CANEPARO ASSOCIATES
Transport Planning & Highway Design

New College Limited

9-12 New College Parade

Transport Assessment

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1 INTRODUCTION

1.1 This Transport Assessment ('TA') has been prepared by Caneparo Associates on behalf of New College Limited (the 'Applicant') in support of an application for full planning permission for the redevelopment of 9-12 New College Parade, within the London Borough of Camden (the 'Site').

1.2 The existing Site is comprised of four retail units which occupy the ground and first floors of the Site. This planning application seeks planning consent for the demolition of the existing Site, the part-retention of the existing façade on New College Parade and the construction of a hotel-led, mixed-use development comprising a 53-room hotel and a restaurant located at basement and ground floors measuring 169.5sqm GIA.

1.3 Specifically, the full planning application seeks planning permission for:

"Retention of existing two storey facade and basement, and redevelopment to provide a five storey (plus basement) building comprising hotel and associated bin/cycle stores".

1.4 A planning application (the '2023 Scheme') was submitted in February 2023 for the redevelopment of the Site to construct a 44-room hotel, 6 residential units and a retail/café/restaurant unit that occupies part of the ground floor and basement (planning ref: 2022/5568/P). The 2023 Scheme, which has now been withdrawn, was supported by a Transport Assessment, Travel Plan, Delivery and Servicing Plan, Operational Waste Management Plan and Construction Management Plan prepared by Caneparo Associates.

1.5 A revised planning application was submitted in August 2024 (the '2024 scheme') for the redevelopment of the site to construct a 59-room hotel, 3 residential units and a 197sqm GIA commercial unit (retail / café / restaurant) (planning ref: 2024/3454/P). The Application was supported by a Transport Assessment, Travel Plan, Delivery and Servicing Plan, Operational Waste Management Plan and Construction Management Plan prepared by Caneparo Associates.

1.6 This planning application has been made to positively respond to collaborative engagement with Camden and its consultees. It is understood that no comments from statutory consultees relating to transport and highways matters were received in the determination of the 2023 scheme or the 2024 scheme. As such, the scope and methodology of the 2023 Scheme has been retained in this planning application, with amendments made to reflect the change in the development proposed.

1.7 Pre-application advice was sought from the London Borough of Camden prior to the submission of this planning application where detailed comments were received in relation to transport and highways matters. A summary of the comments received and how they have been addressed is set out in **Table 1.1** below, with relevant information included within this Transport Assessment and supporting reports.

Table 1.1: Summary of LBC Pre-Application Comments

Theme	Summary of Comment	Response / Applicant Approach
Trip Generation	The applicant is requested to submit a full Transport Assessment, including a multi-modal trip generation analysis and the Active Travel Zone (ATZ) assessment in line with the TfL Healthy Streets guidance, with a future application. .	This TA has been prepared to reflect this request. An ATZ assessment has been undertaken to reflect the request.
	Based on other developments in the area, the anticipated high volume of walking trips is likely to be made from the London Underground station at Swiss Cottage, the nearby bus stops, and from the many restaurants, shops, leisure, and entertainment venues on Finchley Road, in Swiss Cottage and Hampstead.	A detailed assessment of the impact of the development upon all modes of transport is included within this TA.
	Considering the increase in active travel to and from the site, the applicant will be requested to provide financial contributions towards the segregated cycle lane on Fitzjohn's Avenue, and the introduction of traffic reducing measures in the local area including a Healthy School Streets scheme on College Crescent	A detailed consideration of financial contributions is included within this TA.
Travel Planning	A Travel Plan in line with CPG Transport should be submitted with a future application. Further detail on Travel Plans is available on Travel Plans - Camden Council.	A Travel Plan has been prepared and submitted, aligning with that prepared for previous applications.
Cycle Parking	The Council requires high quality cycle parking to be provided in accordance with Local Plan Policy T1, CPG Transport, the London Cycling Design Standards (LCDS), and London Plan Policy T5	This is provided within the development, with detail included within this TA.
Car Parking and Vehicle Access	The development would be secured car-free by legal agreement if planning consent were granted, in line with Policy T2 of the Camden Local Plan	This is agreed and aligns with the strategy for the previous applications
	an off-site contribution would be sought in the form of £4,000 for one disabled parking space to be provided on the public highway in a suitable location ideally within 50m from the site.	A detailed consideration of financial contributions is included within this TA

Table 1.1: Summary of LBC Pre-Application Comments		
Theme	**Summary of Comment**	**Response / Applicant Approach**
	Officers expect the large majority of guests and staff to travel to the site by sustainable modes of transport. However, there is potential for some visitors with electric vehicles to drive to the site with a view to parking in an 'Electric Vehicles Only' parking bay in the controlled parking zone. A financial contribution of £20,000 will be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission were granted.	A detailed consideration of financial contributions is included within this TA
CPZ Review	At present, the CA-B CPZ control hours do not extend into the evening, nor do they cover much of the weekend, which presents an opportunity for visitors to drive to the site and park on street outside of hours of control, or indeed within hours, using paid for parking/visitor vouchers. This has a potential to increase on-street parking pressure which may drive demand for CPZ reviews. Considering the scale and the location of the Proposed Development, it is appropriate to request a contribution of £10,000 towards the CA-B CPZ review.	A detailed consideration of financial contributions is included within this TA
Coach Parking and Taxis	he applicant has previously agreed to a planning obligation, to be secured by legal agreement, stating that no coach party bookings will be accepted and a ban on customers being picked up or dropped off by coach at any time directly outside the hotel. Taxis are permitted to drop-off/pick-up from single and double yellow and red lines, which includes parking spaces located on New College Parade.	The Applicant is committed to not permitting coach bookings and a detailed assessment of coaches and taxis is included within this TA
Construction Management	The development will require input from officers at demolition and construction stage. Implementation support contributions of £30,513 and impact bonds of £32,000 for the demolition and construction phases of the development works will be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission were granted	A detailed consideration of financial contributions is included within this TA. A draft Construction Management Plan has been prepared to support this application in accordance with the Council's Pro-Forma.
Deliveries and Servicing	The applicant is requested to provide a Delivery and Servicing Plan with any future application.	A DSP has been prepared and submitted, aligning with that prepared for previous applications.

