per day, carried out during the daytime.

1.2.8 It is Whitbread policy for vehicles to visit a number of hotels as part of a coordinated strategy, to reduce the impact of Whitbread operations on the highway network. The number of movements is constantly reviewed with the frequency and size of each delivery monitored to ensure that the minimum number of deliveries occur at each site.

1.2.9 As background, RGP has considerable experience of Premier Inn / 'hub by Premier Inn' sites and has been involved in many new builds and extensions to existing sites within the Whitbread estate nationwide. This includes a number of recent hotel consents within the London Borough of Camden. As a result, RGP has a wealth of survey data in relation to traffic generation and parking demand for existing sites throughout the UK and London which is used, in part, to determine the potential impact of the proposals in highway terms.

1.2.10 However, notwithstanding the above, the assessments and conclusions contained in this report are reflective of the proposed hotel development regardless of operator, based on the site's location, number of bedrooms and extent of ancillary facilities. The data is reflective of a site in a highly accessible central London location, with a guest bar / restaurant and no further ancillary facilities. In the event that the operator was to change at some point in the future, the site's general operational requirements and transport impact would be unchanged.

1.3 Pre-Application Engagement

1.3.1 A series of pre-application meetings were held with the Council, with the transport feedback being generally positive. The key transport feedback is summarised as follows:

i. The general transport principles, servicing arrangements, car-free nature and trip generation impact are acceptable.

ii. A dedicated taxi facility is not considered necessary and options for kerbside pick-up / drop-off should be reviewed.

iii. Survey data relating to the trip generation assessment should be shared for review by Camden.

iv. Cycle parking access routes should adhere to LCDS and should avoid any excessive ramp gradients.

v. Use of on-street disabled parking bays should be supported by a survey of their usage.

1.3.2 The above detail was subsequently shared within the latter pre-application meetings and is also contained / addressed within this Transport Assessment.

1.3.3 Pre-application feedback from Camden Council confirmed that the following transport / servicing related reports are required as part of the planning application and have therefore been produced by RGP:

i. Transport Assessment

ii. Travel Plan (document ref. 2023/5262/TP01)

iii. Delivery and Servicing Management Plan (document ref. 2023/5262/DSMP01)

iv. Waste Management Plan (document ref. 2023/5262/WMP01)

1.3.4 The documents listed above provide further detail on the proposed operational arrangement and management measures and should be read in conjunction with this Transport Assessment.

2 TRANSPORT POLICY REVIEW

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for development can be produced. As such, the NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions. The NPPF was most recently revised in September 2023.

2.1.2 The NPPF places the sustainability of development at the heart of the decision-making process. It is explicitly stated in Paragraph 104 of the NPPF that:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

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

2.1.3 Paragraph 110 outlines the basic transport requirements for developments to provide, and states that '*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that*:

- *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.1.4 Of further note, Paragraph 111 outlines that '*development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*.'

2.1.5 With regards to accessible developments, Paragraph 112 highlights that '*applications for development should:*

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.1.6 Paragraph 113 states that '*all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*.'

2.2 London Plan

2.2.1 The London Plan is '*the overall strategic plan for London, it sets out an integrated economic, environmental, transport and social framework for the development of London*.'

2.2.2 Policy T1 states that development proposals should take a strategic approach to transport to make the '*most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes*.' Proposals should ensure that any impact on the transport network and / or its supporting infrastructure are mitigated.

2.2.3 Proposals should be supported by a Transport Assessment to assess the impacts and opportunities of proposals. The Assessments should consider demand arising from personal travel as well as servicing and deliveries, to take account of the impact on walking and cycling, and the street as a social space.

2.2.4 Proposals should be located in well-connected places, by active and sustainable travel, to minimise the impact of any uplift in trip generation.

2.2.5 Travel Plans and freight strategies can reduce negative impacts of proposals and bring about positive outcomes through reducing the negative impact of development on the transport network and reduce potentially harmful public health impacts.

2.3 Camden Local Plan

2.3.1 The Camden Local Plan sets out the Council's planning policies and vision for the borough through three objectives at paragraph 1.35:

(i) 'Developing new solutions with partners to reduce inequality and improve health and wellbeing;

(ii) Creating conditions for and harnessing the benefits of economic growth; and

(iii) Investing in our communities to ensure sustainable neighbourhoods.'

2.3.2 Chapter 10 covers Transport matters with paragraph 10.2 of the Plan '*prioritising sustainable transport such as walking, cycling and public transport and seek to minimise the use of motor vehicles to transport both people and freight*.'

2.3.3 Policy T1 (Prioritising walking, cycling and public transport) aims to promote sustainable transport choices through development prioritising the needs of pedestrians and cyclists and ensures that sustainable transport will be the primary means of travel to and from the site.

2.3.4 Policy T2 (Parking and car-free development) aims to limit the opportunities for parking to ensure land can be used more efficiently with part C of the Policy stating the Council will '*support the redevelopment of existing car parks for alternative uses*.' However, provision shall be considered for disabled people and essential uses.

2.3.5 As detailed at paragraph 10.7 of the Local Plan, this Assessment notes the Council '*will consider the impacts of movements to, from and within a site, including links to existing transport networks via transport assessments, travel plans, delivery and servicing management plans and construction management plans*.'

2.4 Camden Transport Strategy

2.4.1 Camden Transport Strategy was adopted in 2019 and aims to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The Strategy has three key outcomes:

(i) 'London streets will be: healthy and more Londoners will travel actively; safe and secure; used more efficiently and have less traffic on them and; clean and green;

(ii) Public transport will: meet the needs of a growing population; be safe, affordable and accessible to all and; be pleasant, fast and reliable; and

(iii) In terms of growth and development: active, efficient and sustainable travel will be the best option in new developments and; transport investment will unlock the delivery of new homes and jobs.'

2.4.2 The outcomes are grouped into three main interlinked themes:

(i) 'Healthy streets and healthy people;

(ii) A good public transport experience; and

(iii) Good growth.'

2.4.3 A transport network is fundamental to growth and sustainable development, linking people to jobs and supporting businesses. The transport network will need to support the safe movement of a growing population and goods without further impacting on air quality, carbon emissions and congestion.

2.4.4 As part of the scheme development and preparation of this Transport Assessment, consideration has also been given to the guidance contained within "Transport", Camden Planning Guidance.

2.5 Mayor's Transport Strategy

2.5.1 The Mayor's Transport Strategy (updated in 2022) '*sets out the Mayor's policies and proposals to reshape transport in London*.' The Strategy has three key themes:

(i) Healthy Streets and healthy people;

(ii) A good public transport experience; and

(iii) New homes and jobs.

2.5.2 Page 1 states that development proposals should incorporate the Mayor's principles of Good Growth:

- '*Good access to public transport*
- *High-density, mixed-use developments*
- *People choose to walk and cycle*
- *Car-free and car-lite places*
- *Inclusive accessible design*
- *Carbon-free travel*
- *Efficient freight*.'

2.5.3 Page 38 confirms that development proposals should give consideration to the Healthy Streets Approach so that proposals are designed around '*walking and cycling for local trips, and cycling and public transport for longer ones*' to enable all people to have active and healthy lives and support the city to function effectively as it grows.

2.5.4 Page 220 confirms that proposals should be designed to '*encourage efficient, safe and low-emission delivery and servicing trips*.'

2.6 Vision Zero

2.6.1 TfL's Vision Zero Action Plan for London (published in 2018) provides supports the Mayor's Transport Strategy and aims to '*eradicate deaths and serious injuries*' from London's roads and make London a '*safe, healthier and greener place*.'

2.6.2 Vision Zero is premised on a 'Safe System' approach, which understands that the transport system needs to accommodate human error and unpredictability; be forgiving, so that the impact of a collision is not sufficient to cause fatal or serious injury; and that designers, builders, operators and managers of the transport network have a responsibility to reduce danger.

2.6.3 Vision Zero is underpinned by five interventions:

- *Safe speeds: Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits*
- *Safe streets: Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes*
- *Safe vehicles: Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles*
- *Safe behaviours: Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders*
- *Post-collision response: Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents*.'

2.6.4 The aim of Vision Zero and the Safe System approach '*is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041*.'

2.7 Healthy Streets Approach

2.7.1 TfL published their Healthy Streets guidance alongside the Mayor's Transport Strategy in 2018.

2.7.2 Healthy Streets for London is a system of policies and strategies to '*help Londoners use car less and walk, cycle and use public transport more*.' As detailed within page 10 its aim is to create '*a vibrant, successful city where people can live active, healthy lives*.' The Healthy Streets approach uses 10 indicators of what makes streets attractive, as illustrated in the figure below.

Figure 2 – 10 Healthy Streets Indicators

2.7.3 Working towards and achievement of the above 10 indicators will, as detailed on page 11, help to create '*a healthier city, in which all people are included and can live well, and where inequalities are reduced*.'

3 BASELINE CONDITIONS

3.1 Site Location and Local Highway Network

3.1.1 The Brunswick Shopping Centre is situated in the London Borough of Camden. The site is bound by Handel Street to its north, Hunter Street to its east which becomes Brunswick Square, Bernard Street to its south and Marchmont Street to the west. The site location is illustrated in the figure below.

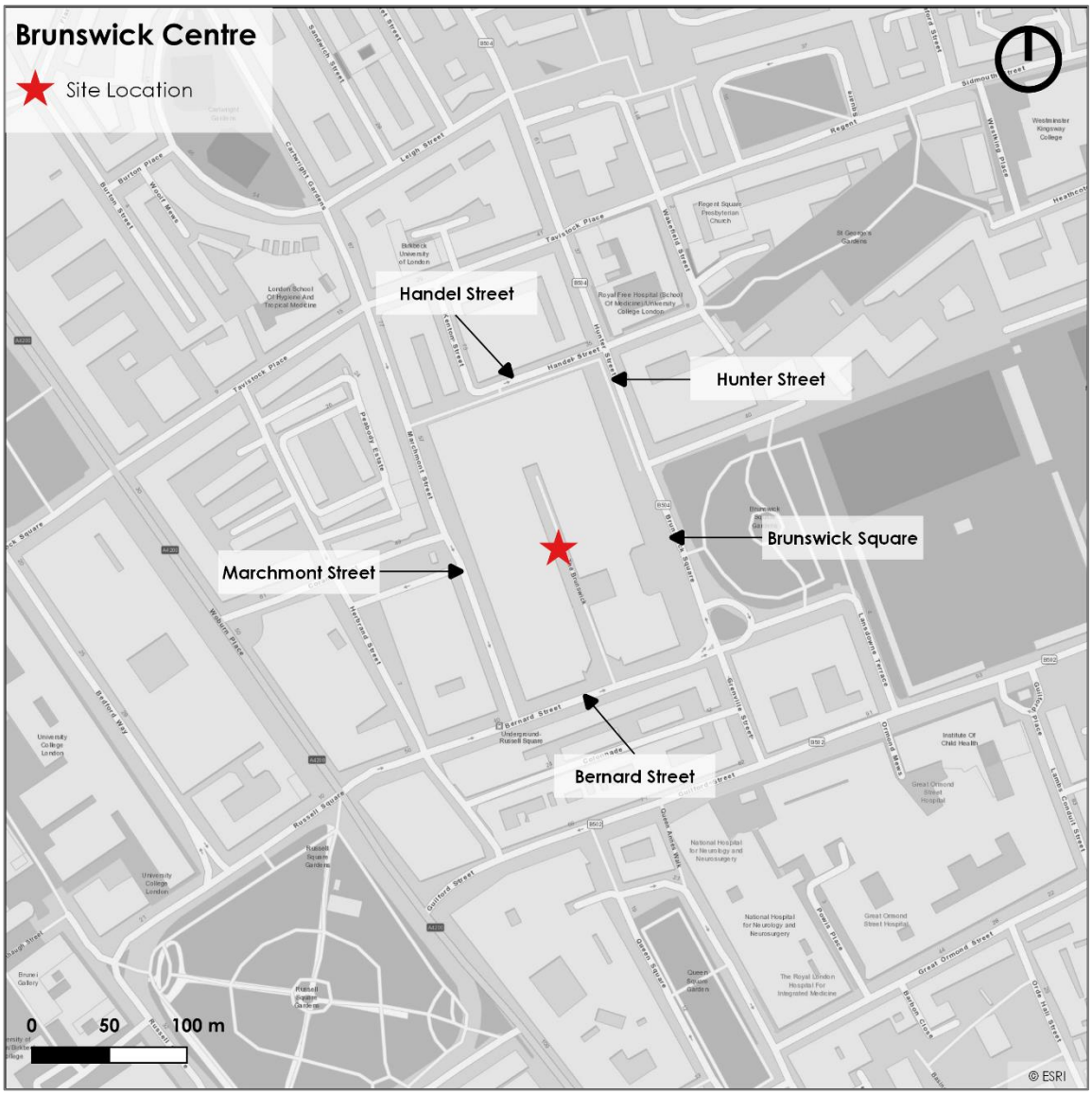


Figure 3 – Site Location

3.1.2 The sites Central London location results in it achieving a Public Transport Accessibility Level (PTAL) of '6b', the highest public transport accessibility and as such achieves an 'excellent' level of public transport accessibility. A PTAL map is reproduced from the Transport for London (TfL) WebCAT below, and the full PTAL report attached hereto at **Appendix A**.

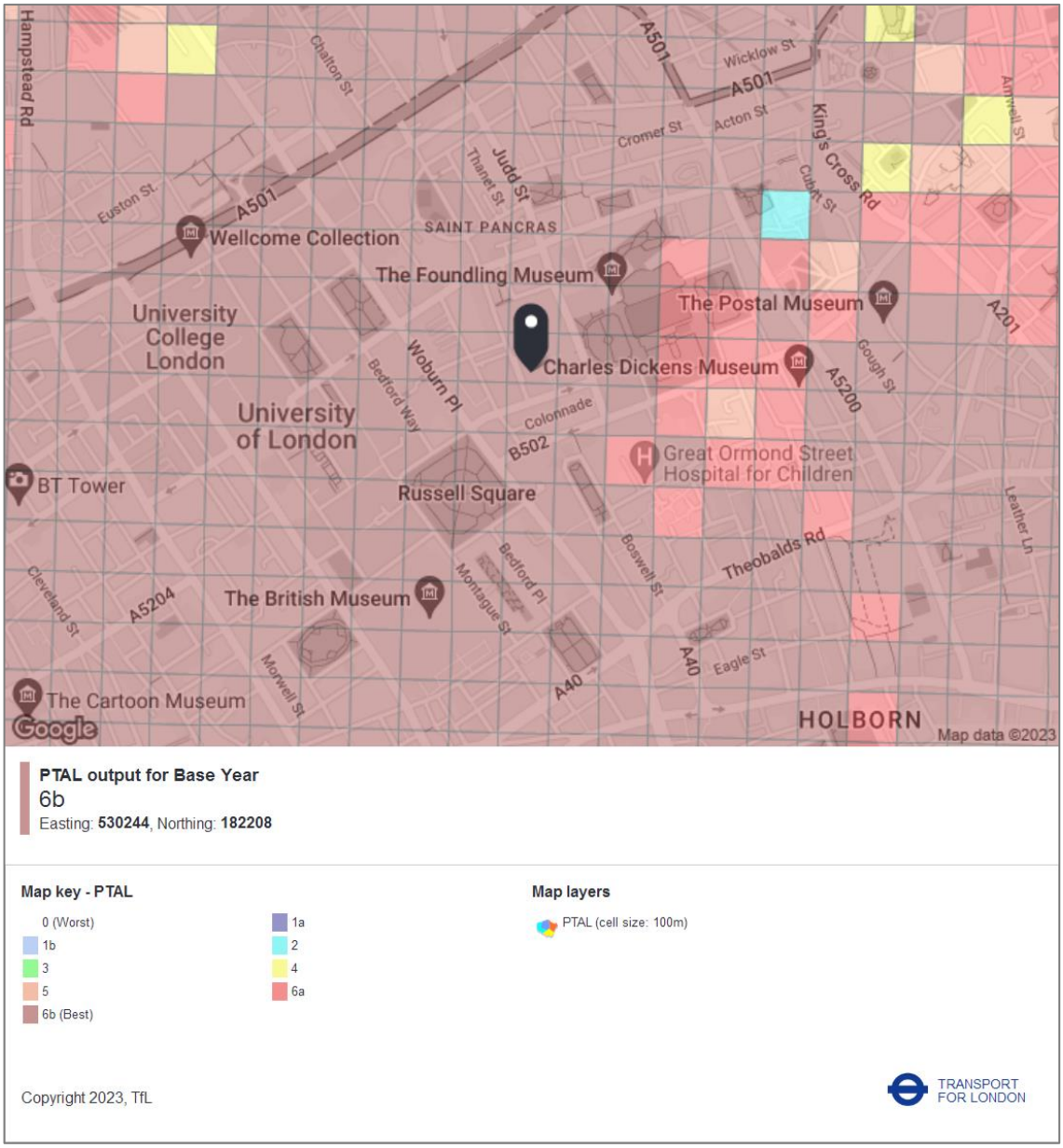


Figure 4 – PTAL Map

3.1.3 The site achieves its 'excellent' PTAL rating as a result of the comprehensive public transport network accessible within the vicinity of the site to include bus, London Underground and National Rail services.

3.2 Accessibility Credentials

3.2.1 The figure below illustrates the accessibility credentials of the site.

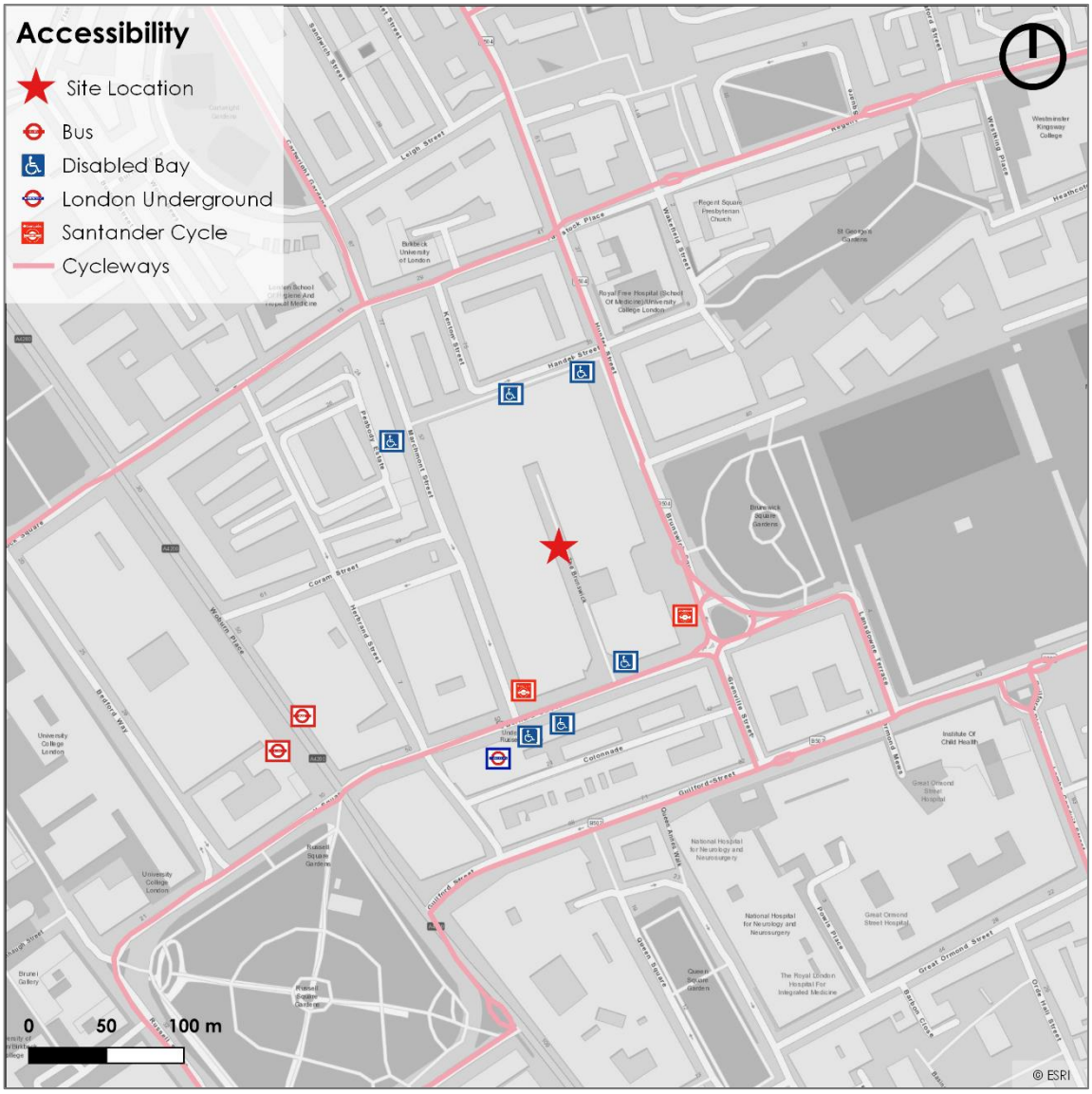


Figure 5 – Accessibility Credentials

Walking and Cycling

3.2.2 The Central London location of the site results in it having excellent accessibility on foot and by bicycle.

3.2.3 The footway network within vicinity of the site exhibits features conducive to pedestrian travel, with transport nodes and major amenities accessible via existing pedestrian infrastructure.

3.2.4 Footways feel safe as a result of the 20mph speed limits on the local carriageway and the sufficient footway width provided. Footways benefit from strategic transition points, dropped kerbs, tactile paving and lighting. Such features enhance the feeling of pedestrian safety and assist those with varying degrees of disability / visual impairment, those with large bags and suitcases and those accompanied by young children. Incidences of low traffic neighbourhood features are also observed.

3.2.5 The locale benefits from active frontages and the high use nature of the footway and carriageway ensure pedestrians from all walks of life feel safe at all times of day. The diversity of amenities accessible by foot ensures the majority of trips to and from the site could be completed on foot, or as part of a multi-modal trip to include cycling or public transport. Footways are to a good quality and well maintained.

3.2.6 The site is bound by Strategic Cycle Network C27 to its north at Tavistock Place and C41 to its east at Hunter Street / Brunswick Square. The site is further close to Cycleways C6 and C52. Cycleways are high quality routes linking communities, businesses and destinations across London. Cycleways are signed to be easy to navigate and aim to support riders of all abilities to feel safe and confident.

3.2.7 Two Santander Cycle docks for the provision of up to 30 cycles are located on Marchmont Street and Brunswick Square. Santander Cycles allow bicycles to be hired through a phone application; membership key; or via a contactless card / mobile banking at a docking station. The ability for riders to hold a membership or to turn up and ride is considered attractive to staff and guest travel.

Bus

3.2.8 The closest bus stops are located on Woburn Place stops H and J, providing travel toward King's Cross or Mornington Crescent and Aldwych or Oxford Street respectively.

3.2.9 The stops are marked by a flag and post arrangement with on carriageway markings. The stops benefit from covered shelters, seating and printed and live travel information.

3.2.10 One route operates as part of the 'London Night Bus Network' providing service between 00:00 and 05:00 ensuring continued connectivity to transport nodes and major amenities throughout the night.

3.2.11 TfL bus routes benefit from Oyster Card and contactless card payments for use across all London zones, 1 to 9, providing cost effective travel.

Rapid Transit and Rail

3.2.12 The closest London Underground station is Russel Square on the Piccadilly line. The station does not provide step-free access from street to train or street to platform.

3.2.13 The closest National Rail station is King's Cross and St Pancras. King's Cross serves as the terminus of the East Coast Mainline and St Pancras as the terminus of the Midland Main line and international Eurostar services.

3.2.14 King's Cross and St Pancras stations are served by King's Cross St Pancras, a London Underground station on the Circle, Hammersmith & City, Metropolitan, Northern, Piccadilly and Victoria Lines.

3.2.15 The site is close to National Rail and London Underground and Overground station Euston. The National Rail station is the terminus of the West Coast Main Line with London Underground Northern and Victoria services and Overground on the Watford DC line.

3.2.16 The site is also close to National Rail and London Underground station Farringdon. The National Rail station is served by Thameslink with London Underground Circle, Hammersmith and City and Metropolitan services. Farringdon further benefits from Elizabeth line services.

3.2.17 London Underground and Overground and some National Rail services benefit from Oyster Card and contactless card payments for use across all London zones, 1 to 9, providing cost effective travel.

Taxi

3.2.18 London benefits from Black taxi and private hire provision. Black taxis are designed with a number of accessibility features to include: induction hearing loop, high visibility grab handles and minimum vehicle dimensions to enable safe access.

3.2.19 There is an existing taxi rank on Coram Street, less than 50m from the shopping centre, with capacity for 3 taxis. This would be convenient for any hotel guests requiring use of a taxi during their stay.

Disabled Persons Parking Provision

3.2.20 Users of the site will require access to disabled persons parking. A number of bays are located close to the site to include Handel Street, Bernard Street and Marchmont Street. Full information can be found at:

https://www.camden.gov.uk/documents/20142/3754167/Blue+Badge+parking+guide+1119.pdf/15e72c52-51f4-1baf-7bc4-879984d0dc11

Summary of Accessibility Credentials

3.2.21 The accessibility credentials of the site, as detailed within **Section 3**, demonstrate it is highly accessible by active and sustainable travel modes, with it considered these could form the main and in-stay part of guest travel and commute travel for staff.

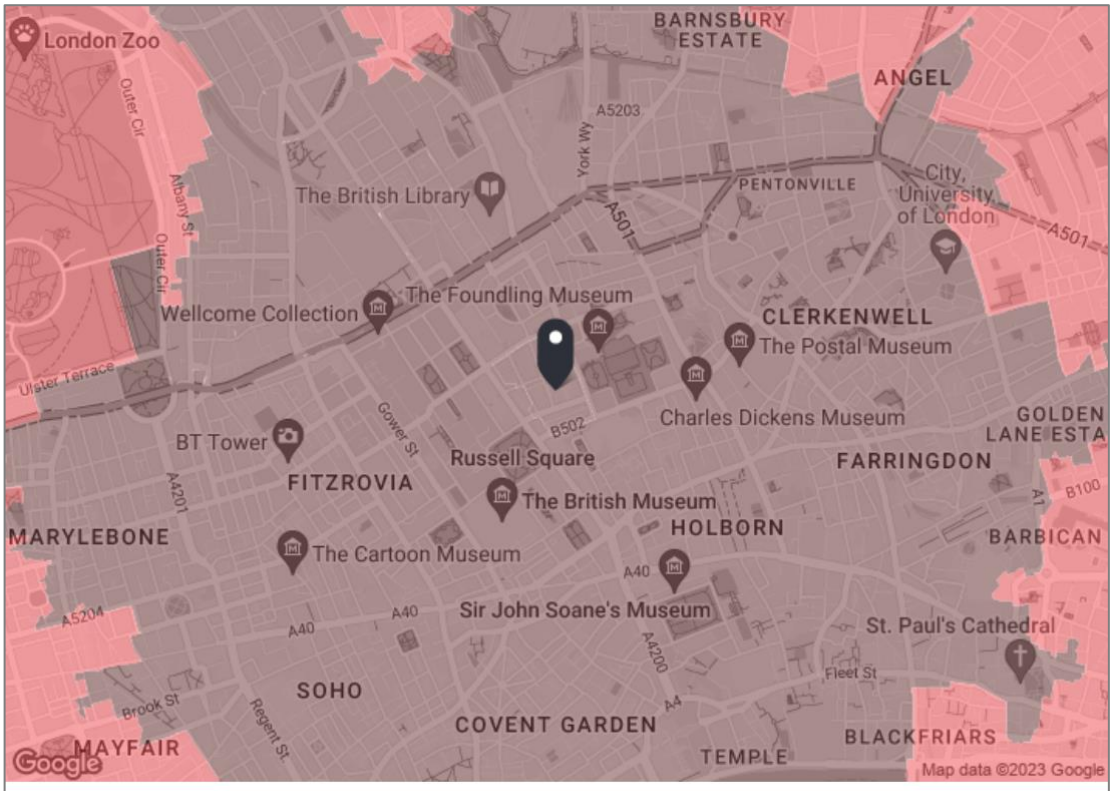
4 ACTIVE TRAVEL ZONE ASSESSMENT

4.1 Overview

4.1.1 The Active Travel Zone (ATZ) Assessment is informed by Transport for London 'ATZ Assessment Instructions'.

4.2 ATZ Map 1

4.2.1 ATZ Map 1 maps all potential key active travel destinations. The figure below illustrates a 20-minute cycle from the site as reproduced from Transport for London WebCAT Time Information Mapping (TIM) tool. The full TIM output is attached hereto at **Appendix B**.



TIM output for Base Year

Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

WC1N 1BS
London WC1N 1BS, UK
Easting: 530244, Northing: 182208

Code: NT086A05A

Map key - Travel Time

- < 20 mins
- 20 - 40 mins
- 40 - 60 mins
- 60 - 80 mins
- 80 - 100 mins
- 100 - 120 mins
- 120 - 140 mins

Map layers

- Travel Times

TRANSPORT FOR LONDON

Figure 6 – ATZ Map 1

4.2.2 The table below prioritises the most important local Active Travel destinations.

Key Destination	Priority	Justification
Public transport stations	High	High London Underground / National Rail mode share for guests and staff travelling to and from the proposed development.
Public transport stops	High	High bus mode share for guests and staff travelling to and from the proposed development.
London's current and future London-wide strategic cycle network	High	The proposed development is close to the Strategic Cycle Network Cycleway C27, C41, C6 and C52.
Parks	Medium	Guests and staff of the proposed development are somewhat likely to utilise green space for leisure and recreation, particularly staff on their break period.
Places of worship	Low	Guests and staff of the proposed development are somewhat likely to require access to places of worship.
Hospitals/doctors	Low	It is hoped guests and staff are unlikely to require medical care during their stay or work.
Schools/colleges	Low	It is anticipated the proposed development would not be used by individuals enrolled at a school or college.

Figure 7 – Active Travel Destinations

4.2.3 The proposed development is located within the central activities zone (CAZ) and therefore the nearest town centre is not considered in line with the guidance.

4.3 Map 2 – ATZ Neighbourhood Safety and Most Important Journeys

4.3.1 ATZ Map 2 remaps the ATZ at a smaller neighbourhood scale to illustrate walk and cycle routes to key destinations. Four routes are mapped to key destinations to include:

(i) Walking route to public transport station (London Underground) Russel Square;

(ii) Walking route to public transport stop (bus) on Woburn Place;

(iii) Walking route to public transport station (National Rail) St Pancras; and

(iv) Walking route to public transport station (London Underground and National Rail) Kings Cross Station / King's Cross St Pancras.

