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# TRAVELODGE HOTELS LTD

COVENT GARDEN TRAVELODGE, 10 DRURY LANE, LONDON, WC2B 5RE

# TRANSPORT STATEMENT & TRAVEL PLAN

February 2024

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Ref: File Path P:\ P2807: Convent Garden Travelodge Transport Statement & Travel Plan February 2024

# I.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by Travelodge Hotels Ltd in relation to the proposed development at the existing Travelodge Hotel building at 10 Drury Lane, London EC2B 5RE.
- 1.2 The application site's location is presented on a map in Figure I and the site's boundary is displayed in Appendix A of this report. The local planning and highway authority is the London Borough of Camden.

### Site Location & Existing Site Details

- 1.3 The site currently consists of a Travelodge hotel with a total of 465 bedrooms over 12 floors and 24 car parking spaces located on the lower ground floor of the building.
- 1.4 There are two main entrance points to the site, one at the junction with Drury Lane and Short's Gardens and the other more to the north which fronts onto Drury Lane. Drury Lane is a one-way street which runs south to north and Short's Gardens is also a one-way street which runs east to west.
- 1.5 The site is surrounded by small businesses including newsagents, cafes, clothing outlets and a hair and beauty shop. The surrounding area is largely commercial in character with a few residential buildings nearby. The site is situated as part of the Covent Garden area of London which sees a large amount of foot and vehicle traffic daily.
- 1.6 Units 14, 15 and 16 Drury Lane are located within the same structure of the Travelodge building and share the lower-ground floor car park with the hotel for delivery and servicing purposes. No car parking spaces within the lower ground floor are allocated to these units. These units operate as separate businesses.
- 1.7 The site as well as the neighbouring area is located within Camden Council's controlled parking zone (CPZ) 'CA-C' which operates at all times for resident

parking bays. Additionally, restrictions for single yellow lines operate Monday to Saturday from 8:30am to 6:30pm.

1.8 The site has a public transport accessibility level (PTAL) rating of 6b which is an 'excellent' rating as defined by Transport for London (TfL). The site lies near 38 frequent bus services and two London Underground stations (Holborn and Tottenham Court Road).

# Proposed Development

- 1.9 The proposal comprises of the addition of 55 bedrooms at the lower ground level of the building. The development will be car-free and will see the removal of all parking spaces with an exception for two Blue Badge disabled parking bays. The scheme will also involve a number of internal works as well as providing a new feature entrance on Drury Lane. The loss of parking as a result of the development will encourage more sustainable practices from the users of the hotel.
- 1.10 Cycle parking will be provided in line with policy to account for the uplift in the number of rooms and to offset the loss in parking.
- 1.11 The proposed site plan is presented at Appendix B.
- 1.12 This report comprises of a BREEAM 2018 compliant Transport Statement and Travel Plan for the proposed development, for the purpose of achieving credits under Tra 01. It examines local planning policy, the connectivity of the site, parking and servicing arrangements and the impact, if any, of the development on local highways/transport conditions and additionally includes an Outline Travel Plan to promote sustainable travel.
- 1.13 This report has been written alongside an accompanying Travel Plan which is also written to BREEAM 2018 requirements and aims to promote sustainable travel.
- 1.14 The following section outlines the planning policy relevant to the application site.

# 2.0 POLICY CONTEXT

- 2.1 This section of the report outlines relevant transport policy and considers how the proposed development complies with the policy. There are three tiers of transport policy relevant to the proposals at a local, regional, and national level:
  - Local: Camden Local Plan (July 2017)
  - Regional: The London Plan (March 2021)
  - National: National Planning Policy Framework (updated July 2021)

# London Borough of Camden

- 2.2 Camden Council's 'Local Plan' is the main planning guidance document for development projects in the Borough. The Camden Local Plan was adopted on 3<sup>rd</sup> July 2017 by Camden Brough Council. Until 2031, it forms part of the planning framework of the Borough.
- 2.3 Policy TI 'Prioritising walking, cycling and public transport' of the Council's adopted Local Plan sets out the local authority's focus on encouraging new developments to promote sustainable transport options. The full wording of Policy TI is set out as follows for ease of reference:

"Policy T1 Prioritising walking, cycling and public transport: The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

#### Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

a. improve the pedestrian environment by supporting high quality public realm improvement works;

b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;

- c. are easy and safe to walk through ('permeable');
- d. are adequately lit;

e, provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and

f. contribute towards bridges and water crossings where appropriate.

#### Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;

h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;

i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

j. is easy and safe to cycle through ('permeable'); and

k. contribute towards bridges and water crossings suitable for cycle use where appropriate.

#### Public Transport

In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

2.4 Policy T2 – 'parking and car-free development' sets out the local authority's approach towards car-free developments. The full wording of Policy T2 is set out as follows for ease of reference:

"Policy T2 Parking and car-free development:

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

#### We will:

a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits; b. limit on-site parking to:

*i. spaces designated for disabled people where necessary, and/or ii. essential operational or servicing needs;* 

c. support the redevelopment of existing car parks for alternative uses; and d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."

2.5 Policy T3 – 'Transport infrastructure' sets out the local authority's approach towards the safeguarding of transport infrastructure across the borough. The full wording of Policy T3 is set out as follows for ease of reference:

"Policy T3 Transport infrastructure: The Council will seek improvements to transport infrastructure in the borough.

#### We will:

a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;

2.6 The Council does not have its own parking standards, instead it subscribes to the minimum cycle parking and maximum car parking standards as set out in the London Plan.

# The Mayor's Transport Strategy, The Mayor of London (March 2018)

### 2.7 Proposal 80 of The Mayor's Transport Strategy sets out that:

"The Mayor, through TfL and the boroughs, will:

a) Impose high expectations on developers to deliver transport solutions that will promote a shift to active, efficient and sustainable modes, reduce road congestion, improve air quality and assist in the development of attractive, healthy and active places.

b) Restrict car parking provision within new developments, with those locations more accessible to public transport expected to be car-free. New developments should contain high levels of cycle parking and storage and contribute to the provision of onstreet cycle parking in town centres and other places of high demand."

2.8 It goes on to set out the following car and cycle parking guiding principles;

- An expectation for car-free development in London's more accessible areas, and car-lite development elsewhere.
- Any residential parking spaces permitted should make provision for ultra-low emission vehicles to enable carbon-free travel.
- Appropriate provision of dedicated spaces for disabled drivers.
- Outside the Central Activities Zone (CAZ), car clubs could be provided in lieu of private car parking.
- Well-located and accessible cycle parking provision.

### The London Plan (March 2021)

2.9 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), must produce a spatial development strategy (SDS) which has become known as the London Plan. Chapter 10 of the London Plan relates to London's Transport. Policy T1 of the London Plan sets out the strategic approach to transport:

"Policy TI Strategic approach to transport

A) Development Plans should support and development proposals should facilitate:
 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
 2) the proposed transport schemes set out in Table 10.1.

B) All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.10 Policy T2 of the London Plan sets out the Mayor's strategy for 'healthy streets' and is an important feature of this version of the London Plan. Policy T2 is extracted as follows:

#### "Policy T2 Healthy Streets

 A) Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.
 B) Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

*C)* In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D) Development proposals should:

 demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.
 reduce the dominance of vehicles on London's streets whether stationary or moving.

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.11 Policies T5 and T6 of the London Plan relate to the provision of cycle parking and car parking respectively in new development at the regional strategic level. The policies are extracted as follows:

#### "Policy T5 Cycling

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

*B)* Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

*C)* Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D)Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate onstreet location for the required provision. This may mean the reallocation of space from other uses such as on street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied."

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)		
CI	Hotels (bars, restaurants, gyms etc. open to the public should be considered individually under relevant standards)	I space per 20 bedrooms	l space per 50 bedrooms		

Table	10.2 -	Minimum	cycle	parking	standards
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#### "Policy T6 Car parking

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.
D) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.
E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non- residential parking to Policy T6.5 Non-

persons parking,

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

*G)* Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other areabased car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

2.12 Policy T6.4 of the London Plan provides advice specific to hotel and leisure car parking and is extracted as follows for ease:

#### "Policy T6.4 Hotel and leisure uses parking

A) In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.

*B)* In locations of PTAL 0-3, schemes should be assessed on a case-by- case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels.

C) All operational parking must provide infrastructure for electric or other UltraLow Emission vehicles, including active charging points for all taxi spaces. D) Disabled persons parking should be provided as set out in Policy T6 .5 Nonresidential disabled persons parking."

2.13 Policy T6.5 of the London Plan provides advice specific to non-residential disabled persons parking and is extracted as follows for ease:

#### "Policy T6.5 Non-residential disabled persons parking

A) Disabled person' parking should be provided in accordance with the levels set out in Table 10.6, ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay.

B) Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with. C) Designated bays should be marked up as disabled persons parking bays from the outset.

D) Enlarged bays should be large enough to become disabled persons parking bays quickly and easily via the marking up of appropriate hatchings and symbols and the provision of signage, if required i.e. if it can be demonstrated that the existing level of disabled persons parking is not adequate. The process for converting enlarged bays should be set out in a Parking Design and Management Plan and secured at the planning stage.

E) Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1.

- 2.14 The Borough of Camden is classified as an inner London borough and the site has a PTAL score of 6a. The expectation in accordance with the London Plan (March 2021) is that the new development should only propose parking for their operational needs only and recommended to be car-free.
- 2.15 TfL provides a cycle parking calculator spreadsheet which has been used to calculate the cycle parking requirements for this development. The cycle parking provision for the proposal is set out in Chapter 5 of this report. TfL also provides design and access standards for cycle parking in Chapter 8 of the London Cycle Design Standards (2016) which this scheme must comply with.

# Department for Transport (DfT)

2.16 The DfT's guidance Delivering Travel Plans through the Planning Process states;

"Travel plans are an essential tool for delivering sustainable access to new development, whatever the use. They should be seen as an integral part of the wider implementation of an area's sustainable transport strategy"

2.17 The DfT's best practice guidance Using the Planning Process to Secure Travel Plan summarises the implementation of Travel Plans as follows;

"The key to achieving travel plans within the planning system is the development of a clear, integrated and public policy framework together with an explicit relationship between the travel plan and the development site."

# National Planning Policy Framework (NPPF)

2.18 On a national level, the National Planning Policy Framework (updated December 2023) sets out national policy. Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant key extracts have been copied herein:

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

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

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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

- a) appropriate opportunities to promote sustainable transport modes can be or have been - taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;

- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code<sup>48</sup>; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

I 15. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

116. Within this context, applications for development should:

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

117. 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."

2.19 The following chapter sets out the site's accessibility to local amenities and public transport nodes.

## 3.0 SITE ACCESSIBILITY

## Public Transport

- 3.1 The key to the sustainability of the proposed development is its location within the wider local area. The availability of, and ease of access to public and other sustainable transport services is a primary determinant in the way people choose to travel.
- 3.2 A total of 38 bus routes are available from bus stops with the PTAL prescribed walk distance of 640-metres of the site as detailed in Table 1. Figure 2 shows a map extract of the location of local bus stops.

Bus Stop & Distance from Site	Route	Peak Direction Hourly Frequency	Accessibility Index
	11	7.45	1.11
	23	8.28	1.15
	9	12.42	1.26
	26	7.76	1.13
	13	8.28	1.15
Aldwarch West Arm (595m)	4	6.21	1.05
Adwych West Am (375m)	15	7.76	1.13
	341	6.21	1.05
	76	7.76	1.13
	87	10.35	1.21
	172	6.21	1.05
	6	10.35	1.21
Covent Garden Russell Street (530m)	RVI	6.21	1.11
	59	10.35	1.43
	243	11.38	1.47
	521	27.94	1.73
Holborn Station / Kingsway (446m)	91	9.32	1.39
TODOTT Station / Kingsway (TTOTT)	68	9.32	1.39
	X68	4.14	1.01
	188	8.28	1.34
	168	9.32	1.39
Plaamshung / Navy Oxford Street (152m)	8	10.35	1.43
	38	10.35	1.43

Table I. Local Bus Services

	25	8.28	1.34
	19	8.28	1.34
	171	7.76	1.31
	55	10.35	1.43
High Holborn Post Office (60m)	242	6.73	2.08
	1	8.28	4.70
	24	10.35	2.03
	134	12.42	2.18
Bloomsbury / St Shaftesbury Avenue (198m)	29	15.52	2.34
	176	8.8	1.90
	14	13.46	2.24
	10	4.66	1.09
Bloomsbury Street (430m)	390	8.28	1.36
	73	18.63	1.67
Great Russell Street / Museum Street (299m)	98	9.32	1.67
Total		367.12	57.42

- 3.3 During the PTAL AM peak hour (08:15 to 09:15) around a total of 367 services (peak direction) call at local bus stops. All buses offer step-free access and bus stops provide details of routes and timetables.
- 3.4 The walk routes from the site to local bus stops are accessible via level and stepfree footways. Where walk routes crossroads, dropped kerbs with tactile paving is provided.
- 3.5 The nearest train stations to the site are Holborn (Piccadilly Line and Central Line) and Tottenham Court Road (Northern Line, Central Line and Elizabeth Line) Stations, both of which fall within the PTAL prescribed walk distance of 960-metres from the site. Details of rail services from the stations are shown in Table 2, while Figure 2 shows a map extract of the location of local train stations.

Rail Station & Distance from Site	Service	Peak Hourly Frequency	Accessibility Index
Holborn (403m)	Underground	63.66	20.99
Tottenham Court Road (481m)	Underground	72.32	3.00
Tottenham Court Road (481m)	Rail	27.32	8.80
Total		163.30	42.79

Table 2.	Local	Train	Sen	/ices

- 3.6 During the PTAL AM peak hours (08:15 to 09:15) a total of 163 services (both directions) call at local train stations. Both stations provide details of routes and timetables for passengers.
- 3.7 In terms of wheelchair / reduced mobility access;
  - Tottenham Court Road Station has step-free access to the main building and ticket hall as well as step-free access onto the Northern and Elizabeth Line trains. For users of the Central Line trains, the station offers boarding ramps to access trains upon the request of the user.
  - Holborn Station does not provide any step-free access.
- 3.8 The walk routes from the site to local train stations are accessible via level and step-free footways. Where walk routes reach road crossings, dropped kerbs with tactile paving is provided.
- 3.9 In summary the site benefits from 'excellent' access to local public transport services with a total Public Transport Accessibility Index (PTAI) of 100.21, which equates to a Public Transport Accessibility Level (PTAL) of 6b which is the highest achievable rating. A copy of the PTAL assessment is presented in Appendix C.