Table 1.1: Summary of LBC Pre-Application Comments		
Theme	**Summary of Comment**	**Response / Applicant Approach**
Pedestrian Cycling and Environmental Improvements	In line with the increase in walking and cycle trips which would be generated by the Proposed Development and further promoted by the requested Travel Plan, and the need for pedestrian, road safety and public realm enhancements, we will seek a contribution of £150,000 towards implementation of the northbound (uphill) segregated cycle lane on Fitzjohn's Avenue, with pedestrian improvements at side road junctions, which form part of a borough-wide 'Healthy Routes - strategic cycling corridors' programme of works	A detailed consideration of financial contributions is included within this TA.
Micro and Shared Mobility Improvements	A cycle/e-scooter hire improvements contribution of £10,000 would therefore be secured as a Section 106 planning obligation if planning permission is granted	A detailed consideration of financial contributions is included within this TA

Scope of Transport Assessment

1.8 The principal purpose of this Transport Assessment ('TA') is to consider the effect of the development on transport issues including sustainable travel, trip generation, the operation of the local highway network, traffic management, parking and servicing.

1.9 Caneparo Associates has extensive experience of working on development proposals of this nature within London and the London Borough of Camden (LBC). It is with the benefit of this experience, and on-site observations that this report has been prepared.

1.10 Owing to the scale of the Proposed Development, the Transport for London (TfL) guidance prescribes that no assessment of the transport impact is necessary for hotel developments of fewer than 75 bedrooms which is approximately 44% larger than the proposed scheme. However, in recognition of the location of the development which is accessed from and has frontage to the TfL Strategic Road Network (the A41 / Finchley Road), this report has been prepared to undertake a comprehensive assessment of the proposals, including a consideration of the Healthy Streets Indicators, to align with the latest TfL guidance for Transport Assessments.

1.11 The remainder of the report is set out as follows:

- Section 2 - describes the existing and proposed Site and surroundings;
- Section 3 - outlines the development proposals
- Section 4 - reviews the relevant transport planning policy;
- Section 5 - sets out the multi-modal trip generation assessment;
- Section 6 - considers the effects of the development;
- Section 7 - presents the mitigation measures; and
- Section 8 - provides a summary and conclusion.

2 SITE AND SURROUNDINGS

2.1 This Section describes the existing Site in the context of the surrounding area and local highway network, before setting out a summary of the development proposals.

Site Description

2.2 The Site (9-12 New College Parade) consists of a three storey building (including basement) that is located on the western side of the A41 Finchley Road forming part of the high street between Finchley Road Station to the north and Swiss Cottage Station to the south. The existing use of the building consists of 560sqm GIA of restaurant uses (Use Class A3) and 226sqm of offices (Use Class B1(a)).

2.3 The Site is located in a highly accessible area being located in close proximity to the centre of Swiss Cottage which lies less than 300m to the south of the Site. A Site location plan is shown in **Figure 2.1**.