4.3.2 The table below outlines any clusters (one or more killed and / or two or more seriously injured) along the key ATZ assessment routes. In line with current Department for Transport (DfT) guidance the range of analysis is 2017 to 2021.

Location	Number of KSIs	Potential Improvements to Improve Safety and Reduce Vehicle Dominance
Russell Square	3 Serious	Reduce junction width to decrease carriageway width and improve pedestrian comfort and safety. Ensure pedestrians from all walks of life have sufficient time to traverse the carriageway.
Judd Street	2 Serious	Ensure riders have sufficient time to traverse the main carriageway and that pedestrians are aware of cyclists emerging from Judd Street.
Euston Road	3 Serious and 1 Fatal	Euston Road is part of the London Inner Ring Road and therefore is considered a major road. Decrease carriageway speed to reduce the likelihood and impact of a collision. Consideration should be given to implementing the right turns into Belgrove Street and Pancras Road to taxi / emergency vehicles only.

Figure 8 – KSI Clusters in ATZ Neighbourhood and Potential Improvements

4.3.3 The potential improvements as discussed above provide TfL with a number of ideas to improve safety and reduce vehicle dominance. Safety improvement ideas generated may not be funded by this development specifically. The figure below illustrates the walking routes and plots the collision clusters.

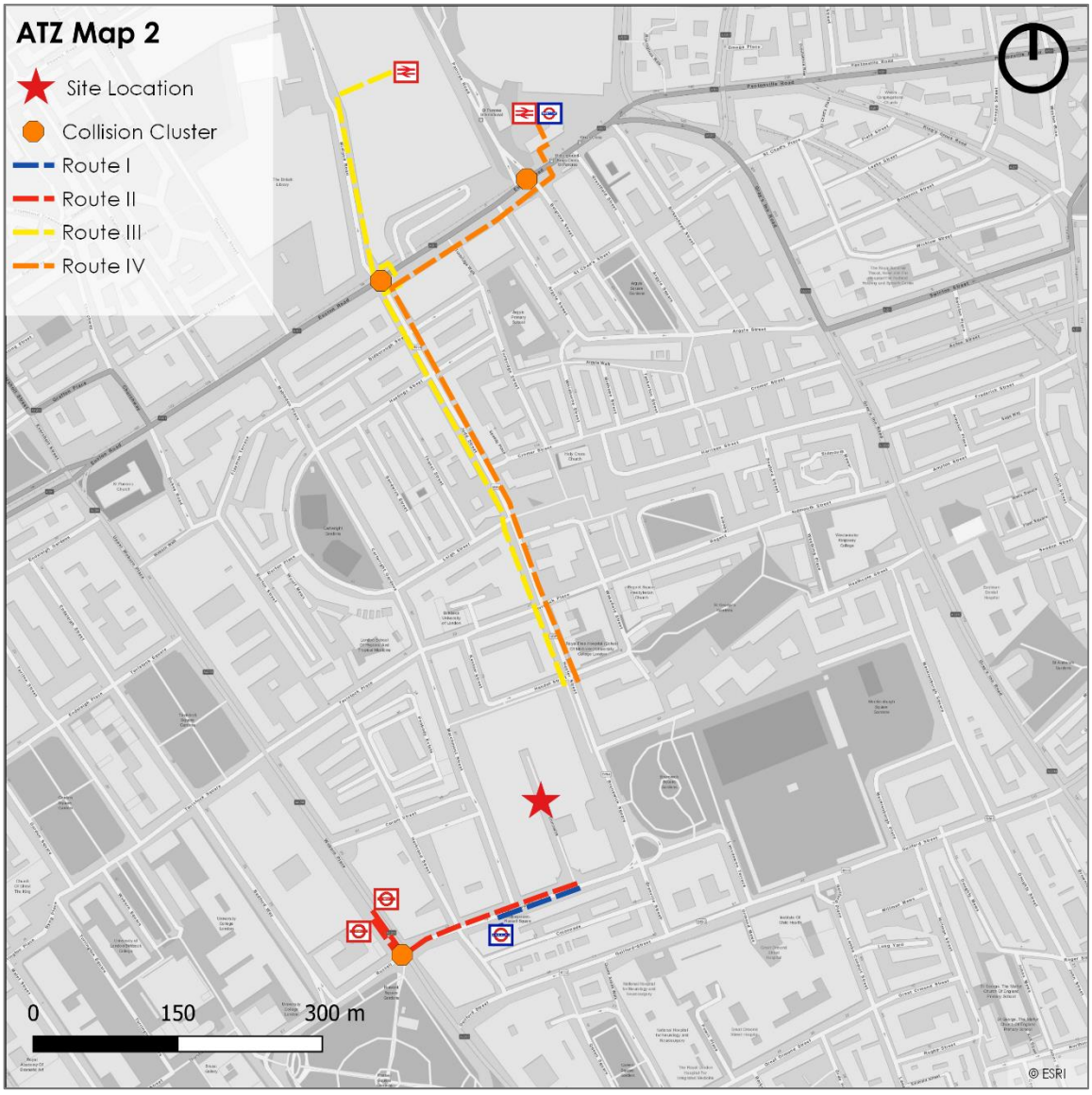


Figure 9 – ATZ Map 2

4.3.4 Street improvement ideas generated may not be funded by this development specifically.

4.4 Map 3 – ATZ Healthy Neighbourhood Characteristics

4.4.1 ATZ map 3 illustrates the characteristics of a typical healthy Neighbourhood.

Figure 10 – ATZ Map 3

4.4.2 It is not considered there is any critical severance to public transport, given the proposed developments PTAL 6b rating and therefore the excellent public transport services available in close proximity to the development.

4.4.3 Nor is it considered there is a deficiency in street density, given the excellent neighbourhood permeability of the development; or green space, given the developments proximity to Corams Field and Russel Square.

4.5 ATZ Neighbourhood Photography

4.5.1 ATZ neighbourhood photography illustrates the worst part of each journey of the four most important journeys as discussed at **Section 5.3** and why the area shown does not meet each of Health Street indicators 3-10 and how this could be improved.

Photograph	ID	Issues Identified and Potential Improvements Proposed
	Route I	Bernard Street - Bernard Street benefits from signalised pedestrian transition points close to the entrance of Russel Square station, a point could be provided closer to the site to support pedestrians crossing the carriageway.
	Route II	Woburn Place – Woburn Place has a significant carriageway width as a consequence of the bidirectional bus lanes and carriageway. Whilst footways are to a sufficient width, consideration could be given to rebalancing the streetscape through measures such as central tree lining.
	Route III	Judd Street and Euston Road Junction – The junction where the two roads meet is a collision cluster. To decrease pedestrian risk, consideration could be given to the provision of greater cyclist infrastructure / carriageway white lining to support cyclists in knowing when to egress onto Euston Road. It is noted that TfL have this junction listed in their safer junctions improvement programme and therefore improvements are expected in the near future, with funding secured.
	Route IV	Euston Road – The transition point from the southern to the northern carriageway footway is a collision cluster. Consideration could be given to widening the central refuge or increasing pedestrian priority / prominence. However, this is likely to be a consequence of the high footfall at this location and opportunistic crossing.

Figure 11 – ATZ Neighbourhood Key Routes Photo Survey

4.5.2 Street improvement ideas generated may not be funded by this development specifically.

5 TRIP GENERATION ASSESSMENT

5.1.1 The existing car parking spaces have the potential to attract a substantial level of vehicular activity and hence the proposals would result in the removal of some vehicular traffic and have a positive impact on the local highway network.

5.2 Proposed Trip Generation

5.2.1 The TRICS database is the industry standard tool used to calculate trip rates and trip generation for a range of use types. However, the database is extremely limited in terms of recent central London hotel data, with only a single survey site available from the last 8 years (which is the typical timeframe used when interrogating the database). The single site available includes a range of ancillary uses, with bar, restaurant, meeting rooms and fitness centre, which is unrepresentative of the proposals.

5.2.2 Therefore, independent surveys of comparably located central London hotels (with similar guest facilities) have been commissioned by the applicant to determine the potential trip generation of the proposed hotel. This data has been discussed and agreed with Camden Council during the course of pre-application discussions. Survey data was captured in February 2020 at three Central London 'hub by Premier Inn' hotels at the following locations:

(i) Wharfdale Road, Kings Cross, N1 9FA;

(ii) Torrington Place, Bloomsbury, WC1E 7HN; and

(iii) West Smithfield, Farringdon EC1A 9HB.

5.2.3 The above sites are all within comparable Central London locations close to principal London Underground and National Rail stations as well as to a range of visitor attractions and business destinations. The surveys were not affected by any Covid-19 restrictions, having been carried out at least 1 month prior to any restrictions on non-essential travel. The three hotels experienced a combined bedroom occupancy of 90% over the survey days, demonstrating typically high guest occupancy. Therefore, these are considered to be representative from a trip generation and mode split perspective.

5.2.4 Whilst it is acknowledged that the operator of the hotel could change at some point in the future, this trip generation data is reflective of the hotel type and extent of ancillary facilities being applied for. For example, the proposed site layout would not be able to accommodate a high-end hotel with extensive ancillary facilities. Therefore, the data is fully reflective of the proposed and any future potential operation of the site, whilst also being the most comparable set of survey data available for a comparable central London hotel.

5.2.5 The survey methodology for the above sites comprised CCTV surveys over a continuous 24-hour period as well as guest interviews between 15:00 and 21:00 to establish the overall trip rate and mode split information. Hotel bedroom occupancy at each site was also recorded and trip rates calculated per bedroom occupied for robustness. A summary of the results is attached hereto at **Appendix C**.

5.2.6 The data has been factored to reflect the 207-bedrooms as proposed and is summarised in the figure below.

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Total Daily (24-hour)		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Walk / Public Transport	22	97	119	69	52	121	732	711	1,443
Vehicles	0	0	0	1	1	2	13	13	26
All Movements	22	97	119	70	53	123	745	724	1,469

Figure 12 – Proposed Trip Generation

5.2.7 As summarised above, the proposal is anticipated to generate a total of 1,469 two-way movements by all modes over the course of a typical day, assuming full occupancy. This would comprise 119 two-way movements during the AM peak hour and 123 two-way movements during the PM peak hour, by all modes.

5.2.8 A total of 26 two-way vehicle movements would be anticipated on a typical weekday, comprising a maximum of 2 two-way movements during the PM peak hour, with none across the AM peak hour. It is anticipated these vehicle movements would almost entirely comprise taxi pick-up / drop-off activity, given the excellent public transport services available in close proximity to the development.

5.2.9 To support active (walking and cycling) and sustainable (public transport) travel, RGP have additionally prepared a Travel Plan (document ref. 2023/5262/TP01). A Travel Plan comprises a package of measures tailored to the needs of an individual site and aimed at promoting active and sustainable modes of travel. The development of such measures can reduce the impact of travel and transport whilst also bringing a range of benefits to staff and guests and the local community.

6 PARKING PROVISION & TAXI ACTIVITY

6.1 Car Parking

6.1.1 Table 10.5 of the London Plan states retail developments within the Central Activities Zone and all areas of PTAL 5-6 should be car free, with the exception of disabled car parking (considering the existing retail on-site). Additionally, policy T6.1 and Table 10.3 of the London Plan state that residential development in the CAZ should be car-free. The removal of existing car parking spaces (both retail and residential parking) therefore aligns with the London Plan policy and aspirations, as well as Camden Local Plan Policy T2 (part C) which confirms the council will '*support the redevelopment of existing car parks for alternative uses*.'

6.1.2 The number of basement level car parking spaces serving the shopping centre and residents would be reduced to approximately 160 spaces in total to facilitate the proposals, which is supported by the above policies and has been agreed in principle during pre-application discussions. Notwithstanding this, usage data for the car park has been recorded by the shopping centre management team, comprising counts taken at various times during the day, from December 2022 and throughout 2023.

6.1.3 Car park occupancy was recorded at 10am, 3pm and 8pm on each day. RGP has subsequently analysed the results to identify the peak occupancy on each of the survey days. The results and the corresponding peak occupancies for the NCP and residents parking areas on each day are detailed within **Appendix D**.

6.1.4 This data confirms that, throughout the survey period the maximum number of cars parked across the entire car park on a given day was 242 in December 2022. However, when looking at the wider occupancy data for 2023, this is not typical of the site and likely to be a result of increased trading during the festive shopping period. When excluding the festive shopping period (including early January during new year sales), a peak occupancy of 196 cars was recorded 17th March 2023.

6.1.5 However, when taking an average of the individual daily peaks, the maximum number of cars parked on a given day was typically 149 cars. This figure is representative of the site's typical requirement for car parking and represents a more appropriate quantum of retained car parking to ensure the site does not overprovide parking or encourage car travel where alternative modes are available (in line with the planning policies referenced above).

6.1.6 Based on the understood demand for the existing car parking spaces at the Brunswick Centre and noting that further discussions are required with LB Camden as leaseholders of the residential car parking, the Applicant has taken a considered approach to ensure that the total number of proposed parking spaces (approximately 160) meets the typical daily demand identified through the monitoring undertaken between December 2022 and throughout 2023.

6.1.7 Policy T6.4 (Hotel and Leisure Uses Parking) of the London Plan states that in areas of PTAL 4-6, parking should be limited to '*operational needs, disabled parking and parking required for taxis, coaches and deliveries or servicing*.' The proposed hotel would therefore not provide any dedicated car parking for hotel guests and will promote car-free development within a highly accessible location, whilst also promoting an appropriate alternative use for redevelopment of part of an existing car park without having an adverse impact on associated retail and residential uses at the site.

6.2 Disabled Parking

6.2.1 London Plan policy T6.5 states that "*all non-residential elements should provide access to at least one on or off-street disabled persons parking bay*". The proposed hotel would benefit from convenient access to 10x on-street disabled parking bays within approximately 100m-200m of the site.

6.2.2 Additionally, Camden Local Plan policy T2 and supporting text at paragraph 10.18 of the Local Plan states that "*parking for disabled people for both residential and non-residential developments should be provided where it can be demonstrated as necessary*".

6.2.3 There are a number of publicly available disabled car parking bays within vicinity of the site bounding The Brunswick Centre. This includes two disabled parking bays on Bernard Street outside Russel Square station, one on Bernard Street 70m east of the Marchmont Street junction, two on Handel Street, one on Coram Street, three on Guildford Street, and one on Marchmont Street. Therefore, new disabled parking is not considered necessary.

6.2.4 With respect to the potential demand for disabled car parking resulting from the development, previous research by Whitbread has considered the usage of Universally Accessible (UA) bedrooms from 10 Premier Inn hotels within central London. This has shown that over the course of a year, of the 530,028 reservations made, only 20,040 were made for an accessible room (i.e. 3.78%). However, UA rooms will ultimately be booked regardless of whether a guest requires it or not when room bookings at each hotel begin to approach full capacity closer to the date of stay. Therefore, to filter this information to make it more robust, an assumption has been made that those specifically requiring a UA room would make a reservation at least 30 days prior to arrival at the hotel, which leaves a total of 2,809 bookings over this period (i.e. 0.5% of the total room bookings). On this basis, when applied to the proposed 207 hotel bedrooms, there would typically be 1 guest per night requiring a UA bedroom (0.5% of the total bedrooms) albeit these guests would not necessarily arrive by car.

6.2.5 Due to the hotel's highly accessible central London location, the demand for parking of any type (including disabled parking) is substantially reduced. Therefore, there would be a typical demand for significantly less than 1 disabled parking bay overnight as a result of the proposals.

6.2.6 To further validate the low demand for disabled car parking, the survey data from comparable central London hotel sites attached at **Appendix C** has been further interrogated. Of the three sites surveyed, two contained dedicated disabled car parking facilities (2 disabled bays at Torrington Place and 1 disabled bay at Farringdon Smithfield). However, occupancy counts of these spaces confirm that the disabled bay at Farringdon was not utilised at all on the survey day and only 1 of the 2 disabled bays at Torrington Place was utilised on the survey day. These existing hotels contain 326 and 168 bedrooms respectively (including 10% UA guest bedrooms at each) and therefore provide further evidence that the demand for disabled car parking at similar central London hotels is extremely low and equates to a maximum demand for 1 disabled parking bay for a hotel of this scale.

6.2.7 To demonstrate whether any new dedicated on-site disabled parking is necessary, the nearby on-street parking bays have been surveyed to understand existing usage and spare capacity. The surveys were conducted using the 'Lambeth' survey methodology on 23rd and 24th March 2023. This survey methodology is commonly accepted across London Boroughs to identify the overnight usage of parking bays i.e. when the potential demand for parking would be greatest and the methodology was agreed during pre-application discussions. The results of the parking stress survey identify 3 available disabled parking spaces overnight within approximately 200m of the site.

6.2.8 Disabled car parking occupancy, as identified through the survey, is summarised in the figure below.

Location	No. of Bays	23/03/2023		24/03/2023	
		Parked	% Stress	Parked	% Stress
Guildford Street	3	3	100%	1	33.3%
Bernard Street	3	2	67.7%	2	67.7%
Handel Street	2	1	50%	2	100%
Marchmont Street	1	1	100%	1	100%
Coram Street	1	0	0%	1	100%
Total	**10**	**7**	**70%**	**7**	**70%**

Figure 13 – Parking Survey Results Summary

6.2.9 The table above confirms there were three vacant disabled parking bays in the vicinity of the survey site on each of the survey nights. Full survey results are attached hereto at **Appendix E**.

6.2.10 The closest available disabled parking bay on each survey night was at Bernard Street, approximately 120m from the hotel entrance, with the others (at Coram Street and Handel Street) typically being around 200m away. The route to the hotel entrance from all disabled parking bays is of a generally level topography and entirely step free, with existing dropped kerb crossings provided on all routes.

6.2.11 The above survey data confirms that no new on-street disabled car parking bays would be required as a result of the development proposals.

6.3 Cycle Parking

6.3.1 Cycle parking standards for hotel developments are stated in the London Plan and are summarised in the figure below.

Hotel – C1 Use Class	Long-Stay Cycle Parking	Short-Stay Cycle Parking
London Plan	1 space per 20 bedrooms	1 space per 50 bedrooms

Figure 14 – London Plan Cycle Parking Standards

6.3.2 Secure cycle parking would be provided in accordance with the above standards. This requires 11 long-stay cycle parking spaces and 5 short-stay cycle parking spaces.

6.3.3 It is proposed the long-stay cycle parking would be within a suitable location internally and access via internal lift, sized in accordance with London Cycling Design Standards. The short-stay cycle parking would be more conveniently accessible and visible.

6.3.4 The long-stay cycle parking would be within a dedicated internal cycle store which comprises 1 x accessible cycle space and 10 spaces within a two-tiered arrangement. Access would be via a suitably sized internal lift.

6.3.5 The short-stay cycle parking would be located externally, close to the hotel entrance. This would take the form of 3 x Sheffield style stands able to accommodate 6 bicycles, hence exceeding the minimum requirement.

6.4 Taxi Activity

6.4.1 Given the low level of taxi activity anticipated, it is proposed that this would be safely accommodated from the surrounding highway. Safe and suitable locations are available for momentary taxi pick-up and drop-off activity from the kerbside. Therefore, as previously acknowledged by the highway officer, it is does not appear necessary to provide any new formal taxi facilities.

6.4.2 There is an existing taxi stand on the northern side of Coram Street, less than 50m from the shopping centre, with capacity for 3 taxis. This would be convenient for any hotel guests requiring use of a taxi during their stay. Additionally, taxis can pick-up / drop-off guests from the double yellow lines on Marchmont Street, without impacting on traffic through-flow.

6.4.3 As detailed within Section 5 of this report, the proposals would be expected to attract a total of 26 two-way vehicle movements. This corresponds to a maximum of 13 taxi arrivals and 13 departures during the course of a typical day. As discussed during the pre-application process, this level of taxi activity could be easily accommodated within the surrounding highway layout and existing pick-up / drop-off facilities.

6.4.4 The proposed hotel would not be anticipated to attract coach parties and the proposed operator does not encourage coach party bookings or offer any discounts. Therefore, coach arrivals would not be generated at the proposed hotel.

7 DELIVERY AND SERVICING ARRANGEMENTS

7.1 Delivery and Servicing Arrangements

7.1.1 All delivery and servicing activity for the hotel would be accommodated on-site within the basement level service yard. Drawing **2020/5262/001**, attached hereto, presents the swept path assessment for the proposed 8.3m rigid delivery vehicle undertaking this route.

7.1.2 Whitbread utilise a number of vehicle types in order to service their developments, subject to the constraints of an individual site, as summarised in the extract from Whitbread's delivery and service vehicle summary, in the figure below. The vehicle that would be used to service this hotel is the 14t rigid.

Whitbread Vehicle Details			
Vehicle Type	**Length**	**Width**	**Height**
~~Large Articulated~~	~~16.5m~~	~~2.65m~~	~~4.2m~~
~~Small Articulated~~	~~14.6m~~	~~2.65m~~	~~4.2m~~
~~Rigid Lorry, 26t and Bin Lorry~~	~~12.0m~~	~~2.65m~~	~~3.9m~~
~~Rigid 18t~~	~~10.1m~~	~~2.65m~~	~~3.9m~~
Rigid 14t	8.3m	2.65m	3.6m

Figure 15 – Whitbread Vehicle Fleet Details

7.1.3 A 'test run' was undertaken on 20th February 2020 in order to establish the appropriate vehicle size for servicing of the proposed hotel at the Brunswick Centre. The 18t rigid (10.1m in length) was used on the test run, as illustrated in the figure below.

Figure 16 – Whitbread Vehicle Test Run Photographs

7.1.4 As illustrated above, while the vehicle was able to navigate through the service yard, there were noted to be pinch points. It was identified that the effective length restriction is 9.5m and, therefore, the smallest 14t vehicle (8.3m length) is proposed to be used to service this site.

7.2 Delivery and Servicing Requirements

7.2.1 'hub by Premier Inn' are served by 14 delivery / servicing vehicles per week, as summarised in the figure below. No movements take place on Sundays or Bank Holidays.

'hub by Premier Inn' Deliveries per Week				
Type	**No. Visits**	**Duration**	**Timings**	**Activity**
Linen	7	30-minutes	06:30 – 18:00	6 x 1.5m³ cages on wheels
Food	3	40-minutes	06:30 – 18:00	1 x trolley with 1m x 1.2m pallet
Beverage	1	45-minutes	06:30 – 18:00	1 x trolley with 1m x 1.2m pallet
Refuse / Recycling	3	20-minutes	06:30 – 18:00	4 bins emptied per visit

Figure 17 – Whitbread Delivery and Servicing Schedule Summary

7.2.2 The above schedule equates to approximately two vehicle movements per day, taking up to 40-minutes, but with an average time in the order of 30-minutes. Delivery and servicing takes place during the daytime, ensuring the peak highways hours are avoided.

7.2.3 It is Whitbread policy for vehicles to visit a number of hotels as part of a coordinated strategy, to reduce the impact of Whitbread operations on the highway network. The number of movements is constantly reviewed with the frequency and size of each delivery monitored to ensure that the minimum number of deliveries occur at each site.

7.2.4 Each vehicle visit would therefore not necessarily represent a new vehicle trip on the highway network, with these vehicles arriving from and / or continuing to another Whitbread hotel locally.

7.2.5 The above servicing frequencies and arrangements would not be significant and could be accommodated within the site without causing detrimental impact locally. A similar approach would be taken by any potential hotel operator at the site.

8 SUMMARY AND CONCLUSIONS

8.1.1 RGP is commissioned to provide transport planning and highways input in support of a proposed hotel at The Brunswick Shopping Centre, Camden, London, WC1N 1BS ('the site'). At present, the proposed operator is Whitbread under the 'hub by Premier Inn' brand, however the assessment has also been undertaken considering the operation of the proposed use by other operators.

8.1.2 The proposals comprise the development of a hotel to provide 207-bedrooms. The hotel would occupy part of the upper basement level of the shopping centre, where the NCP operated area of car parking is presently located.

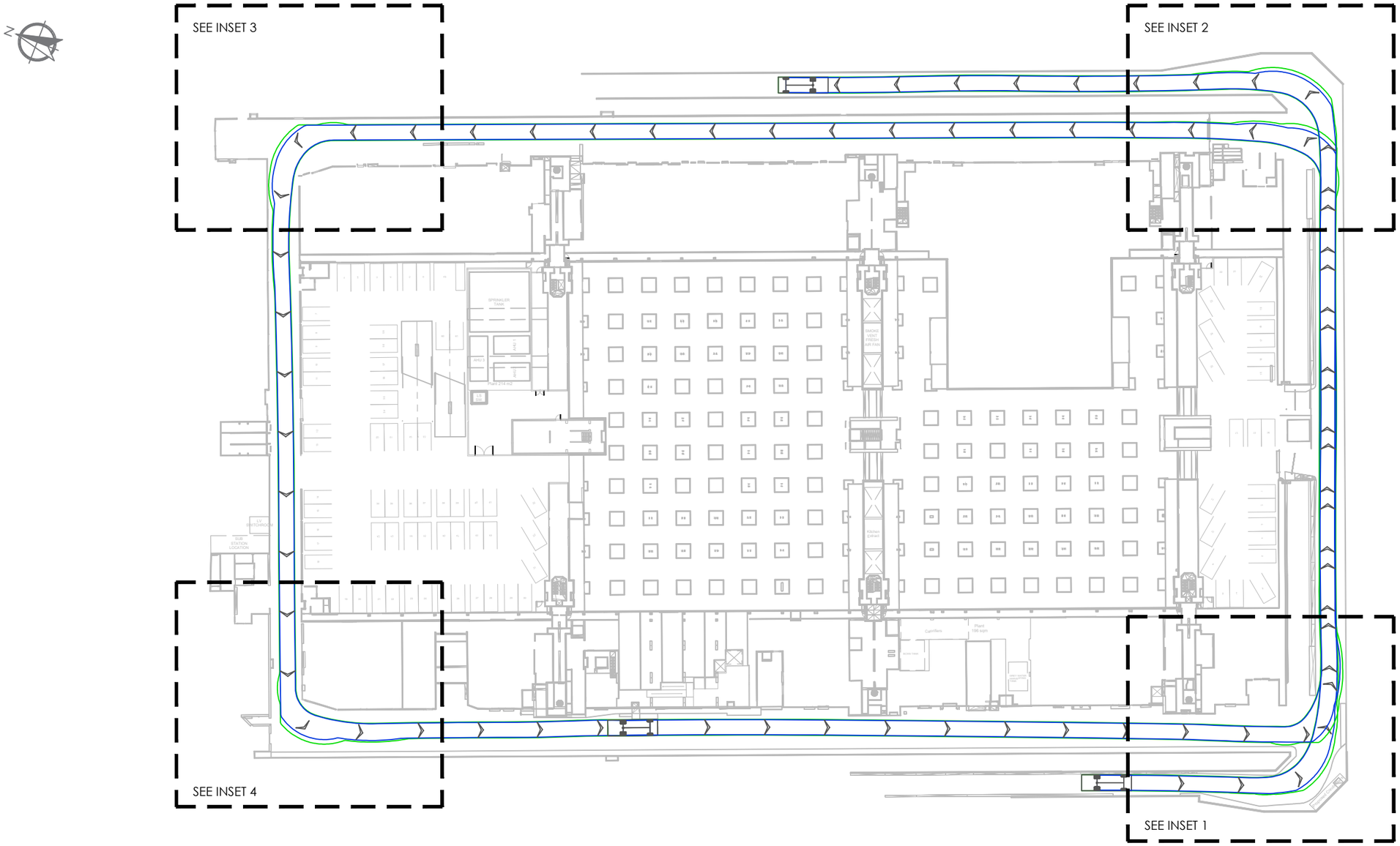
8.1.3 As background, RGP has considerable experience of Premier Inn / 'hub by Premier Inn' sites and has been involved in many new builds and extensions to existing sites within the Whitbread estate nationwide. This includes a number of recent hotel consents within the London Borough of Camden. The use of those would be expected continue to be reflective of any operator (should this change in the future) based on the hotel's scale, location and extent of ancillary facilities.

8.1.4 The above assessments and analysis has evaluated the transport and highways implications of the proposed development, with the following pertinent conclusions drawn:

- The site achieves its 'excellent' PTAL rating as a result of the comprehensive public transport network accessible within the vicinity of the site to include bus, London Underground and National Rail services;
- The preparation and implementation of a Travel Plan for the site with realistic aims and objectives will encourage travel to the site via active and sustainable means of travel;
- The proposed hotel would not feature any dedicated car parking spaces;
- Any disabled persons parking requirement would be met by the surrounding carriageway provision in light of the identified spare capacity and low demand expected;
- Although the proposals would reduce the overall number of spaces in the car park, there would still be sufficient capacity to accommodate the typical demands associated with The Brunswick Centre;
- The proposals would not generate a significant level of vehicular traffic and hence would not have a significant impact on the capacity of the surrounding highway network;
- A low level of taxi activity would be generated, which could be suitably accommodated within the surrounding on-street taxi facilities.
- Long and short stay cycle parking would be provided in accordance with London Plan standards; and
- Delivery and servicing activity could be safely accommodated on-site within the basement level service yard.

8.1.5 In light of the information contained within this report, it is considered that sufficient justification is provided to validate the proposed development from a transport and highways perspective. The pre-application feedback received has been considered and addressed where appropriate. Therefore, the London Borough of Camden are respectfully invited to confirm that the proposed development is acceptable from a highways and transport perspective.