# Cycle Access

- 3.10 In terms of cycle access there is a wide range of on-road cycle lanes in the wider area with links from the site being available on local roads. An extract of the local cycle route map is shown in Figure 3.
- 3.11 There are regional and local cycle routes near the site including on Drury Lane, Endell Street (Cycleway C47) and Great Queen Street (Cycleway C10). There are also several cycle repair shops close to the site.
- 3.12 Cycle superhighway 3 extends from Westminster to Barking and runs alongside the A3211 Victoria Embankment to the south of the site. The cycleway is located within a short 5-minute cycle ride from the application site.

- 3.13 The site is also very well connected to TfL's Santander-sponsored cycle hire scheme. There are several cycle hubs within proximity to the site, the closest one is located 80 metres to the north of the site on High Holborn and has a total of 20 docking points.
- 3.14 The site is therefore very well connected on-foot and by bicycle. A map of local cycle routes and cycle docking stations is presented in Figure 3 of this report.
- 3.15 The proposed development will provide secure cycle parking provision within the site plus ancillary amenities the details of which will be set out late in this report.
- 3.16 In addition, there are 4 Sheffield stands suitable for up to 8 bicycles to be securely parked on the footpath of Short's Gardens adjacent to the application site, as well as an additional 7 within a 1-minute walk on the wider road network.

#### Pedestrian & Wheelchair Access

- 3.17 Pedestrian access to the site is provided by a footway on the west side of Drury Lane which varies in width from ~3.5-metres at the corner of the junction with Short's Gardens and 4.5-metres to the corner of the junction with High Holborn.
- 3.18 The main entrance points to the site, one at the junction with Drury Lane and Short's Gardens, and the other more to the north fronting onto Drury Lane do not provide step-free access. Step-free access to the building is provided at the southwestern extent of the building from Short's Gardens where an access ramp is available for disabled users.
- 3.19 There is a signal-controlled crossing at the junction with Drury Lane and High Holborn providing a safe place for people to cross the main road. Much of the area to the south of the site prioritises foot traffic with elevated zebra crossings at junctions, alongside narrow roads with low recommended speed limits. All crossings also include dropped kerbs with tactile paving for visually impaired users. Traffic on these roads is not as common and therefore pedestrian safety is maintained.

### Vehicle Access & Car Parking

- 3.20 The site is well connected by road, located off Drury Lane which is a one-way road and accessed from Great Queen Street from the south. Short's Gardens to the south of the site is also a one-way road which runs east to west from Drury Lane. The A40 High Holborn to the north of the site is a two-way street which runs from New Oxford Street in the northeast of the site to Charing Cross Road to the east. High Holborn sees a high level of daily traffic due to its classification as an A-road and therefore contains plenty of safe and regular junctions.
- 3.21 The site's current vehicle entrance to the lower ground floor car park is from High Holborn to the north of the site which ramps down to the lower ground floor. The exit to the car park ramps up at Short's Gardens to the south of the site.
- 3.22 The proposed site access and servicing arrangement will largely remain in keeping with the existing drive-through route under the building, despite the removal of all general-use car parking spaces. No off-street general-use parking is proposed as part of the proposal. Servicing and ad-hoc demand for visitor parking (i.e. Blue Badge holders) would be accommodated within the lower ground floor car park.
- 3.23 The roads adjoining the site are located within CPZ 'CA-C' which operates at all times for resident parking bays and includes single yellow lines restrictions on Monday to Saturday from 8:30am to 6:30pm.
- 3.24 The closest non-residential parking is located on Macklin Street in which ~5 metres of pay-by-phone parking is available and operates Monday to Saturday from 8:30am to 6:30pm with a maximum stay of 2 hours. Additional bays are also located further down on Drury Lane which also operates at the same times and provide ~19 metres of parkable kerb side parking. These bays can also be used by delivery and service vehicles should it be required.

3.25 There are four car club vehicles located near the site. The nearest car club vehicle to the site is located on Great Queen Street around 200 metres to the south and is operated by Enterprise. The next closest vehicle is also located on Great Queen Street around 210 meters to the southeast and is operated by Zipcar. The remaining two vehicles are located on Drury Lane (250 metres from the site) and Kemble Street (350 metres from the site) and are also operated by Zipcar. A map showing the location of the car clubs is presented below for ease of reference:



Source: como.org.uk

3.26 Coach Parking is located within a 90m walk northwest of the site along High Holborn and provides space for three full-size coaches to park and wait for up to 20 minutes between the hours of 6:30am to 6:30pm every day, with 1 hour no return restrictions.

#### Local Amenities

3.27 The site is located within London's Central Activities Zone (CAZ) and is in a busy and vibrant location where a wide range of facilities are available within a short distance. These include many retail shops, businesses, cafes, bars, restaurants and takeaways, banks, retail units, doctor's surgeries, sports, leisure, and cultural facilities located in the immediate surrounding area. 3.28 With regards to the requirements set out in BREEAM Tra 01, Table 3 details local amenities.

Amenity	Address	Distance from Site	Default Operational Hours	
Appropriate food outlet	Hoa Sen Restaurant, 22 Drury Ln, London, WC2B 5RH	68m	:30 to 22:00	
Access to cash	ATM in Drury News, 15 Drury Ln, London, WC2B 5RB	20m	24 hours	
Access to an outdoor open space (public or private suitable sized and accessible to building users)	Lincoln's Inn Fields, London, WC2A 3JW	463m	09:00 to 17:00	
Access to a recreation or leisure facility for fitness or sports	Oasis Sports Centre, 32 Endell St, London, WC2H 9AG	195m	06:30 to 22:00	
Publicly available postal facility	Holborn Post Office, 181 High Holborn, London, WC1V 7RL	l3lm	09:00 to 18:00	
Community facility	Holborn Community Association, 50 Millman St, London, WCIN 3EW	20m	09:00 to 16:00	
Over the counter services associated with a pharmacy	Essentials London, 169 Drury Ln, London, WC2B 5QA	7lm	09:00 to 18:00	
Public sector GP surgery or general medical centre	Covent Garden Medical Centre, 47 Short's Gardens, London, WC2H 9AA	105m	08:00 to 13:00 / 14:00 to 18:30	
Childcare facility or school	Turtles Nursery, 36 Endell St, London, WC2H 9RF	89m	08:00 to 18:00	

#### Table 3. BREEAM Local Amenities

- 3.29 Given the varied nature of local land uses, it is not surprising that there are so many local amenities within a short distance of the application site. The presence of these local facilities within proximity of the site adds to the sustainability of the proposed development.
- 3.30 Due to the site being centrally located in London, there is also a wide range of access to tourist attractions within a short walking distance in all directions. The site is within a 5-minute walk to the British Museum, a 2-minute walk to Covent Garden, a 10-minute walk to Oxford Street and a 12-minute walk to Trafalgar

Square. The site's excellent public transport links also allow easy access to locations across London.

### Summary

- 3.31 In summary, not only does the site benefit from excellent levels of public transport availability, but it also has excellent pedestrian and cycle links within the local and wider area and a wide range of local amenities and facilities.
- 3.32 The lack of on-site parking and the lack of extended stay local public off-site car parking opportunities will, in effect, eliminate the likelihood of car trips being made to/from the site.
- 3.33 The high-quality local pedestrian/public realm, excellent public transport and pedestrian/cycle links and wide range of local facilities will further promote the sustainability credentials of the site.

# 4.0 PARKING, LAYOUT & SERVICING

- 4.1 The London Borough of Camden's Local Plan (July 2017) does not set parking standards but rather prescribes to those set out within the London Plan (March 2021). Within the London Plan's Policy T6.4 'Hotel and leisure uses parking' it states that ... ''In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing''.
- 4.2 Additionally, the policy also states that "All operational parking must provide infrastructure for electric or other UltraLow Emission vehicles, including active charging points for all taxi spaces" and "Disabled persons parking should be provided as set out in Policy T6.5 Non-residential disabled persons parking (6% of total parking provision for hotels)".
- 4.3 With regards to cycle parking, The London Plan recommends 1 'long stay' space per 20 bedrooms plus 1 'short stay' space per 50 bedrooms.

### Car Parking

- 4.4 Due to the high public transport accessibility level of the site (PTAL 6a) and the limited size of the site, it is proposed that no general on-site parking will be provided. The development will lose all existing general parking spaces and only two disabled parking spaces will be provided.
- 4.5 Anyone choosing to access the site by car would be dissuaded by the lack of parking on-site and therefore choose to use other forms of transport or park within public car parks nearby (which are limited).
- 4.6 The provision of no off-street general car parking spaces is in keeping with the policy set out within the London Plan (March 2021) and therefore is policy complaint. Additionally, the provision of two disabled car parking spaces meets the minimum standards for Blue Badge parking for accessible users and also is policy compliant.

- 4.7 In terms of taxis, the lower-ground floor will not be available for drop-off or pickups, and this will likely take place on the street via nearby holding areas such as single yellow lines and taxi stands. This would be in keeping with the existing procedures that take place for hotel guests of the existing building.
- 4.8 The associated vehicle trips with the proposed building will be discussed in Chapter 5 of this report.

### **Disabled Parking**

- 4.9 While it is not proposed that any general on-site car parking will be provided, it is proposed that two disabled parking spaces will be provided on the lowerground floor within the remaining car park space. The location of this facility is shown in Appendix B.
- 4.10 The disabled parking bay will be provided at dimensions of 2.4m by 4.8m with an additional width of 1.2m and an additional length of up to 4.0m to aid vehicle and wheelchair manoeuvring.
- 4.11 Swept path analysis showing a large car entering and leaving the disabled parking spaces is shown in Figures 4 a-b. As can be seen within the figures, the vehicles can comfortably drive into and out of the bays with no obstructions and are therefore compliant from an access point of view.
- 4.12 As part of the associated Travel Plan to this development which will be implemented, motioning for the use of disabled parking spaces would be included. If there is found to be a shortfall in the spaces provided in relation to the demand generated, more spaces will be introduced in the future. The proposed car park layout provides excess space for future implementation if required.

### EV Infrastructure

4.13 As stated by Policy T6.4.C in the London Plan (March 2021), Electric/UltraLow Emission vehicle infrastructure is required for all operation parking needs within the proposal. As can be seen in Appendix B and the proposal, the site will not

include any operational parking in relation to the hotel and therefore no EV infrastructure will be required.

## Coach Parking

4.14 The site is not proposed to provide an on-site coach parking bay due to constraints of the site, however as previously stated, on-street coach parking bays exists directly to the northwest of the site on High Holborn within a 90-metre walk. In the event that coach parking is required in relation to the hotel, it is proposed that this existing coach bay would be used. Coach operators would be informed of the operating periods of these bays.

# Cycle Parking

- 4.15 In terms of cycle parking, the London Plan's 'Cycle Parking Standards' which the London Borough of Camden prescribes to requires a minimum of I long-stay cycle parking space per 20 rooms and I short-stay space per 50 rooms. Therefore, in terms of policy, the site must provide a minimum of 3 long-stay and 2 shortstay spaces for the uplift of 55 bedrooms set out in the proposal.
- 4.16 It is proposed that 4 'long stay' secure and sheltered on-site cycle parking spaces will be provided for staff and guests. Provision will be made at the lower-ground floor level of the building and is indicated in Appendix B.
- 4.17 In addition, 2 'short stay' on-site visitor cycle parking provision will be made outside at the hotel's Short's Gardens frontage. This provision will be made by means of I × 'Sheffield' type stand which is able to accommodate 2 cycles. Access to these spaces from the hotel can be made by means of the existing ramped wheelchair access at Short's Gardens. This is presented in Appendix B.
- 4.18 Access to all cycle parking on-site will be step-free and in line with design standards set out within the London Cycling Design Standards (LCDS).

- 4.19 Staff changing facilities with lockers to store cycle clothing will be provided within the existing layout and no changes will be made to accommodate any additional staff as these facilities already have the capacity to absorb additional staff members.
- 4.20 As part of the associated Travel Plan to this development which will be implemented, motioning of the use of cycle parking facilities would be included. If there is found to be a shortfall in cycle parking demand, more cycle parking facilities would be introduced.
- 4.21 Due to the site being located within close distance to bikes from TfL's cycle hire scheme, it is likely that most cycle trips to and from the site will utilise these cycles as well as the associated parking hub and personal cycle use will be limited.

### Motorcycle Parking

4.22 No on-site motorcycle parking is proposed to be provided. Research has shown that there are a total of 11 on-street motorcycle parking spaces in the area. These are located on New Compton Street around 450 metres west of the site.

### Delivery & Servicing

- 4.23 The delivery and servicing arrangement will remain broadly the same as the existing arrangement for the site. All deliveries will follow the same schedules as what is currently observed on-site.
- 4.24 Hotel linen and supplies delivery vehicles will continue to enter the site via High Holborn, descend the ramp and dwell within the delivery holding location shown in Appendix B. Upon completion of delivery processes, these vehicles will leave the site via Short's Gardens, which is the method by which the site currently receives its deliveries and as such there is a precedent that the required vehicle manoeuvres are possible.
- 4.25 As previously mentioned, units at 14, 15 and 16 Drury Lane also use the lowerground access for their individual business deliveries and servicing needs. These units use a separate delivery area which is located near the eastern boundary of

the lower-ground floor (see Appendix B) and therefore have a slightly different arrangement than the hotel.

- 4.26 The uplift in rooms from the proposal will have a minimal uplift in deliveries which will be discussed further in Chapter 5.
- 4.27 The current arrangement for refuse collection comprises of refuse vehicles reversing down the ramp from High Holborn, collecting refuse and then driving back out onto High Holborn in forward gear. It is proposed that this arrangement would continue to serve the enlarged hotel. This will continue to be serviced by a private contractor using euro/paladin style bins and medium size refuse vehicles and will follow the same schedule as is currently observed.
- 4.28 The location of the refuse store for the building will remain the same location as the existing layout of the site on the lower-ground floor. Therefore, the refuse collection arrangement from an access perspective is in-keeping with the existing compliant layout. The location of the refuse store can be found in Appendix B of this report.
- 4.29 From a delivery and servicing perspective, the existing arrangement will remain in place and no changes will be made to the types of vehicles or the schedule currently being observed. Any changes caused through the uplift in hotel rooms by the proposal will be minimal, and therefore are in keeping with the existing established arrangements for the building and adjoining premises.