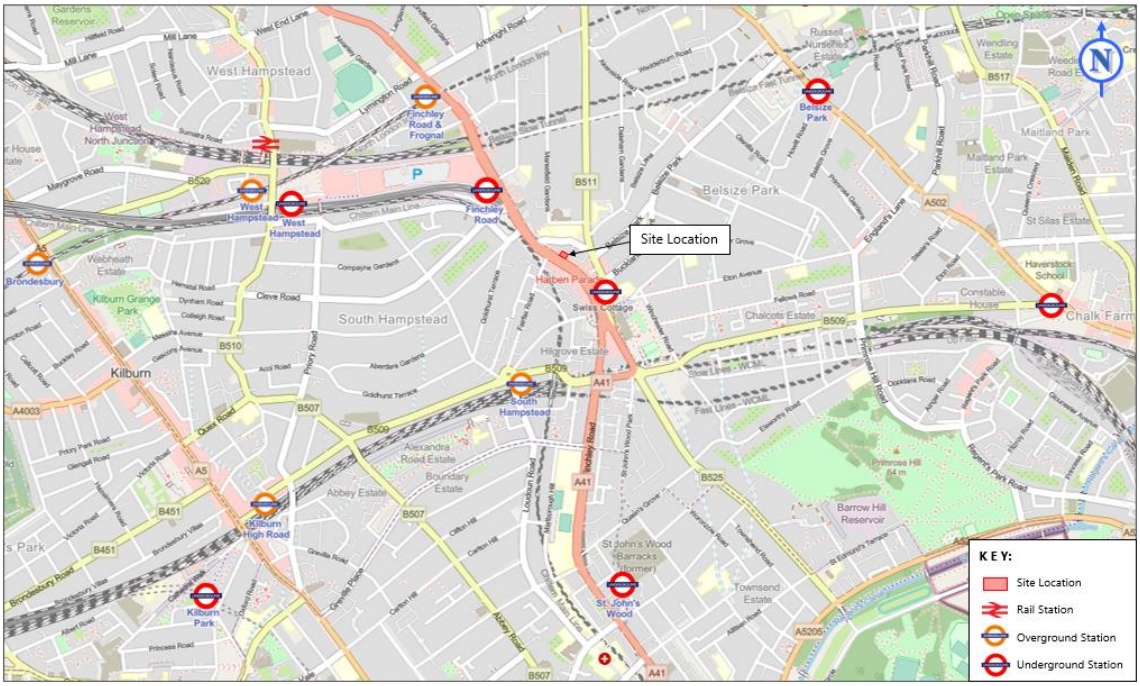


Figure 2.1: Site Location Plan

Local Highway Network

2.4 Finchley Road operates in a general north-west to south-east alignment across the Site frontage providing an arterial highway route between Finchley/Hampstead to the north and St John's Wood to the south. The road measures c.19m in width across the Site frontage which provides each direction with two lanes of general traffic and a bus lane, incorporating restricted usage of loading bays and parking facilities.

2.5 Finchley Road forms a part of the Transport for London Road Network (TLRN) and is subject to associated parking and stopping controls, unless vehicles are within specific demarcated locations. Across the Site frontage, a c.22m loading bay is present which restricts all stopping from Monday to Saturday from 7am to 7pm with the exception of loading which is permitted Monday to Saturday between 10am-4pm for a maximum of 20 minutes. Adjacent to the loading bay, a 35m length of parking is present which restricts all stopping from Monday to Saturday from 7am to 7pm with the exception of parking which is for a maximum of 1 hour with no return within 2 hours.

Site Accessibility

Pedestrians

2.6 The area is conducive to walking with a good level of pedestrian infrastructure present in the vicinity of the Site. Finchley Road benefits from footways of appropriate width along both sides of the carriageway with street lighting present at regular intervals. A signalised pedestrian crossing is located across Finchley Road adjacent to the Site (outside the frontage of the neighbouring property), which provides a very good level of pedestrian amenity for pedestrians to and from the Site and beyond.

2.7 Generally, a person's willingness to walk is dependent on many factors including; access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey. It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips as set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines *(Guidelines for Providing for Journeys on Foot, 2000)* which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km. The Transport for London guidance document "Walking Best Practice", April 2012, also refers to car journeys up to 2km in length, which could easily be walked in less than 30 minutes.

2.8 Within a 2km walk distance from the Site, it is possible to reach a range of destinations including West Hampstead and extending as far as Hampstead to the north, Chalk Farm station to the east, St John's Wood to the south and Kilburn to the west.

2.9 In accordance with BREEAM 2018 guidance, the number and type of existing facilities within 500m of the Site have been considered, as set out in **Table 2.1** below.

Table 2.1: Location of Existing Facilities

Amenity	Within 500m?	Name of Facility	Distance from Site
Appropriate food outlet	✓	Tesco Express	150m
Access to cash	✓	HSBC Finchley Road	260m
Outdoor Open Space	x	Primrose Hill	1300m
Recreation or leisure facility	✓	Anytime Fitness Swiss Cottage	100m
Postal facility	✓	Finchley Road St Post Office	100m
Community Facility	x	Swiss Cottage Community Centre	550m
Over the Counter Pharmacy	✓	Boots Pharmacy	100m
Public Sector GP	x	Daleham Gardens Surgery	600m
Childcare Facility or School	✓	South Hampstead High School	260m

Cycling

2.10 Accepted guidance suggests that for journeys up to 8 kilometres, cycling represents an important mode of transport. This therefore offers potential cycle access to most of Central London including as far as Park Royal, Hammersmith, Chelsea, Westminster, Vauxhall, Farringdon and Battersea.

2.11 The Site is situated close to London Cycleway 6 which connects Chalk Farm to the wider network of routes into Central London. Locally to the Site, several roads are designated as suitable for cyclists and connect to the wider area which are identified within 'Route Plan Roll's' cycling comfort map, which an extract in proximity to the Site is provided at **Figure 2.2** below, whereby official routes are designated in purple, TfL endorsed routes are coloured blue and mixed comfort, medium priority routes are in blue.