DRAWINGS



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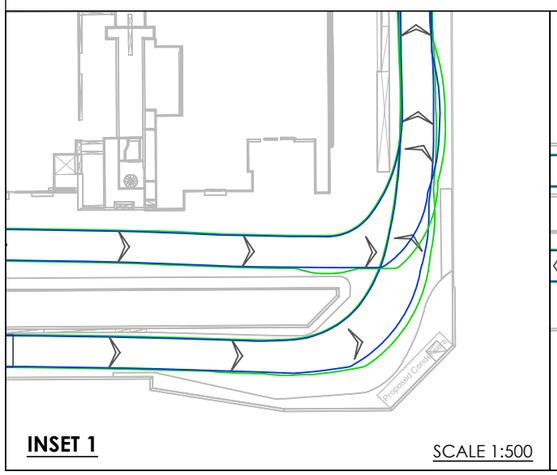

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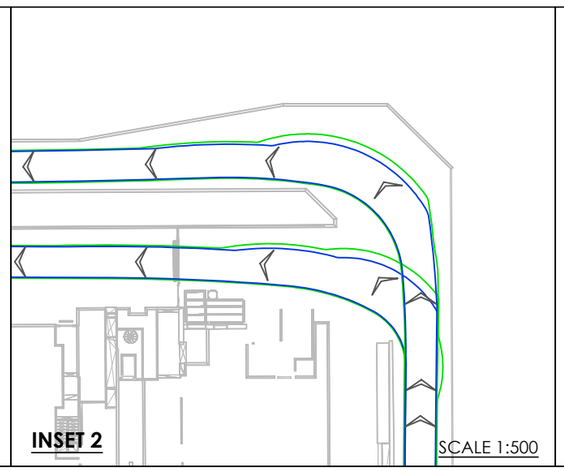

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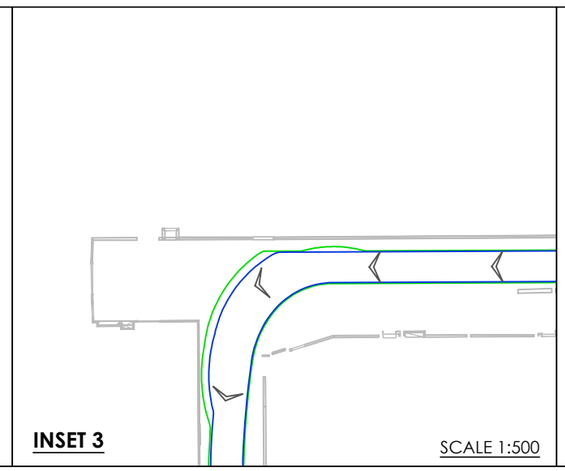
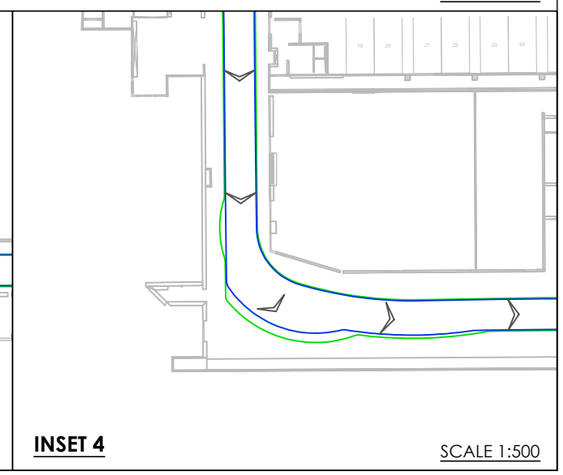


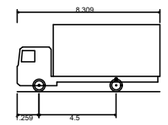
INSET 3 SCALE 1:500



INSET 4 SCALE 1:500

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Whitbread Rigid 14t	
Overall Length	8.309m
Overall Width	2.650m
Overall Body Height	3.900m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P2	DLH	LAYOUT UPDATED	03/08/23
P1	DLH	FIRST ISSUE	10/02/22

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Client: Whitbread Group plc

Project: Brunswick Centre

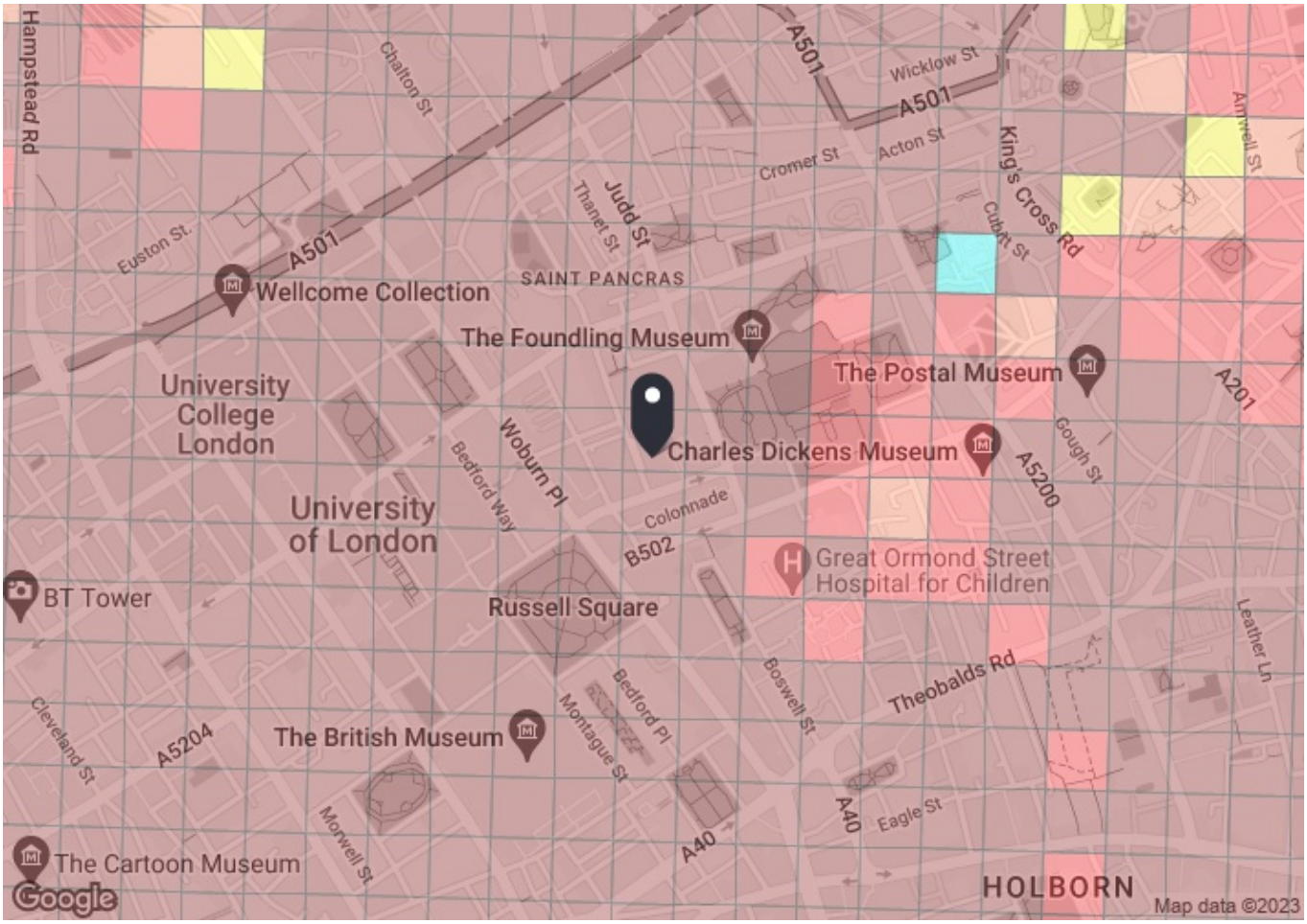
Drawing Title: Swept Path Analysis

Drawing No.	Rev.
2020/5262/001	P2

Scale	Drawn By	Checked By	
As shown	DLH	NDR	A3

APPENDIX A

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

WC1N 1BS
London WC1N 1BS, UK
Easting: 530244, Northing: 182208

Grid Cell: 89396

Report generated: 10/05/2023

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

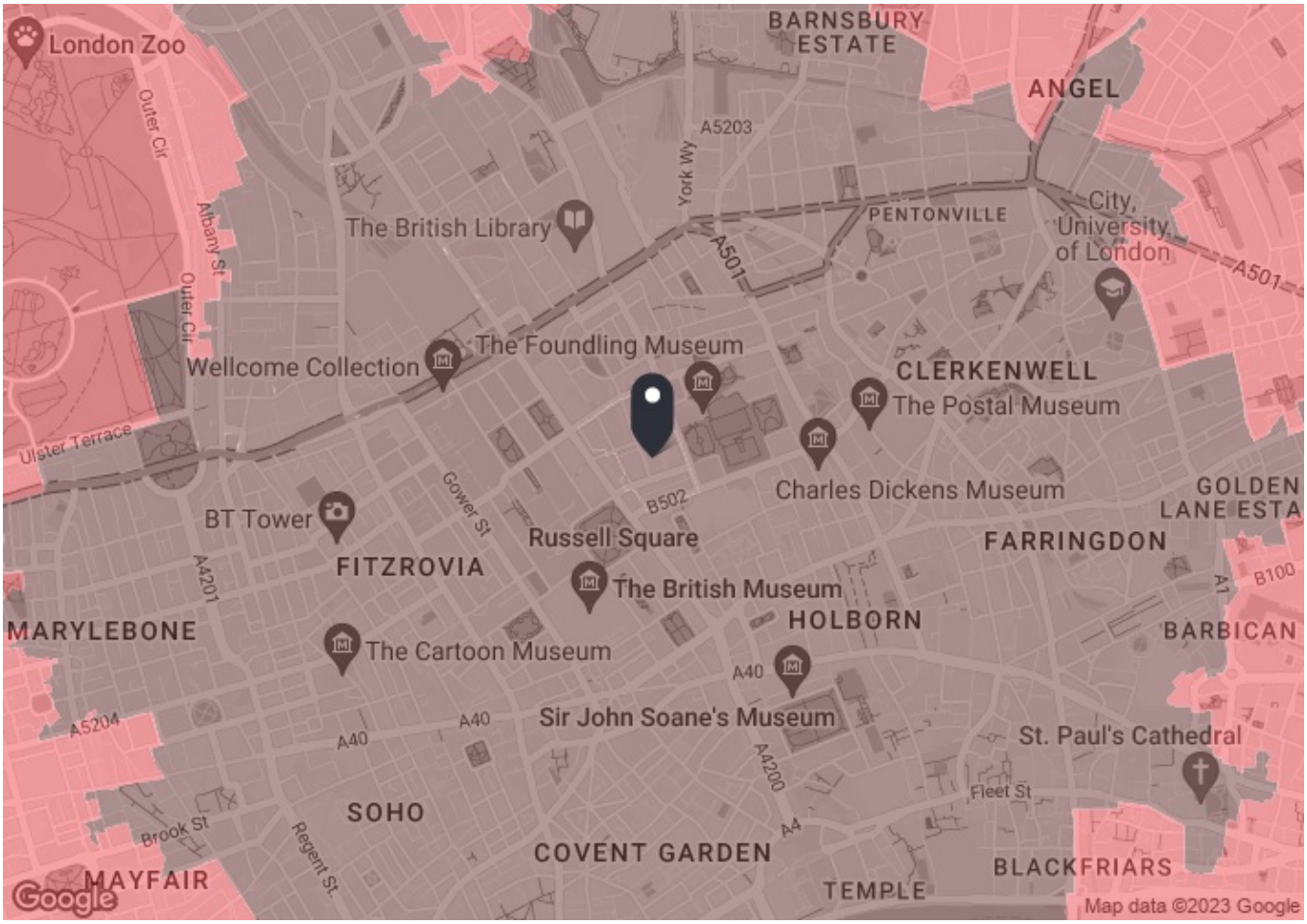
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	EUSTON R BRITISH LIBRARY	10	604.25	4.5	7.55	8.67	16.22	1.85	0.5	0.92
Bus	EUSTON R BRITISH LIBRARY	390	604.25	8	7.55	5.75	13.3	2.26	0.5	1.13
Bus	EUSTON R BRITISH LIBRARY	30	604.25	7.5	7.55	6	13.55	2.21	0.5	1.11
Bus	EUSTON R BRITISH LIBRARY	73	604.25	18	7.55	3.67	11.22	2.67	0.5	1.34
Bus	EUSTON R BRITISH LIBRARY	476	604.25	7.5	7.55	6	13.55	2.21	0.5	1.11
Bus	EUSTON R BRITISH LIBRARY	205	604.25	8	7.55	5.75	13.3	2.26	0.5	1.13
Bus	RUSSELL SQUARE STH SIDE	X68	514.98	4	6.44	9.5	15.94	1.88	0.5	0.94
Bus	RUSSELL SQ NTH/WOBURN PL	98	279.73	9	3.5	5.33	8.83	3.4	0.5	1.7
Bus	RUSSELL SQ NTH/WOBURN PL	91	279.73	9	3.5	5.33	8.83	3.4	0.5	1.7
Bus	RUSSELL SQ NTH/WOBURN PL	188	279.73	8	3.5	5.75	9.25	3.24	0.5	1.62
Bus	WOBURN PLACE CORAM ST	59	278.7	10	3.48	5	8.48	3.54	1	3.54
Bus	WOBURN PLACE CORAM ST	68	278.7	9	3.48	5.33	8.82	3.4	0.5	1.7
Bus	WOBURN PLACE CORAM ST	168	278.7	9	3.48	5.33	8.82	3.4	0.5	1.7
Rail	St Pancras	'BEDFDM-SVNOAKS 1E62'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BROMLYS 1E83'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-ORPNGTN 1L60'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1O13'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-KENTHOS 1S85'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T11'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T15'	832.78	0.67	10.41	45.53	55.94	0.54	0.5	0.27
Rail	St Pancras	'BRGHTN-BEDFDM 1T83'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V23'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V82'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W06'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W81'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W84'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W86'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E11'	832.78	1	10.41	30.75	41.16	0.73	0.5	0.36
Rail	St Pancras	'BEDFDM-SVNOAKS 2E19'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'LUTON-SVNOAKS 2E21'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E95'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O00'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2O04'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2O06'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O10'	832.78	1	10.41	30.75	41.16	0.73	0.5	0.36
Rail	St Pancras	'LUTON-SUTTON 2O17'	832.78	0.67	10.41	45.53	55.94	0.54	0.5	0.27
Rail	St Pancras	'STALBCY-SUTTON 2O21'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2O29'	832.78	0.67	10.41	45.53	55.94	0.54	0.5	0.27
Rail	St Pancras	'LUTON-BCKNHMJ 2S91'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'STALBCY-BROMLYS 2S93'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T02'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T04'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 2T15'	832.78	1	10.41	30.75	41.16	0.73	0.5	0.36
Rail	St Pancras	'BEDFDM-BRGHTN 2T25'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-LUTON 2T99'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V02'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V08'	832.78	0.67	10.41	45.53	55.94	0.54	0.5	0.27
Rail	St Pancras	'BEDFDM-SUTTON 2V15'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2V16'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'LUTON-SUTTON 2V19'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-KNTSHTN 2V20'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2V27'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'LUTON-SUTTON 2V31'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W08'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W12'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W16'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'ASHFKY-BEDFDM 1E61'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'ASHFKY-BEDFDM 1E63'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	St Pancras	'RCHT-BEDFDM 1E67'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SVNOAKS-BEDFDM 1E69'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BROMLYS-BEDFDM 1E82'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BCKNHMJ-BEDFDM 1G65'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'KENTHOS-BEDFDM 1G71'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'ORPNGTN-STALBCY 2D93'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2D95'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SVNOAKS-STALBCY 2E59'	832.78	0.67	10.41	45.53	55.94	0.54	0.5	0.27
Rail	St Pancras	'SVNOAKS-LUTON 2E61'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SVNOAKS-WHMPSTM 2E63'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E65'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E67'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BROMLYS-LUTON 2E93'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2L59'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'ORPNGTN-KNTSHTN 2L65'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J87'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J88'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'STPANCI-FAVRSHM 1F08'	832.78	2	10.41	15.75	26.16	1.15	1	1.15
Rail	St Pancras	'BRSR-STPANCI 1F13'	832.78	0.67	10.41	45.53	55.94	0.54	0.5	0.27
Rail	St Pancras	'FAVRSHM-STPANCI 1F17'	832.78	1	10.41	30.75	41.16	0.73	0.5	0.36
Rail	St Pancras	'EBSFLTI-STPANCI 1F85'	832.78	1.33	10.41	23.31	33.72	0.89	0.5	0.44
Rail	St Pancras	'STPANCI-MARGATE 1J08'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'STPANCI-DOVERP 1J10'	832.78	1	10.41	30.75	41.16	0.73	0.5	0.36
Rail	St Pancras	'RAMSGTE-STPANCI 1J11'	832.78	0.67	10.41	45.53	55.94	0.54	0.5	0.27
Rail	St Pancras	'STPANCI-MARGATE 1J12'	832.78	0.67	10.41	45.53	55.94	0.54	0.5	0.27
Rail	St Pancras	'MARGATE-STPANCI 1J13'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J17'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'DOVERP-STPANCI 1J19'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J21'	832.78	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	St Pancras	'MSTONEW-STPANCI 1T91'	832.78	1	10.41	30.75	41.16	0.73	0.5	0.36
Rail	King's Cross	'KNGX-CAMBDGE 1C33'	856.43	0.67	10.71	45.53	56.23	0.53	0.5	0.27
Rail	King's Cross	'KNGX-CAMBDGE 1C35'	856.43	0.33	10.71	91.66	102.36	0.29	0.5	0.15
Rail	King's Cross	'CAMBDGE-KNGX 1C82'	856.43	0.33	10.71	91.66	102.36	0.29	0.5	0.15
Rail	King's Cross	'KNGX-PBRO 1P11'	856.43	1	10.71	30.75	41.46	0.72	0.5	0.36
Rail	King's Cross	'PBRO-KNGX 1P62'	856.43	1.33	10.71	23.31	34.01	0.88	0.5	0.44
Rail	King's Cross	'ROYSTON-KNGX 1R50'	856.43	0.33	10.71	91.66	102.36	0.29	0.5	0.15
Rail	King's Cross	'ROYSTON-KNGX 1R51'	856.43	0.67	10.71	45.53	56.23	0.53	0.5	0.27
Rail	King's Cross	'KNGX-CAMBDGE 2C03'	856.43	1	10.71	30.75	41.46	0.72	0.5	0.36
Rail	King's Cross	'CAMBDGE-KNGX 2C54'	856.43	0.67	10.71	45.53	56.23	0.53	0.5	0.27
Rail	King's Cross	'CAMBDGE-KNGX 2C91'	856.43	0.33	10.71	91.66	102.36	0.29	0.5	0.15
Rail	King's Cross	'CAMBDGE-KNGX 2C92'	856.43	0.67	10.71	45.53	56.23	0.53	0.5	0.27
Rail	King's Cross	'KNGX-PBRO 2P04'	856.43	1	10.71	30.75	41.46	0.72	0.5	0.36
Rail	King's Cross	'PBRO-KNGX 2P90'	856.43	0.33	10.71	91.66	102.36	0.29	0.5	0.15
Rail	King's Cross	'LTCE-KNGX 2R07'	856.43	0.67	10.71	45.53	56.23	0.53	0.5	0.27
Rail	King's Cross	'HITCHIN-KNGX 2R94'	856.43	0.33	10.71	91.66	102.36	0.29	0.5	0.15
Rail	King's Cross	'WLWYNGC-KNGX 2Y04'	856.43	0.33	10.71	91.66	102.36	0.29	0.5	0.15
Rail	King's Cross	'WLWYNGC-KNGX 2Y13'	856.43	0.67	10.71	45.53	56.23	0.53	0.5	0.27
LUL	King's Cross	'Hammersmith-Edgware'	856.43	6	10.71	5.75	16.46	1.82	0.5	0.91
LUL	King's Cross	'Barking-Hammersmith'	856.43	6.34	10.71	5.48	16.19	1.85	0.5	0.93
LUL	King's Cross	'Hammersmith-Plaistow'	856.43	1	10.71	30.75	41.46	0.72	0.5	0.36
LUL	King's Cross	'Amer-AldgateFast'	856.43	1	10.71	30.75	41.46	0.72	0.5	0.36
LUL	King's Cross	'Ches-AldgateFast'	856.43	2	10.71	15.75	26.46	1.13	0.5	0.57
LUL	King's Cross	'Uxbridge-AldSlow'	856.43	5.33	10.71	6.38	17.08	1.76	0.5	0.88
LUL	King's Cross	'Watford-AldSfast'	856.43	3.67	10.71	8.92	19.63	1.53	0.5	0.76
LUL	King's Cross	'Aldg-WatfordSlow'	856.43	3.67	10.71	8.92	19.63	1.53	0.5	0.76
LUL	King's Cross	'Ald-HarrowHill'	856.43	1.33	10.71	23.31	34.01	0.88	0.5	0.44
LUL	King's Cross	'Edgware-Morden'	856.43	9	10.71	4.08	14.79	2.03	0.5	1.01
LUL	King's Cross	'Morden-HighBarnet'	856.43	14.67	10.71	2.79	13.5	2.22	0.5	1.11

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	King's Cross	'Morden-MillHillE'	856.43	4	10.71	8.25	18.96	1.58	0.5	0.79
LUL	King's Cross	'Brixton-WalthamstowC'	856.43	15.67	10.71	2.66	13.37	2.24	0.5	1.12
LUL	King's Cross	'SevenSisters-Brixton'	856.43	11.67	10.71	3.32	14.03	2.14	0.5	1.07
LUL	Russel Square	'Cockfosters-LHRT4LT'	166.79	4.67	2.08	7.17	9.26	3.24	0.5	1.62
LUL	Russel Square	'RayLane-Cockfosters'	166.79	3.67	2.08	8.92	11.01	2.72	0.5	1.36
LUL	Russel Square	'LHRT4LT-ArnosGrove'	166.79	4.67	2.08	7.17	9.26	3.24	0.5	1.62
LUL	Russel Square	'ArnosGrove-RayLane'	166.79	0.33	2.08	91.66	93.74	0.32	0.5	0.16
LUL	Russel Square	'ArnosGrove-Nthfields'	166.79	3	2.08	10.75	12.83	2.34	0.5	1.17
LUL	Russel Square	'Oakwood-RayLane'	166.79	0.33	2.08	91.66	93.74	0.32	0.5	0.16
LUL	Russel Square	'Nthfields-Cockfoster'	166.79	1	2.08	30.75	32.83	0.91	0.5	0.46
LUL	Russel Square	'LHRT5-Cockfosters'	166.79	6	2.08	5.75	7.83	3.83	1	3.83
LUL	Russel Square	'Uxbridge-Cockfosters'	166.79	3.67	2.08	8.92	11.01	2.72	0.5	1.36
LUL	Russel Square	'Ruislip-Cockfosters'	166.79	2.33	2.08	13.63	15.71	1.91	0.5	0.95
LUL	Russel Square	'ArnosGrove-Uxbridge'	166.79	1	2.08	30.75	32.83	0.91	0.5	0.46
LUL	Russel Square	'Oakwood-Uxbridge'	166.79	0.33	2.08	91.66	93.74	0.32	0.5	0.16
LUL	Russel Square	'Oakwood-Ruislip'	166.79	0.33	2.08	91.66	93.74	0.32	0.5	0.16
									Total Grid Cell AI:	**63.12**

APPENDIX B

TRANSPORT FOR LONDON



TIM output for Base Year
Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

WC1N 1BS
London WC1N 1BS, UK
Easting: 530244, Northing: 182208

Report generated: 17/05/2023

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

- < 20 mins
- 20 - 40 mins
- 40 - 60 mins
- 60 - 80 mins
- 80 - 100 mins
- 100 - 120 mins
- 120 - 140 mins

Map layers

Travel Times

Catchment data for your current selection

Population - Total: London 2011

Total: London (2011) 8,217,475

Travel Time (mins)	Total: London (2011) 8,217,475
< 20	139632
< 40	1859998
< 60	5396422
< 80	7984882
< 100	8213083
< 120	8217473
< 140	8217475

Travel Time (mins)	Total: London & SE (2011) 21,126,595
< 20	139632
< 40	1860877
< 60	5920945
< 80	11304657
< 100	15093328
< 120	18005851
< 140	19144583

Travel Time (mins)	Households: London (2011) 3,278,323
< 20	63268
< 40	812087
< 60	2177357
< 80	3186396
< 100	3276494
< 120	3278322
< 140	3278323

Travel Time (mins)	Households: London & SE (2011) 8,578,772
< 20	63268
< 40	812502
< 60	2391323
< 80	4516516
< 100	6048249
< 120	7238609
< 140	7721314

Travel Time (mins)	Working Age: London (2011) 5,487,531
< 20	106085
< 40	1334557
< 60	3718081
< 80	5346039
< 100	5485111
< 120	5487530
< 140	5487531

Travel Time (mins)	Economicallyactive: London (2011) 3,706,868
< 20	62090
< 40	874743
< 60	2473729
< 80	3603422
< 100	3704945
< 120	3706867
< 140	3706868

Travel Time (mins)	Pensioners: London (2011) 1,087,045
< 20	15173
< 40	203827
< 60	632059
< 80	1043435
< 100	1085837
< 120	1087045
< 140	1087045

Employment - Jobs: London 2011

Travel Time (mins)	Jobs: London (2011) 4,895,753
< 20	783620
< 40	2487690
< 60	3917064
< 80	4791843
< 100	4893578
< 120	4895573
< 140	4895753

Travel Time (mins)	Jobs: London & SE (2011) 10,763,962
< 20	783620
< 40	2491299
< 60	4177202
< 80	6383175
< 100	8124142
< 120	9492335
< 140	9960401

Town centres - Metropolitan, major and district: London

Travel Time (mins)	Metropolitan, major and district: London - 191
< 20	1
< 40	53
< 60	149
< 80	190
< 100	191
< 120	191
< 140	191

Travel Time (mins)	Metropolitan and major: London - 47
< 20	1
< 40	16
< 60	41
< 80	47
< 100	47
< 120	47

< 140	47

Travel Time (mins)	Metropolitan only: London - 12
< 20	0
< 40	2
< 60	10
< 80	12
< 100	12
< 120	12
< 140	12

Health services - GP Surgeries: London

Travel Time (mins)	Pharmacies: London - 2,607
< 20	100
< 40	760
< 60	1881
< 80	2564
< 100	2607
< 120	2607
< 140	2607

Travel Time (mins)	GP Surgeries: London - 1,454
< 20	38
< 40	369
< 60	996
< 80	1439
< 100	1453
< 120	1454
< 140	1454

Travel Time (mins)	A&E departments: London - 31
< 20	2
< 40	9
< 60	20
< 80	31
< 100	31
< 120	31
< 140	31

Education establishments - Primary schools: London

Travel Time (mins)	Primary schools: London - 2,663
< 20	39
< 40	553
< 60	1625
< 80	2569

< 100	2661
< 120	2663
< 140	2663

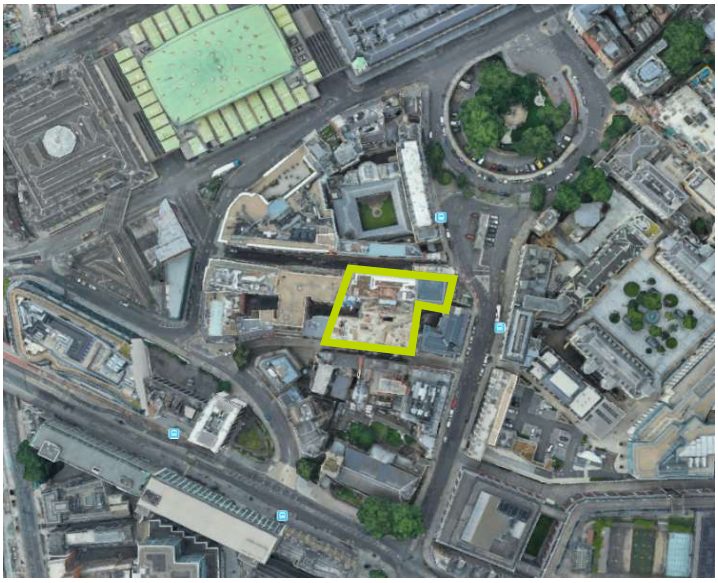
Travel Time (mins)	Secondary schools: London - 756
< 20	5
< 40	134
< 60	418
< 80	723
< 100	754
< 120	756
< 140	756

Travel Time (mins)	Further education colleges: London - 50
< 20	5
< 40	15
< 60	35
< 80	49
< 100	50
< 120	50
< 140	50

APPENDIX C

PREMIER INN TRANSPORT SURVEY ANALYSIS SUMMARY

PREMIER INN LONDON FARRINGDON (SMITHFIELD)



LOCATION:	WEST SMITHFIELD, FARRINGDON, LONDON, EC1A 9HB
TOTAL ROOMS:	326
SURVEY DATES:	13/02/2020 - 14/02/2020
BOOKED ROOMS:	256

OCCUPANCY SPOT CHECKS	3PM	9PM
PARKED CARS	0	0
PARKED CYCLES	1	1

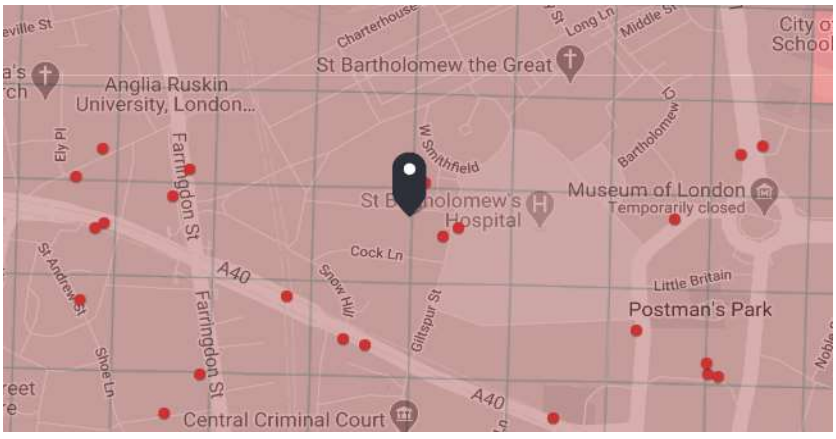
SURVEY DETAILS: PEDESTRIAN COUNT, SERVICE VEHICLES (24H) & PEDESTRIAN INTERVIEWS (3PM-9PM)