# 5.0 TRIP GENERATION & TRAFFIC IMPACT

- 5.1 As part of this report, multimodal trip generation assessments are reported for the number of trips that could be made to and from the site under the proposed development. This addresses the requirements of BREEAM Tra 01 which requires information relating to predicted travel patterns and transport impact of the future building or site users.
- 5.2 A trip generation assessment has been carried out for the proposed development based on data from comparable sites in the industry standard TRICS (Trip Rate Information Computer System) database. To recap the development will see the removal of all car parking spaces on the lower-ground floor of the existing 465 bedroom building to provide an additional 55 new hotel bedrooms. Only two Blue Badge disabled car parking spaces will be provided alongside cycle parking in line with the policy provision for the proposal. The uplift in bedrooms from the proposal will take the new total number of bedrooms to 520 for the building as a whole.
- 5.3 This trip generation assessment for the existing and proposed developments has been derived from data supplied by the TRICS database. It should be noted that the TRICS database contains very few comparable Inner London and up-to-date hotel developments. Only one was found to represent a comparable example to use within this assessment. The location of the site used was the Hampton by Hilton hotel at 157 Waterloo Road, London, SE1 8XA (TRICS site code: LB-06-A-01). The site had the same PTAL as the proposed Travelodge site. The full TRICS-generated output file is presented in Appendix D of this report and shows the filters which were applied within the database to find the comparable site.
- 5.4 The travel survey data is broken down into a trip rate per hotel bedroom and is further disaggregated by the mode of transport, which can then be applied to the proposed development scenario pro-rata which is an industry standard practice.

5.5 In total, the scheme will provide 520 bedrooms. Table 4 summarises the trip generation assessment, while full details of the assessment, including TRICS site selections, are presented in Appendix D.

	TRICS Derived Trips by Mode – Proposed 520 Hotel Bedrooms									
Mode of Travel	0800-0900			1700-1800			0700-1900			% Mode Split
	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	
Rail/Underground	19	51	70	42	47	89	675	656	1331	38%
Bus	0	4	4	0	9	9	75	68	143	4%
Pedestrian	14	59	73	56	75	132	490	863	1354	39%
Cyclist	0	0	0	2	0	2	3	3	6	0%
Taxis	2	2	3	9	9	18	134	134	267	8%
Cars (Driver)	0	2	2	0	0	0	8	20	29	1%
LGV / OGV	2	2	3	0	0	0	12	12	25	1%
All Vehicle Occupants	2	9	10	7	4	10	166	167	333	10%
Total	38	127	165	115	144	259	1564	1923	3487	100%

Table 4. Proposed Hotel Development Trip Generations

Source: TRICS version 7.9.4

- 5.6 The proposed development layout has been forecast to generate a total of 3,487 total two-way trips per day including 6 cyclist trips, 1354 pedestrian trips, and 1,474 public transport trips (rail/underground and bus trips). The proposed development site has also been forecast to generate 321 vehicle trips per day including 29 car trips, 267 taxi trips, and 25 servicing trips (LGV and OGV).
- 5.7 Given the lack of on-site parking as well as 'practical' local off-street parking spaces within the surrounding area, trips suggested by TRICS to be made by car will instead be made by sustainable modes of transport and will be much lower than what is generated in this assessment.
- 5.8 In terms of impact on public transport the proposed development has been forecast to generate 74 passengers in the AM peak hour and 98 in the PM peak hour. Given the significant number of rail, underground, and bus transport services during peak hours, the impact of the development in terms of passengers per service would be negligible.

5.9 It must also be noted that the data in Table 4 does not represent the net increase in trips arising from the proposed development, since the existing building already contains 465 bedrooms which are in use at the moment. The new proposed layout will add an additional 55 bedrooms to the building to get the 520 bedrooms total for the scheme. The net increase in multi-modal trips arising from the increase in hotel bedrooms under the proposals is set out in Table 5.

	TRICS Derived Trips by Mode - Net Change from Existing									
Mode of Travel	0800-0900			1700-1800			0700-1900			% Mode Split
	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	
Rail/Underground	2	5	7	4	5	9	71	69	4	38%
Bus	0	0	0	0	I	1	8	7	15	4%
Pedestrian	I	6	8	6	8	14	52	91	143	39%
Cyclist	0	0	0	0	0	0	0	0	I	0%
Taxis	0	0	0	I	I	2	14	14	28	8%
Cars (Driver)	0	0	0	0	0	0	I	2	3	1%
LGV / OGV	0	0	0	0	0	0	1	1	3	1%
All Vehicle Occupants	0	I	1	I	0	1	18	18	35	10%
Total	4	13	17	12	15	27	165	203	369	100%

Table 5. Hotel Development Trip Generations – Net Increase Over Existing

Source: TRICS version 7.9.4

- 5.10 The proposed development has been forecast to generate a net increase of 369 total two-way trips per day including one additional cyclist trip, 143 additional pedestrian trips, and 156 public transport trips (rail/underground and bus trips). The proposed development site has also been forecast to generate 34 additional vehicle trips per day including three car trips (which as previously discussed will likely not occur due to the lack of parking opportunities on-site and within the surrounding area), 28 taxi trips, and three servicing trips. As explained, given the lack of on-site and 'practical' local off-street parking spaces, trips suggested by TRICS to be made by car will instead be made by sustainable modes of transport and will be much lower than what is generated in this assessment.
- 5.11 Despite these negligible impacts, it is proposed that a Travel Plan will be developed, implemented, and operated at the site with the aim of promoting

sustainable travel for trips made to and from the site. Further details of these measures are set out in Chapter 6 of this document which cover the Outline Travel Plan.

### Servicing Trips

- 5.12 The proposed development will attract a limited number of service trips comprising refuse / recycling collections and deliveries. This TRICS assessment detailed above suggests a total of around three additional servicing trips per day in relation to the hotel as a whole.
- 5.13 Current arrangements for refuse / recycling collections and deliveries to the site would continue as part of the proposed development with no noticeable increase in the number of daily servicing trips or significant changes to where and when collections/deliveries are made.
- 5.14 The servicing vehicular trip generations are based on data from the comparable site in the TRICS database as outlined above and are therefore considered to be robust.
- 5.15 The additional frequency in servicing activity arising from the proposed development is considered to be adequately accommodated on the adjoining highway as vehicles will continue to drive down the access ramp for service collection. The proposed delivery servicing arrangements are largely in-keeping with the existing situation.

# 6.0 TRAVEL PLAN

# Introduction

- 6.1 A travel plan is a management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action. A travel plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. It can also assist in meeting a range of other objectives, as discussed elsewhere in this document.
- 6.2 Travel plans can assist in increasing accessibility whilst reducing congestion, local air pollution, greenhouse gases and noise. Importantly, a travel plan can increase efficiency and equality, which is why an increasing number of organisations are deciding to produce voluntary travel plans. Indeed, Transport 2025 (the long-term transport vision for London adopted by Transport for London) highlights the importance of transport in supporting the economic vitality of the capital, both through transport improvements, better use of existing capacity, behavioural change and enabling continued benefits of agglomeration.
- 6.3 A well-developed travel plan can mitigate adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level. Further evidence suggests that people who are physically active in their daily lives are more productive and have good attendance records. The Department for Health publication Choosing Health: Making Healthy Choices Easier (2004) recognised the health benefits of walking or cycling. Active travel as part of a travel plan enables people to enjoy these health benefits as part of their daily routine.
- 6.4 In London, travel plan development and implementation is promoted by the London Boroughs, Transport for London (TfL) and the Greater London Authority (GLA). These parties have produced documents which set out methodologies and expectations for travel plans secured through the planning process.

- 6.5 The developer / managing agent for the site, working with site occupiers will commit to encourage the use of sustainable forms of transport for trips by staff and visitors to and from the development.
- 6.6 The requirement for the implementation of a Travel Plan is likely to be secured as a condition of planning consent and will be implemented upon the new development being occupied. The Travel Plan will relate to the entire hotel and is a wider benefit of the current extension scheme.
- 6.7 Travel Plans are most used to reduce car-based journeys to and from the workplace, as there is an ongoing relationship between employers and employees to develop successful schemes. In this case, the development hotel's staff and guests are encouraged to use more sustainable forms of transport as much as possible.

### Policy, Connectivity and Trip Generation Assessment

- 6.8 Policy relating to Travel Plans and the site and area audit have been set out previously in this report. The site and area audit concluded that the site benefits from excellent levels of public transport availability, but it also has excellent pedestrian and cycle links with the local and wider area and a wide range of local amenities and facilities.
- 6.9 Further, the absence of on-site parking and the lack of extended stay local public off-site car parking opportunities will, in effect, eliminate the likelihood of car trips being made to / from the site as well as the fact that this is a local facility for a defined local population.
- 6.10 With regards trip generation and impact, given the significant number of rail, underground, and bus transport services during peak hours, the impact of the development in terms of passengers per service would be negligible. Despite these negligible impacts, it is proposed that this Travel Plan is developed, implemented, and operated with the aim of promoting sustainable travel and

particularly 'active travel' (i.e. walking and cycling) for trips made to and from the site.

### Objectives

- 6.11 In accordance with local, regional, and national policy the objective of this Travel Plan is to eliminate the need for staff and visitors to travel by car, and to encourage the fullest use of public transport, walking and cycling.
- 6.12 As set out previously, the development is in a highly accessible location, with excellent public transport, pedestrian and cycling links.
- 6.13 By using sustainable modes of travel rather than private cars it is anticipated that the following benefits will be realised.
  - Improve travel choice and access to services.
  - Reduce transport emissions.
  - Reduce local air pollution.
  - Increase active and healthy travel.
  - Reduce local congestion.

### Targets

- 6.14 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved. As part of the implementation of the travel plan, the action targets and target dates are to:
  - Appoint a travel plan co-ordinator. Target date: Prior to Occupation.
  - Investigate sustainable travel initiatives that can be implemented by the occupier (e.g.; cycle parking access, 'cycle-to-work' scheme). Target date: Prior to Occupation.
  - Make staff aware of the sustainable travel facilities provided on-site, and the sustainable travel initiatives available to them by means of a sitespecific Travel Guide. Target date: Upon Occupation.
  - Carry out future year monitoring and reporting.

- 6.15 Aim-type targets relate to the 'outcomes' of the travel plan and can be assessed by monitoring what is achieved through the implementation of measures and initiatives.
- 6.16 The first baseline travel survey to determine staff and visitor travel mode splits will take place within 6-months of occupation post-development. It is suggested that subsequent travel surveys will be carried out one year after the baseline surveys are undertaken and then at the end of Years 3 and 5.
- 6.17 The targets take the policy context into consideration "reducing the need to travel especially by car" (GLA, 2011) and "make the fullest use of public transport, walking and cycling" (DCLG, 2012) by focusing on limiting car trips.
- 6.18 The Travel Plan targets are 'SMART' (Specific, Measurable, Achievable, Realistic and Time-bound). Travel Plan targets are also based on the 'outcome approach' as required by Department for Transport best practice guidance:

"Several key principles are important in developing outcome targets and the linked indicators for developments:

For new developments particularly, outcome targets are best expressed in terms of maximum end levels of car use – e.g. maximum allowable modal share of car use when the development is complete. They can be translated into maximum allowable number of vehicle trips to be generated by the development per day, rather than in terms of a reduction in car use from a hypothetical baseline. Where a development is phased, intermediate targets should also be specified.

The target maximum modal share of car use and maximum allowable number of vehicle trips per day determined in the light of the above should therefore be significantly lower than would be expected from the development without a Travel Plan. That is, the target should be consistent with efforts to reduce car dependency. It will then represent a reduction in car use as against what would be expected to be achieved by 'business as usual'

Targets should be ambitious and should correspond to the best estimate of the maximum number of trips that can be made by non-car modes (assuming also attention has been paid to reducing the need to travel). As a result, targets should
correspond to the minimum number of journeys to and from the site by car that can be achieved in the context of the operation of the specific activity at the site."

- 6.19 For the purposes of this Travel Plan, targets have been set on a baseline position established using the TRICS database as laid out in Chapter 5, and encompassing both staff and visitor travel patterns for the hotel. These targets will be amended when post-occupancy baseline travel surveys have been undertaken.
- 6.20 The baseline surveys will ask respondents what initiatives would encourage them to use a range of sustainable transport modes, and which of those initiatives can be implemented by the operator. The following five-year targets have been set as interim targets, in terms of mode splits and number of trips.
- 6.21 This commitment forms part of the monitoring and review process with Table 6 showing suggested 1-, 3- and 5-year targets. These targets will be reviewed following the baseline survey assessment and agreed between the Travel Plan Coordinator and the Local Planning Authority.

	Preliminary	Travel Plan T	argets – (TR	ICS) – 520 H	otel Bedroor	ns		
Mode of Travel	Baseline		Year I		Year 3		Year 5	
	Count	% Mode Split	Count	% Mode Split	Count	% Mode Split	Count	% Mode Split
Rail/Underground	33	38%	1297	37%	1265	36%	1236	35%
Bus	143	4%	139	4%	120	3%	110	3%
Pedestrian	1354	39%	1430	41%	1520	43%	1612	46%
Cyclist	6	0%	52	2%	148	4%	216	6%
Taxis	267	8%	244	7%	174	5%	110	3%
Cars (Driver)	29	1%	15	0%	8	0%	4	0%
LGV / OGV	25	1%	25	1%	25	1%	25	1%
All Vehicle Occupants	333	10%	285	8%	225	6%	174	4%
Total *	3487	101%	3487	100%	3487	100%	3487	100%

Table 6. Preliminary Targets for Years 1, 3 & 5 on a TRICS Derived Baseline

Source: TRICS/PMA

\*Minor Erros are due to roudnings

6.22 Pedestrian trips will be targeted to increase the most of the 5 year post-occupancy period where it will see an increase of 7%. A total of 1612 total two-way trips will be generated by the end of the 5 year period consisting of 806 arrivals and 806 departures. This is very likely to occur due to the sites close connectivity to numerous amenities and due to its location within the CAZ of London, incentivising guests and hotel users to walk.

6.23 The potential cycling mode target of 6% by Year 5 post-occupancy is an ambitious yet SMART target. A total of 216 total two-way trips by bicycle would be generated by the site if this target is met in the future year scenario, which equates to 108 arrivals and 108 departures over the course of the day. Whilst this level of cycling demand would meet and slightly exceed the provision of cycle parking in the lower ground floor, it should be borne in mind that within this total of cycling trips would be staff and visitors using the Santander or other cycle sharing schemes, and visitors who would use the good availability of publicly accessible bike parking surrounding the site. It is noted that there are currently four Sheffield stands on Short's Gardens outside the site, and it is expected that the Council could secure additional spaces if deemed necessary as a condition of any future planning permission. The proposal will also provide two additional parking spaces on Short's Gardens for short-stay parking.

# Travel Plan Management

6.24 With regards to Travel Plan management, the Department for Transport best practice guidance states the following:

"A Travel Plan must be seen as a 'living document' that should be updated and amended in the light of experience. It is therefore essential that the ongoing management arrangements are agreed prior to the grant of planning permission, and the commitment to the plan by all the relevant parties is supported by the planning obligation. The Travel Plan needs to be capable of securing long-term action. It therefore needs to be implemented and managed as far as possible so that it becomes self-sustaining."