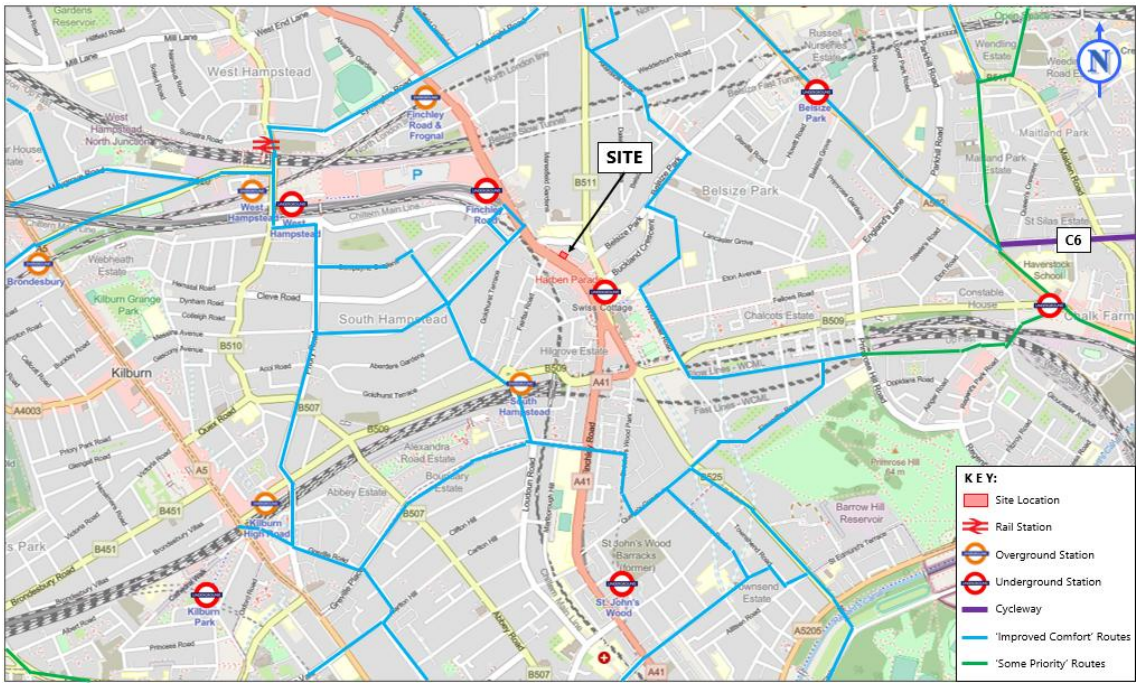


Figure 2.2: Local Cycle Routes (courtesy of TfL and Route Plan Roll 2022 Cycling Comfort Guide)

Public Transport

Public Transport Accessibility Level (PTAL)

2.12 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

2.13 The PTAL rating is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels of 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.

2.14 Using the TfL web-based connectivity assessment toolkit, it has been determined that the Site has a PTAL rating of 6a, demonstrating an excellent level of accessibility to public transport.

Bus Services

2.15 The nearest bus stops to the Site are located on Finchley Road, with six two-way services accessible from stops in the direction of Finchley Road station to the north (a 3-minute/180m walk distance) and to the south in the direction of Swiss Cottage station (a 2-minute/130m walk distance). There are additional bus stops located in proximity to the Site on College Crescent, which provide access to an even greater number of additional bus services, and accessed within a 3-minute / 250m walk distance of the Site to the south-east.

2.16 Details relating to the daytime services that stop at the local bus stops are summarised in **Table 2.2** below.

Table 2.2: Summary of Bus Services and Frequencies

No.	Route	Frequency per 'x' Minutes		
		Mon-Fri	Saturday	Sunday
C11	Archway Station – Brent Cross Shopping Centre	7-10	8-12	12-13
113	Edgware Station – Marble Arch	7-9	7-9	9-13
13	North Finchley Station - Victoria	5-9	7-10	7-10
187	Finchley Road – Central Middlesex Hospital	10-13	12-14	15
31	White City Bus Station – Camden Town	8-11	9-11	9-11
46	Paddington Station – St Bartholomew's Station	10-13	10-11	15
268	Finchley Road - Golders Green Station	7-10	10-15	12-15

2.17 As can be seen in the image above, a notable number of bus services are available locally which offer links across the local area and beyond, including links to Central London.

Rail and Underground Services

2.18 The Site is located a 3-minute / 260m walk from Finchley Road Underground Station to the north and a 4-minute / 300m walk distance from Swiss Cottage Station to the south. Both stations provide access to Jubilee and Metropolitan Line London Underground services across London.

2.19 The Site is also a 17-minute / 1300m walk from West Hampstead Thameslink, which offers direct rail connections to both London Gatwick and London Luton Airports, as well as Kings Cross St Pancras International which has Eurostar connections to Europe. This station has step free access for both the London Overground and main line Thameslink services.

Active Travel Audit

2.20 The Council requested an Active Travel Audit was undertaken in the pre-application advice received in the preparation of this planning application. The previous applications for the site (the 2023 Scheme and the 2024 Scheme) did not include an Active Travel Audit on the basis that the TfL Guidance for thresholds at which an assessment is required confirms that for hotels of less than 75 bedrooms, no assessment of the transport impacts of the development is required. An active Travel Audit is typically only required for schemes which are referable to the Mayor owing to the size and scale of the development (typically hotel developments greater than 100 bedrooms in size).

2.21 An Active Travel Audit was prepared in support of the recently submitted planning application for 100 Avenue Road, located c.275m to the south east of the site (Camden Planning Reference: 2025/0852/P). The audit was undertaken by Caneparo Associates on 25th November 2024, comprising a daytime audit and a nighttime audit.

2.22 The audit covered a comprehensive and extensive area across the local area including routes to the following destinations:

- Route 1: to / from South Hampstead Overground Station.
- Route 2: to / from Finchley Underground Station.
- Route 3: to / from Finchley Road & Frognal Overground Station.
- Route 4: to / from Chalk Farm Underground Station.
- Route 5: to / from Primrose Hill Greenspace. • Route 6: to / from West Hampstead Station.

2.23 As the audit undertaken for 100 Avenue Road is considered appropriate for the Proposed Development as it is extensive and comprehensive in its scope and extents; it covers the entire local area and key destinations that may be used by future users of the development and the audit was undertaken recently where the results remain valid and up-to-date.

2.24 A copy of the route plan illustrating the geographical scope of the routes audited in relation to the Proposed Development and 100 Avenue Road is illustrated in **Figure 2.3** below.