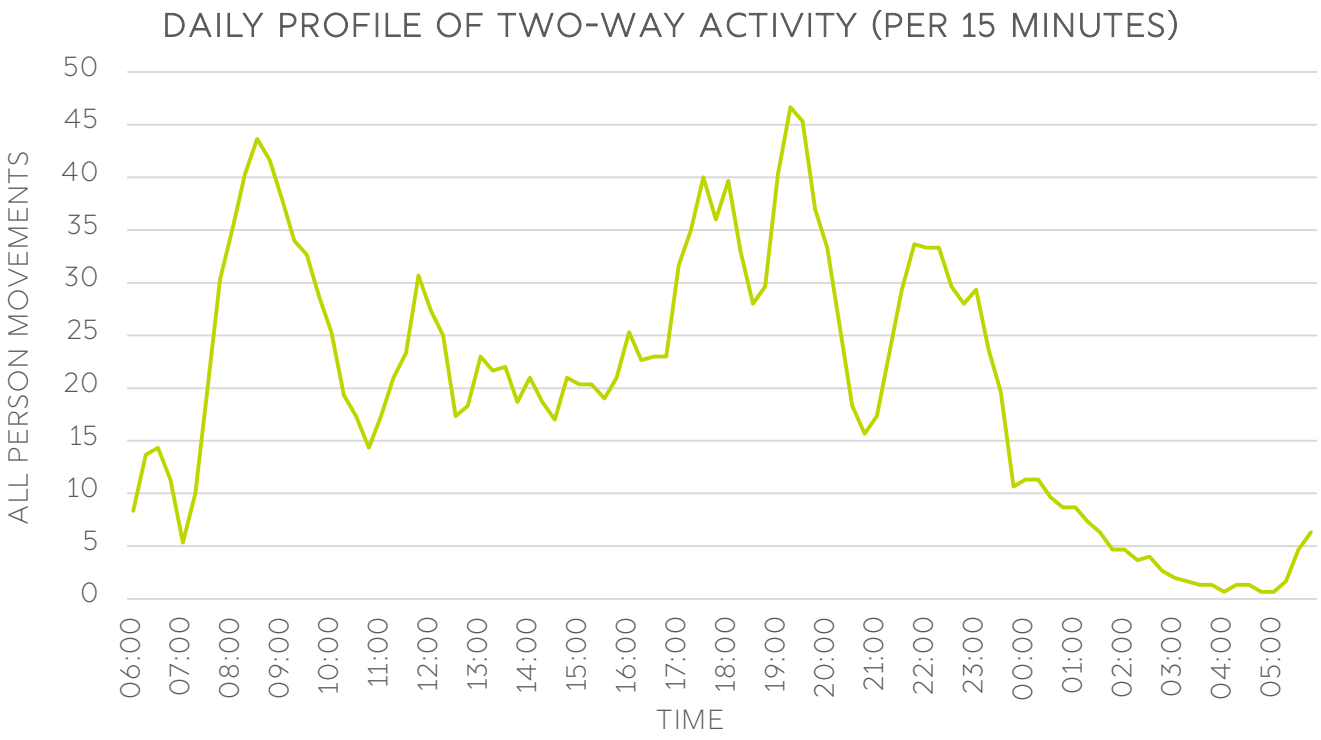
CAR PARKING: 1 DISABLED SPACE

CYCLE PARKING: 24 CYCLE SPACES

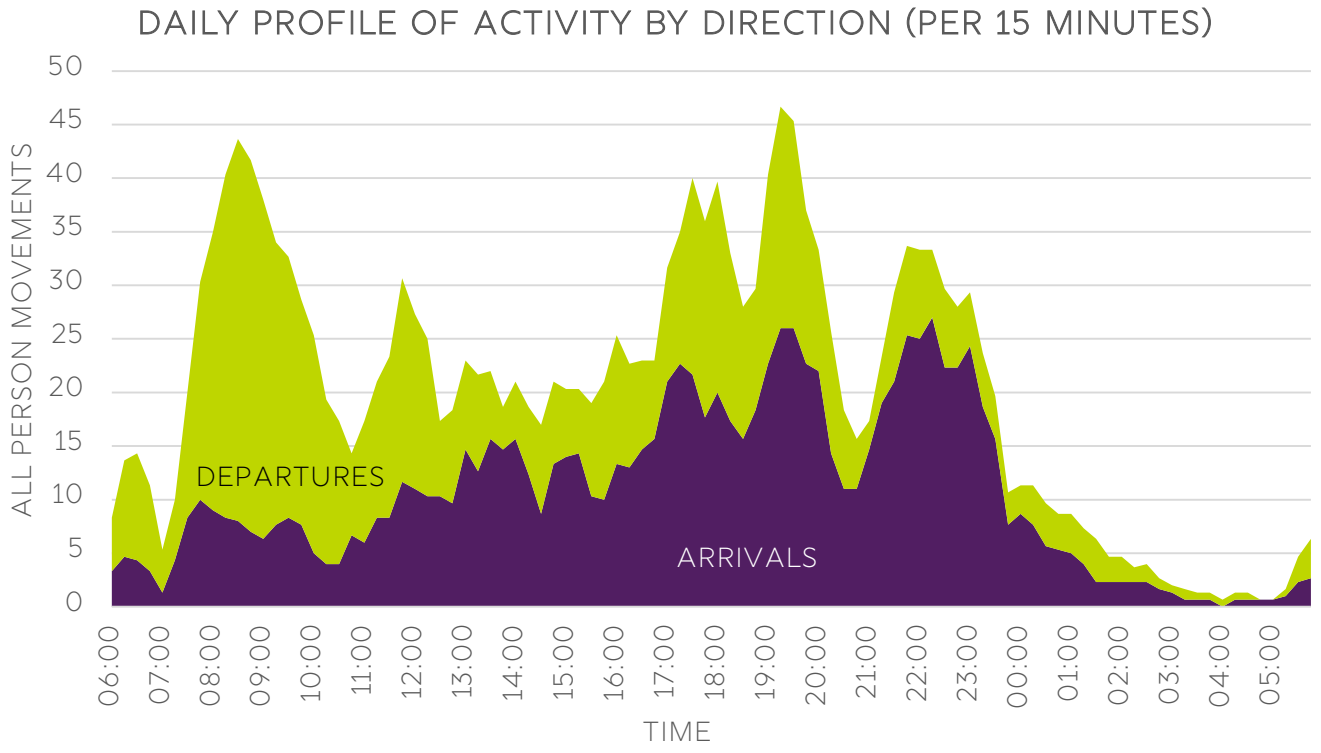
ACCESSIBILITY:

- SANTANDER CYCLE HIRE ACCESS WITHIN 140M OF THE SITE;
- BUS STOPS WITHIN 100M OF THE SITE;
- LONDON UNDERGROUND ACCESS WITHIN 500M OF THE SITE;
- NATIONAL RAIL ACCESS 550M FROM THE SITE AT FARRINGDON RAIL STATION
- PTAL: 6B (BEST);

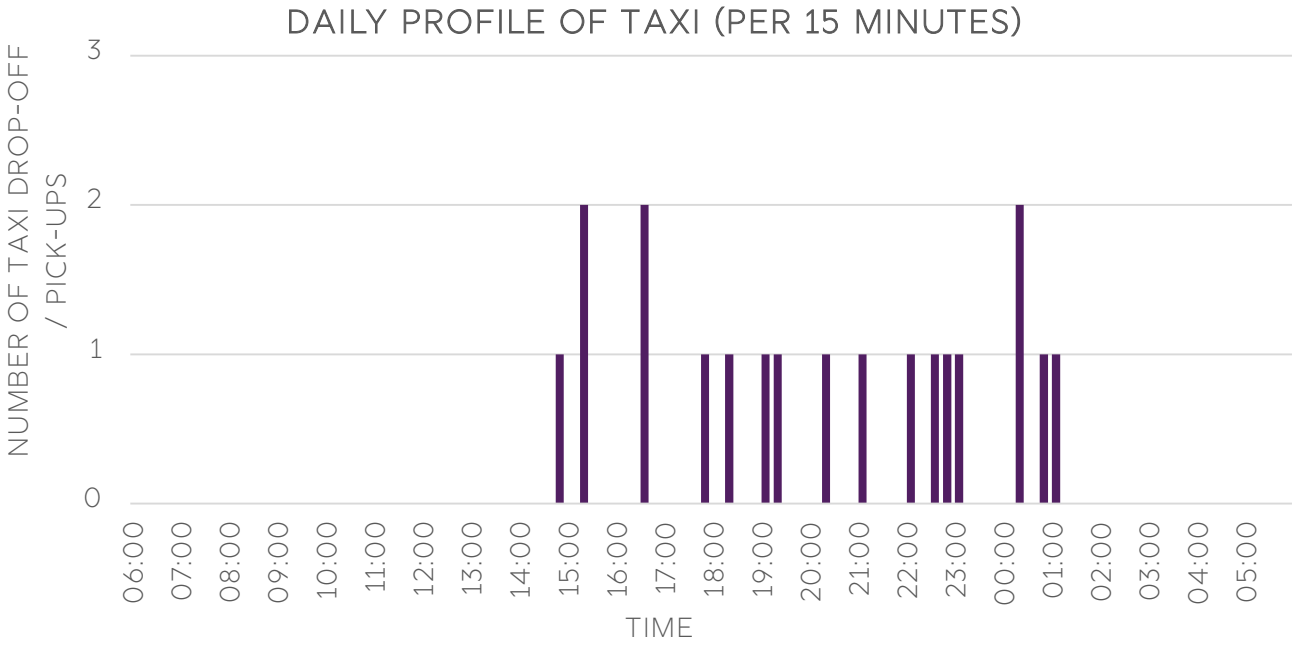




THE DAILY PROFILE OF TWO-WAY PERSON MOVEMENTS ILLUSTRATES THREE NOTABLE PEAKS THROUGHOUT THE DAY, ONE AT 8AM, ONE AT 5-8PM AND ONE AT 10-11PM.



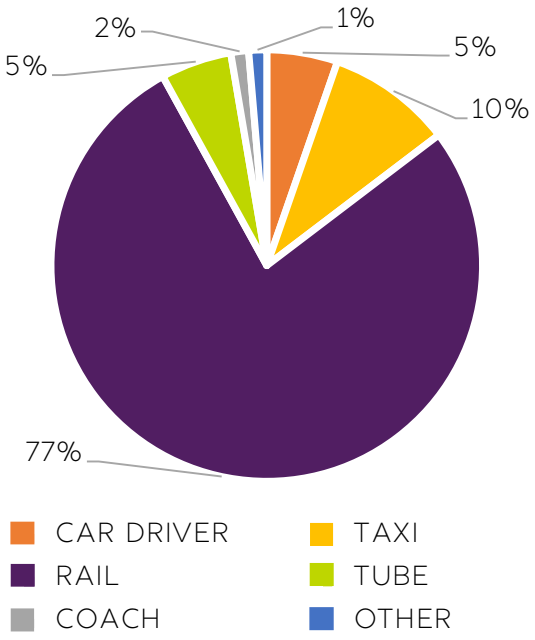
THE DAILY PROFILE BY DIRECTION ILLUSTRATES THAT MOST MOVEMENTS IN THE MORNING ARE DEPARTURES. THE NUMBER OF ARRIVALS ARE CONSISTENT FROM 5PM WITH ANOTHER SPIKE AT 10PM. THERE IS A SPIKE OF DEPARTURES FROM 5PM - 8PM.



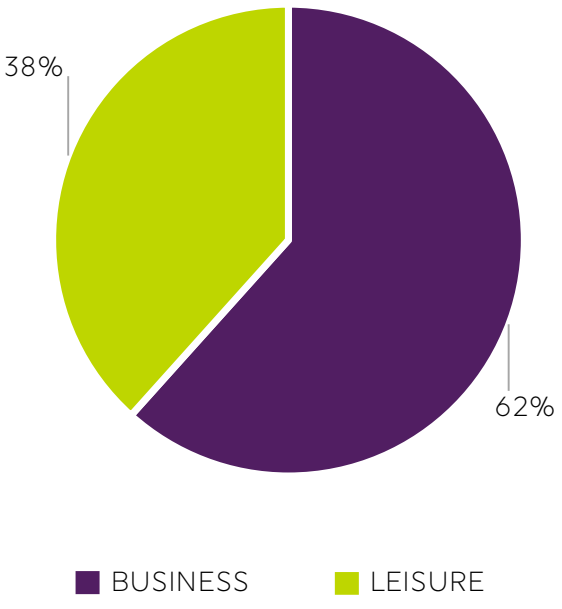
THE MAXIMUM TAXI ACTIVITY IN ANY ONE HOUR WAS 3 RECORDED TWICE BETWEEN THE HOURS OF 10PM - 11PM AND MIDNIGHT - 1AM, WHILST A TOTAL OF 19 TAXI VISITS WERE RECORDED OVER THE 24-HOUR PERIOD.

AN INTERVIEW SURVEY WAS UNDERTAKEN TO ESTABLISH THE NATURE OF THE VISITORS STAY. A TOTAL OF 75 VISITORS WERE INTERVIEWED.

VISITORS MAIN MODE OF TRAVEL TO REACH THE HOTEL FOR CHECK-IN

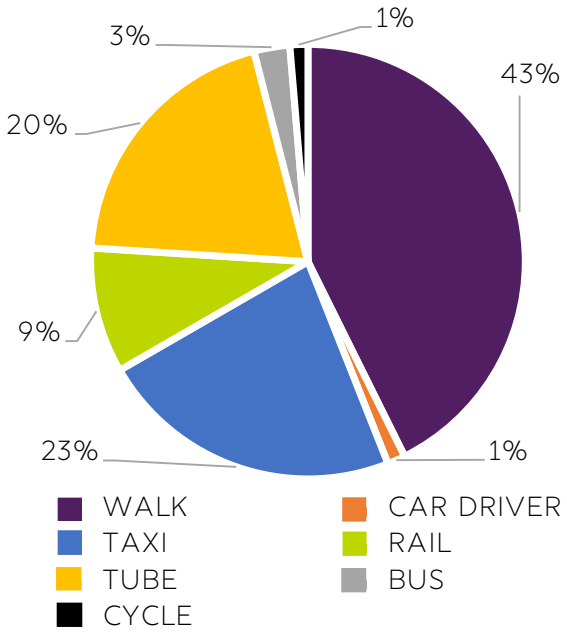


REASON FOR STAY AT THE HOTEL

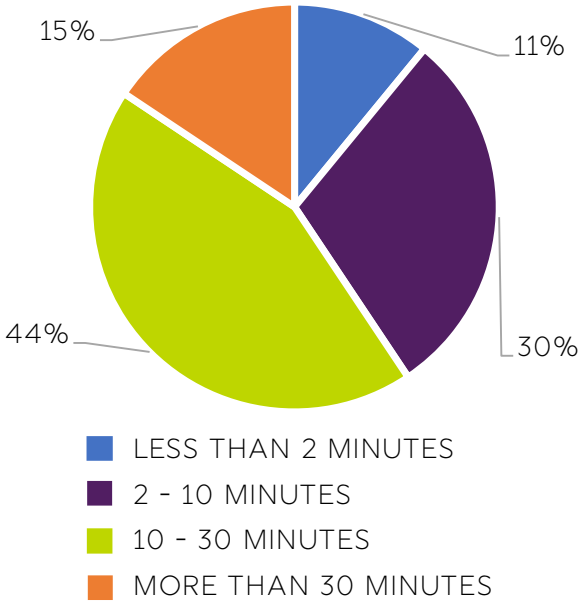


RAIL PROVED TO BE THE MOST POPULAR FORM OF TRAVEL TO THE HOTEL FOR CHECK-IN. 77% ARRIVED BY RAIL FOLLOWED BY 10% BY TAXI. BUSINESS WAS THE MOST COMMON REASON FOR TRAVEL WHILST LEISURE MADE UP 38% OF THOSE INTERVIEWED.

VISITORS MAIN MODE OF TRAVEL TO REACH THEIR ULTIMATE DESTINATION

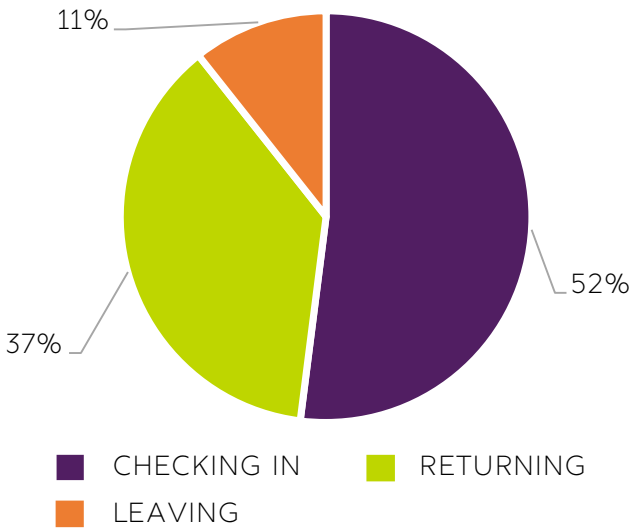


DISTANCE TO THE VISITORS ULTIMATE DESTINATION FROM THE HOTEL

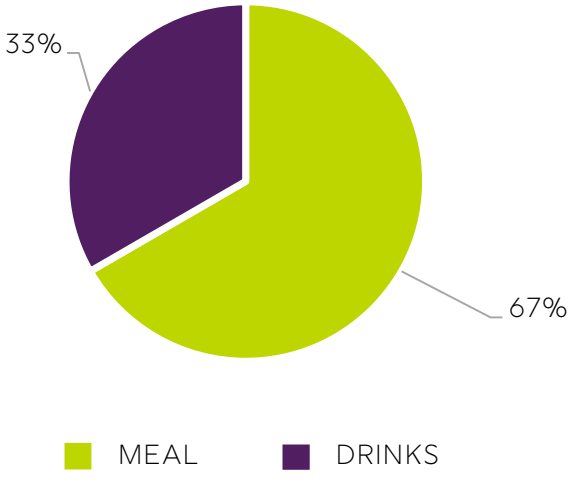


ONCE THE VISITORS HAVE ARRIVED AT THEIR DESTINATION, IT IS LIKELY THAT ANOTHER FORM OF TRAVEL WOULD BE USED TO REACH THEIR ULTIMATE DESTINATION (THEIR REASON FOR STAY E.G. WORK CONFERENCE). 43% WOULD WALK TO THEIR ULTIMATE DESTINATION WHILST 23% WOULD GET A TAXI. 38% OF THE ULTIMATE DESTINATIONS WERE WITHIN 10-30 MINUTES TRAVEL OF THE HOTEL.

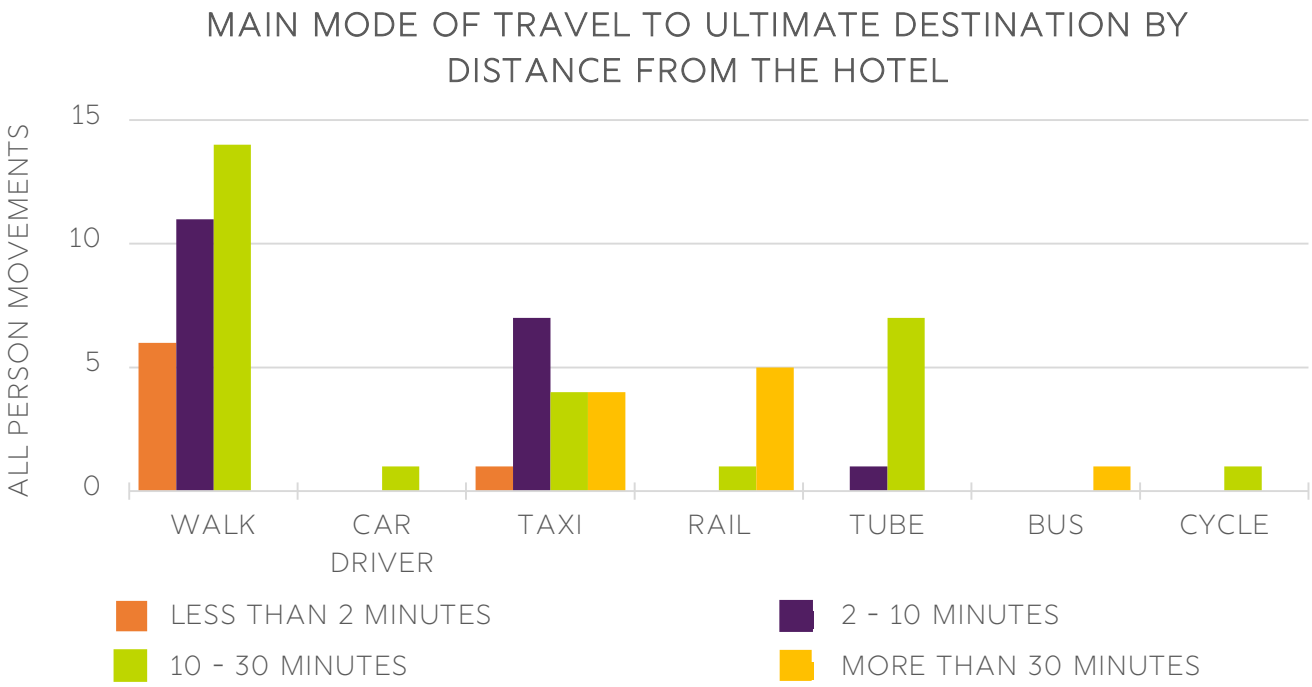
NATURE OF VISITORS TRIP TO / FROM THE HOTEL



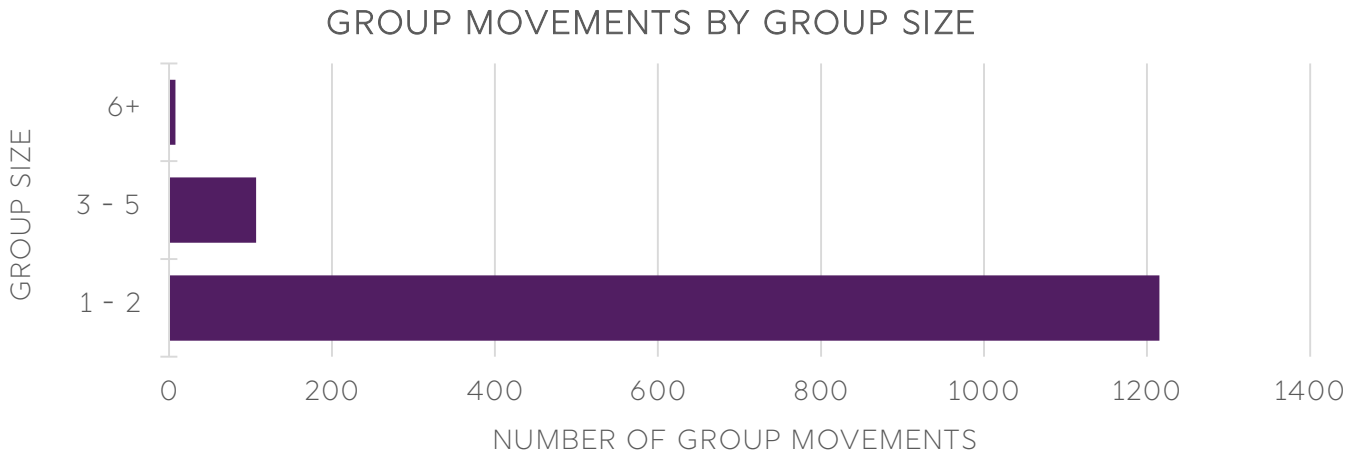
VISITORS REASON FOR LEAVING THE HOTEL



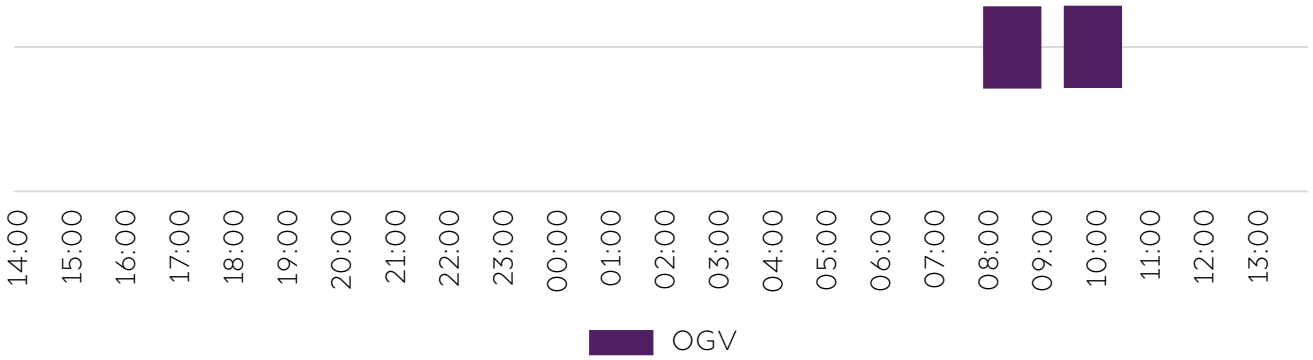
THE VISITORS INTERVIEWED SPECIFIED WHETHER THEY WERE CHECKING IN, RETURNING TO THEIR ROOM OR LEAVING FOR THE EVENING (THE INTERVIEWS STARTED IN THE AFTERNOON THEREFORE NO ONE CHECKED OUT OF THEIR ROOM DURING THIS PERIOD). 52% WERE CHECKING IN WHILST 37% WERE RETURNING TO THEIR ROOM.


MAIN MODE OF TRAVEL TO ULTIMATE DESTINATION BY DISTANCE FROM THE HOTEL
ALL PERSON MOVEMENTS
15
10
5
0
WALK
CAR DRIVER
TAXI
RAIL
TUBE
BUS
CYCLE
LESS THAN 2 MINUTES
2 - 10 MINUTES
10 - 30 MINUTES
MORE THAN 30 MINUTES


MAIN MODE OF TRAVEL TO ULTIMATE DESTINATION BY REASON FOR STAY
ALL PERSON MOVEMENTS
25
20
15
10
5
0
WALK
CAR PASS
TAXI
RAIL
TUBE
BUSINESS
LEISURE

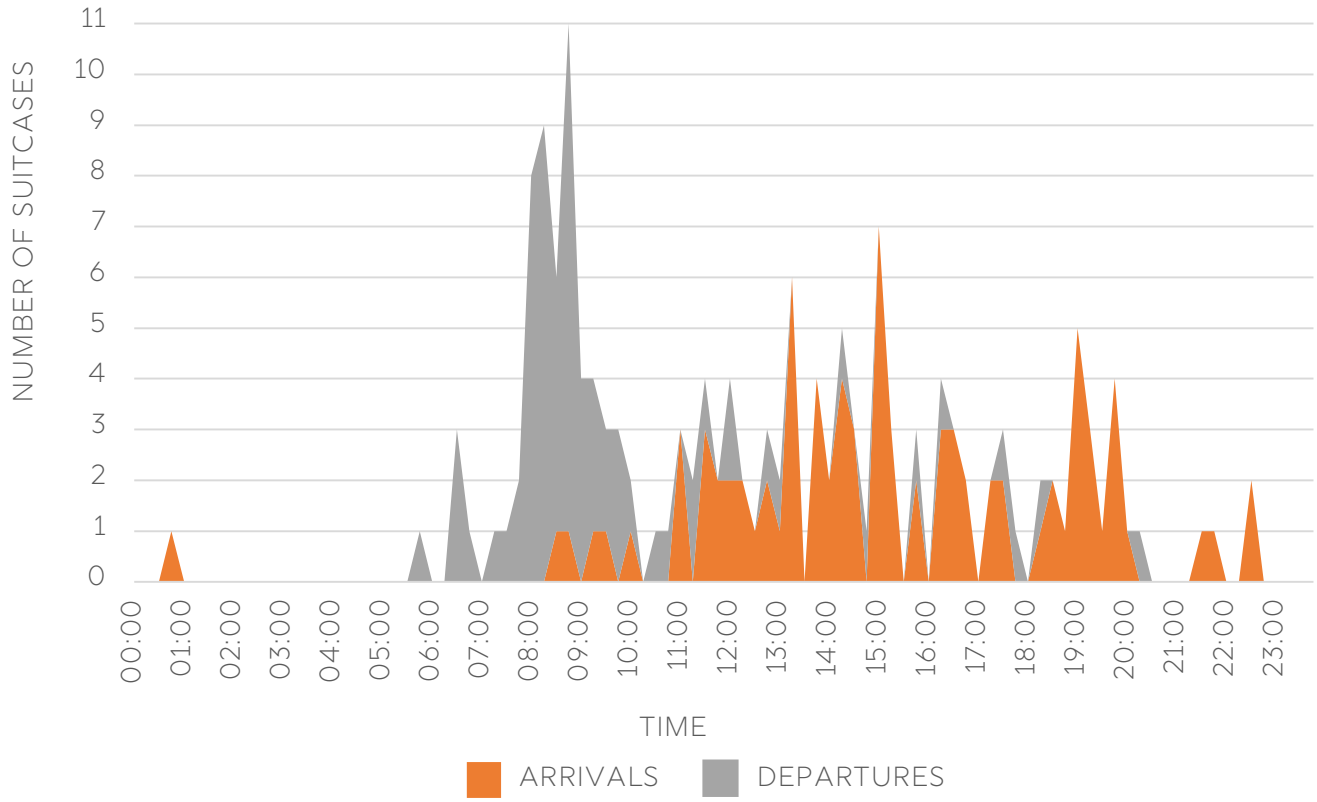

GROUP MOVEMENTS BY GROUP SIZE
GROUP SIZE
6+
3 - 5
1 - 2
0
200
400
600
800
1000
1200
1400
NUMBER OF GROUP MOVEMENTS

SERVICE ENTRANCE ACTIVITY



THE SERVICE ENTRANCE WAS SURVEYED IN ORDER TO DETERMINE ITS USE OVER THE 24-HOUR PERIOD. TWO HOTEL DELIVERIES WERE RECORDED, ONE AT 08:05AM AND ONE AT 09:37AM.

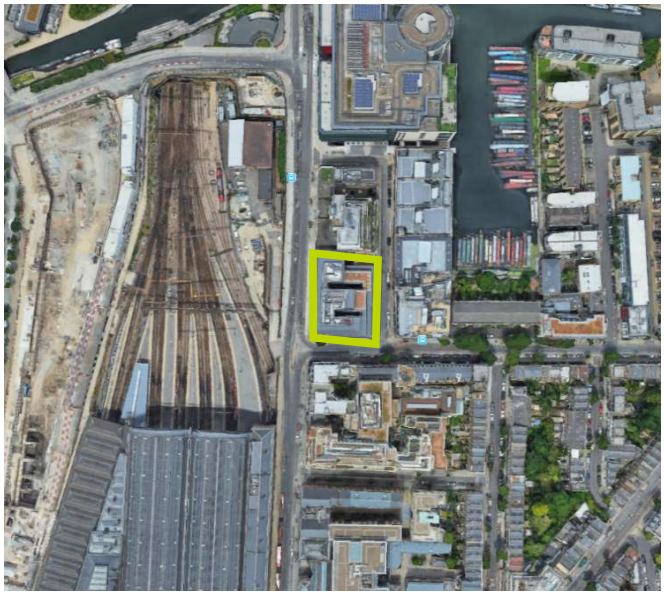
NUMBER OF SUITCASES (PER 15 MINUTES)



SUITCASES ARE CONSIDERED A SOURCE OF UNSOCIABLE NOISE AND THEREFORE UNDERSTANDING THE PEAK TIMES IN WHICH THEY ARE USED CAN BE OF VALUE. IT IS EVIDENT THAT THE PEAK TIME IS BETWEEN 8AM AND 9AM AS VISTORS ENTER THE HOTEL. A TOTAL OF 34 SUITCASES WERE RECORDED BETWEEN 5PM AND 7PM WHILST 158 WERE RECORDED OVER THE 24-HOUR PERIOD.