6.25 'Travel Planning Guidance November 2013' published by Transport for London states the following about the role of the Travel Plan co-ordinator:

"The Travel Plan Coordinator (TPC) is responsible for the Travel Plan, including implementation, monitoring and progress reporting, and is the main point of contact for the Travel Plan. The TPC should ideally have knowledge and experience of sustainable travel initiatives and be supported by senior management. In some cases a consultancy may be commissioned to undertake this role. However TfL recommends the responsibility is given to someone involved in the day to day running of site as soon as reasonably possible. Previous experience has shown that it is vital that the TPC is briefed by the author of the Travel Plan as to its implementation, and the handover procedure for this should be articulated within the action plan.

The amount of time that the TPC will spend on the Travel Plan will depend on the size of the development. For example, it may be possible for the TPC to undertake the role on a part-time basis alongside other duties within the occupying organisation. However, in circumstances where the development is fairly large and/or employs a significant number of employees, it may be necessary for the TPC to be employed on a full-time basis.

The Travel Plan should describe how implementation of the plan will be managed and provide full details of the approach to Travel Plan coordination. The contact details of the TPC should be included regardless of the form of the Travel Plan and should be made known to the local planning authority (and TfL in referred applications)."

6.26 The Travel Plan will be managed and promoted by the management of the development through the appointment of a Travel Plan co-ordinator. Until a Travel Plan Co-ordinator is appointed, this role will be assumed by Paul Mew Associates at Unit I, Plym House, 21 Enterprise Way, London SW18 IFZ. It is expected that the site operator will act as the Travel Plan co-ordinator. Changes to Travel Plan co-ordinator personnel will be communicated to London Borough of Camden's Travel Plan officer.

# Action Plan

# 6.27 The action plan tasks, responsibilities, and timings are shown in Table 7.

Task	Responsibility	Time
Appoint a Travel Plan co-ordinator	Site operator	Prior to Occupation
Provision of on-site secure cycle parking and supporting facilities as per the proposed plans	Site operator/developer	Prior to Occupation
Prepare a Travel Guide and distribute to site staff, provide a Travel Information Poster and display it on a communal noticeboard	Travel Plan Co-ordinator	Prior to Occupation / Upon Occupation
Carry out Baseline Travel Surveys	Travel Plan Co-ordinator	At 6 months after occupation
Submit Baseline Travel Plan to Council	Travel Plan Co-ordinator	Within I month of Baseline Surveys
Promotion of the on-site secure cycle facilities	Travel Plan Co-ordinator	Following approval of Baseline Travel Plan
Carry out Year I monitoring/report	Travel Plan Co-ordinator	l 2 months after Baseline Travel Plan Approval
Carry out Year 3 monitoring/report	Travel Plan Co-ordinator	36 months after Baseline Travel Plan Approval
Carry out Year 5 monitoring/report	Travel Plan Co-ordinator	60 months after Baseline Travel Plan Approval
Evaluate the available cycle parking demand and increase the provision if required	Travel Plan Co-ordinator/ Site operator/developer	Prior to 12-, 36- and 60- month surveys.

Table 7. Travel Plan Action Plan

Source: PMA

# 7.0 SUMMARY

- 7.1 To summarise, the proposals at the Travelodge Hotel at 10 Drury Lane, London comprising of the addition of 55 new bedrooms to the lower-ground level of the building. The new bedroom will increase the total number of rooms to 520 for the 12-storey building from the existing 465 bedrooms and will see the removal of all on-site car parking space apart from two Blue Badge disabled spaces.
- 7.2 The site has a PTAL score of 6b which is an 'excellent' accessibility rating as defined by TfL and is the highest achievable score. The site benefits from excellent levels of public transport availability, pedestrian and cycle links with the local and wider area and a wide range of local amenities and facilities. The lack of on-site parking and local extended stay public parking will limit the potential for site users to drive to and from the site and in turn will help promote sustainable travel.
- 7.3 It is proposed that the scheme will be car-free in that no on-site car parking will be provided and all current existing spaces will be removed. The scheme is therefore compliant with the Council's policy expectations and acceptable. It has however been demonstrated where Blue or Red Badge holders will be able to safely and legally park within the two proposed disabled parking spaces on-site.
- 7.4 The provision of long-stay on-site cycle parking plus supporting facilities is in general accordance with the City of London, TfL, and BREEAM requirements and is therefore satisfactory and will encourage, support, and facilitate active travel for the future occupiers of the building.
- 7.5 The proposed delivery servicing arrangements will be largely in-keeping with the existing situation. Servicing would be accommodated from the same location within the lower-ground floor of the building.
- 7.6 The proposed refuse store is in the same position within the building as the existing refuse store. In terms of the collection of waste and recycling, it will continue to be the responsibility of the site's operator to ensure that an arrangement is in place for waste collection by a private commercial waste

services operator as is the existing. To this end, there will be no change to the proposed collection arrangements over existing.

- 7.7 A Travel Plan has been prepared to promote the use of sustainable modes of transport.
- 7.8 It is considered that the proposed development will have no noticeable impact on local conditions and will not affect local traffic flows, parking, or congestion levels.

**FIGURES** 



Date: 02-February-2024 Scale: NTS Source: OpenStreetMap Drawing No: P2807/TSTP/01

N

P2807: COVENT GARDEN TRAVELODGE, 10 DRURY LANE, WC2B 5RE Figure 1. Site Location





Date: 02-February-2024 Scale: NTS Source: OpenStreetMap Drawing No: P2807/TSTP/02

Ń

M

P2807: COVENT GARDEN TRAVELODGE, 10 DRURY LANE, WC2B 5RE Figure 2.

Public Transport Accessibility Map

PAUL MEW ASSOCIATES TRAFFIC CONSULTANTS Unit I, Plym House, 21 Enterprise Way, London, SW18 IFZ T: 0208 780 0426 W: www.pma-traffic.couk



Scale: NTS Source: OpenStreetMap Drawing No: P2807/TSTP/03

M

Figure 3. Cycle Accessibility Map







APPENDIX A Site Boundary





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ļ	

А	16.02.23	APPLICATION BOUNDARY AMENDED	SPB
В	27.01.23	APPLICATION BOUNDARY AMENDED	HR
С	02.03.23	DO NOT SCALE TEXT REMOVED	SPB
D	14.12.23	GENERAL UPDATE	NB
Е	02.02.24	GENERAL UPDATE	PJH





OWNERSHIP BOUNDARY APPLICATION BOUNDARY



0 25m 50m 75m 100m 125m

APPENDIX B Proposed Site Plans





Scale: 1:200 @ A1

Dwg. No: J9348/20

SDR

Drawn:

Revision: E

	Level 1	Level 2
ROOMS	25	24
	3	3

	General IF IN DOL Copyright the proper reproduc	IBT ASK t JWA Architects Limited. This drawing remain erty of JWA Architects Limited & may not be ed in any way without prior consent.	s
A	17.02.2023	LAYOUT AMENDED ADJACENT 59 SHORTS GARDENS	SPB
B	23.02.2023	COLUMNS UPDATED ACCESSIBLE ROOM	SPB
C	03.03.2023	TITLEBLOCK UPDATE. AC AREA OMITTED	SPB
D	17.01.2024	NOTES UPDATED	NB
E	31.01.2024	NOTES UPDATED	NB





	Level 1	Level 2
ROOMS	25	24
	3	3

General • IF IN DOL • Copyright the proper reproduc	JBT ASK t JWA Architects Limited. This drawing remains erty of JWA Architects Limited & may not be ed in any way without prior consent.	
A 17.02.2023	LAYOUT AMENDED BY 50 SHORTS GARDENS	SPB
B 23.02.2023	COLUMNS UPDATED ACCESSIBLE ROOM	SPB
C 03.03.2023	TITLE BLOCK UPDATED	SPB
D 17.01.2024	LAYOUT UPDATE	NB
E 31.01.2024	LAYOUT UPDATE	NB
F 02.02.2024	LAYOUT UPDATE	PJH
G 02.02.2024	FIRE SHUTTER RELOCATED	EC

Scale: 1:200 @ A1 Dwg. No: J9348/21

Drawn: Revision: G







	Level 1	Level 2
ROOMS	25	24
	3	3

(	General IF IN DOU Copyright the prope reproduc	JBT ASK t JWA Architects Limited. This drawing remains erty of JWA Architects Limited & may not be ed in any way without prior consent.	
A	03.03.2023	TITLE BLOCK UPDATED	SPB
B	23.03.2023	GENERAL ENTRANCE UPDATE	SPB
C	17.01.2024	LAYOUT UPDATE	NB
D	31.01.2024	NOTE UPDATE	NB
E	01.02.2024	NOTE UPDATE	NB
F	02.02.2024	HANDRAIL ADDED	PJH

Dwg. No: J9348/22

Drawn: Revision: F



A PROPOSED FLOOR PLAN - LEVEL 4 ( ROOF ) 23 1:200@A1

![](_page_54_Picture_2.jpeg)

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SPB SPB SPB NB

NB

NB

NB

PJH

- A 03.03.2023 TITLE BLOCK UPDATED B 21.03.2023 BLUE / GREEN ROOF UPDATE
- C 22.03.2023 EXISTING GREEN ROOF UPDATE
- D 10.01.2024 PROPOSED ROOF UPDATE E 15.01.2024 PROPOSED ROOF UPDATE
- F 31.01.2024 LAYOUT UPDATE G 01.02.2024 LAYOUT UPDATE
- H 02.02.2024 LAYOUT UPDATE

Boundary key Ownership Boundary

Application Boundary

![](_page_54_Picture_14.jpeg)

Purpose: PLANNING Scale: 1:200 @ A1 Dwg. No: J9348/23

Drawn: Revision: H

Date: 23/01/2023

# APPENDIX C PTAL Output Files

![](_page_56_Picture_0.jpeg)

![](_page_56_Figure_1.jpeg)

PTAL output for 2021 (Forecast)		Map key- PTAL
WC2B 5RE London WC2B 5RE, UK Easting: 530252, Northing: 181304		0 (Worst) 1b 3 5 6b (Best)
Grid Cell: 84831		Map layers
Report generated: 10/01/2023		
Calculation Parameters		
Dayof Week	M-F	
Time Period	AM Peak	
Walk Speed	4.8 kph	
Bus Node Max. Walk Access Time (mins)	8	
Bus ReliabilityFactor	2.0	
LU Station Max. Walk Access Time (mins)	12	
LU ReliabilityFactor	0.75	
National Rail Station Max. Walk Access Time (mins)	12	

0.75

National Rail ReliabilityFactor

Calculation data										
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	A
Bus	ALDWYCH WEST ARM	11	595.89	7.76	7.45	5.86	13.31	2.25	0.5	1.13
Bus	ALDWYCH WEST ARM	23	595.89	8.28	7.45	5.62	13.07	2.3	0.5	1.15
Bus	ALDWYCH WEST ARM	9	595.89	12.42	7.45	4.42	11.86	2.53	0.5	1.26
Bus	ALDWYCH WEST ARM	26	595.89	7.76	7.45	5.86	13.31	2.25	0.5	1.13
Bus	ALDWYCH WEST ARM	13	595.89	8.28	7.45	5.62	13.07	2.3	0.5	1.15
Bus	ALDWYCH WEST ARM	4	595.89	6.21	7.45	6.83	14.28	2.1	0.5	1.05
Bus	ALDWYCH WEST ARM	15	595.89	7.76	7.45	5.86	13.31	2.25	0.5	1.13
Bus	ALDWYCH WEST ARM	341	595.89	6.21	7.45	6.83	14.28	2.1	0.5	1.05
Bus	ALDWYCH WEST ARM	76	595.89	7.76	7.45	5.86	13.31	2.25	0.5	1.13
Bus	ALDWYCH WEST ARM	87	595.89	10.35	7.45	4.9	12.35	2.43	0.5	1.21
Bus	ALDWYCH WEST ARM	172	595.89	6.21	7.45	6.83	14.28	2.1	0.5	1.05
Bus	ALDWYCH WEST ARM	6	595.89	10.35	7.45	4.9	12.35	2.43	0.5	1.21
Bus	COVENT GARDEN RUSSELL STREET	RV1	530.31	6.21	6.63	6.83	13.46	2.23	0.5	1.11
Bus	HOLBORN STATION KINGSWAY	59	446.79	10.35	5.58	4.9	10.48	2.86	0.5	1.43
Bus	HOLBORN STATION KINGSWAY	243	446.79	11.38	5.58	4.64	10.22	2.94	0.5	1.47
Bus	HOLBORN STATION KINGSWAY	521	446.79	27.94	5.58	3.07	8.66	3.46	0.5	1.73
Bus	HOLBORN STATION KINGSWAY	91	446.79	9.32	5.58	5.22	10.81	2.78	0.5	1.39
Bus	HOLBORN STATION KINGSWAY	68	446.79	9.32	5.58	5.22	10.81	2.78	0.5	1.39
Bus	HOLBORN STATION KINGSWAY	X68	446.79	4.14	5.58	9.25	14.83	2.02	0.5	1.01
Bus	HOLBORN STATION KINGSWAY	188	446.79	8.28	5.58	5.62	11.21	2.68	0.5	1.34
Bus	HOLBORN STATION KINGSWAY	168	446.79	9.32	5.58	5.22	10.81	2.78	0.5	1.39
Bus	BLOOMSBURY NEW OXFORD ST	8	153.43	10.35	1.92	4.9	6.82	4.4	0.5	2.2
Bus	BLOOMSBURY NEW OXFORD ST	38	153.43	10.35	1.92	4.9	6.82	4.4	0.5	2.2
Bus	BLOOMSBURY NEW OXFORD ST	25	153.43	8.28	1.92	5.62	7.54	3.98	0.5	1.99
Bus	BLOOMSBURY NEW OXFORD ST	19	153.43	8.28	1.92	5.62	7.54	3.98	0.5	1.99
Bus	BLOOMSBURY NEW OXFORD ST	171	153.43	7.76	1.92	5.86	7.78	3.85	0.5	1.93
Bus	BLOOMSBURY NEW OXFORD ST	55	153.43	10.35	1.92	4.9	6.82	4.4	0.5	2.2
Bus	HIGH HOLBORN POST OFFICE	242	60.96	6.73	0.76	6.46	7.22	4.15	0.5	2.08
Bus	HIGH HOLBORN POST OFFICE	1	60.96	8.28	0.76	5.62	6.39	4.7	0.5	2.35
Bus	BLOOMSBURY ST SHAFTESBURY AVE	24	198.39	10.35	2.48	4.9	7.38	4.07	0.5	2.03
Bus	BLOOMSBURY ST SHAFTESBURY AVE	134	198.39	12.42	2.48	4.42	6.9	4.35	0.5	2.18
Bus	BLOOMSBURY ST SHAFTESBURY AVE	29	198.39	15.52	2.48	3.93	641	4.68	1	4.68
Bus	BLOOMSBURY ST SHAFTESBURY AVE	176	198.39	88	248	541	7 89	38	0.5	19
Bus	BLOOMSBURY ST SHAFTESBURY AVE	14	198.39	13.46	2.48	4.23	671	4 47	0.5	2.24
Bus	BLOOMSBURY STREET	10	430.41	4.66	5.38	8.44	13.82	2 17	0.5	1.09
Bus	BLOOMSBURY STREET	390	430.41	8.28	5.38	5.62	11	273	0.5	1.36
Bus	BLOOMSBURY STREET	73	430.41	18.63	5.38	3.61	8 99	3.34	0.5	1.67
Bus	GT RUSSELLST MUSEUM ST	98	299.41	9.32	374	5.22	896	3.35	0.5	1.67
Rail	Tottenham Court Road	SHENELD-PADTON '	481.22	7.33	602	4.84	10.86	2.76	0.5	1.38
Rail	Tottenham Court Road	ABBEY/MEPADTON '	481.22	7.33	6.02	4.84	10.86	2.76	1	2.76
Rail	Tottenham Court Road	ABBEYWHTRW4'	481.22	3.33	6.02	9.76	15.77	19	0.5	0.95
Rail	Tottenham Court Road	'SHENELD-RDNGSTN'	481.22	2	6.02	15.75	21.77	1.38	0.5	0.69
Rail	Tottenham Court Road	'SHENELD-MONHEAD'	481.22	1.33	6.02	23.31	29.32	1.02	0.5	0.51
Rail	Tottenham Court Road	'HTRW4-SHENELD'	481.22	1	6.02	30.75	36.77	0.82	0.5	0.01
Rail	Tottenham Court Road	'MDNHEAD-ABBEYW'	481.22	0.67	6.02	45.53	51 54	0.58	0.5	0.29
Rail	Tottenham Court Road		481.22	1	6.02	30.75	36.77	0.82	0.5	0.41
Rail	Tottenham Court Road	'PADTON-WWARSI'	481.22	0.67	6.02	45.53	51 54	0.58	0.5	0.29
Rail	Tottenham Court Road		481.22	1.33	6.02	23.31	20.32	1.02	0.5	0.20
Dail	Tottenham Court Road		491.22	0.67	6.02	45.52	51 54	0.59	0.5	0.20
Dail	Tottenham Court Road		401.22	0.33	6.02	40.00	07.67	0.30	0.5	0.25
Pail	Tattenham Court Road		481.22	0.33	6.02	91.66	97.67	0.31	0.5	0.15
	Tattenham Court Pood	Konnington Educato	181 22	30	6.02	1.75	7 77	2.00	1	3.96
	Tattenham Court Pood	'HighBarnot Kopp'	481.22	15	6.02	2.75	8.77	2 /2	0.5	1.74
		'Egling Essing '	402.22	2	5.02	10.75	15 70	J.42	0.5	0.05
	Holborn	Enning Mericlin !	402.22	3	5.04	10.75	15.79	1.9	0.5	0.90
LUL	Helbern		403.52	1	5.04	10.75	10.79	1.9	0.5	0.90
LUL	Helbern		403.52	0.22	5.04	30.75	30.79	0.04	0.5	0.42
LUL	Helbern	ViniteOity-Epping	403.52	0.55	5.04	31.00	30.7	0.01	0.5	0.10
LUL		Epping-NActon	403.32	I	0.04	30.75	30.79	U.84	0.0	0.42