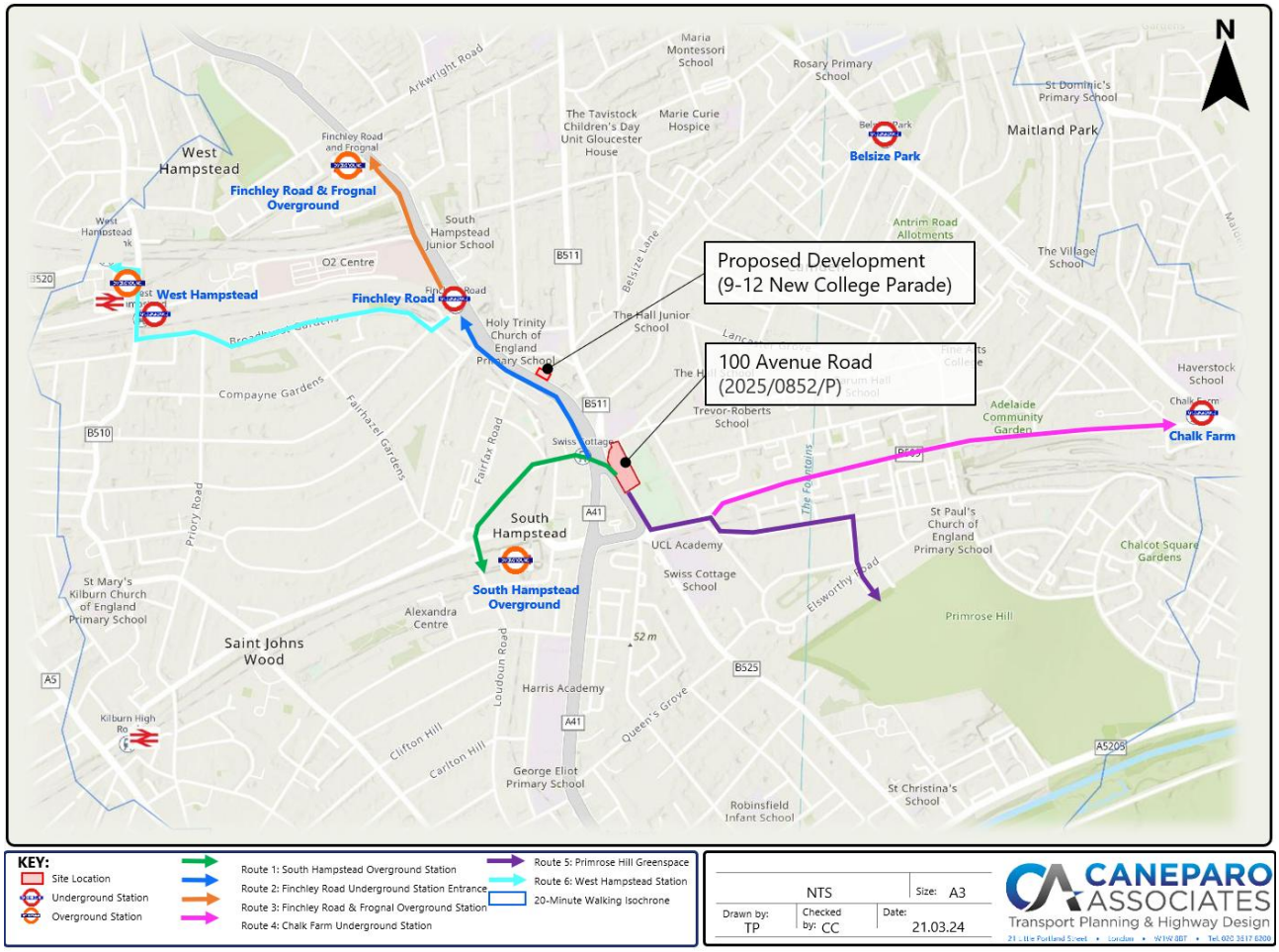


Figure 2.3: Active Travel Zone

2.25 The full photographic analysis of the Active Travel Audit is provided within **Appendix A**.

2.26 The audit identified the following issues during the daytime audit undertaken:

- Lack of suitable crossing on Belsize Road.
- Litter and graffiti along Finchley Road
- Closed footway along Adelaide Road with no implemented pedestrian crossing.
- Lack of active frontages and footfall near Primrose Hill Park

2.27 With respect to the nighttime audit, the following pertinent issues were identified:

- Dark spots along Finchley Road hoarding
- Lack of lighting, low footfall and no active frontages at the entrance to Primrose Hill

- Low footfall along Broadhurst Gardens

2.28 With a detailed consideration of the issues identified in the Active Travel Audit undertaken for 100 Avenue Road, a number of potential recommendations were set out which are replicated below:

- Top-down measures from TfL and LBC could be introduced to reduce air pollution by restricting the flow of larger vehicles such as HGVs along the major roads near the Site.
- The introduction of CCTV cameras and street lighting at the entrance to Primrose Hill, and Finchley Road along with street lighting.
- Review of crossing along Belsize Road.
- Removal of graffiti and litter along Finchley Road and general clean-up.
- Review of closed footway crossing arrangements.

2.29 Each of the above recommendations are considered to improve the pedestrian / cyclist environment and would contribute towards an area in which walking, cycling or public transport would be preferred over the private vehicle.

2.30 The recommendations identified as wider improvements for the authority to review against its programme of improvements, and are not identified as measures that are required to make the Proposed Development acceptable in planning terms. A detailed consideration of the effects of the development are considered within Section 6.