PREMIER INN TRANSPORT SURVEY ANALYSIS SUMMARY

HUB BY PREMIER INN LONDON KINGS CROSS



LOCATION:	WHARFDALE RD, KINGS CROSS, LONDON, N1 9FA
TOTAL ROOMS:	389
SURVEY DATES:	12/02/2020 - 13/02/2020
BOOKED ROOMS:	370

OCCUPANCY SPOT CHECKS	3PM	9PM
PARKED CARS	1	1
PARKED CYCLES	0	0

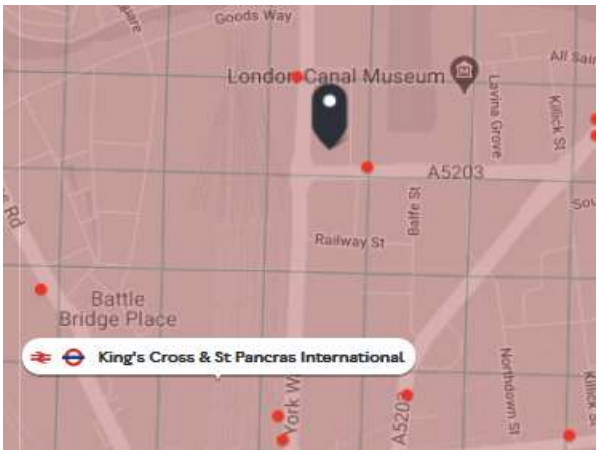
SURVEY DETAILS: PEDESTRIAN COUNT, SERVICE VEHICLES (24H) & PEDESTRIAN INTERVIEWS (3PM-9PM)

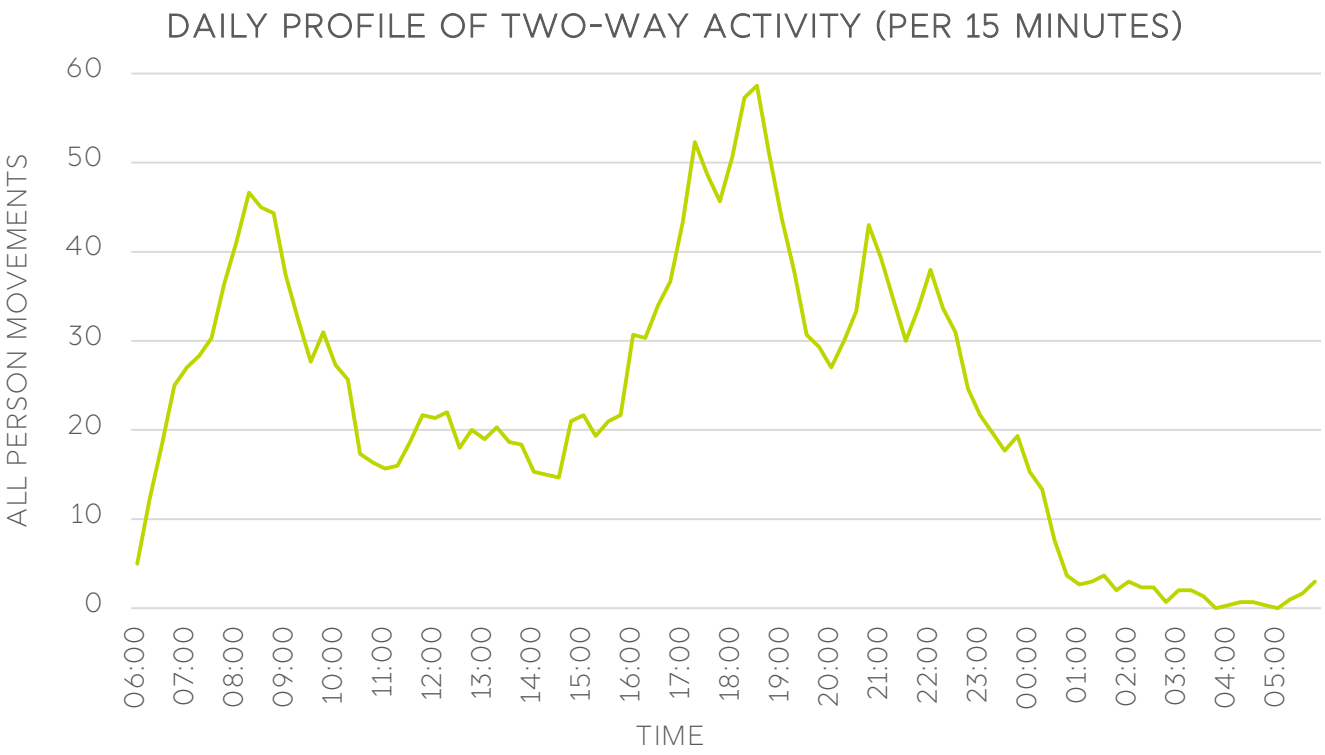
CAR PARKING: NO CAR PARKING

CYCLE PARKING: 6 CYCLE SPACES

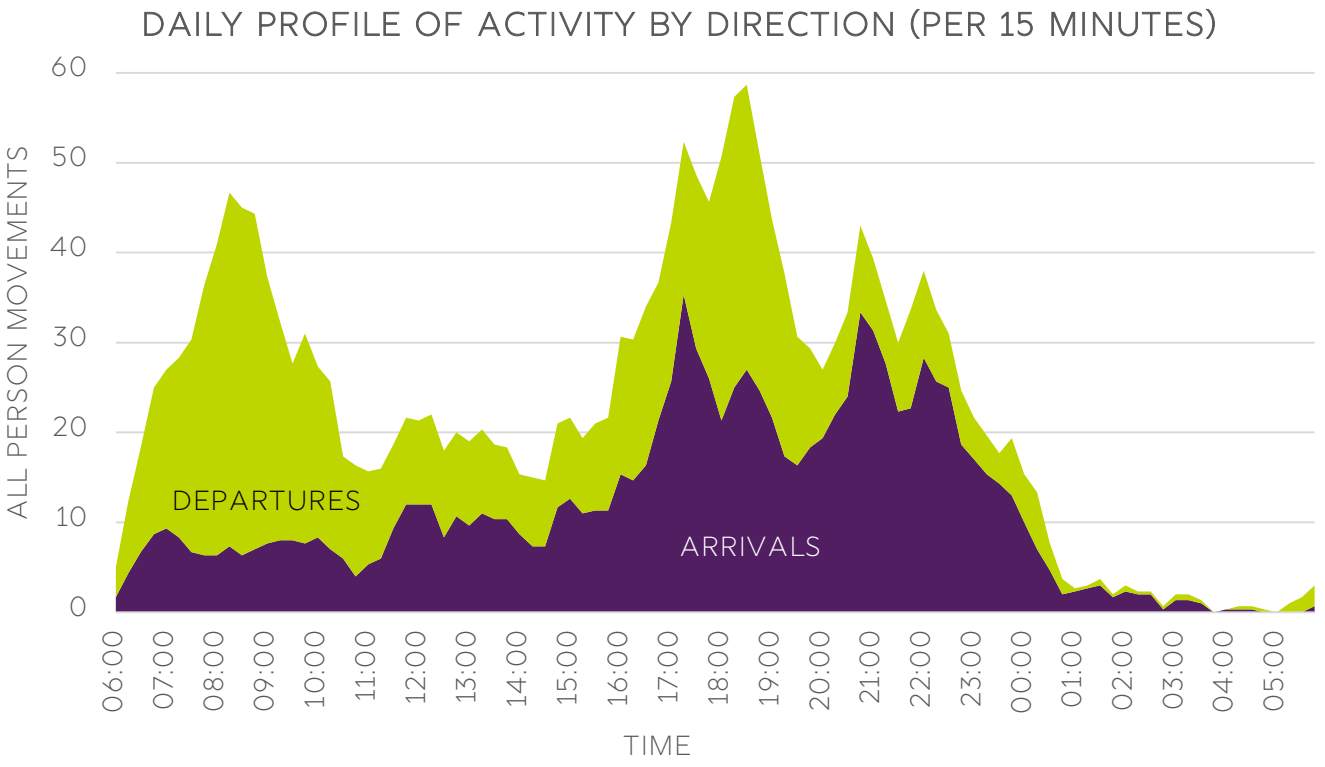
ACCESSIBILITY:

- SANTANDER CYCLE HIRE STATION 150M FROM SITE;
- BUS STOPS WITHIN 100M OF THE SITE;
- LONDON UNDERGROUND ACCESS WITHIN 300M OF THE SITE;
- NATIONAL RAIL ACCESS: KINGS CROSS 300M AND ST PANCRAS 300M; &
- PTAL: 6B (BEST);

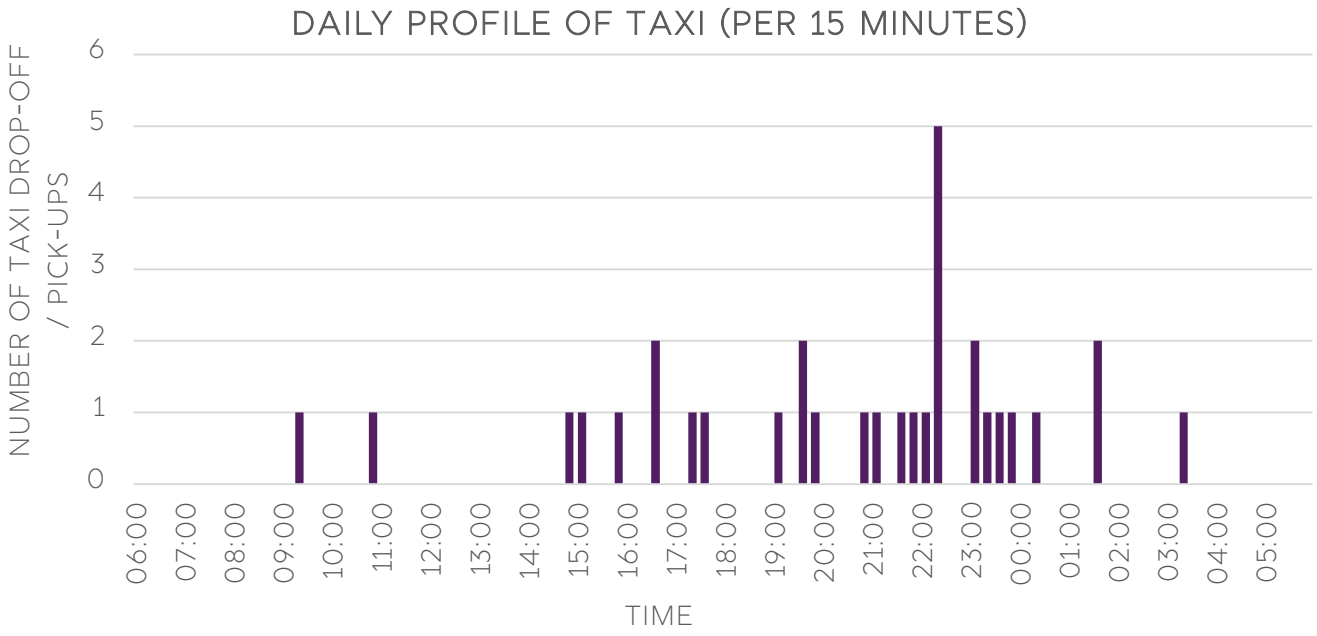




THE DAILY PROFILE OF TWO-WAY PERSON MOVEMENTS ILLUSTRATES THREE NOTABLE PEAKS THROUGHOUT THE DAY, ONE AT 8AM, ONE AT 6PM AND ONE AT 9PM.



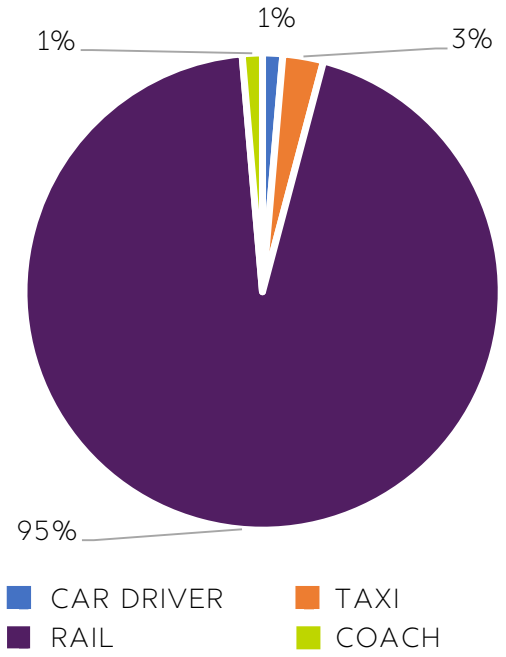
THE DAILY PROFILE BY DIRECTION ILLUSTRATES THAT MOST MOVEMENTS IN THE MORNING ARE DEPARTURES. THE NUMBER OF ARRIVALS INCREASE FROM 5PM. THERE IS A SPIKE OF DEPARTURES FROM 5PM - 7PM AND A SPIKE OF ARRIVALS AT 9PM AND 10PM.



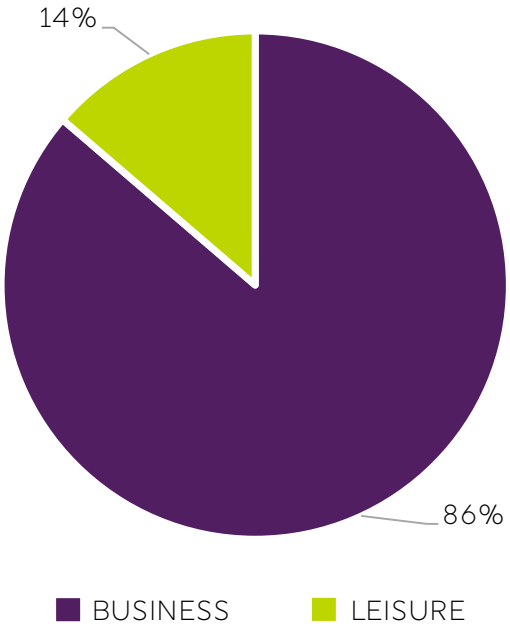
THE MAXIMUM TAXI ACTIVITY IN ANY ONE HOUR WAS SIX, RECORDED BETWEEN 4PM AND 5PM, WHILST A TOTAL OF 32 TAXI VISITS WERE RECORDED OVER THE 24-HOUR PERIOD.

AN INTERVIEW SURVEY WAS UNDERTAKEN TO ESTABLISH THE NATURE OF THE VISITORS STAY. A TOTAL OF 73 VISITORS WERE INTERVIEWED.

VISITORS MAIN MODE OF TRAVEL TO REACH THE HOTEL FOR CHECK-IN

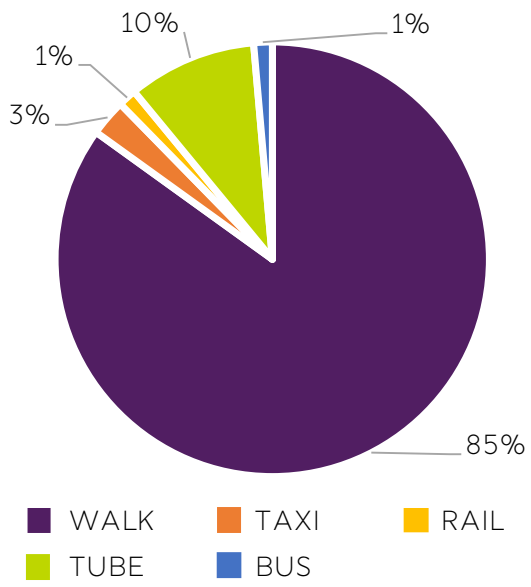


REASON FOR STAY AT THE HOTEL

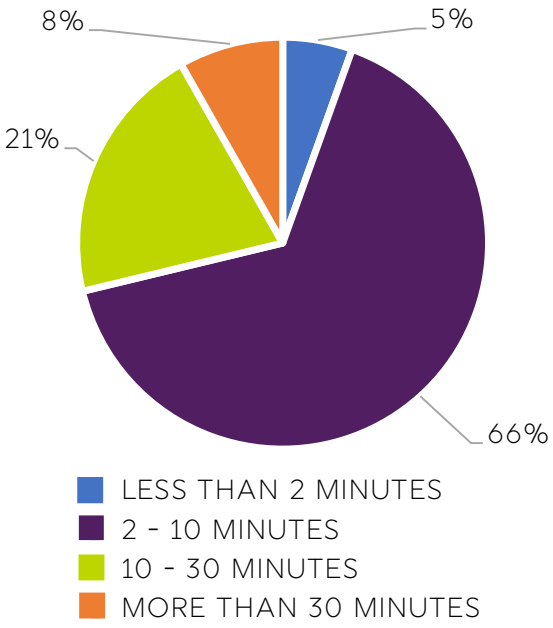


RAIL PROVED TO BE THE MOST POPULAR FORM OF TRAVEL TO THE HOTEL FOR CHECK-IN. 95% ARRIVED BY RAIL FOLLOWED BY 3% BY TAXI. BUSINESS WAS THE MOST COMMON REASON FOR TRAVEL WHILST LEISURE MADE UP 14% OF THOSE INTERVIEWED.

VISITORS MAIN MODE OF TRAVEL TO REACH THEIR ULTIMATE DESTINATION

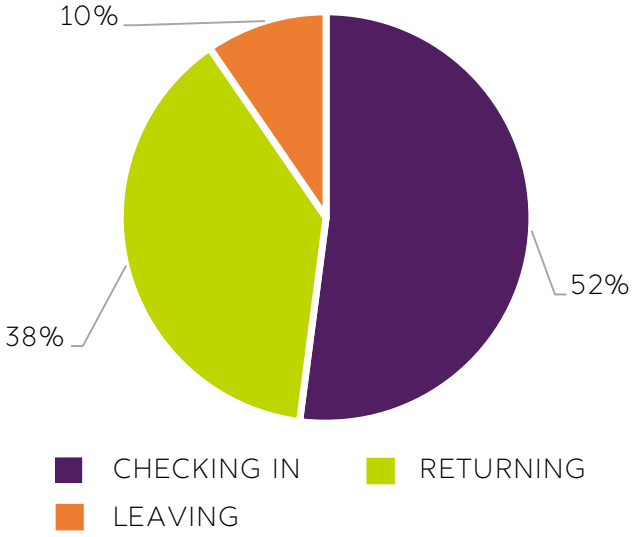


DISTANCE TO THE VISITORS ULTIMATE DESTINATION FROM THE HOTEL

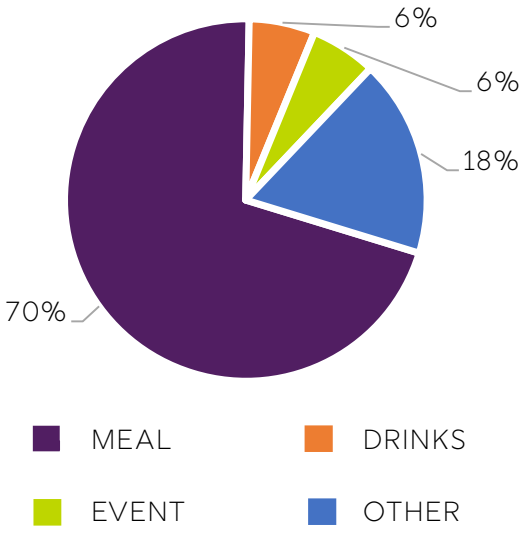


ONCE THE VISITORS HAVE ARRIVED AT THEIR DESTINATION, IT IS LIKELY THAT ANOTHER FORM OF TRAVEL WOULD BE USED TO REACH THEIR ULTIMATE DESTINATION (THEIR REASON FOR STAY E.G. WORK CONFERENCE). 85% WOULD WALK TO THEIR ULTIMATE DESTINATION WHILST 10% WOULD USE THE TUBE. 66% OF THE ULTIMATE DESTINATIONS WERE WITHIN 2-10 MINUTES TRAVEL OF THE HOTEL.

NATURE OF VISITORS TRIP TO / FROM THE HOTEL

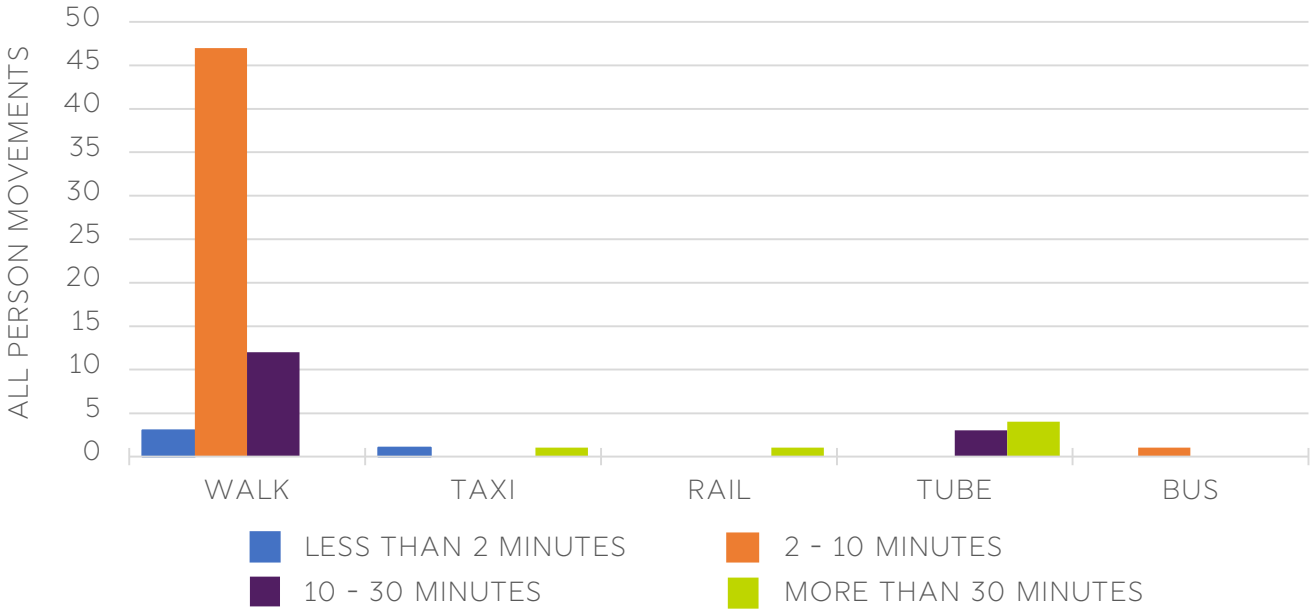


VISITORS REASON FOR LEAVING THE HOTEL



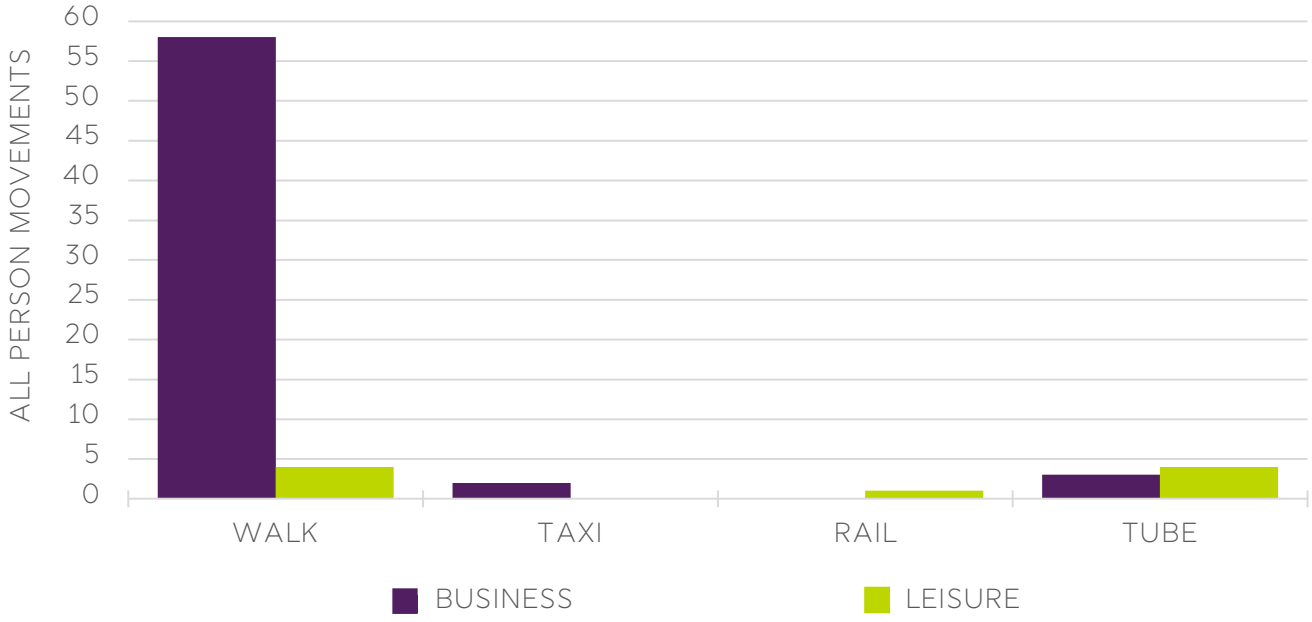
THE VISITORS INTERVIEWED SPECIFIED WHETHER THEY WERE CHECKING IN, RETURNING TO THEIR ROOM OR LEAVING FOR THE EVENING (THE INTERVIEWS STARTED IN THE AFTERNOON THEREFORE NO ONE CHECKED OUT OF THEIR ROOM DURING THIS PERIOD). 52% WEERE CHECKING IN WHILST 38% WERE RETURNING TO THEIR ROOM.

MAIN MODE OF TRAVEL TO ULTIMATE DESTINATION BY DISTANCE FROM THE HOTEL



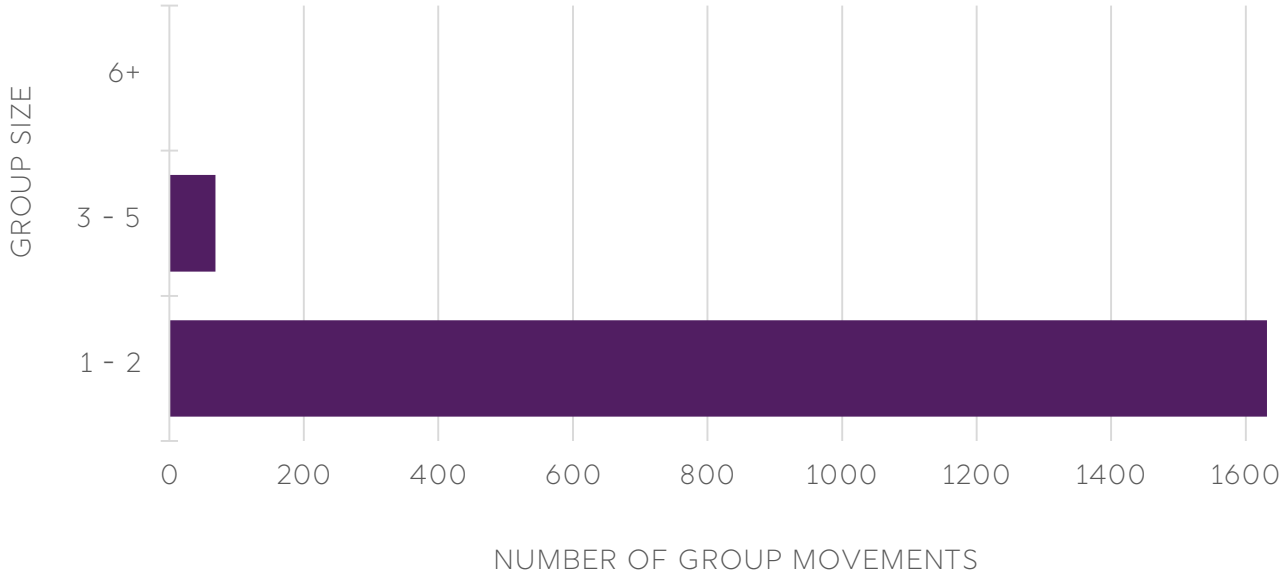
THE ABOVE ILLUSTRATES THAT 85% OF THE INTERVIEWED VISITORS WALKED TO THEIR FINAL DESTINATION. OUT OF THE TOTAL 73 INTERVIEWED, 64% WOULD WALK TO THEIR DESTINATION WHICH IS LOCATED BETWEEN 2-10 MINUTES FROM THE HOTEL.