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	A
LUL	Holborn	'Northolt-Epping '	403.32	0.67	5.04	45.53	50.57	0.59	0.5	0.3
LUL	Holborn	'Debden-WRuislip'	403.32	0.33	5.04	91.66	96.7	0.31	0.5	0.16
LUL	Holborn	'WhiteCity-Debden'	403.32	0.33	5.04	91.66	96.7	0.31	0.5	0.16
LUL	Holborn	'Debden-Northolt '	403.32	1	5.04	30.75	35.79	0.84	0.5	0.42
LUL	Holborn	'RuislipGdns-Debden'	403.32	0.33	5.04	91.66	96.7	0.31	0.5	0.16
LUL	Holborn	'Loughton-WRuislip'	403.32	1	5.04	30.75	35.79	0.84	0.5	0.42
LUL	Holborn	'NActon-Loughton'	403.32	0.67	5.04	45.53	50.57	0.59	0.5	0.3
LUL	Holborn	'RuislipGdns-Loughton'	403.32	0.67	5.04	45.53	50.57	0.59	0.5	0.3
LUL	Holborn	'Loughton-WhiteCity'	403.32	0.67	5.04	45.53	50.57	0.59	0.5	0.3
LUL	Holborn	'Loughton-Northolt '	403.32	0.33	5.04	91.66	96.7	0.31	0.5	0.16
LUL	Holborn	'Ealing-Loughton'	403.32	1	5.04	30.75	35.79	0.84	0.5	0.42
LUL	Holborn	'Ealing-NewburyPark'	403.32	0.67	5.04	45.53	50.57	0.59	0.5	0.3
LUL	Holborn	'WRuislip-NewburyPark	403.32	0.33	5.04	91.66	96.7	0.31	0.5	0.16
LUL	Holborn	'NActon-NewburyPark'	403.32	0.33	5.04	91.66	96.7	0.31	0.5	0.16
LUL	Holborn	'Hainault-Ealing '	403.32	5.33	5.04	6.38	11.42	2.63	0.5	1.31
LUL	Holborn	'Hainault-Nacton'	403.32	1.33	5.04	23.31	28.35	1.06	0.5	0.53
LUL	Holborn	'Hainault-WRuislip'	403.32	3.33	5.04	9.76	14.8	2.03	0.5	1.01
LUL	Holborn	'Hain-NP-RuislipGdns'	403.32	0.67	5.04	45.53	50.57	0.59	0.5	0.3
LUL	Holborn	'Hainault-WhiteCity'	403.32	1.67	5.04	18.71	23.76	1.26	0.5	0.63
LUL	Holborn	'Hainault-NP-Northolt'	403.32	1	5.04	30.75	35.79	0.84	0.5	0.42
LUL	Holborn	'GrangeHill-WD-Eal '	403.32	1	5.04	30.75	35.79	0.84	0.5	0.42
LUL	Holborn	'GrangeHill-Wdfd-Whit'	403.32	0.67	5.04	45.53	50.57	0.59	0.5	0.3
LUL	Holborn	'GrangeHill-Wdfd-WRsp'	403.32	0.67	5.04	45.53	50.57	0.59	0.5	0.3
LUL	Holborn	'Cockfosters-LHRT4LT'	403.32	4.67	5.04	7.17	12.22	2.46	0.5	1.23
LUL	Holborn	'RayLane-Cockfosters'	403.32	3.67	5.04	8.92	13.97	2.15	0.5	1.07
LUL	Holborn	'LHRT4LT-ArnosGrove'	403.32	4.67	5.04	7.17	12.22	2.46	0.5	1.23
LUL	Holborn	'ArnosGrove-RayLane'	403.32	0.33	5.04	91.66	96.7	0.31	0.5	0.16
LUL	Holborn	'ArnosGrove-Nthfields'	403.32	3	5.04	10.75	15.79	1.9	0.5	0.95
LUL	Holborn	'Oakwood-RayLane'	403.32	0.33	5.04	91.66	96.7	0.31	0.5	0.16
LUL	Holborn	'Nthfields-Cockfoster'	403.32	1	5.04	30.75	35.79	0.84	0.5	0.42
LUL	Holborn	'LHRT5-Cockfosters '	403.32	6	5.04	5.75	10.79	2.78	0.5	1.39
LUL	Holborn	'Uxbridge-Cockfosters'	403.32	3.67	5.04	8.92	13.97	2.15	0.5	1.07
LUL	Holborn	'Ruislip-Cockfosters'	403.32	2.33	5.04	13.63	18.67	1.61	0.5	0.8
LUL	Holborn	'ArnosGrove-Uxbridge'	403.32	1	5.04	30.75	35.79	0.84	0.5	0.42
LUL	Holborn	'Oakwood-Uxbridge'	403.32	0.33	5.04	91.66	96.7	0.31	0.5	0.16
LUL	Holborn	'Oakwood-Ruislip'	403.32	0.33	5.04	91.66	96.7	0.31	0.5	0.16
									Total Grid Cell Al:	97.08

## PTAL REPORT

Site Details	Covent Garden Travelodge, 10 Drury Lane, London, WC2B 5 RE
Description:	Standard PTAL CALCULATION
Coordinates	530252
Date:	07/02/2023
Onlawlating Demonstrations	
Calculation Parameters	
Day of Week:	M-F
Time Period:	AM Peak

 Time Period:
 AM Pe

 Walk Speed:
 4.8

 BUS Walk Access Time (mins):
 8

 BUS Reliability Factor:
 2

 LU LRT Walk Access Time (mins):
 12

 LU LRT Reliability Factor:
 0.75

 NATIONAL RAIL Walk Access Time (mins):
 12

 NATIONAL RAIL Reliability Factor:
 0.75

Data	_	•	_	_	Calcula	tions				17
A	St	Ro	Distance (metr	ш Frequency (vp	⊾ Walk Time (mi	ں SWT (mir	I TAT (mir	Е	J Weig	<u>K</u>
de	op	Ite	es.	<u>, 1</u>	ns)	ls)	ls)	Ŗ	ght	≥
Bus Bus Bus Bus Bus Bus Bus Bus Bus Bus	Aldwych West Arm Aldwych West Arm Holborn Station / Kingsway Holborn Station / Kingsway Bloomsbury / New Oxford Street Bloomsbury / St Shaftesbury Avenue Bloomsbury / St Shaftesbury Avenue	11 23 9 26 13 4 15 341 76 87 172 6 RV1 59 243 521 91 68 X68 188 168 8 38 25 19 171 55 242 171 55 242 171 24 13 24 13 24 13 25 24 172 25 24 25 25 24 25 25 24 25 25 24 25 25 24 25 25 24 25 25 24 25 25 24 25 25 24 25 25 25 25 25 25 25 25 25 25	595.89 446.79 446.79 446.79 446.79 446.79 446.79 446.79 446.79 446.79 446.79 54.88 59.88 59.88 59.88 59.88 59.88 59.88 59.88 59.58	7.45 8.28 12.42 7.76 8.28 8.28 6.21 7.76 6.21 7.76 6.21 10.35 6.21 10.35 11.38 9.32 9.32 9.32 9.32 4.14 8.28 9.32 10.35 8.28 8.28 8.28 8.28 8.28 9.32 10.35	7.45 7.45 7.45 7.45 7.45 7.45 7.45 7.45	6.03 5.62 5.87 5.62 6.83 5.87 4.90 4.64 4.90 4.64 4.90 4.64 4.90 4.64 4.90 4.64 4.90 4.64 4.90 5.22 5.22 5.22 5.22 5.22 5.22 5.22 5.2	13.48 13.07 11.86 13.07 14.28 13.07 14.28 13.31 12.35 13.46 14.28 13.31 12.35 13.46 10.48 10.48 10.48 10.48 10.48 10.48 10.48 10.48 11.21 10.48 11.21 10.48 11.21 10.48 11.21 10.48 11.21 11.45 10.48 11.21 11.45 10.48 11.21 11.45 10.48 11.21 11.45 10.48	2.23 2.30 2.53 2.25 2.30 2.10 2.25 2.40 2.25 2.40 2.25 2.40 2.43 2.25 2.40 2.43 2.25 2.43 2.25 2.43 2.25 2.43 2.25 2.43 2.25 2.43 2.25 2.43 2.25 2.43 2.25 2.40 2.43 2.25 2.40 2.43 2.25 2.40 2.43 2.25 2.40 2.40 2.40 2.40 2.40 2.40 2.40 2.40	<ul> <li>↓</li> <li>↓</li></ul>	1.11 1.15 1.26 1.13 1.15 1.26 1.13 1.15 1.15 1.15 1.15 1.15 1.13 1.21 1.33 1.21 1.43 1.39 1.39 1.39 1.39 1.39 1.34
Bus Bus Bus Bus Bus Bus Bus	Bioomsbury / St Shaftesbury Avenue Bioomsbury / St Shaftesbury Avenue Bioomsbury / St Shaftesbury Avenue Bioomsbury Street Bioomsbury Street Great Russell Street / Museum Street	29 176 14 10 390 73 98	198.39 198.39 198.39 430.41 430.41 430.41 299.41	15.52 8.8 13.46 4.66 8.28 18.63 9.32	2.48 2.48 5.38 5.38 5.38 5.38 3.74	3.93 5.41 4.23 8.44 5.62 3.61 5.22	6.41 7.89 6.71 13.82 11.00 8.99 8.96	4.68 3.80 4.47 2.17 2.73 3.34 3.35	0.5 0.5 0.5 0.5 0.5 0.5 0.5	2.34 1.90 2.24 1.09 1.36 1.67 1.67
	Holborn Holborn	'Ealing-Epping ' 'Epping-Wruislip ' 'RuislipGar-Epping ' 'WhiteCity-Epping ' 'Debden-WRuislip ' 'WhiteCity-Debden ' 'Debden-WRuislip ' 'WhiteCity-Debden ' 'Debden-Northolt ' RuislipGars-Debden ' 'Loughton-WRuislip ' 'NActon-Loughton ' 'Loughton-WRuislip ' 'NActon-Northolt ' 'Ealing-Loughton ' 'Ealing-NewburyPark ' 'WRuislip-NewburyPark ' 'WRuislip-NewburyPark ' 'WRuislip-NewburyPark ' 'Watuslip-NewburyPark ' 'Hainault-Ealing ' 'Hainault-Ealing ' 'Hainault-Nacton ' 'Hainault-Nacton ' 'Hainault-Ne-Northolt' 'GrangeHill-Wdfd-Whit' 'GrangeHill-Wdfd-Whit' 'GrangeHill-Wdfd-Whit' 'GrangeHill-Wdfd-Whit' 'GrangeHill-Wdfd-Whit' 'GrangeHill-Wdfd-Whit' 'GrangeHill-Wdfd-Whit' 'GrangeHill-Wdfd-Whit' 'GrangeHill-Wdfd-Whit' 'GrangeHill-Wdfd-Whit' 'GrangeHill-Wdfd-Whit' 'GrangeHill-Wdfd-Whit' 'GrangeHall-Wdfd-Whit'	$\begin{array}{r} 403.32\\$	$\begin{array}{c} 3\\ 3\\ 3\\ 1\\ 0.33\\ 1\\ 0.33\\ 0.33\\ 1\\ 0.33\\ 0.33\\ 1\\ 0.67\\ 0.67\\ 0.67\\ 0.67\\ 0.33\\ 3.33\\ 0.67\\ 1\\ 1\\ 1\\ 0.67\\ 4.67\\ 3.67\\ 4.67\\ 3.67\\ 4.67\\ 3.63\\ 3\\ 0.33\\ 3\\ 0.33\\ 1\\ 0.33\\ 1\\ 0.33\\ 1\\ 0.33\\ 0.33\\ 1\\ 0.33\\ 1\\ 0.33\\ 0.33\\ 1\\ 0.33\\$	5.04 5.04	10.75 10.75 30.75 91.66 91.66 91.66 30.75 45.53 91.66 45.53 91.66 45.53 91.66 6.38 23.31 91.66 6.38 23.31 9.75 45.53 91.66 6.38 23.31 9.76 45.53 30.75 45.53 30.75 45.53 30.75 45.53 30.75 45.53 30.75 45.53 30.75 45.53 30.75 7.17 8.92 45.53 30.75 9.166 6.38 45.53 30.75 9.166 6.38 45.53 30.75 9.166 6.38 45.53 30.75 9.166 6.38 45.53 30.75 9.166 6.38 45.53 30.75 5.53 9.166 6.38 45.53 30.75 5.53 9.166 6.38 45.53 30.75 5.53 5.53 5.53 5.53 5.53 5.53 5.53 5	15.79 15.79 35.79 96.70 35.79 96.70 35.79 96.70 35.79 96.70 35.79 96.70 35.79 96.70 35.79 96.70 35.79 96.70 11.42 28.35 50.57 73.76 6.57 96.70 11.42 28.35 50.57 12.22 13.97 12.22 96.70 15.79 96.70 9.50 50.57 96.70 11.42 23.65 50.57 12.22 96.70 12.22 96.70 15.79 96.70 95.79 90.70 90	$\begin{array}{c} 1.90\\ 1.90\\ 0.84\\ 0.59\\ 0.31\\ 0.31\\ 0.31\\ 0.31\\ 0.31\\ 0.31\\ 0.59\\ 0.59\\ 0.59\\ 0.59\\ 0.59\\ 0.31\\ 1.263\\ 0.59\\ 0.31\\ 1.06\\ 0.44\\ 0.84\\ 0.59\\ 2.46\\ 0.59\\ 2.46\\ 0.59\\ 2.46\\ 0.59\\ 0.59\\ 0.31\\ 1.90\\ 0.59\\ 0.59\\ 0.31\\ 0.59\\ 0.59\\ 0.31\\ 0.59\\ 0.59\\ 0.31\\ 0.59\\ 0.59\\ 0.31\\ 0.59\\ 0.59\\ 0.31\\ 0.59\\ 0.59\\ 0.31\\ 0.59\\ 0.59\\ 0.31\\ 0.59$	$\begin{array}{c} 0.5\\ 0.5\\ 0.5\\ 0.5\\ 0.5\\ 0.5\\ 0.5\\ 0.5\\$	0.95 0.95 0.42 0.30 0.42 0.30 0.42 0.42 0.42 0.42 0.42 0.30 0.30 0.30 0.30 0.30 0.42 0.30 0.30 0.42 0.30 0.30 0.42 0.30 0.30 0.42 0.30 0.30 0.42 0.30 0.30 0.30 0.42 0.30 0.30 0.30 0.30 0.42 0.30 0.30 0.30 0.30 0.30 0.30 0.30 0.3