2.31 Detailed consideration has been given to financial contributions which would be secured by the Proposed Development to mitigate the associated impacts, including Pedestrian, Cycling and Environmental improvements within Section 7 to reflect the pre-application advice received from Camden. Further financial contributions have been secured by other developments within the vicinity of the site to improve the pedestrian and cycling environment including 104A Finchley Road (Camden Planning Ref: 2022/3553/P).

3 PROPOSED DEVELOPMENT

3.1 The proposals comprise the demolition of the existing building, with the exception of the partial retention of the building's façade onto New College Parade and the construction of a five storey hotel development (basement to fourth floor) which will deliver 53 hotel rooms in addition to a 169.5sqm GIA restaurant which is located at basement and ground floor and accessed via the hotel reception.

3.2 A copy of the proposed layout plans prepared by the Architect are included at **Appendix B.**

Access

3.3 Access will continue to be taken from New College Parade. The number of accesses into the building will be rationalised to reflect the Proposed Development. A single entrance will be provided which provides access to the hotel and restaurant unit. Separate entrances will be provided for access to waste stores and fire exits.

3.4 Provision for people with disabilities has been built into the design of the building with lift access provided to all floors.

Cycle Parking

3.5 Long stay cycle parking will be provided above the London Plan 2021 Standards in accordance with the LBC Transport SPG which recommends that cycle parking is provided at a level which is 20% above the minimum standard prescribed by the London Plan. In total, 6 long stay cycle parking spaces are proposed including 2 for the restaurant; and 4 for the hotel use.

3.6 The Proposed Development will be served by two separate cycle stores to facilitate the different users of the Site, with separate cycle stores for each separate use (hotel / restaurant). The hotel cycle store will benefit from end-of-trip cycle facilities, comprised of showers and locker facilities.

3.7 The restaurant cycle store will be located at ground floor, accessed from the hotel reception and will be formed of a single Sheffield stand, providing space for 2 cycles.

3.8 The hotel cycle store will be located at basement level and accessed via a shared service lift that can be accessed from the shared reception at ground floor. The service lift will measure at least 1.2m x 2.3m in size to align with London Cycle Design Standards. At basement level, the cycle store will be formed of 2 Sheffield stands, providing space for 4 spaces.

Car Parking

3.9 The Proposed Development will be car-free to reflect the highly accessible location of the Site, in accordance with Policy T6.1 of the London Plan 2021 and Policy T2 of the Camden Local Plan.

3.10 In accordance with the pre-application advice received, a legal agreement will be secured against the planning permission to prevent users of the development from obtaining parking permits.

Vehicular Pick-up / Drop-off

3.11 Owing to the highly accessible location of the Site, arrivals and departures by vehicle will be heavily discouraged, and in any event, will form the minority of journeys by hotel guests, employees and visitors. Given the lack of proposed parking and local parking restrictions, it is considered that travel by private vehicle will be either impossible or highly inconvenient. Notwithstanding this, the arrival and departure of taxis is a pertinent consideration, owing to the nature of a hotel use. It is proposed that taxi activity is accommodated on-street within available legal parking opportunities.

3.12 Taxis are permitted to drop-off/pick-up from single and double yellow lines, with taxis expected to be able to use the parking spaces located on New College Parade in accordance with the timed restrictions or the use of alternative locations across the wider area such as College Crescent to the rear of the Site. It is expected that travel by public transport will be far more attractive given the array of options in close proximity to the Site.

3.13 With respect to coach parking, owing to the scale and type of hotel proposed, no coach arrivals are anticipated. As a consequence, the Applicant would be willing to accept a suitably worded restriction by planning condition or similar to prohibit coach bookings to the hotel.

Servicing Strategy

3.14 The proposed servicing strategy relies upon the use of the existing on-street legal loading opportunities that exist across the Site frontage on New College Parade. As highlighted previously, a 22m length loading bay is located across the Site frontage which restricts all stopping from Monday to Saturday from 7am to 7pm with the exception of loading which is permitted Monday to Saturday between 10am-4pm for a maximum of 20 minutes. There are a number of loading bays located across the length of Finchley Road which are used by the array of commercial and residential properties along the road.

3.15 A Delivery and Servicing Plan has been prepared and submitted as a separate document to support the planning application which provides detailed information on how deliveries to the development will be managed.

Waste Strategy

3.16 A suitably sized waste store is proposed to be provided within the Proposed Development which accommodates the waste for the hotel and restaurant uses, located at the ground floor with appropriate external access.

3.17 The proposed bin store has been designed to accommodate the waste arisings anticipated using prevailing guidance including British Standards BS5906:2005, benefitting from access within the building for site staff to dispose of waste whilst also being provided with a direct external door to enable the appropriate collection of waste and direct access for waste collection operatives.

3.18 An Operational Waste Management Plan has been prepared to provide detailed information regarding waste storage and collection and has been submitted as a separate document to support the planning application. The Waste Management Plan sets out how waste storage provision has been calculated and supplemented by information on management and collection of waste for each use separately.

4 TRANSPORT POLICY CONTEXT

4.1 This Section summarises the relevant transport policies at national, regional and local level which have been considered.

National Guidance

National Planning Policy Framework (December 2024)

4.2 The National Planning Policy Framework (NPPF) was updated in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 sets out the approach to 'promoting sustainable transport' and contains several policies which should be considered in the creation of planning policy or the determination of planning applications. Those which are applicable to the Proposed Development are set out below.