MAIN MODE OF TRAVEL TO ULTIMATE DESTINATION BY REASON FOR STAY



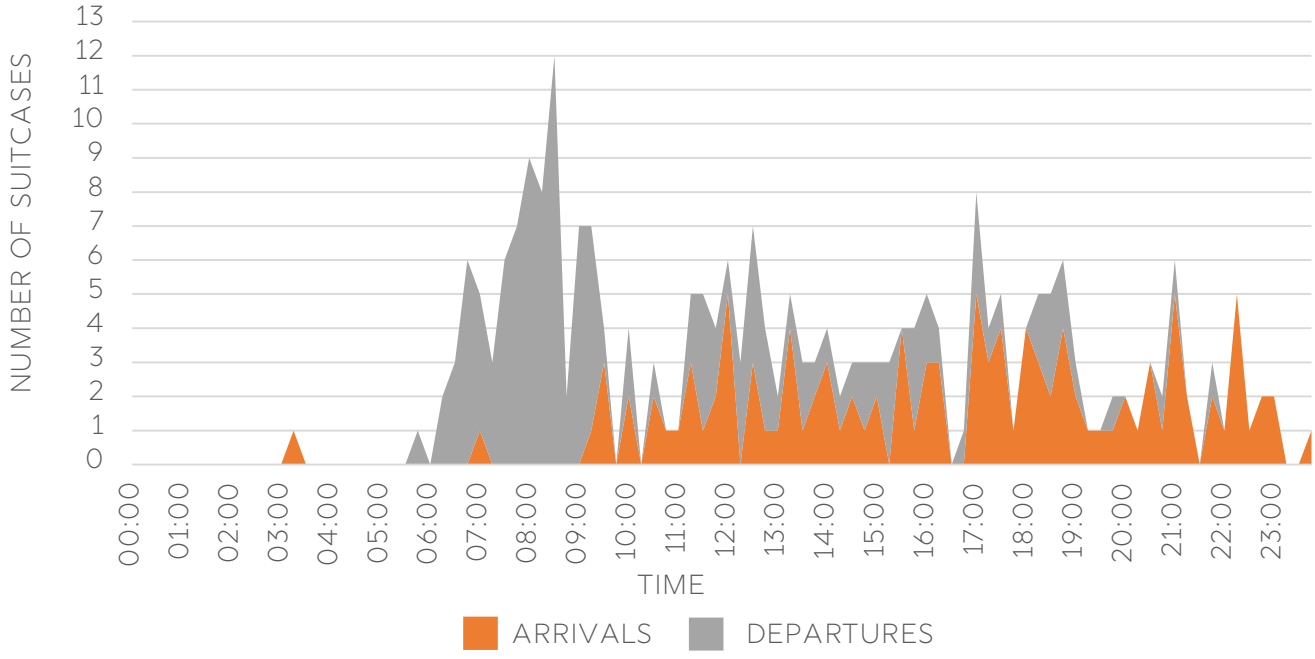
OVER 79% OF THE INTERVIEWED VISTORS WERE STAYING FOR BUSINESS AND WOULD WALK TO THEIR ULTIMATE DESTINATION DURING THEIR STAY.

GROUP MOVEMENTS BY GROUP SIZE



OVER 89% OF THE PEDESTRIAN MOVEMENTS WERE PART OF A GROUP SMALLER THAN 3, WHILST 10% WERE PART OF A GROUP BETWEEN 3-5 AND LESS THAN 1% WERE PART OF A GROUP OF 6 OR GREATER.

NUMBER OF SUITCASES (PER 15 MINUTES)



SUITCASES ARE CONSIDERED A SOURCE OF UNSOCIABLE NOISE AND THEREFORE UNDERSTANDING THE PEAK TIMES IN WHICH THEY ARE USED CAN BE OF VALUE. IT IS EVIDENT THAT THE PEAK TIME IS BETWEEN 8AM AND 9AM AS VISTORS LEAVE THE HOTEL. A TOTAL OF 31 SUITCASES WERE RECORDED BETWEEN 8AM AND 9PM WHILST 251 WERE RECORDED OVER THE 24-HOUR PERIOD.

PREMIER INN TRANSPORT SURVEY ANALYSIS SUMMARY

HUB BY PREMIER INN LONDON GOODGE STREET

LOCATION: TORRINGTON PLACE, BLOOMSBURY, LONDON, W1CE 7HN

TOTAL ROOMS: 168

SURVEY DATES: 13/02/2020 - 14/02/2020

BOOKED ROOMS: 166

OCCUPANCY SPOT CHECKS	3PM	9PM
PARKED CARS	1	1
PARKED CYCLES	0	0

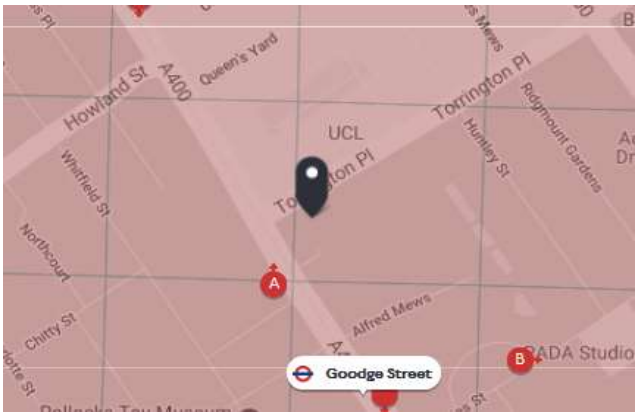
SURVEY DETAILS: PEDESTRIAN COUNT, SERVICE VEHICLES (24H) & PEDESTRIAN INTERVIEWS (3PM-9PM)

CAR PARKING: 2 DISABLED SPACES

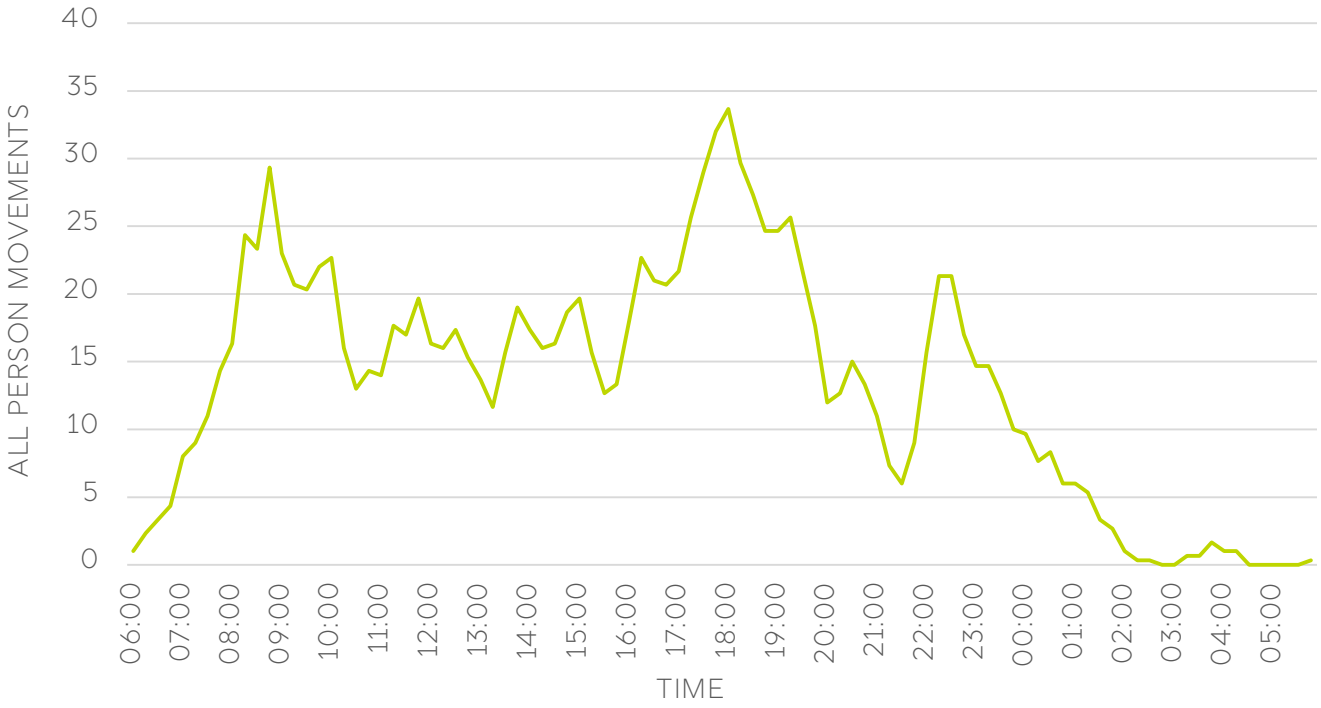
CYCLE PARKING: 24 CYCLE SPACES

ACCESSIBILITY:

- SANTANDER CYCLE HIRE STATION 400M FROM SITE;
- BUS STOPS WITHIN 100M OF THE SITE;
- LONDON UNDERGROUND ACCESS WITHIN 500M OF THE SITE;
- NATIONAL RAIL ACCESS: EUSTON 900M, KINGS CROSS 1.5KM AND ST PANCRAS 1.5KM; &
- **PTAL: 6B (BEST);**

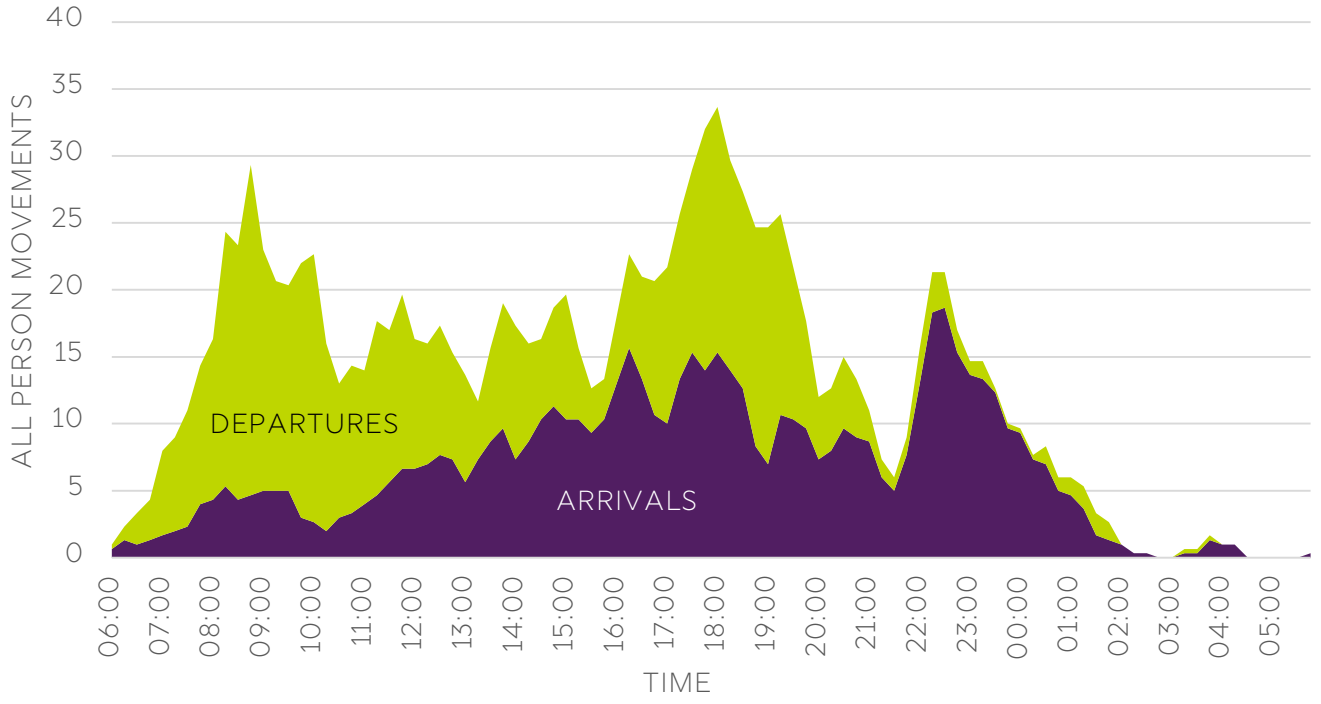


DAILY PROFILE OF TWO-WAY ACTIVITY (PER 15 MINUTES)

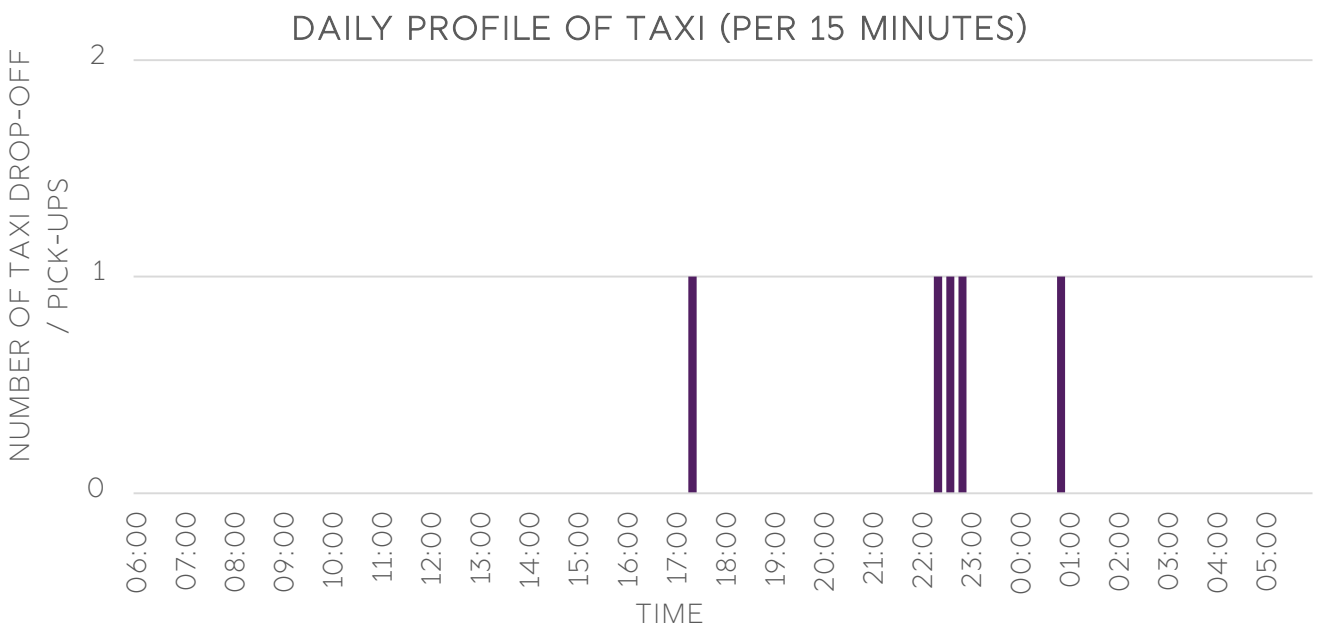


THE DAILY PROFILE OF TWO-WAY PERSON MOVEMENTS ILLUSTRATES THREE NOTABLE PEAKS THROUGHOUT THE DAY, ONE AT 9AM, ONE AT 6PM AND ONE AT 10.30PM.

DAILY PROFILE OF ACTIVITY BY DIRECTION (PER 15 MINUTES)



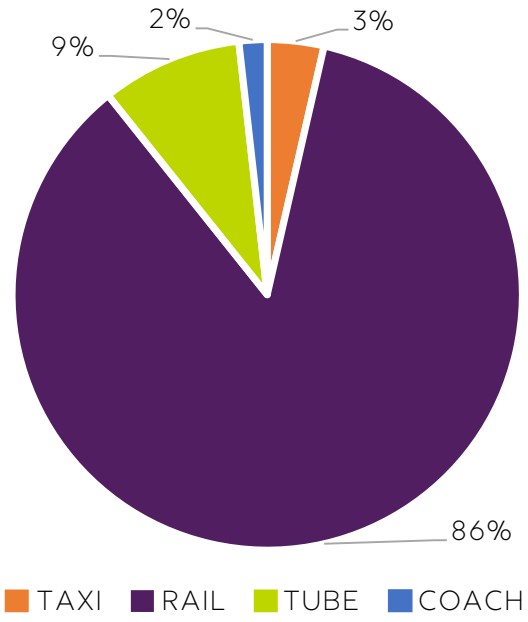
THE DAILY PROFILE BY DIRECTION ILLUSTRATES THAT MOST MOVEMENTS IN THE MORNING ARE DEPARTURES. THE NUMBER OF ARRIVALS ARE CONSISTENT FROM 3PM. THERE IS A SPIKE OF DEPARTURES FROM 4PM - 7PM AND A SPIKE OF ARRIVALS AT 10.30PM.



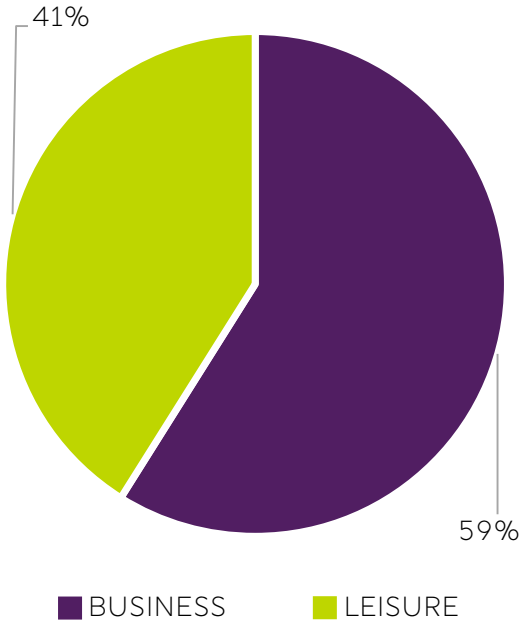
THE MAXIMUM TAXI ACTIVITY IN ANY ONE HOUR WAS 3 RECORDED BETWEEN 10PM AND 11PM WHILST A TOTAL OF 5 TAXI VISITS WERE RECORDED OVER THE 24-HOUR PERIOD.

AN INTERVIEW SURVEY WAS UNDERTAKEN TO ESTABLISH THE NATURE OF THE VISITORS STAY. A TOTAL OF 56 VISITORS WERE INTERVIEWED.

VISITORS MAIN MODE OF TRAVEL TO REACH THE HOTEL FOR CHECK-IN

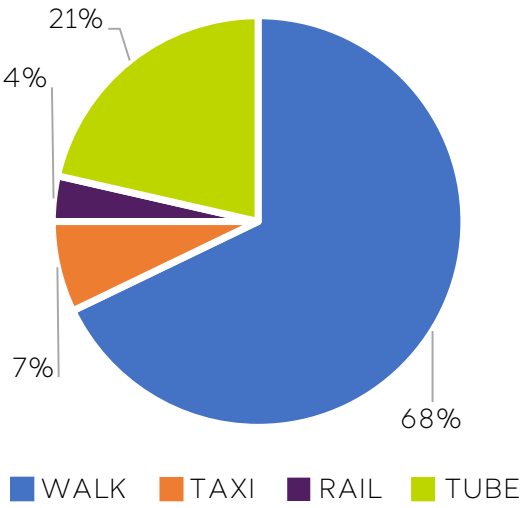


REASON FOR STAY AT THE HOTEL

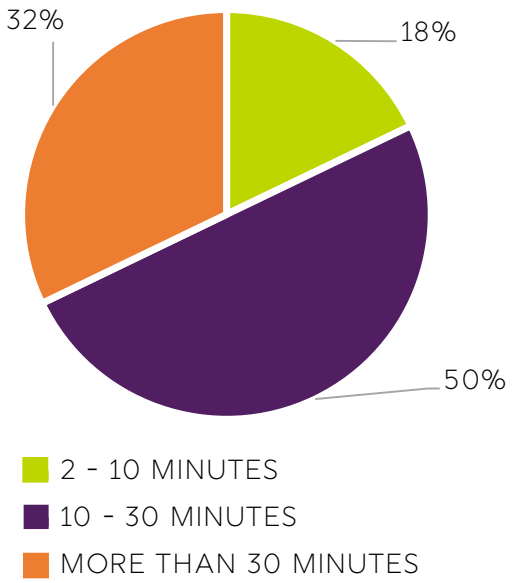


RAIL PROVED TO BE THE MOST POPULAR FORM OF TRAVEL TO THE HOTEL FOR CHECK-IN. 86% ARRIVED BY RAIL FOLLOWED BY 9% BY LONDON UNDERGROUND. BUSINESS WAS THE MOST COMMON REASON FOR TRAVEL WHILST LEISURE MADE UP 41% OF THOSE INTERVIEWED.

VISITORS MAIN MODE OF TRAVEL TO REACH THEIR ULTIMATE DESTINATION

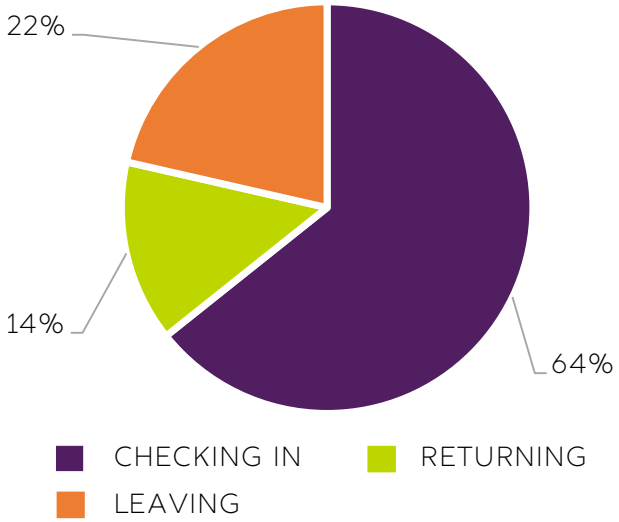


DISTANCE TO THE VISITORS ULTIMATE DESTINATION FROM THE HOTEL

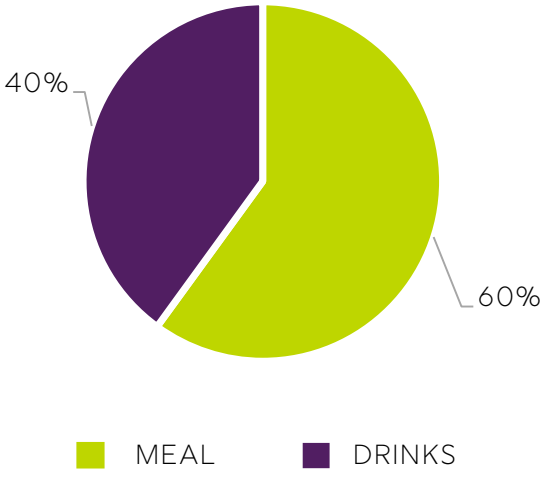


ONCE THE VISITORS HAVE ARRIVED AT THEIR DESTINATION, IT IS LIKELY THAT ANOTHER FORM OF TRAVEL WOULD BE USED TO REACH THEIR ULTIMATE DESTINATION (THEIR REASON FOR STAY E.G. WORK CONFERENCE). 68% WOULD WALK TO THEIR ULTIMATE DESTINATION WHILST 21% WOULD USE THE TUBE. 50% OF THE ULTIMATE DESTINATIONS WERE WITHIN 10-30 MINUTES TRAVEL OF THE HOTEL.

NATURE OF VISITORS TRIP TO / FROM THE HOTEL

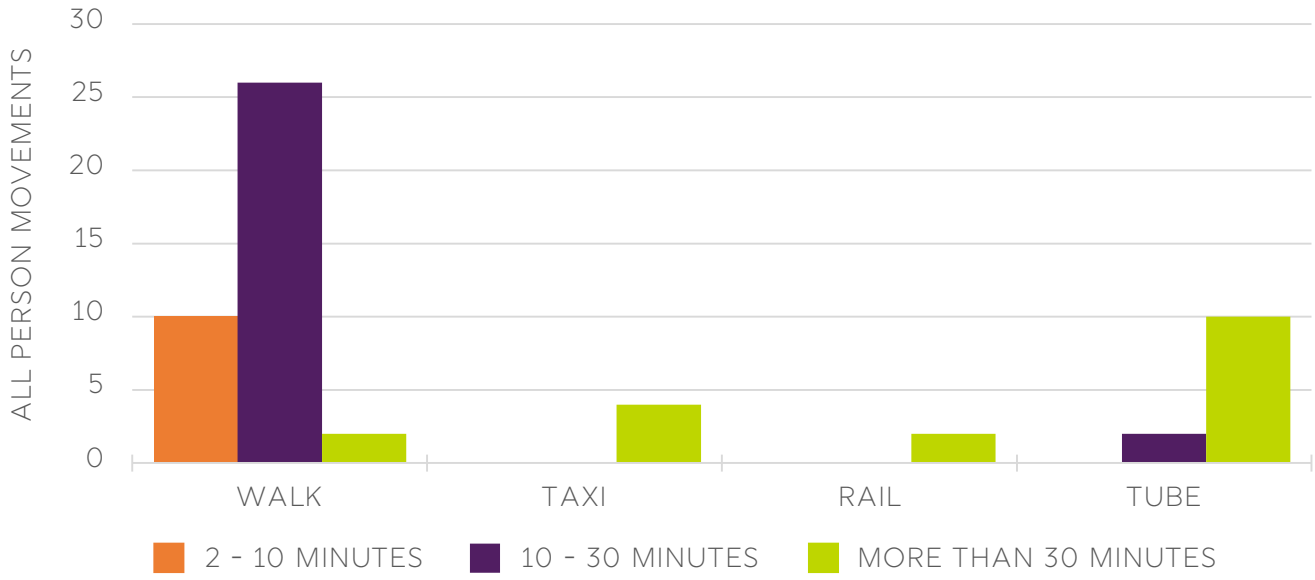


VISITORS REASON FOR LEAVING THE HOTEL

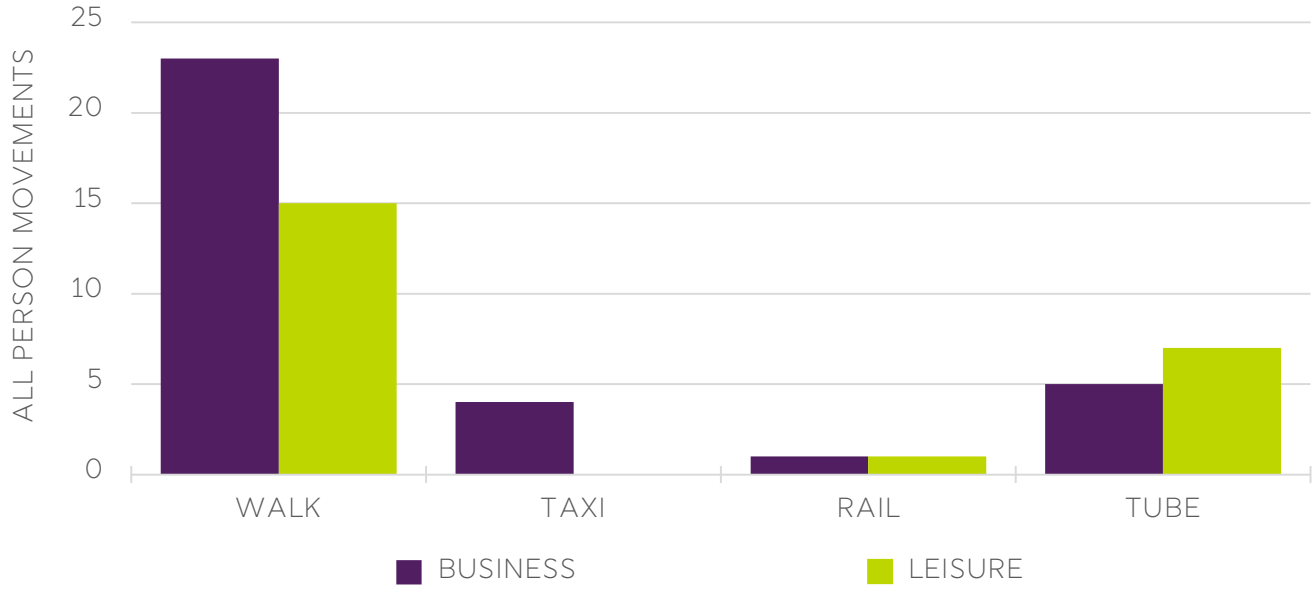


THE VISITORS INTERVIEWED SPECIFIED WHETHER THEY WERE CHECKING IN, RETURNING TO THEIR ROOM OR LEAVING FOR THE EVENING (THE INTERVIEWS STARTED IN THE AFTERNOON THEREFORE NO ONE CHECKED OUT OF THEIR ROOM DURING THIS PERIOD). 64% WERE CHECKING IN WHILST 22% WERE LEAVING FOR THE EVENING.