LU	Holborn	'LHRT5-Cockfosters '	403.32	6	5.04	5.75	10.79	2.78	0.5	1.39
LU	Holborn	'Uxbridge-Cockfosters'	403.32	3.67	5.04	8.92	13.97	2.15	0.5	1.07
LU	Holborn	'Ruislip-Cockfosters '	403.32	2.33	5.04	13.63	18.67	1.61	0.5	0.80
LU	Holborn	'ArnosGrove-Uxbridge '	403.32	1	5.04	30.75	35.79	0.84	0.5	0.42
LU	Holborn	'Oakwood-Uxbridge '	403.32	0.33	5.04	91.66	96.70	0.31	0.5	0.16
LU	Holborn	'Oakwood-Ruislip '	403.32	0.33	5.04	91.66	96.70	0.31	0.5	0.16
LU	Tottenham Court Road	'SHENFLD-PADTON '	481.22	7.33	6.02	4.84	10.86	2.76	0.5	1.38
LU	Tottenham Court Road	'ABBEYW-PADTON '	481.22	7.33	6.02	4.84	10.86	2.76	0.5	1.38
LU	Tottenham Court Road	'ABBEYW-HTRW4 '	481.22	3.33	6.02	9.76	15.77	1.90	0.5	0.95
LU	Tottenham Court Road	'SHENFLD-RDNGSTN '	481.22	2	6.02	15.75	21.77	1.38	0.5	0.69
LU	Tottenham Court Road	'SHENFLD-MDNHEAD '	481.22	1.33	6.02	23.31	29.32	1.02	0.5	0.51
LU	Tottenham Court Road	'HTRW4-SHENFLD '	481.22	1	6.02	30.75	36.77	0.82	0.5	0.41
LU	Tottenham Court Road	'MDNHEAD-ABBEYW '	481.22	0.67	6.02	45.53	51.54	0.58	0.5	0.29
LU	Tottenham Court Road	'PADTON-GIDEAPK '	481.22	1	6.02	30.75	36.77	0.82	0.5	0.41
LU	Tottenham Court Road	'PADTON-WWARSL '	481.22	0.67	6.02	45.53	51.54	0.58	0.5	0.29
LU	Tottenham Court Road	'WDRAYTN-ABBEYW '	481.22	1.33	6.02	23.31	29.32	1.02	0.5	0.51
LU	Tottenham Court Road	'WDRAYTN-SHENFLD '	481.22	0.67	6.02	45.53	51.54	0.58	0.5	0.29
LU	Tottenham Court Road	'RDNGSTN-ABBEYW '	481.22	0.33	6.02	91.66	97.67	0.31	0.5	0.15
LU	Tottenham Court Road	'HTRW4-WWARSL '	481.22	0.33	6.02	91.66	97.67	0.31	0.5	0.15
LU	Tottenham Court Road	'Kennington-Edgware '	481.22	30	6.02	1.75	7.77	3.86	1	3.86
LU	Tottenham Court Road	'HighBarnet-Kenn '	481.22	15	6.02	2.75	8.77	3.42	0.5	1.71
Rail	Tottenham Court Road	'SHENFLD-PADTON'	481.22	7.33	6.02	4.84	10.86	2.76	1	2.76
Rail	Tottenham Court Road	'ABBEYW-PADTON'	481.22	7.33	6.02	4.84	10.86	2.76	0.5	1.38
Rail	Tottenham Court Road	'ABBEYW-HTRW4'	481.22	3.33	6.02	9.76	15.77	1.90	0.5	0.95
Rail	Tottenham Court Road	'SHENFLD-RDNGSTN'	481.22	2	6.02	15.75	21.77	1.38	0.5	0.69
Rail	Tottenham Court Road	SHENFLD-MDNHEAD'	481.22	1.33	6.02	23.31	29.32	1.02	0.5	0.51
Rail	Tottenham Court Road	'HTRW4-SHENFLD'	481.22	1	6.02	30.75	36.77	0.82	0.5	0.41
Rail	Tottenham Court Road	'MDNHEAD-ABBEYW'	481.22	0.67	6.02	45.53	51.54	0.58	0.5	0.29
Rail	Tottenham Court Road	'PADTON-GIDEAPK'	481.22	1	6.02	30.75	36.77	0.82	0.5	0.41
Rail	Tottenham Court Road	PADTON-WWARSL'	481.22	0.67	6.02	45.53	51.54	0.58	0.5	0.29
Rail	Tottenham Court Road	'WDRAYTN-ABBEYW'	481.22	1.33	6.02	23.31	29.32	1.02	0.5	0.51
Rail	Tottenham Court Road	'WDRAYTN-SHENFLD'	481.22	0.67	6.02	45.53	51.54	0.58	0.5	0.29
Rail	Tottenham Court Road	'RDNGSTN-ABBEYW'	481.22	0.33	6.02	91.66	97.67	0.31	0.5	0.15
Rail	Tottenham Court Road	'HTRW4-WWARSL'	481.22	0.33	6.02	91.66	97.67	0.31	0.5	0.15

Sum of Al's 100.21

PTAL 6b

# APPENDIX D Trip Generation Calculations

# P2807: COVENT GARDEN TRAVELODGE, 10 DRURY LANE, LONDON, WC2B 5RE TRIP GENERATION CALCULATIONS

## Base Trip Rate Per Bedroom

	TRICS E									
Mode of Travel	0800-0900			1700-18	00		0700-19	00		% Mode Split
	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	
Rail/Underground	0.037	0.098	0.135	0.081	0.091	0.172	1.298	1.261	2.559	38%
Bus	0.00	0.007	0.007	0.00	0.017	0.017	0.144	0.131	0.275	4%
Pedestrian	0.027	0.114	0.141	0.108	0.145	0.253	0.943	1.66	2.603	39%
Cyclist	0.00	0.00	0.00	0.003	0.00	0.003	0.006	0.006	0.012	0%
Taxis	0.003	0.003	0.006	0.017	0.017	0.034	0.257	0.257	0.514	8%
Cars (Driver)	0.00	0.003	0.003	0.00	0.00	0.00	0.016	0.039	0.055	1%
LGV / OGV	0.003	0.003	0.006	0.00	0.00	0.00	0.024	0.024	0.048	1%
Vehicle Occupants	0.003	0.017	0.02	0.013	0.007	0.02	0.319	0.321	0.64	10%
Total	0.07	0.25	0.32	0.22	0.28	0.50	3.01	3.70	6.71	100%

Source: TRICS version 7.9.4

# Trip Generated By Existing Site

	TRICS D	erived Tr								
Mode of Travel	0800-0900			1700-18	00		0700-19	00		% Mode Split
	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	
Rail/Underground	17	46	63	38	42	80	604	586	1190	38%
Bus	0	3	3	0	8	8	67	61	128	4%
Pedestrian	13	53	66	50	67	118	438	772	1210	39%
Cyclist	0	0	0	I	0		3	3	6	0%
Taxis	1	1	3	8	8	16	120	120	239	8%
Cars (Driver)	0	1	1	0	0	0	7	18	26	1%
LGV / OGV	1	1	3	0	0	0	11		22	1%
All Vehicle Occupants		8	9	6	3	9	148	149	298	10%
Total	34	4	148	103	129	232	1398	1720	3118	100%

Source: TRICS version 7.9.4

Trips Generated	<mark>By Prop</mark>	osed Sit	e							
	TRICS	Derived <sup>-</sup>								
Mode of Travel	0800-0	0800-0900			800		0700-	1900		% Mode Split
	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	
Rail/Underground	19	51	70	42	47	89	675	656	1331	38%
Bus	0	4	4	0	9	9	75	68	143	4%
Pedestrian	4	59	73	56	75	132	490	863	1354	39%
Cyclist	0	0	0	2	0	2	3	3	6	0%
Taxis	2	2	3	9	9	18	134	134	267	8%
Cars (Driver)	0	2	2	0	0	0	8	20	29	1%
LGV / OGV	2	2	3	0	0	0	12	12	25	1%

All Vehicle Occupants	2	9	10	7	4	10	166	167	333	10%
Total	38	127	165	115	44	259	1564	1923	3487	100%

Source: TRICS version 7.9.4

# Net Change in Trips from the Addition of 55 Bedrroms

	TRICS [									
Mode of Travel	0800-0900			1700-18	00		0700-1900			% Mode Split
	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	Arr'	Dep'	Tot'	
Rail/Underground	2	5	7	4	5	9	71	69	4	38%
Bus	0	0	0	0	1	1	8	7	15	4%
Pedestrian	Ι	6	8	6	8	14	52	91	143	39%
Cyclist	0	0	0	0	0	0	0	0	1	0%
Taxis	0	0	0	1	1	2	14	14	28	8%
Cars (Driver)	0	0	0	0	0	0	I	2	3	1%
LGV / OGV	0	0	0	0	0	0	I	1	3	1%
All Vehicle Occupants	0		1		0		18	18	35	10%
Total	4	13	17	12	15	27	165	203	369	100%

Source: TRICS version 7.9.4

w Associates Walker's	Place London		Licence No: 7110
		Coloulation Deference.	AUDIT 711001 020112 01
TRI P RATE CALCULATI	ON SELECTION PARAMET	TERS:	AUDIT-711001-230112-01.
Land Use : 06 - HOT	EL, FOOD & DRINK		
Category : A - HOTE	LS		
MULTI-MODAL TO	TAL VEHICLES		
Selected regions and area	<u> 95:</u>		
01 GREATER LONDO	N		
LB LAMBETH		1 days	
This section displays the	number of survey days per	TRICS® sub-region in the selected set	
Primary Filtering selec	tion:		
This data displays the ch are included in the trip ra	osen trip rate parameter an ate calculation.	nd its selected range. Only sites that fall within	the parameter range
Daramotor	Number of bodrooms		
Actual Range	297  to  297  (units)		
Range Selected by User:	80 to 297 (units: )		
Parking Spaces Range:	All Surveys Included		
Public Transport Provisior	1 <u>:</u>		
Selection by:		Include all surveys	
Date Range: 01/0	1/14 to 16/11/21		
This data displays the rai included in the trip rate c	nge of survey dates selected alculation.	d. Only surveys that were conducted within thi	is date range are
Selected survey days:			
Friday		1 days	
This data displays the nu	mber of selected surveys by	y day of the week.	
Selected survey types:			
Manual count		1 days	
Directional ATC Count	(	D days	
This data displays the nu up to the overall number are undertaking using ma	mber of manual classified s of surveys in the selected s achines.	curveys and the number of unclassified ATC sui set. Manual surveys are undertaken using stafi	rveys, the total adding f, whilst ATC surveys
-			
<u>Selected Locations:</u>			

<u>Selected Location Sub Categories:</u> Built-Up Zone

1

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

Inclusion of Servicing Vehicles Counts:	
Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	X days - Selected