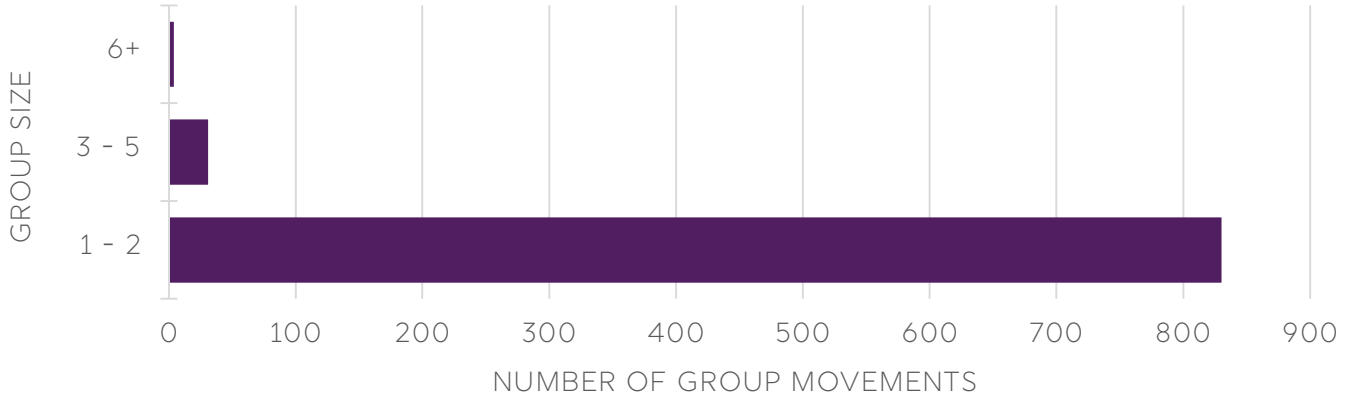
MAIN MODE OF TRAVEL TO ULTIMATE DESTINATION BY DISTANCE FROM THE HOTEL



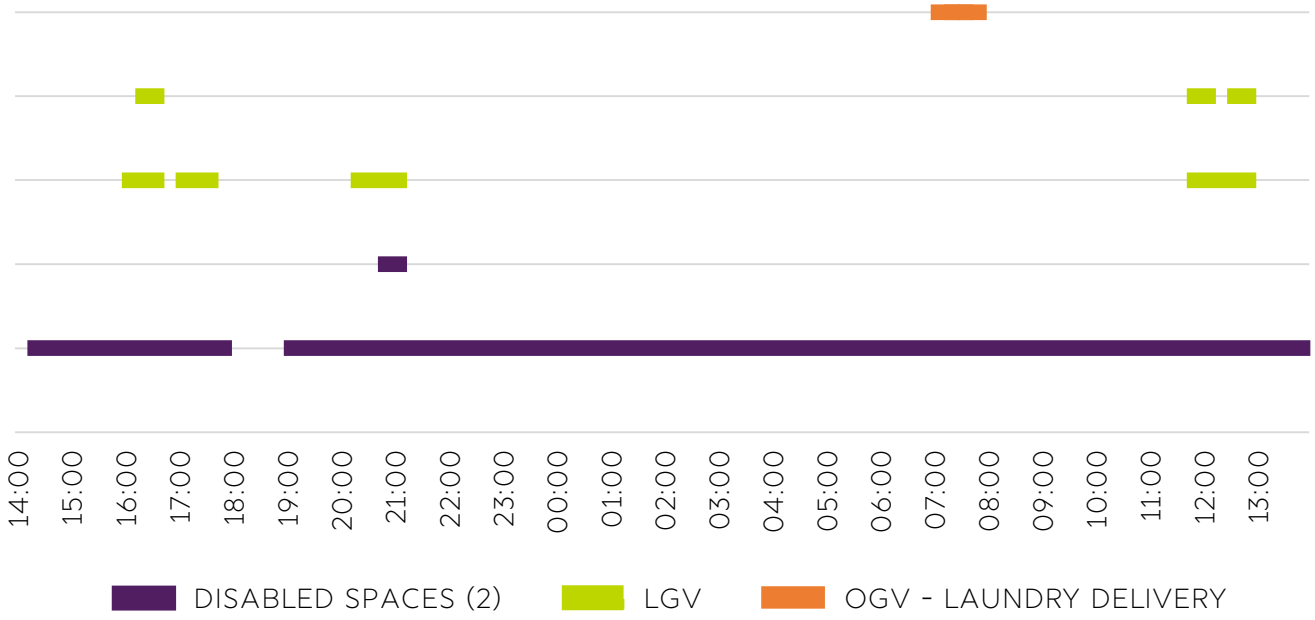
MAIN MODE OF TRAVEL TO ULTIMATE DESTINATION BY REASON FOR STAY



GROUP MOVEMENTS BY GROUP SIZE

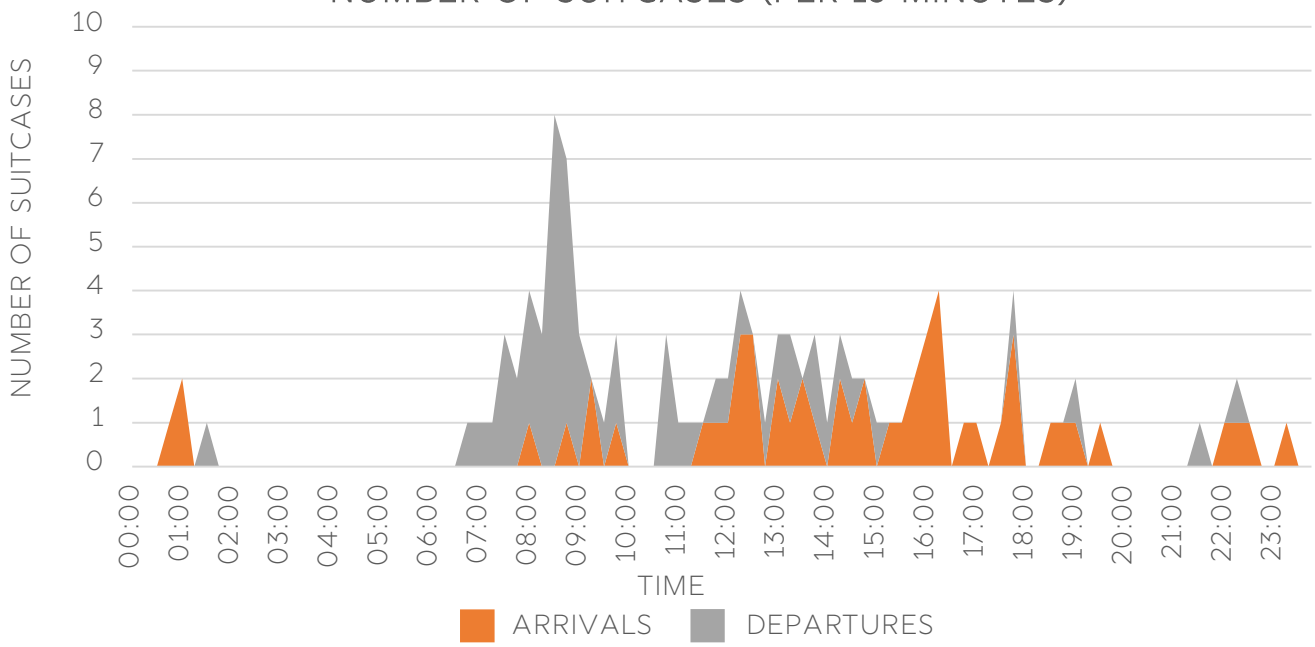


SERVICE ENTRANCE ACTIVITY



THE SERVICE ENTRANCE WAS SURVEYED IN ORDER TO DETERMINE ITS USE OVER THE 24-HOUR PERIOD. 3 CARS HAD ENTERED FOR MOST OF THE DAY TIME WHILST 7 LGVS USED THE ENTRANCE FROM THE EARLY AFTERNOON. THE HOTEL LAUNDRY DELIVERY WAS RECORDED AT 07:10AM.

NUMBER OF SUITCASES (PER 15 MINUTES)



SUITCASES ARE CONSIDERED A SOURCE OF UNSOCIABLE NOISE AND THEREFORE UNDERSTANDING THE PEAK TIMES IN WHICH THEY ARE USED CAN BE OF VALUE. IT IS EVIDENT THAT THE PEAK TIME IS BETWEEN 8AM AND 9AM AS VISTORS LEAVE THE HOTEL. A TOTAL OF 22 SUITCASES WERE RECORDED BETWEEN 8AM AND 9PM WHILST 109 WERE RECORDED OVER THE 24-HOUR PERIOD.

APPENDIX D

December	NCP			RCP			Daily Peak	
	10am	3pm	8pm	10am	3pm	8pm	NCP	RCP
1st								
2nd								
3rd								
4th								
5th								
6th	106	113	58	55	55	54	113	55
7th	103	113	60	54	56	51	113	56
8th	105	116	63	56	56	56	116	56
9th	96	118	59	54	56	55	118	56
10th	85	98	66	53	57	52	98	57
11th	56	64	64	51	49	56	64	56
12th	118	122	85	54	54	54	122	54
13th	155	170	87	59	57	56	170	59
14th	120	179	103	56	58	52	179	58
15th	159	181	88	59	61	56	181	61
16th	146	146	111	59	57	56	146	59
17th	118	137	89	51	47	55	137	55
18th	117	92	76	48	46	50	117	50
19th								
20th								
21st								
22nd	120	117	67	50	57	47	120	57
23rd	105	110	75	63	54	54	110	63
24th	48	60	46	45	46	44	60	46
25th	45	48	30	44	45	47	48	47
26th	55	61	75	54	45	53	75	54
27th	97	121	108	45	44	51	121	51
28th	140	152	97	53	51	52	152	53
29th	132	152	96	51	51	53	152	53
30th	137	149	87	49	49	51	149	51
31st	101	119	96	46	47	33	119	47

January	NCP			RCP			Daily Peak	
	10am	3pm	8pm	10am	3pm	8pm	NCP	RCP
1st	81	68	60	44	43	48	81	48
2nd	51	55	48	48	46	46	55	48
3rd	130	134	83	55	54	46	134	55
4th	132	155	69	55	55	48	155	55
5th	142	179	77	51	57	49	179	57
6th	145	173	75	52	52	44	173	52
7th	87	130	61	54	36	47	130	54
8th	67	63	40	50	50	51	67	51
9th	92	100	65	58	62	42	100	62
10th	107	106	51	67	58	54	107	67
11th	79	95	71	58	58	52	95	58
12th	102	121	64	62	60	51	121	62
13th	103	122	69	62	58	55	122	62
14th	90	88	81	50	51	47	90	51
15th	52	50	51	51	40	56	52	56
16th	107	102	51	67	58	53	107	67
17th	99	107	55	58	55	55	107	58
18th	105	112	40	60	58	43	112	60
19th	103	110	54	56	62	46	110	62
20th	88	107	40	58	55	41	107	58
21st	74	66	54	52	57	41	74	57
22nd	67	57	32	54	53	49	67	54
23rd	99	102	40	62	62	57	102	62
24th	95	100	48	60	61	57	100	61
25th	112	109	55	62	62	41	112	62
26th	105	102	55	62	61	42	105	62
27th	105	100	54	57	55	51	105	57
28th	62	70	51	51	45	36	70	51
29th	40	46	48	45	45	35	48	45
30th	88	102	43	51	54	51	102	54
31st	99	105	62	58	54	52	105	58

February	NCP			RCP			Daily Peak	
	10am	3pm	8pm	10am	3pm	8pm	NCP	RCP
1st	112	131	71	56	60	41	131	60
2nd	100	121	58	51	58	41	121	58
3rd	107	117	60	58	61	42	117	61
4th	83	89	64	52	50	36	89	52
5th	81	75	30	48	41	45	81	48
6th	82	93	42	60	60	58	93	60
7th	87	101	48	58	61	58	101	61
8th	92	100	59	52	58	45	100	58
9th	106	108	52	58	55	48	108	58
10th	105	89	52	55	55	47	105	55
11th	65	68	70	51	48	47	70	51
12th	55	59	47	44	42	42	59	44
13th	93	110	67	62	57	57	110	62
14th	110	106	65	60	58	42	110	60
15th	106	111	59	58	57	45	111	58
16th	105	116	77	54	58	42	116	58
17th	101	111	63	52	55	44	111	55
18th	81	86	49	48	46	41	86	48
19th	63	59	49	49	43	49	63	49
20th	103	116	72	50	55	52	116	55
21st	120	126	62	56	57	54	126	57
22nd	98	114	63	55	48	45	114	55
23rd	112	109	79	52	56	53	112	56
24th	83	94	58	45	43	42	94	45
25th	81	89	43	58	62	42	89	62
26th	85	93	52	60	58	54	93	60
27th	114	108	84	58	54	54	114	58
28th	112	100	59	61	62	58	112	62

March	NCP			RCP			Daily Peak	
	10am	3pm	8pm	10am	3pm	8pm	NCP	RCP
1st	91	112	51	48	50	44	112	50
2nd	106	116	67	51	50	53	116	53
3rd	108	104	40	50	52	54	108	54
4th	54	51	58	60	58	41	58	60
5th	84	79	42	48	62	57	84	62
6th	92	86	38	58	58	52	92	58
7th	90	92	51	52	59	63	92	63
8th	98	96	60	57	59	55	98	59
9th	100	103	66	60	61	53	103	61
10th	98	111	69	54	59	55	111	59
11th	81	80	62	55	57	51	81	57
12th	70	73	59	52	50	49	73	52
13th	90	101	80	58	59	52	101	59
14th	100	113	65	52	55	53	113	55
15th	121	125	69	61	60	48	125	61
16th	107	120	79	59	60	59	120	60
17th	129	135	75	61	61	58	135	61
18th	99	103	80	58	59	48	103	59
19th	80	85	53	53	54	48	85	54
20th	98	119	52	57	59	49	119	59
21st	94	112	48	53	56	52	112	56
22nd	91	99	53	51	55	51	99	55
23rd	92	105	56	57	57	58	105	58
24th	92	106	55	53	59	52	106	59
25th	82	88	63	50	52	41	88	52
26th	54	49	61	56	53	41	61	56
27th	91	104	53	52	59	61	104	61
28th	99	105	61	58	58	59	105	59
29th	101	115	60	52	56	54	115	56
30th	92	98	58	56	58	52	98	58
31st	93	90	51	54	57	50	93	57

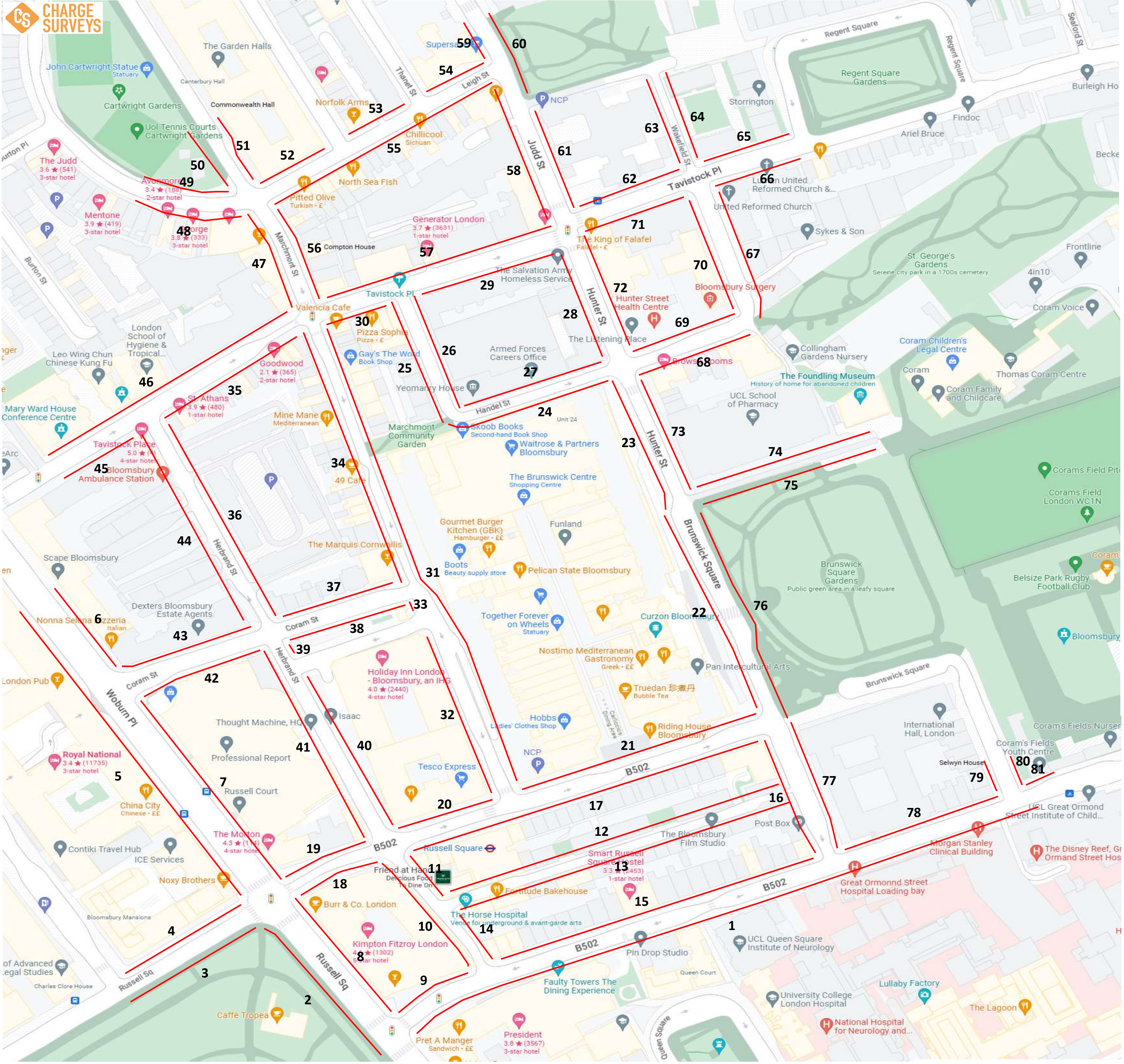
April	NCP			RCP				
	10am	3pm	8pm	10am	3pm	8pm		
1st	71	85	73	51	51	41	85	51
2nd	56	59	51	45	53	42	59	53
3rd	98	104	63	52	56	62	104	62
4th	95	109	53	56	56	59	109	59
5th	90	95	48	50	53	53	95	53
6th	79	88	43	52	58	59	88	59
7th	38	53	48	50	51	50	53	51
8th	51	55	51	37	42	45	55	45
9th	43	48	47	57	50	32	48	57
10th	41	42	42	51	51	54	42	54
11th	82	81	55	59	59	53	82	59
12th	92	90	64	59	60	55	92	60
13th	89	92	63	52	57	47	92	57
14th	88	95	75	53	59	54	95	59
15th	74	80	61	41	50	31	80	50
16th	51	47	34	63	51	50	51	63
17th	82	90	45	52	59	41	90	59
18th	94	92	45	54	58	47	94	58
19th	84	83	52	52	55	46	84	55
20th	89	92	53	56	58	43	92	58
21st	91	95	42	59	61	51	95	61
22nd	44	47	34	36	33	52	47	52
23rd	39	41	64	31	30	56	64	56
24th	83	91	52	52	58	37	91	58
25th	88	101	61	57	58	48	101	58
26th	91	103	60	56	60	51	103	60
27th	93	111	49	56	58	49	111	58
28th	88	90	51	50	53	50	90	53
29th	68	71	63	52	51	48	71	52
30th	61	58	46	49	50	43	61	50
31st								

May	NCP			RCP				
	10am	3pm	8pm	10am	3pm	8pm		
1st	44	45	52	41	44	56	52	56
2nd	85	92	57	50	54	47	92	54
3rd	88	90	46	49	55	53	90	55
4th	80	88	50	50	51	48	88	51
5th	82	91	49	52	56	56	91	56
6th	61	71	51	43	45	58	71	58
7th	35	43	38	48	45	36	43	48
8th	27	31	27	44	43	43	31	44
9th	90	93	40	53	54	47	93	54
10th	95	100	41	53	55	44	100	55
11th	90	99	57	50	55	48	99	55
12th	93	102	57	52	58	43	102	58
13th	41	94	62	44	51	43	94	51
14th	56	42	37	49	41	44	56	49
15th	107	111	42	57	59	47	111	59
16th	99	105	53	51	55	49	105	55
17th	101	107	37	53	57	47	107	57
18th	100	100	57	55	60	50	100	60
19th	83	95	59	57	58	49	95	58
20th	41	43	46	51	47	44	46	51
21st	27	41	31	43	47	41	41	47
22nd	87	91	37	51	55	40	91	55
23rd	81	90	48	54	57	41	90	57
24th	84	101	40	52	53	52	101	53
25th	87	91	52	57	56	49	91	57
26th	78	82	49	51	50	55	82	55
27th	70	80	67	51	50	43	80	51
28th	38	37	41	42	40	37	41	42
29th	46	52	36	47	49	41	52	49
30th	83	90	36	53	57	40	90	57
31st	84	93	42	51	56	42	93	56

June	NCP			RCP				
	10am	3pm	8pm	10am	3pm	8pm		
1st	90	106	80	57	59	41	106	59
2nd	89	101	47	53	57	43	101	57
3rd	78	89	42	48	46	41	89	48
4th	51	49	40	41	41	38	51	41
5th	79	90	43	51	57	37	90	57
6th	81	95	44	52	59	37	95	59
7th	88	101	51	53	58	42	101	58
8th	91	105	57	54	58	45	105	58
9th	79	92	62	51	54	45	92	54
10th	62	75	51	49	51	44	75	51
11th	45	50	23	41	44	46	50	46
12th	80	94	33	51	54	44	94	54
13th	79	92	42	52	56	51	92	56
14th	83	102	47	51	59	43	102	59
15th	88	106	58	52	57	45	106	57
16th	89	92	52	51	56	46	92	56
17th	41	58	50	48	51	45	58	51
18th	40	46	35	42	48	46	46	48
19th	85	90	41	51	58	52	90	58
20th	83	96	39	52	59	48	96	59
21st	89	101	49	52	57	56	101	57
22nd	81	106	58	51	58	49	106	58
23rd	85	104	50	52	58	53	104	58
24th	55	59	58	48	62	41	59	62
25th	38	39	31	43	40	37	39	43
26th	86	99	38	49	58	50	99	58
27th	91	105	62	52	59	55	105	59
28th	89	95	60	49	55	52	95	55
29th	91	106	66	50	59	51	106	59
30th	92	111	65	51	58	54	111	58
31st								

July	NCP			RCP				
	10am	3pm	8pm	10am	3pm	8pm		
1st	40	58	41	47	43	45	58	47
2nd	38	47	40	50	48	50	47	50
3rd	78	95	56	51	56	45	95	56
4th	85	98	61	52	58	53	98	58
5th	91	101	59	55	55	52	101	55
6th	90	105	62	51	60	52	105	60
7th	81	94	66	49	59	52	94	59
8th	66	76	60	58	57	50	76	58
9th	36	43	31	52	53	50	43	53
10th	79	91	40	51	55	45	91	55
11th	82	97	46	55	56	46	97	56
12th	88	100	40	54	58	51	100	58
13th	89	96	46	51	57	54	96	57
14th	93	101	39	52	55	49	101	55
15th	82	99	40	42	42	41	99	42
16th	60	49	39	44	41	41	60	44
17th	68	69	43	52	57	33	69	57
18th	94	85	37	54	52	49	94	54
19th	83	74	32	57	54	53	83	57
20th	84	88	36	58	57	56	88	58
21st	86	95	42	57	55	55	95	57
22nd	80	89	49	48	56	41	89	56
23rd	81	92	36	49	55	41	92	55
24th	93	95	41	45	54	44	95	54
25th	73	76	39	56	52	46	76	56
26th	81	78	43	57	56	51	81	57
27th								
28th								
29th								
30th								
31st								

APPENDIX E


CHARGE SURVEYS
The Garden Halls
John Cartwright Statue
Cartwright Gardens
Commonwealth Hall
UoI Tennis Courts Cartwright Gardens
The Judd
Avonmore
Mentone
George
Norfolk Arms
Chillicool
North Sea Fish
Pitted Olive
Generator London
Compton House
Tavistock Pl
Valencia Cafe
Pizza Sophia
Gay's The Word
Yeomanry House
Armed Forces Careers Office
The Salvation Army Homeless Service
The Listening Place
The King of Falafel
Hunter Street Health Centre
Bloomsbury Surgery
Browsers Rooms
Storrington
Regent Square
Regent Square Gardens
Ariel Bruce
Findoc
Burleigh House
United Reformed Church
Sykes & Son
St. George's Gardens
Frontline
Coram Voice
Collingham Gardens Nursery
Coram Children's Legal Centre
Thomas Coram Centre
Coram Family and Childcare
The Foundling Museum
UCL School of Pharmacy
London School of Hygiene & Tropical...
Leo Wing Chun Chinese Kung Fu
Mary Ward House Conference Centre
Goodwood
St Athans
Tavistock Place
Bloomsbury Ambulance Station
Mine Mane
Marchmont Community Garden
Skoob Books
Waitrose & Partners Bloomsbury
The Brunswick Centre
Gourmet Burger Kitchen (GBK)
Funland
Boots
Pelican State Bloomsbury
The Marquis Cornwallis
Scape Bloomsbury
Dexters Bloomsbury Estate Agents
Nonna Selina Pizzeria
Together Forever on Wheels
Curzon Bloomsbury
Nostimo Mediterranean Gastronomy
Pan Intercultural Arts
Truedan
Hobbs
Riding House Bloomsbury
NCP
Brunswick Square Gardens
Brunswick Square
Corams Field
Belsize Park Rugby Football Club
International Hall, London
Coram's Fields Youth Centre
Selwyn House
UCL Great Ormond Street Institute of Child...
Morgan Stanley Clinical Building
Great Ormond Street Hospital Loading bay
Holiday Inn London - Bloomsbury, an IHG
Isaac
Thought Machine, HQ
Professional Report
Russell Court
Tesco Express
Royal National
China City
The Morton
Contiki Travel Hub
ICE Services
Noxy Brothers
Russell Square
Friend at Hand
Smart Russell Square Hostel
Fortitude Bakehouse
The Horse Hospital
The Bloomsbury Film Studio
Post Box
Burr & Co. London
Kimpton Fitzroy London
Pin Drop Studio
UCL Queen Square Institute of Neurology
Faulty Towers The Dining Experience
University College London Hospital
Lullaby Factory
National Hospital for Neurology and...
The Lagoon
Pret A Manger
President
Caffè Tropea
Bloomsbury Mansions
Charles Clore House
London Pub
Judd St
Hunter St
Marchmont St
Herbrand St
Coram St
Woburn Pl
Russell Sq
Handel St
Thanet St
Leigh St
Wakefield St
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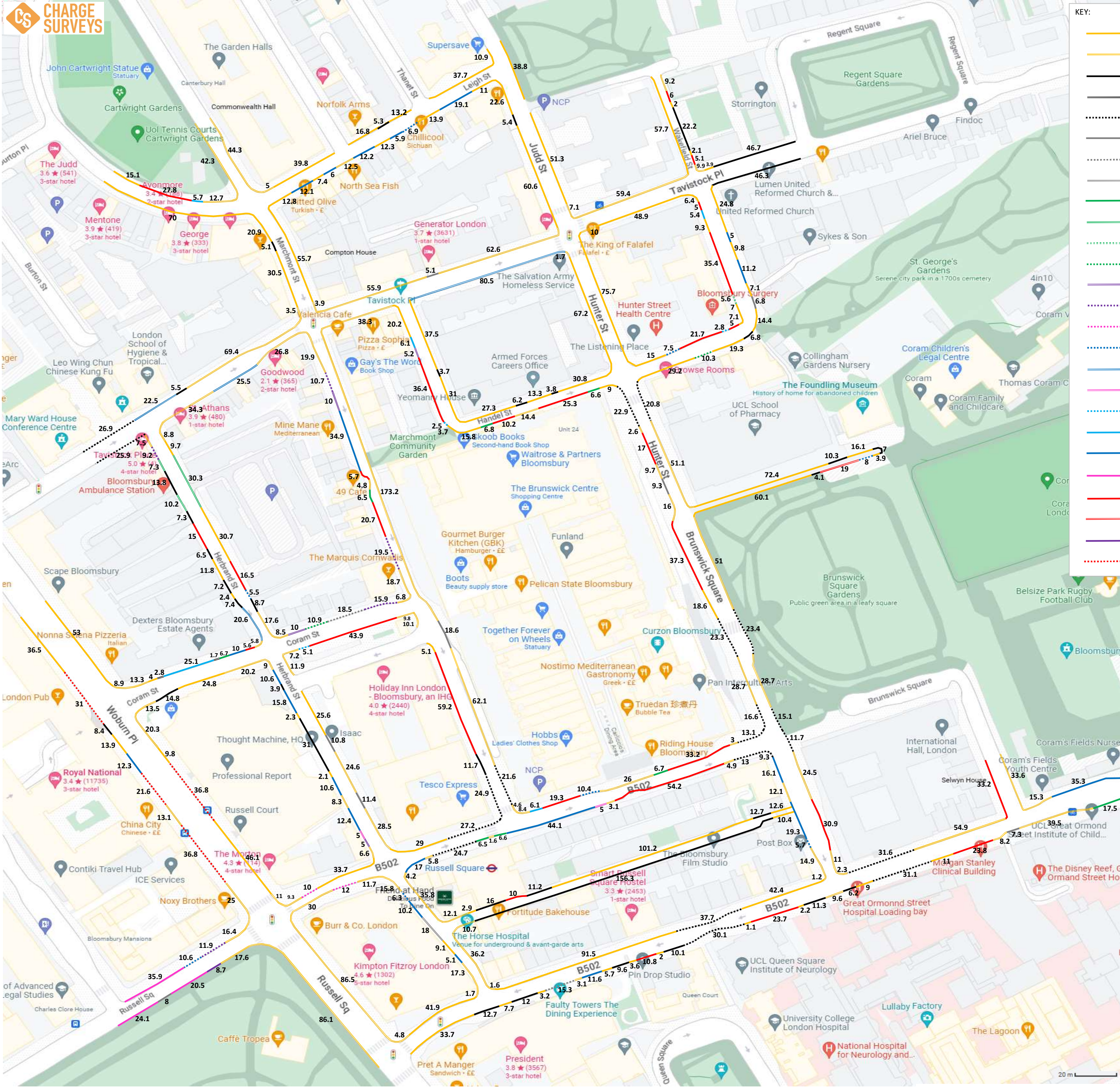


KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = KERB BUILD OUT
- = PEDESTRIAN CROSSING
- = ACCESS
- = TAXI BAY
- = KEEP CLEAR
- = DISABLED BAY
- = AMBULANCES / AMBULANCE KEEP CLEAR
- = ROADWORKS
- = DOCTOR BAY MON-SUN 0800-2000
- = CAR CLUB
- = LOADING BAY
- = LOADING MON-FRI 0830-1830 SAT 0830-1330
- = MOTORCYCLE BAY
- = CYCLE LANE
- = ELECTRIC BAY
- = PEDALCYCLE CAGE
- = PEDALCYCLE / E-SCOOTER HIRE
- = 2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330
- = 2 HOURS PAY BY PHONE MON-SAT 0830-1830
- = RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330
- = NOSE IN PARKING RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330
- = PERMIT MON-SAT 0830-1830

DATE : 22nd & 23rd March 2023

DAY : Wednesday & Thursday

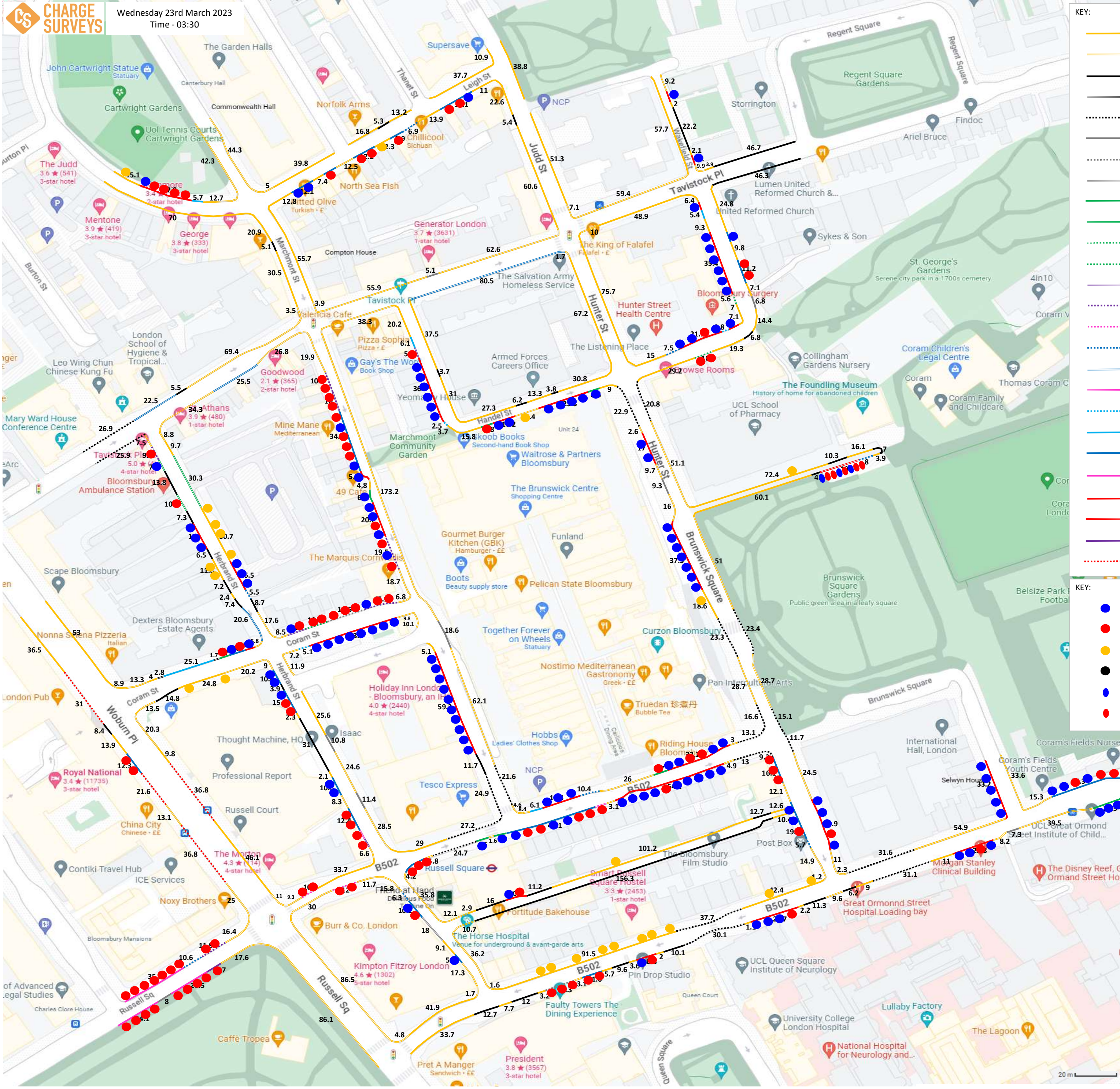
LOCATION : The Brunswick Centre, Unit S7, Bernard St, London - WC1N 1BS