Paul Mew Associates       Walker's Place       London       Licence No: 711001         Secondary Filtering selection:	TRICS 7.9 P2807: T	9.4 040123 B2 RICS	1.09 Datab	ase right of 1	TRICS Consor	tium Limited	, 2023. All	rights reserve	ed	Thursday	12,	/01/23 Page 2
Secondary Filtering selection:         Lee Class: C1       1 days         This data displays the number of surveys per Use Class classification within the selected sel. The Use Classes Order (Ergland) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.         Population within 500m Range: (Ergland) 2020 has been used for this purpose, which can be found within the selected sel. The Use Classes Order (Ergland) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.         Population within 500m Range: (Ergland) 2020 has been used for this purpose, which can be found within the selected sel. The Use Classes Order (Ergland) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.         Population within 500m Range: (Ergland) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.         Soundary Tourveys Included Population within 1 miles: 50,001 to 100,000       1 days         This data displays the number of selected survey sites:       1 days         This data displays the number of selected survey sites:       1 days         This data displays the number of selected survey sites:       1 days         Travel Plan: Yes       1 days         Travel Plan: Yes       1 days         Travel Plan: Yes       1 days         This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys within the selected set that were undertaken at sites with Travel P	Paul Mew	Associates V	Valker's Place	London						Licence	No:	711001
Lee Class:       1 days         C1       1 days         In is data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been user of this purpose, which can be found within the Library module of TRICS®.         Population within 500m Range:       All Surveys Included         Population within 1 mile:       50.001 to 100.000         Solot 100.000       1 days         Pris data displays the number of selected surveys within stated 1-mile radii of population.         Population within 5 miles:       1 days         Solot 0 to 50.001 or 1000.000       1 days         Population within 5 miles:       1 days         Solot 0 to 50.001 or 1000.000       1 days         Pris data displays the number of selected surveys within stated 5-mile radii of population.         Car ownership within 5 miles:       1 days         Solot 1 co 500       1 days         Pris data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey stury         Prise       1 days         Prise       1 days         Prise data displays the number of surveys within he selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans in place, and the number of surveys that were undertaken be selected set that were undertaken at	Se	econdary Filte	ring selectic	n:								
This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.         Population within 500m Range:         All Surveys Included         Population within 5000 Name         50,001 to 100,000       1 days         This data displays the number of selected surveys within stated 1-mile radii of population.         Population within 5 miles:         500,001 or More       1 days         This data displays the number of selected surveys within stated 5-mile radii of population.         Car ownership within 5 miles:       1 days         0.5 or Less       1 days         This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected surveys sithin stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected surveys sithin stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected surveys sithin stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.         Prove Plan:       1 days         This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Trav	<u>//</u> C^	<i>l<u>se Class:</u></i> 1			1 da	ys						
Population within 500m Range: All Surveys Included Population within 1 mile: 50,001 to 100,000       1 days         This data displays the number of selected surveys within stated 1-mile radii of population.         Population within 5 miles: 500,001 or More       1 days         This data displays the number of selected surveys within stated 5-mile radii of population.         Population within 5 miles: 500,001 or More       1 days         This data displays the number of selected surveys within stated 5-mile radii of population.         Car ownership within 5 miles: 0.5 or Less       1 days         Nis data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.         Travel Plan: Yes       1 days         This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans in place, bei (High) Excellent	T) (E	his data display England) 2020 i	rs the number has been used	of surveys p for this purp	per Use Class pose, which ca	classification an be found	n within the within the L	selected set. Library modul	The Use Cla le of TRICS@	asses Order ऌ.		
Population within 1 time:       1 days         50,001 to 100,000       1 days         This data displays the number of selected surveys within stated 1-mile radii of population.         Population within 5 miles:       1 days         500,001 or More       1 days         This data displays the number of selected surveys within stated 5-mile radii of population.         Car ownership within 5 miles:       1 days         0.5 or Less       1 days         This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.         Trise data displays the number of selected surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.         PTAL Rating:       1 days	<u> </u>	<i>opulation withir</i> I Surveys Inclu	<i>n 500m Range</i> ded	<u></u>								
This data displays the number of selected surveys within stated 1-mile radii of population. <u>Population within 5 miles:</u> 500,001 or More       1 days         This data displays the number of selected surveys within stated 5-mile radii of population. <u>Car ownership within 5 miles:</u> 1 days         0.5 or Less       1 days         This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected surveys its: <u>Travel Plan:</u> 1 days         Yes       1 days         This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites with Travel Plans in place, bit (High) Excellent <u>PTAL Rating:</u> 1 days	<u>70</u> 50	0,001 to 100,00	)0		1 da	ys						
Population within 5 miles: 500,001 or More1 daysThis data displays the number of selected surveys within stated 5-mile radii of population.Car ownership within 5 miles: 0.5 or Less1 daysThis data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sitesTravel Plan: Yes1 daysThis data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.PTAL Rating: 6b (High) Excellent1 days	77	his data display	s the number	of selected s	surveys withir	n stated 1-mi	vile radii of p	population.				
500,001 or More       1 days         This data displays the number of selected surveys within stated 5-mile radii of population.         Car ownership within 5 miles: 0.5 or Less       1 days         This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.         Travel Plan: Yes       1 days         This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.         PTAL Rating: 6b (High) Excellent       1 days	<u>Pc</u>	opulation withir	n 5 miles:									
This data displays the number of selected surveys within stated 5-mile radii of population.         Car ownership within 5 miles:         0.5 or Less       1 days         This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites         Travel Plan:       1 days         Yes       1 days         This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.         PTAL Rating:       1 days	50	00,001 or More			1 da	ys						
Car ownership within 5 miles: 0.5 or Less1 daysThis data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.Travel Plan: Yes1 daysThis data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.PTAL Rating: 6b (High) Excellent1 days	Ti	his data display	s the number	of selected s	surveys withir	n stated 5-mi	vile radii of p	population.				
0.5 or Less1 daysThis data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.Travel Plan: Yes1 daysThis data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.PTAL Rating: 6b (High) Excellent1 days	<u></u>	ar ownership w	ithin 5 miles:									
This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.Travel Plan: Yes1 daysThis data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.PTAL Rating: 6b (High) Excellent1 days	0.	5 or Less			1 da	ys						
Travel Plan: Yes1 daysThis data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.PTAL Rating: 6b (High) Excellent1 days	Т1 W.	his data display ithin a radius o	rs the number f 5-miles of se	of selected selected selected selected surve	surveys withir ey sites.	n stated rang	nes of avera	age cars owne	d per reside	ential dwelli	ing,	
Yes1 daysThis data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans. <u>PTAL Rating:</u> 6b (High) Excellent1 days		ravel Plan:										
This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans. <u>PTAL Rating:</u> 6b (High) Excellent 1 days	Ye	es			1 da	ys						
PTAL Rating:6b (High) Excellent1 days	Ti ai	his data display nd the number	rs the number of surveys the	of surveys w at were unde	vithin the sele prtaken at site	ected set that s without Tra	t were unde avel Plans.	ertaken at site	es with Trav	el Plans in <sub>i</sub>	place	
6b (High) Excellent1 days	<u></u>	TAL Rating:										
	6t	o (High) Excelle	nt		1 da	ys						

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL TOTAL VEHICLES Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period Total People to Total Vehicles ratio (all time periods and directions): 9.77

	ARRIVALS				DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00	1	297	0.010	1	297	0.020	1	297	0.030	
07:00 - 08:00	1	297	0.020	1	297	0.030	1	297	0.050	
08:00 - 09:00	1	297	0.007	1	297	0.010	1	297	0.017	
09:00 - 10:00	1	297	0.013	1	297	0.013	1	297	0.026	
10:00 - 11:00	1	297	0.017	1	297	0.017	1	297	0.034	
11:00 - 12:00	1	297	0.010	1	297	0.007	1	297	0.017	
12:00 - 13:00	1	297	0.017	1	297	0.020	1	297	0.037	
13:00 - 14:00	1	297	0.020	1	297	0.024	1	297	0.044	
14:00 - 15:00	1	297	0.027	1	297	0.027	1	297	0.054	
15:00 - 16:00	1	297	0.027	1	297	0.034	1	297	0.061	
16:00 - 17:00	1	297	0.027	1	297	0.024	1	297	0.051	
17:00 - 18:00	1	297	0.017	1	297	0.017	1	297	0.034	
18:00 - 19:00	1	297	0.020	1	297	0.020	1	297	0.040	
19:00 - 20:00	1	297	0.024	1	297	0.024	1	297	0.048	
20:00 - 21:00	1	297	0.024	1	297	0.017	1	297	0.041	
21:00 - 22:00	1	297	0.020	1	297	0.020	1	297	0.040	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.300			0.324			0.624	

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

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

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### Parameter summary

Trip rate parameter range selected:	297 - 297 (units: )
Survey date date range:	01/01/14 - 16/11/21
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Thursday 12/01/23 Page 5 Licence No: 711001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL TAXIS Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	;	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate	
00:00 - 01:00				-			-			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00	1	297	0.010	1	297	0.010	1	297	0.020	
07:00 - 08:00	1	297	0.017	1	297	0.017	1	297	0.034	
08:00 - 09:00	1	297	0.003	1	297	0.003	1	297	0.006	
09:00 - 10:00	1	297	0.007	1	297	0.007	1	297	0.014	
10:00 - 11:00	1	297	0.013	1	297	0.013	1	297	0.026	
11:00 - 12:00	1	297	0.007	1	297	0.007	1	297	0.014	
12:00 - 13:00	1	297	0.017	1	297	0.017	1	297	0.034	
13:00 - 14:00	1	297	0.020	1	297	0.020	1	297	0.040	
14:00 - 15:00	1	297	0.024	1	297	0.024	1	297	0.048	
15:00 - 16:00	1	297	0.024	1	297	0.024	1	297	0.048	
16:00 - 17:00	1	297	0.024	1	297	0.024	1	297	0.048	
17:00 - 18:00	1	297	0.017	1	297	0.017	1	297	0.034	
18:00 - 19:00	1	297	0.020	1	297	0.020	1	297	0.040	
19:00 - 20:00	1	297	0.020	1	297	0.020	1	297	0.040	
20:00 - 21:00	1	297	0.017	1	297	0.017	1	297	0.034	
21:00 - 22:00	1	297	0.017	1	297	0.017	1	297	0.034	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.257			0.257			0.514	

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

Thursday 12/01/23 Page 6 Licence No: 711001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL OGVS Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	;	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00	1	297	0.000	1	297	0.000	1	297	0.000	
07:00 - 08:00	1	297	0.000	1	297	0.000	1	297	0.000	
08:00 - 09:00	1	297	0.000	1	297	0.000	1	297	0.000	
09:00 - 10:00	1	297	0.003	1	297	0.003	1	297	0.006	
10:00 - 11:00	1	297	0.000	1	297	0.000	1	297	0.000	
11:00 - 12:00	1	297	0.003	1	297	0.000	1	297	0.003	
12:00 - 13:00	1	297	0.000	1	297	0.003	1	297	0.003	
13:00 - 14:00	1	297	0.000	1	297	0.000	1	297	0.000	
14:00 - 15:00	1	297	0.000	1	297	0.000	1	297	0.000	
15:00 - 16:00	1	297	0.000	1	297	0.000	1	297	0.000	
16:00 - 17:00	1	297	0.000	1	297	0.000	1	297	0.000	
17:00 - 18:00	1	297	0.000	1	297	0.000	1	297	0.000	
18:00 - 19:00	1	297	0.000	1	297	0.000	1	297	0.000	
19:00 - 20:00	1	297	0.000	1	297	0.000	1	297	0.000	
20:00 - 21:00	1	297	0.000	1	297	0.000	1	297	0.000	
21:00 - 22:00	1	297	0.000	1	297	0.000	1	297	0.000	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.006			0.006			0.012	

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

## TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL CYCLISTS Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate	
00:00 - 01:00				-			-			
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00	1	297	0.000	1	297	0.000	1	297	0.000	
07:00 - 08:00	1	297	0.000	1	297	0.000	1	297	0.000	
08:00 - 09:00	1	297	0.000	1	297	0.000	1	297	0.000	
09:00 - 10:00	1	297	0.003	1	297	0.003	1	297	0.006	
10:00 - 11:00	1	297	0.000	1	297	0.000	1	297	0.000	
11:00 - 12:00	1	297	0.000	1	297	0.000	1	297	0.000	
12:00 - 13:00	1	297	0.000	1	297	0.000	1	297	0.000	
13:00 - 14:00	1	297	0.000	1	297	0.000	1	297	0.000	
14:00 - 15:00	1	297	0.000	1	297	0.000	1	297	0.000	
15:00 - 16:00	1	297	0.000	1	297	0.003	1	297	0.003	
16:00 - 17:00	1	297	0.000	1	297	0.000	1	297	0.000	
17:00 - 18:00	1	297	0.003	1	297	0.000	1	297	0.003	
18:00 - 19:00	1	297	0.000	1	297	0.000	1	297	0.000	
19:00 - 20:00	1	297	0.000	1	297	0.000	1	297	0.000	
20:00 - 21:00	1	297	0.000	1	297	0.000	1	297	0.000	
21:00 - 22:00	1	297	0.000	1	297	0.000	1	297	0.000	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.006			0.006			0.012	

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

## TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL VEHICLE OCCUPANTS Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

	ARRIVALS			[	DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00	1	297	0.000	1	297	0.027	1	297	0.027	
07:00 - 08:00	1	297	0.003	1	297	0.051	1	297	0.054	
08:00 - 09:00	1	297	0.003	1	297	0.017	1	297	0.020	
09:00 - 10:00	1	297	0.007	1	297	0.024	1	297	0.031	
10:00 - 11:00	1	297	0.020	1	297	0.013	1	297	0.033	
11:00 - 12:00	1	297	0.010	1	297	0.003	1	297	0.013	
12:00 - 13:00	1	297	0.017	1	297	0.020	1	297	0.037	
13:00 - 14:00	1	297	0.024	1	297	0.010	1	297	0.034	
14:00 - 15:00	1	297	0.061	1	297	0.007	1	297	0.068	
15:00 - 16:00	1	297	0.020	1	297	0.030	1	297	0.050	
16:00 - 17:00	1	297	0.040	1	297	0.017	1	297	0.057	
17:00 - 18:00	1	297	0.013	1	297	0.007	1	297	0.020	
18:00 - 19:00	1	297	0.003	1	297	0.044	1	297	0.047	
19:00 - 20:00	1	297	0.027	1	297	0.027	1	297	0.054	
20:00 - 21:00	1	297	0.051	1	297	0.000	1	297	0.051	
21:00 - 22:00	1	297	0.020	1	297	0.024	1	297	0.044	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.319			0.321			0.640	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.
# TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL PEDESTRIANS Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.000	1	297	0.010	1	297	0.010
07:00 - 08:00	1	297	0.037	1	297	0.091	1	297	0.128
08:00 - 09:00	1	297	0.027	1	297	0.114	1	297	0.141
09:00 - 10:00	1	297	0.010	1	297	0.125	1	297	0.135
10:00 - 11:00	1	297	0.027	1	297	0.222	1	297	0.249
11:00 - 12:00	1	297	0.003	1	297	0.098	1	297	0.101
12:00 - 13:00	1	297	0.034	1	297	0.091	1	297	0.125
13:00 - 14:00	1	297	0.034	1	297	0.121	1	297	0.155
14:00 - 15:00	1	297	0.051	1	297	0.074	1	297	0.125
15:00 - 16:00	1	297	0.067	1	297	0.101	1	297	0.168
16:00 - 17:00	1	297	0.104	1	297	0.094	1	297	0.198
17:00 - 18:00	1	297	0.108	1	297	0.145	1	297	0.253
18:00 - 19:00	1	297	0.071	1	297	0.088	1	297	0.159
19:00 - 20:00	1	297	0.091	1	297	0.121	1	297	0.212
20:00 - 21:00	1	297	0.168	1	297	0.088	1	297	0.256
21:00 - 22:00	1	297	0.111	1	297	0.077	1	297	0.188
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 0.943 1.660 2.6									2.603

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

# TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL BUS/TRAM PASSENGERS Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00				-			-		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.003	1	297	0.000	1	297	0.003
07:00 - 08:00	1	297	0.003	1	297	0.003	1	297	0.006
08:00 - 09:00	1	297	0.000	1	297	0.007	1	297	0.007
09:00 - 10:00	1	297	0.000	1	297	0.010	1	297	0.010
10:00 - 11:00	1	297	0.000	1	297	0.013	1	297	0.013
11:00 - 12:00	1	297	0.007	1	297	0.024	1	297	0.031
12:00 - 13:00	1	297	0.000	1	297	0.007	1	297	0.007
13:00 - 14:00	1	297	0.000	1	297	0.010	1	297	0.010
14:00 - 15:00	1	297	0.020	1	297	0.000	1	297	0.020
15:00 - 16:00	1	297	0.010	1	297	0.010	1	297	0.020
16:00 - 17:00	1	297	0.030	1	297	0.017	1	297	0.047
17:00 - 18:00	1	297	0.000	1	297	0.017	1	297	0.017
18:00 - 19:00	1	297	0.037	1	297	0.007	1	297	0.044
19:00 - 20:00	1	297	0.010	1	297	0.003	1	297	0.013
20:00 - 21:00	1	297	0.024	1	297	0.000	1	297	0.024
21:00 - 22:00	1	297	0.000	1	297	0.003	1	297	0.003
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.131			0.275

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

# TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL TOTAL RAIL PASSENGERS Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00	_						-		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.024	1	297	0.034	1	297	0.058
07:00 - 08:00	1	297	0.034	1	297	0.044	1	297	0.078
08:00 - 09:00	1	297	0.037	1	297	0.098	1	297	0.135
09:00 - 10:00	1	297	0.007	1	297	0.199	1	297	0.206
10:00 - 11:00	1	297	0.051	1	297	0.222	1	297	0.273
11:00 - 12:00	1	297	0.121	1	297	0.057	1	297	0.178
12:00 - 13:00	1	297	0.044	1	297	0.081	1	297	0.125
13:00 - 14:00	1	297	0.145	1	297	0.040	1	297	0.185
14:00 - 15:00	1	297	0.104	1	297	0.037	1	297	0.141
15:00 - 16:00	1	297	0.098	1	297	0.088	1	297	0.186
16:00 - 17:00	1	297	0.094	1	297	0.057	1	297	0.151
17:00 - 18:00	1	297	0.081	1	297	0.091	1	297	0.172
18:00 - 19:00	1	297	0.118	1	297	0.101	1	297	0.219
19:00 - 20:00	1	297	0.104	1	297	0.061	1	297	0.165
20:00 - 21:00	1	297	0.138	1	297	0.027	1	297	0.165
21:00 - 22:00	1	297	0.098	1	297	0.024	1	297	0.122
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.298			1.261			2.559

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

#### TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL PUBLIC TRANSPORT USERS Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00				-			_		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.027	1	297	0.034	1	297	0.061
07:00 - 08:00	1	297	0.037	1	297	0.047	1	297	0.084
08:00 - 09:00	1	297	0.037	1	297	0.104	1	297	0.141
09:00 - 10:00	1	297	0.007	1	297	0.209	1	297	0.216
10:00 - 11:00	1	297	0.051	1	297	0.236	1	297	0.287
11:00 - 12:00	1	297	0.128	1	297	0.081	1	297	0.209
12:00 - 13:00	1	297	0.044	1	297	0.088	1	297	0.132
13:00 - 14:00	1	297	0.145	1	297	0.051	1	297	0.196
14:00 - 15:00	1	297	0.125	1	297	0.037	1	297	0.162
15:00 - 16:00	1	297	0.108	1	297	0.098	1	297	0.206
16:00 - 17:00	1	297	0.125	1	297	0.074	1	297	0.199
17:00 - 18:00	1	297	0.081	1	297	0.108	1	297	0.189
18:00 - 19:00	1	297	0.155	1	297	0.108	1	297	0.263
19:00 - 20:00	1	297	0.114	1	297	0.064	1	297	0.178
20:00 - 21:00	1	297	0.162	1	297	0.027	1	297	0.189
21:00 - 22:00	1	297	0.098	1	297	0.027	1	297	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.444			1.393			2.837

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

10:00 - 11:00

11:00 - 12:00

12:00 - 13:00

13:00 - 14:00

14:00 - 15:00

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL TOTAL PEOPLE Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period Total People to Total Vehicles ratio (all time periods and directions): 9.77

ARRIVALS

297

297

297

297

297

0.098

0.141

0.094

0.202

0.236

1

1

1

1

1

No. Ave. Trip No. Trip No. Ave. Ave. BEDRMS BEDRMS BEDRMS Time Range Days Rate Days Rate Days 00:00 - 01:00 01:00 - 02:00 02:00 - 03:00 03:00 - 04:00 04:00 - 05:00 05:00 - 06:00 06:00 - 07:00 1 297 0.027 1 297 0.071 1 297 07:00 - 08:00 1 297 0.077 1 297 0.189 1 297 297 297 08:00 - 09:00 1 0.067 1 1 297 0.236 09:00 - 10:00 1 297 0.027 1 297 0.360 1 297

DEPARTURES

297

297

297

297

297

0.471

0.182

0.199

0.182

0.118

15:00 - 16:00	1	297	0.195	1	297	0.232	1	297	0.427
16:00 - 17:00	1	297	0.269	1	297	0.185	1	297	0.454
17:00 - 18:00	1	297	0.205	1	297	0.259	1	297	0.464
18:00 - 19:00	1	297	0.229	1	297	0.239	1	297	0.468
19:00 - 20:00	1	297	0.232	1	297	0.212	1	297	0.444
20:00 - 21:00	1	297	0.380	1	297	0.114	1	297	0.494
21:00 - 22:00	1	297	0.229	1	297	0.128	1	297	0.357
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.708			3.377			6.085
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals									

1

1

1

1

1

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

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

Trip

Rate

0.098

0.266

0.303

0.387

0.569

0.323

0.293

0.384

0.354

TOTALS

297

297

297

297

297

1

1

1

1

1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL CARS Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.000	1	297	0.010	1	297	0.010
07:00 - 08:00	1	297	0.003	1	297	0.013	1	297	0.016
08:00 - 09:00	1	297	0.000	1	297	0.003	1	297	0.003
09:00 - 10:00	1	297	0.000	1	297	0.000	1	297	0.000
10:00 - 11:00	1	297	0.000	1	297	0.000	1	297	0.000
11:00 - 12:00	1	297	0.000	1	297	0.000	1	297	0.000
12:00 - 13:00	1	297	0.000	1	297	0.000	1	297	0.000
13:00 - 14:00	1	297	0.000	1	297	0.003	1	297	0.003
14:00 - 15:00	1	297	0.000	1	297	0.000	1	297	0.000
15:00 - 16:00	1	297	0.000	1	297	0.007	1	297	0.007
16:00 - 17:00	1	297	0.003	1	297	0.000	1	297	0.003
17:00 - 18:00	1	297	0.000	1	297	0.000	1	297	0.000
18:00 - 19:00	1	297	0.000	1	297	0.000	1	297	0.000
19:00 - 20:00	1	297	0.000	1	297	0.000	1	297	0.000
20:00 - 21:00	1	297	0.007	1	297	0.000	1	297	0.007
21:00 - 22:00	1	297	0.003	1	297	0.003	1	297	0.006
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.039			0.055

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

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL LGVS Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00							-		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.000	1	297	0.000	1	297	0.000
07:00 - 08:00	1	297	0.000	1	297	0.000	1	297	0.000
08:00 - 09:00	1	297	0.003	1	297	0.003	1	297	0.006
09:00 - 10:00	1	297	0.003	1	297	0.003	1	297	0.006
10:00 - 11:00	1	297	0.003	1	297	0.003	1	297	0.006
11:00 - 12:00	1	297	0.000	1	297	0.000	1	297	0.000
12:00 - 13:00	1	297	0.000	1	297	0.000	1	297	0.000
13:00 - 14:00	1	297	0.000	1	297	0.000	1	297	0.000
14:00 - 15:00	1	297	0.003	1	297	0.003	1	297	0.006
15:00 - 16:00	1	297	0.003	1	297	0.003	1	297	0.006
16:00 - 17:00	1	297	0.000	1	297	0.000	1	297	0.000
17:00 - 18:00	1	297	0.000	1	297	0.000	1	297	0.000
18:00 - 19:00	1	297	0.000	1	297	0.000	1	297	0.000
19:00 - 20:00	1	297	0.003	1	297	0.003	1	297	0.006
20:00 - 21:00	1	297	0.000	1	297	0.000	1	297	0.000
21:00 - 22:00	1	297	0.000	1	297	0.000	1	297	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

# TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL Underground Passengers Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.020	1	297	0.013	1	297	0.033
07:00 - 08:00	1	297	0.010	1	297	0.027	1	297	0.037
08:00 - 09:00	1	297	0.017	1	297	0.088	1	297	0.105
09:00 - 10:00	1	297	0.000	1	297	0.195	1	297	0.195
10:00 - 11:00	1	297	0.037	1	297	0.185	1	297	0.222
11:00 - 12:00	1	297	0.067	1	297	0.051	1	297	0.118
12:00 - 13:00	1	297	0.024	1	297	0.051	1	297	0.075
13:00 - 14:00	1	297	0.044	1	297	0.037	1	297	0.081
14:00 - 15:00	1	297	0.057	1	297	0.037	1	297	0.094
15:00 - 16:00	1	297	0.064	1	297	0.077	1	297	0.141
16:00 - 17:00	1	297	0.071	1	297	0.044	1	297	0.115
17:00 - 18:00	1	297	0.044	1	297	0.088	1	297	0.132
18:00 - 19:00	1	297	0.061	1	297	0.084	1	297	0.145
19:00 - 20:00	1	297	0.020	1	297	0.051	1	297	0.071
20:00 - 21:00	1	297	0.108	1	297	0.020	1	297	0.128
21:00 - 22:00	1	297	0.081	1	297	0.017	1	297	0.098
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.725			1.065			1.790

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL National Rail Passengers Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00				_			-		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.003	1	297	0.020	1	297	0.023
07:00 - 08:00	1	297	0.024	1	297	0.017	1	297	0.041
08:00 - 09:00	1	297	0.020	1	297	0.010	1	297	0.030
09:00 - 10:00	1	297	0.007	1	297	0.003	1	297	0.010
10:00 - 11:00	1	297	0.013	1	297	0.037	1	297	0.050
11:00 - 12:00	1	297	0.054	1	297	0.007	1	297	0.061
12:00 - 13:00	1	297	0.020	1	297	0.030	1	297	0.050
13:00 - 14:00	1	297	0.101	1	297	0.003	1	297	0.104
14:00 - 15:00	1	297	0.047	1	297	0.000	1	297	0.047
15:00 - 16:00	1	297	0.034	1	297	0.010	1	297	0.044
16:00 - 17:00	1	297	0.024	1	297	0.013	1	297	0.037
17:00 - 18:00	1	297	0.037	1	297	0.003	1	297	0.040
18:00 - 19:00	1	297	0.057	1	297	0.017	1	297	0.074
19:00 - 20:00	1	297	0.084	1	297	0.010	1	297	0.094
20:00 - 21:00	1	297	0.030	1	297	0.007	1	297	0.037
21:00 - 22:00	1	297	0.017	1	297	0.007	1	297	0.024
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.572			0.194			0.766

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

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Paul Mew Associates Walker's Place London

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL Bus Passengers Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.003	1	297	0.000	1	297	0.003
07:00 - 08:00	1	297	0.003	1	297	0.003	1	297	0.006
08:00 - 09:00	1	297	0.000	1	297	0.007	1	297	0.007
09:00 - 10:00	1	297	0.000	1	297	0.010	1	297	0.010
10:00 - 11:00	1	297	0.000	1	297	0.013	1	297	0.013
11:00 - 12:00	1	297	0.007	1	297	0.024	1	297	0.031
12:00 - 13:00	1	297	0.000	1	297	0.007	1	297	0.007
13:00 - 14:00	1	297	0.000	1	297	0.010	1	297	0.010
14:00 - 15:00	1	297	0.020	1	297	0.000	1	297	0.020
15:00 - 16:00	1	297	0.010	1	297	0.010	1	297	0.020
16:00 - 17:00	1	297	0.030	1	297	0.017	1	297	0.047
17:00 - 18:00	1	297	0.000	1	297	0.017	1	297	0.017
18:00 - 19:00	1	297	0.037	1	297	0.007	1	297	0.044
19:00 - 20:00	1	297	0.010	1	297	0.003	1	297	0.013
20:00 - 21:00	1	297	0.024	1	297	0.000	1	297	0.024
21:00 - 22:00	1	297	0.000	1	297	0.003	1	297	0.003
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.131			0.275

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS MULTI-MODAL Servicing Vehicles Calculation factor: 1 BEDRMS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	Rate
00:00 - 01:00				_			_		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.000	1	297	0.000	1	297	0.000
07:00 - 08:00	1	297	0.000	1	297	0.000	1	297	0.000
08:00 - 09:00	1	297	0.003	1	297	0.003	1	297	0.006
09:00 - 10:00	1	297	0.007	1	297	0.007	1	297	0.014
10:00 - 11:00	1	297	0.003	1	297	0.003	1	297	0.006
11:00 - 12:00	1	297	0.003	1	297	0.000	1	297	0.003
12:00 - 13:00	1	297	0.000	1	297	0.003	1	297	0.003
13:00 - 14:00	1	297	0.000	1	297	0.000	1	297	0.000
14:00 - 15:00	1	297	0.003	1	297	0.003	1	297	0.006
15:00 - 16:00	1	297	0.003	1	297	0.003	1	297	0.006
16:00 - 17:00	1	297	0.000	1	297	0.000	1	297	0.000
17:00 - 18:00	1	297	0.000	1	297	0.000	1	297	0.000
18:00 - 19:00	1	297	0.000	1	297	0.000	1	297	0.000
19:00 - 20:00	1	297	0.003	1	297	0.003	1	297	0.006
20:00 - 21:00	1	297	0.000	1	297	0.000	1	297	0.000
21:00 - 22:00	1	297	0.000	1	297	0.000	1	297	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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