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	Wednesday 22nd March 2023 TIME - 08:30			Thursday 24th March 2023 TIME - 08:30		
					PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION SPACES	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION SPACES
GUILDFORD STREET	1	DISABLED BAY	17.5	3	3	0	100.0%	1	2	33.3%
		DOUBLE YELLOW LINE	60.4							
		ACCESS	7.3							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	58.3	10	7	3	30.0%	7	3	30.0%
		SINGLE YELLOW LINE	79.2							
		PEDESTRIAN CROSSING	61.2							
		DROPPED KERB	61.9							
		2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330	11.6	2	0	2	0.0%	0	2	0.0%
		TAXI BAY	15.3	3	0	3	0.0%	0	3	0.0%
RUSSELL SQAURE	2	DOUBLE YELLOW LINE	86.1							
	3	DOUBLE YELLOW LINE	17.6							
		PERMIT MON-SAT 0830-1830	8.7	1	0	1	0.0%	0	1	0.0%
		2 HOURS PAY BY PHONE MON-SAT 0830-1830	44.5	8	0	8	0.0%	1	7	12.5%
	4	ACCESS	8							
		2 HOURS PAY BY PHONE MON-SAT 0830-1830	35.9	7	0	7	0.0%	0	7	0.0%
		MOTORCYCLE BAY	10.6							
		LOADING BAY	11.9	2	0	2	0.0%	0	2	0.0%
		DOUBLE YELLOW LINE	16.4							
WOBURN PLACE	5	DOUBLE YELLOW LINE	38.1							
		BUS STOP	36.8							
		BUS STAND	52.6							
		2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330	12.3	2	0	2	0.0%	0	2	0.0%
		SINGLE YELLOW LINE	50.4							
		DROPPED KERB	8.4							
	6	SINGLE YELLOW LINE	53							
		DOUBLE YELLOW LINE	8.9							
	7	DOUBLE YELLOW LINE	31.3							
		SINGLE YELLOW LINE	55.9							
		BUS STOP	36.8							
	8	DOUBLE YELLOW LINE	86.5							
GUILDFORD STREET	9	DOUBLE YELLOW LINE	6.5							
		SINGLE YELLOW LINE	41.9							
HERBRAND STREET	10	DOUBLE YELLOW LINE	33.1							
		2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330	15.3	3	2	1	66.7%	1	2	33.3%
		SINGLE YELLOW LINE	9.1							
		KEEP CLEAR	18							
		MOTORCYCLE BAY	6.3							
COLONNADE	11	DOUBLE YELLOW LINE	35.8							
	12	DOUBLE YELLOW LINE	12.1							
		SINGLE YELLOW LINE	118.7							
		DROPPED KERB	39.9							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	10	2	1	1	50.0%	1	1	50.0%
	13	SINGLE YELLOW LINE	10.4		1			2		
		DROPPED KERB	156.3					1		
		DOUBLE YELLOW LINE	15.7							
HERBRAND STREET	14	DOUBLE YELLOW LINE	36.2							
GUILDFORD STREET	15	DOUBLE YELLOW LINE	2.8							
		SINGLE YELLOW LINE	132.9		10			9		
		PEDESTRIAN CROSSING	37.7							
GRENVILLE STREET	16	DOUBLE YELLOW LINE	27							
		MOTORCYCLE BAY	5.2							
		2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330	35.4	6	2	4	33.3%	0	6	0.0%
		PEDESTRIAN CROSSING	9.3							
BERNARD STREET	17	PEDESTRIAN CROSSING	37.7							
		DOUBLE YELLOW LINE	19.6							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	54.2	10	9	1	90.0%	6	4	60.0%
		ELECTRIC BAY	5	1	0	1	0.0%	0	1	0.0%
		2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330	61.1	11	3	7	72.7%	4	6	40.0%
		DISABLED BAY	13.1	2	2	0	100.0%	2	0	100.0%
	18	DOUBLE YELLOW LINE	41.7							
		LOADING MON-FRI 0830-1830 SAT 0830-1330	12	2	0	2	0.0%	0	2	0.0%
	19	DOUBLE YELLOW LINE	9.3							
		LOADING MON-FRI 0830-1830 SAT 0830-1330	10	2	0	2	0.0%	0	2	0.0%
		SINGLE YELLOW LINE	33.7							
	20	SINGLE YELLOW LINE	29					1		
		PEDESTRIAN CROSSING	27.2							
		DOUBLE YELLOW LINE	37.4							
	21	PEDALCYCLE / E-SCOOTER HIRE	6.1							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	52.5	9	7	2	77.8%	8	0	100.0%
		MOTORCYCLE BAY	10.4							
		DISABLED BAY	6.7	1	0	1	0.0%	0	1	0.0%
		PEDESTRIAN CROSSING	13.1							
BRUNSWICK SQUARE	22	PEDESTRIAN CROSSING	39.9							
		DOUBLE YELLOW LINE	28.7		1					
		SINGLE YELLOW LINE	18.6					1		
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	37.3	7	7	0	100.0%	4	3	57.1%
HUNTER STREET	23	DOUBLE YELLOW LINE	28.3							
		ACCESS	6.3							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	17	3	2	0	100.0%	2	0	100.0%
		PEDESTRIAN CROSSING	22.9							
HANDEL STREET	24	SINGLE YELLOW LINE	39.2		1					
		DISABLED BAY	13.4	2	1	1	50.0%	2	0	100.0%
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	35.5	7	6	0	100.0%	6	0	100.0%
KENTON STREET	25	SINGLE YELLOW LINE	23.9							
		PEDALCYCLE CAGE	2.5							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	36.4	7	6	0	100.0%	7	0	100.0%
		CAR CLUB	5.2	1	0	1	0.0%	0	1	0.0%
	26	PEDALCYCLE / E-SCOOTER HIRE	6.1							
		SINGLE YELLOW LINE	68.5							
		DROPPED KERB	3.7							
HANDEL STREET	27	SINGLE YELLOW LINE	71.4							
		DROPPED KERB	10							
HUNTER STREET	28	SINGLE YELLOW LINE	67.2					1		
		DOUBLE YELLOW LINE	1.7							
TAVISTOCK PLACE	29	CYCLE LANE	80.5							
	30	DOUBLE YELLOW LINE	38.3							
MARCHMONT STREET	31	DOUBLE YELLOW LINE	239.9							
		ACCESS	18.6							
		PEDESTRIAN CROSSING	21.6							
		PEDESTRIAN CROSSING	24.9							
	32	DROPPED KERB	11.7							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	59.2	11	10	0	100.0%	10	0	100.0%
		SINGLE YELLOW LINE	5.1							
	33	DOUBLE YELLOW LINE	10.1							
		DOUBLE YELLOW LINE	63.4							
	34	LOADING BAY	30.2	5	1	4	20.0%	0	5	0.0%
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	26.4	5	4	1	80.0%	5	0	100.0%
		DISABLED BAY	6.5	1	1	0	100.0%	1	0	100.0%
		2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330	34.9	6	2	4	33.3%	2	4	33.3%
		CAR CLUB	10	2	0	2	0.0%	0	2	0.0%
TAVISTOCK PLACE	35	DOUBLE YELLOW LINE	61.1							
		CYCLE LANE	25.5							
HERBRAND STREET	36	DOUBLE YELLOW LINE	26.4							
		SINGLE YELLOW LINE	40.4		4			4		
		AMBULANCE KEEP CLEAR	30.3							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	16.5	3	3	0	100.0%	3	0	100.0%
		MOTORCYCLE BAY	5.5							
		DROPPED KERB	8.7							
CORAM STREET	37	DOUBLE YELLOW LINE	15.3							
		CAR CLUB	10	2	1	1	50.0%	1	1	50.0%
		DOCTOR BAY MON-SUN 0800-2000	10.9	2	0	2	0.0%	0	2	0.0%
		TAXI BAY	18.5	3	1	2	33.3%	1	2	33.3%
		LOADING BAY	15.9	3	0	3	0.0%	0	3	0.0%
	38	DOUBLE YELLOW LINE	17							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	43.9	8	8	0	100.0%	8	0	100.0%
		PEDALCYCLE CAGE	5.1							
HERBRAND STREET	39	DOUBLE YELLOW LINE	11.9							
	40	SINGLE YELLOW LINE	25.6							
		ACCESS	22.2							
		DOUBLE YELLOW LINE	52.1							
	41	DOUBLE YELLOW LINE	23.9							
		CAR CLUB	5	1	0	1	0.0%	0	1	0.0%
		ELECTRIC BAY	5	1	0	1	0.0%	0	1	0.0%
		DROPPED KERB	31							
		2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330	49.4	9	5	4	55.6%	4	5	44.4%
		SINGLE YELLOW LINE	8.3							
CORAM STREET	42	DOUBLE YELLOW LINE	33.7							
		SINGLE YELLOW LINE	24.8		2			1		
		DROPPED KERB	14.8							
	43	DOUBLE YELLOW LINE	19.1							
		SINGLE YELLOW LINE	4							
		KERB BUILD OUT	4.5							
		PEDALCYCLE HIRE	25.1							
		DISABLED BAY	6.7	1	0	1	0.0%	1	0	100.0%
		2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330	10	2	1	1	50.0%	1	1	50.0%
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	5.6	1	1	0	100.0%	1	0	100.0%
HERBRAND STREET	44	CYCLE LANE	20.6							
		DROPPED KERB	42.2							
		SINGLE YELLOW LINE	14.2		2			2		
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	15	3	3	0	100.0%	3	0	100.0%
		AMBULANCES	17.5	3	1	1	50.0%	1	1	50.0%
		LOADING BAY	9.2	1	0	1	0.0%	0	1	0.0%
		DOUBLE YELLOW LINE	7.5							
TAVISTOCK PLACE	45	PEDESTRIAN CROSSING	25.9							
	46	PEDESTRIAN CROSSING	26.9							
		CYCLE LANE	22.5							
		DROPPED KERB	5.5							
		DOUBLE YELLOW LINE	69.4							
MARCHMONT STREET	47	DOUBLE YELLOW LINE	3.3							
		SINGLE YELLOW LINE	51.4							
		DROPPED KERB	5.1							
CARTWRIGHT GARDENS	48	SINGLE YELLOW LINE	70							
	49	SINGLE YELLOW LINE	15.1		1					
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	27.8	5	1	4	20.0%	0	5	0.0%
		PEDALCYCLE / E-SCOOTER HIRE	5.7							
		DOUBLE YELLOW LINE	12.7							
	50	DOUBLE YELLOW LINE	42.3							
	51	DOUBLE YELLOW LINE	44.3							
LEIGH STREET	52	DOUBLE YELLOW LINE	9							
		SINGLE YELLOW LINE	39.8							
	53	SINGLE YELLOW LINE	30							
		DROPPED KERB	5.3							
	54	SINGLE YELLOW LINE	37.7							
	55	SINGLE YELLOW LINE	57.4							
		2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330	55.3	9	3	6	33.3%	3	6	33.3%
		MOTORCYCLE BAY	6.9							
		DOUBLE YELLOW LINE	12.5							
MARCHMONT STREET	56	SINGLE YELLOW LINE	55.7		1			1		
TAVISTOCK PLACE	57	DOUBLE YELLOW LINE	3.9							
		DOUBLE YELLOW LINE	118.5							
JUDD STREET	58	ACCESS	5.1							
		SINGLE YELLOW LINE	83.2							
		DROPPED KERB	5.4							
JUDD STREET	59	SINGLE YELLOW LINE	10.9							
	60	SINGLE YELLOW LINE	38.8							
	61	SINGLE YELLOW LINE	51.3					1		
		DOUBLE YELLOW LINE	7.1							
TAVISTOCK PLACE	62	DOUBLE YELLOW LINE	59.4							
WAKEFIELD STREET	63	SINGLE YELLOW LINE	57.7							
	64	SINGLE YELLOW LINE	23.2							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	11.1	2	2	0	100.0%	2	0	100.0%
		DROPPED KERB	22.2							
TAVISTOCK PLACE	65	SINGLE YELLOW LINE	3.9							
		DROPPED KERB	46.7							
	66	DROPPED KERB	46.3							
WAKEFIELD STREET	67	SINGLE YELLOW LINE	56.1							
		2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330	16.2	3	1	2	33.3%	2	1	66.7%
		ACCESS	6.8							
		DROPPED KERB	6.8							
HANDELL STREET	68	SINGLE YELLOW LINE	48.5							
		DOCTOR BAY MON-SUN 0800-2000	10.3	2	0	2	0.0%	0	2	0.0%
	69	SINGLE YELLOW LINE	22.1					1		
		MOTORCYCLE BAY	7.5							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	26.7	5	4	1	80.0%	2	3	40.0%
		PEDALCYCLE CAGE	2.8							
WAKEFIELD STREET	70	SINGLE YELLOW LINE	22.7							
		ROADWORKS	5.6							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	40.4	8	7	0	100.0%	5	2	71.4%
		PEDALCYCLE / E-SCOOTER HIRE	5.4							
TAVISTOCK PLACE	71	SINGLE YELLOW LINE	48.9							
		DOUBLE YELLOW LINE	10							
HUNTER STREET	72	SINGLE YELLOW LINE	75.7							
	73	PEDESTRIAN CROSSING	20.8							
		DOUBLE YELLOW LINE	51.1							
BRUNSWICK SQUARE	74	SINGLE YELLOW LINE	88.5							
		DROPPED KERB	17.3							
	75	SINGLE YELLOW LINE	64		1			1		
		MOTORCYCLE BAY	8							
		NOSE IN PARKING RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	19	8	3	5	37.5%	3	5	37.5%
		DROPPED KERB	4.1							
	76	DOUBLE YELLOW LINE	79.7							
		PEDESTRIAN CROSSING	38.5							
GRENVILLE STREET	77	PEDESTRIAN CROSSING	11.7							
		DOUBLE YELLOW LINE	35.5							
		RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	30.9	6	4	1	80.0%	3	2	60.0%
GUILDFORD STREET	78	DOUBLE YELLOW LINE	57.2							
		PEDESTRIAN CROSSING	21.6							
LANSDOWNE TERRACE	79	RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330	33.2	6	5	0	100.0%	4	1	80.0%
	80	DOUBLE YELLOW LINE	33.6							
GUILDFORD STREET	81	DOUBLE YELLOW LINE	15.3							
		2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330	35.3	7	3	3	57.1%	4	2	42.9%
					SPACES AVAILABLE			SPACES AVAILABLE		
					NO SPACES AVAILABLE			NO SPACES AVAILABLE		

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

CHARGE SURVEYS

Wednesday 23rd March 2023
Time - 03:30



KEY:

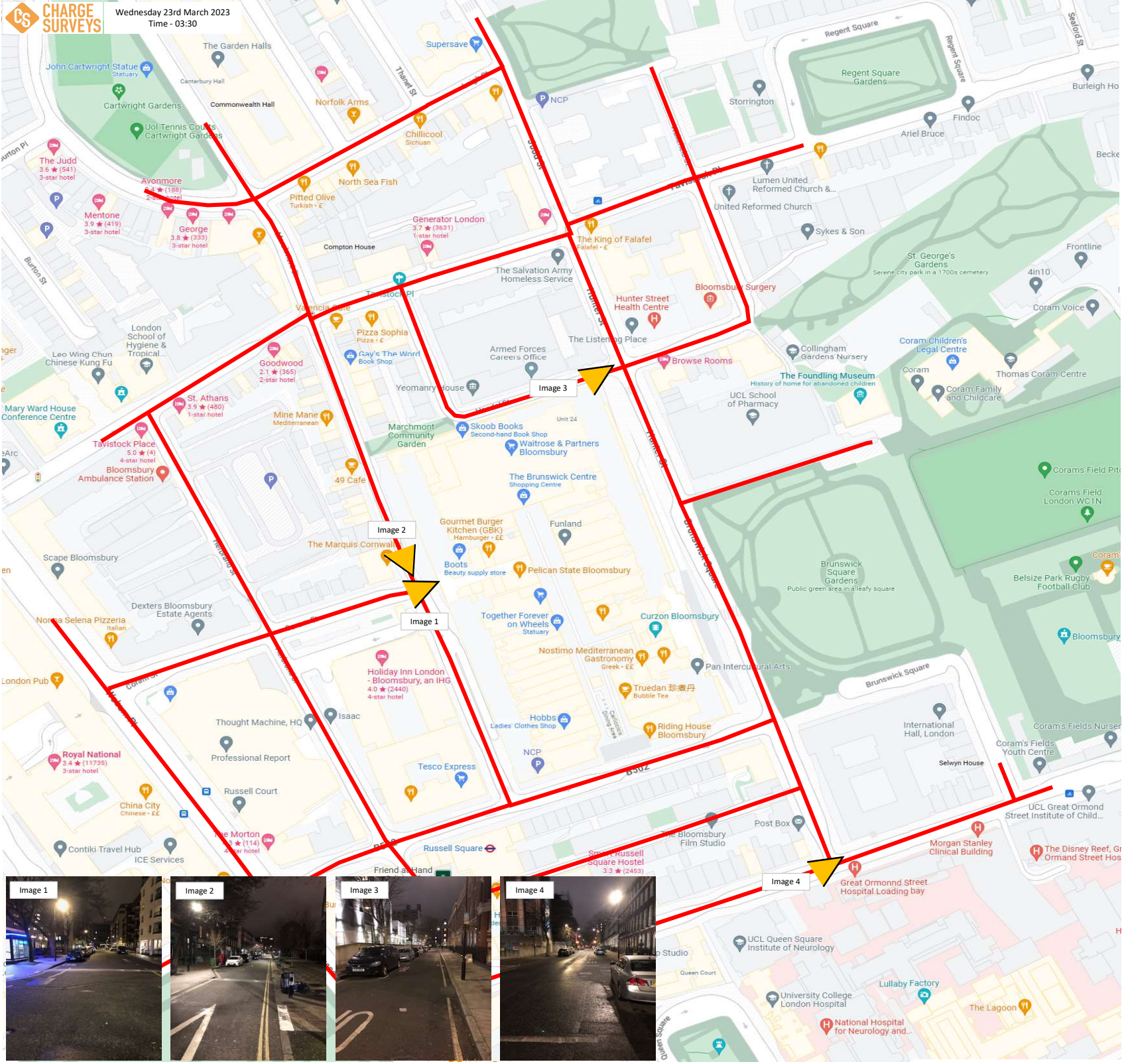
= SINGLE YELLOW LINE
= DOUBLE YELLOW LINE
= DROPPED KERB
= KERB BUILD OUT
= PEDESTRIAN CROSSING
= ACCESS
= TAXI BAY
= KEEP CLEAR
= DISABLED BAY
= AMBULANCES / AMBULANCE KEEP CLEAR
= ROADWORKS
= DOCTOR BAY MON-SUN 0800-2000
= CAR CLUB
= LOADING BAY
= LOADING MON-FRI 0830-1830 SAT 0830-1330
= MOTORCYCLE BAY
= CYCLE LANE
= ELECTRIC BAY
= PEDALCYCLE CAGE
= PEDALCYCLE / E-SCOOTER HIRE
= 2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330
= 2 HOURS PAY BY PHONE MON-SAT 0830-1830
= RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330
= NOSE IN PARKING RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330
= PERMIT MON-SAT 0830-1830

KEY:

= APPROPRIATELY PARKED VEHICLE
= OBSERVED SPACE
= VEHICLE PARKED ON YELLOW LINES
= VEHICLE PARKED ON DROPPED KERB
= APPROPRIATELY PARKED VEHICLE (NOSE-IN)
= OBSERVED SPACE (NOSE-IN)

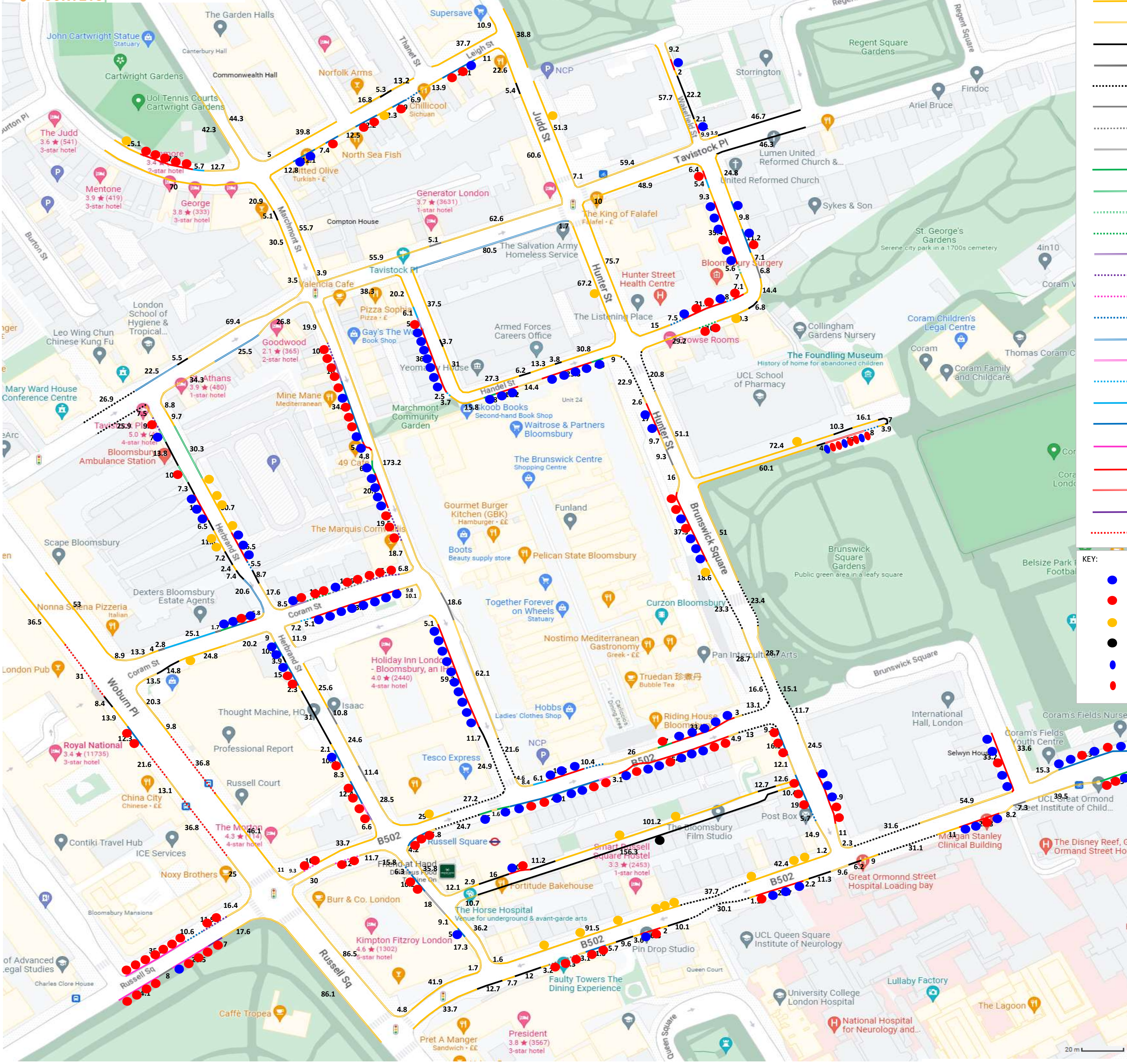
CHARGE SURVEYS

Wednesday 23rd March 2023
Time - 03:30



CHARGE SURVEYS

Thursday 24th March 2023
Time - 03:30



KEY:

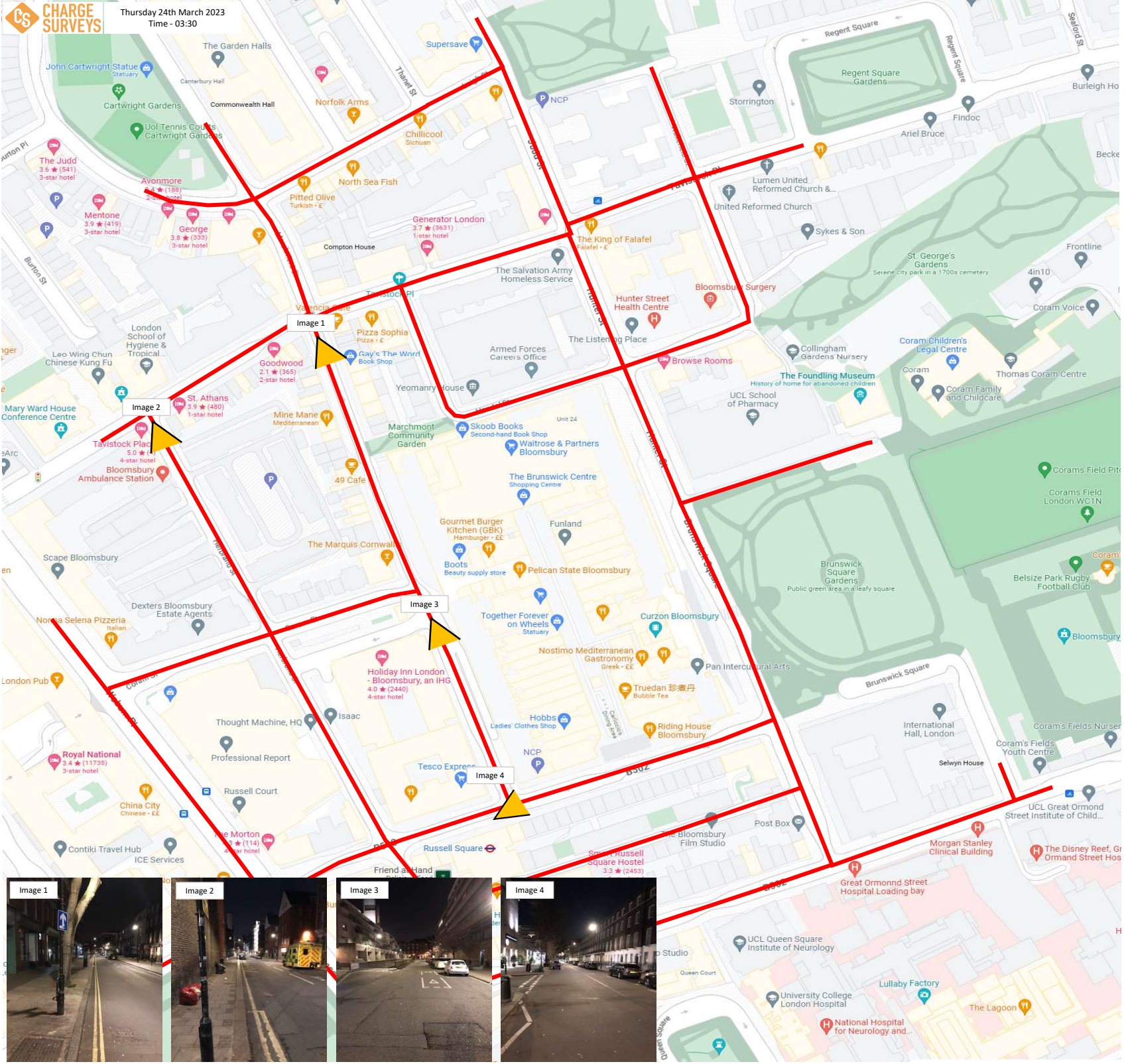
- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = KERB BUILD OUT
- = PEDESTRIAN CROSSING
- = ACCESS
- = TAXI BAY
- = KEEP CLEAR
- = DISABLED BAY
- = AMBULANCES / AMBULANCE KEEP CLEAR
- = ROADWORKS
- = DOCTOR BAY MON-SUN 0800-2000
- = CAR CLUB
- = LOADING BAY
- = LOADING MON-FRI 0830-1830 SAT 0830-1330
- = MOTORCYCLE BAY
- = CYCLE LANE
- = ELECTRIC BAY
- = PEDALCYCLE CAGE
- = PEDALCYCLE / E-SCOOTER HIRE
- = 2 HOUR PAY BY PHONE MON-FRI 0830-1830 SAT 0830-1330
- = 2 HOURS PAY BY PHONE MON-SAT 0830-1830
- = RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330
- = NOSE IN PARKING RESIDENT PERMIT HOLDERS ONLY MON-FRI 0830-1830 SAT 0830-1330
- = PERMIT MON-SAT 0830-1830

KEY:

- = APPROPRIATELY PARKED VEHICLE
- = OBSERVED SPACE
- = VEHICLE PARKED ON YELLOW LINES
- = VEHICLE PARKED ON DROPPED KERB
- = APPROPRIATELY PARKED VEHICLE (NOSE-IN)
- = OBSERVED SPACE (NOSE-IN)

CHARGE SURVEYS

Thursday 24th March 2023
Time - 03:30



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