4.3 The chapter notes at paragraph 108 that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places, so that:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

4.4 When considering development proposals Paragraph 115 notes that *"in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that*

a) sustainable transport modes are prioritised taking account of the vision for the site, 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 Code48; 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 through a vision-led approach.:

4.5 Paragraph 116 of the Promoting Sustainable Transport Chapter states: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*. As set out in Paragraph 117 "*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.

4.6 The chapter concludes at paragraph 118 that *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored"*

Regional Guidance

London Plan 2021 (March 2021)

4.7 The Mayor formally adopted the new London Plan in March 2021. The policies set out in the London Plan which are pertinent to the Proposed Development are set out below.

"Policy GG2 Making the best use of land – Point G: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

4.8 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

"B) When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."

4.9 Policy T6 addresses car parking, stating:

"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 D of this policy.

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 disabled persons parking.

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 policies T6.1, T6.2, T6.3 and T6.4. 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.

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

4.10 Policy T7 relates to freight and servicing, where part G is pertinent to the development proposals as follows:

"G. Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way, which reflects the scale and complexities of developments".

4.11 The development proposals have been developed to accord with the London Plan including a car-free development in accordance with Policy T6.

The Mayor's Transport Strategy (March 2018)

4.12 The Mayor's Transport Strategy (MTS) was published in March 2018 and is a policy document developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The document outlines the Mayor's vision and how TfL and its partners will achieve the vision.

4.13 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The document includes three key themes as set out below, all of which are considered and addressed by the Proposed Development.

1. Healthy streets and healthy people – creating streets and networks to encourage active and sustainable travel, reducing car dependency.

2. A good public transport experience – shifting journeys by private car to the public transport network.

3. New homes and jobs – unlocking growth through new homes and jobs, brought about through planning a city that encourages walking, cycling and public transport use.

Local Guidance

London Borough of Camden Local Plan (July 2017)

4.14 The Local Plan, adopted July 2017, sets out the London Borough of Camden (LBC) spatial vision and policies to deliver the strategy, guiding change until 2031. The LBC Local Plan should be used in conjunction with the London Plan and will replace the Core Strategy and Development Policies planning documents that were adopted in 2010.

4.15 Strategic Objective 8 sets out a transport objective for the borough:

"To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links."

4.16 Policy T1 – Prioritising walking, cycling and public transport states: *"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough"*. This will be promoted in the following ways:

"*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 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."*

4.17 Policy T2 – Parking and car-free development states *"The Council will limit the availability of parking and require all new developments in the borough to be car-free*." The Council aims to:

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."*

4.18 Policy T3 – Transport infrastructure states "*The Council will seek improvements to transport infrastructure in the borough*." The council aims to:

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."*

4.19 Policy T4 – Sustainable movement of goods and materials states "The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road." The council aims to

a) *"Encourage the movement of goods and materials by canal, rail and bicycle where possible;*

b) *Protect existing facilities for waterborne and rail freight traffic and;*

c) *Promote the provision and use of freight consolidation facilities."*

Camden Planning Guidance – Transport (2021)

4.20 LBC has prepared the Camden Planning Guidance (CPG) on Transport to support the policies in the Camden Local Plan (2017). This was adopted in January 2021 and is a material consideration in planning decisions.

4.21 With regards to long-stay cycle facilities, the CPG states at paragraphs 8.20 – 8.22:

"The Council will secure the location of all long stay cycle parking (intended for stays of over an hour) to be within 50 metres of the building entrance. If the site Camden Planning Guidance: Transport 58 has on-site vehicular access and cycles share the route with motor vehicles, the route to the cycle parking must be clearly delineated and proposals must demonstrate that cyclists are safely accommodated. Long stay cycle parking should be provided within the building, via an entrance that is overlooked, well lit and with secure access. Where this is not possible, for example for staff and pupil cycle parking at schools, the Council may consider external cycle parking if the development is secure and if the parking is fully protected from the weather. For developments that require long stay cycle parking for staff, the Council will expect supporting facilities such as lockers, changing facilities, a drying room and showers to be provided. These should be located in such a way that is convenient and within close proximity to the cycle parking facilities. In addition, other basic cycle maintenance facilities, such as a pump and a cycle stand, would be welcomed. The

provision and ongoing retention of supporting facilities will be secured as a planning condition which will be set out/specified in the Section 106 legal agreement for Travel Plans if applicable."

4.22 In terms of short-stay cycle parking, paragraphs 8.26-8.28 states:

"Short stay cycle parking must be located within the curtilage of a development and must not be located on the public highway. Parking for visitors should be clearly visible or clearly signed from the public highway. The cycle parking should be sited within 15 metres of a building entrance, or within 25 metres for larger mix-use developments where frequent surveillance is possible. In some circumstances it may also be appropriate to install CCTV, for example where the level of natural surveillance is inadequate. Where it is has been demonstrated to the Council's satisfaction that it is not possible to provide short stay cycle parking within a small development, for instances such as redevelopments or extension applications that do not have an existing forecourt, the Council may consider a financial contribution in lieu of short stay parking. This contribution will assist the Council in providing more cycle parking on the public highway (i.e. CaMden M' stands) and will be secured via a Section 106 legal agreement

4.23 At paragraph 9.7, the CPG states the following with regards to pedestrian and cycle movement:

"Key considerations to be given to the movement of people in and around a site includes the following:

- *Ensuring the safety of vulnerable road users, including children, elderly people and people with mobility difficulties, sight impairments, and other disabilities;*
- *Maximising pedestrian and cycle accessibility and minimising journey times making sites 'permeable';*
- *Providing stretches of continuous footways without unnecessary crossings;*
- *Making it easy to cross where vulnerable road users interact with motor vehicles;*
- *Linking to, maintaining, extending and improving the network of pedestrian and cycle routes;*
- *Maximising safety by providing adequate lighting and overlooking from adjacent buildings;*
- *Taking account of surrounding context and character of the area;*

- *Providing a high quality environment in terms of appearance, design and construction, considering Conservation Areas and other heritage assets, and using traditional materials (such as natural stone), SuDS and planting (trees, pocket parks etc.) where appropriate;*
- *Investing in the public realm to create inclusive spaces that support greater social interaction (places to sit, sheltered, not too noisy, safe, etc);*
- *Use of paving surfaces which enhance ease of movement for vulnerable road users;*
- *Avoiding street clutter and minimising the risk of pedestrian routes being obstructed or narrowed, e.g. by footway parking or by unnecessary street furniture; and*
- *Having due regard to design guidance set out in the Camden Streetscape Design Manual, TfL's London Cycling Design Standards, TfL's Pedestrian Comfort Level Guidance and TfL's Healthy Streets Indicators."*

Section Summary

4.24 Transport policy at all levels advocates locating development in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes. The Site's location is appropriate for the Proposed Development and is in accordance with relevant policy guidance given its accessibility to public transport and local amenities and taking into account the opportunities for walking and cycling.

5 TRIP GENERATION

5.1 This Section sets out the multi-modal trip generation methodology and assessment for the Proposed Development. It takes into consideration the methods used for assessing other consented hotel developments in London of a similar nature to that proposed and is therefore deemed to be reasonable and appropriate in terms of the evidence used and the assumptions that have been made.

5.2 The proposed restaurant space will be formed of a replacement which is similar of that which is existing (560sqm GIA Class A3 uses existing vs 169.5sqm GIA proposed), and, as such, would not be expected to generate new trips to / from the Proposed Development. Therefore, the proposed restaurant space will not be expected to yield a change in travel from that which is existing and it is therefore not considered necessary to undertake a trip generation assessment of the associated use. Furthermore, the restaurant space will be integrated within the ground floor and basement of the proposed hotel and whilst it will be subject to a separate planning use, it is typical of hotels to benefit from ancillary food and beverage offerings where the hotel assessment will allow for trips to a facility such as that proposed.

5.3 As a consequence of the above, to calculate the multi-modal transport impact of the Proposed Development, the impact of the proposed hotel element of the development is set out below.

5.4 As highlighted previously, the methodology for assessing the trip generation of the Proposed Development is consistent with that submitted within the 2023 Scheme and the 2024 Scheme, including using the same TRICS data and assumptions.

Proposed Hotel Trip Generation

5.5 Further to the above, the principal element of the Proposed Development that will generate new trips will be the proposed hotel. In order to estimate the total number of trips associated with the proposed hotel, the TRICS database has been interrogated. The TRICS database reviewed based on the following criteria:

- Land Use – Hotel;
- Sites located within Greater London only;
- Sites surveyed since 2010;

- Weekday data only; and
- PTAL 6a and above.

5.6 The assessment generated the four comparable sites with the relevant survey details provided in **Table 5.1** and the associated output results provided in **Appendix C.**

Table 5.1: Available TRICS Hotel Survey Sites

Site Reference	Site Location	Hotel	Star Rating	PTAL	No. of Rooms
GR-06-A-03	Greenwich High Road, SE10 8JA	Novotel	4	6a	151
HO-06-A-01	Lampton Road, Hounslow, TW3 1JL	Ramada by Wyndham	3	6a	96
HO-06-A-01	Staines Road, Hounslow, TW3 3JS	Ibis Budget	2	6a	148
LB-06-A-01	Waterloo Road, SE1 8XA	Hampton by Hilton	3	6b	297

5.7 It is considered the four sites available provide a sound basis to understand the anticipated trip generation of the proposed hotel.

5.8 To ensure the suitability of the suitability of the four sites selected, a 'Cross Test' analysis was undertaken within the TRICS database which confirmed that there was only a 0.2% variation between the mean and median trip rates for 'total people' between 7am and 7pm. This is summarised in **Figure 5.1** and demonstrates that the four sites provide sufficient reliability in the data presented despite the variations in the overall quantum of hotel rooms, star rating and PTAL scores and is appropriate to inform this assessment.

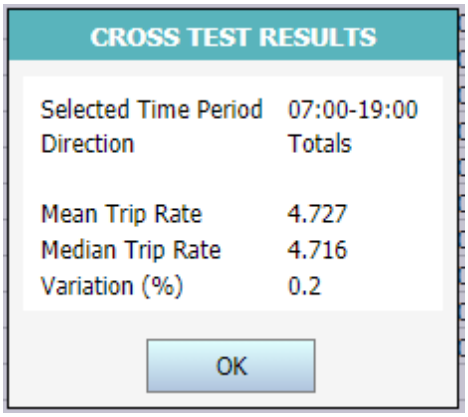


Figure 5.1: Cross Test Analysis for Person Trip Generation (extracted from TRICS)

5.9 A summary of the multimodal trip generation assessment trip rates for the proposed hotel is set out in **Table 5.2** with the resultant flows provided in **Table 5.3** based on 53 bedrooms. The weekday AM peak is between 08:00-09:00, the PM peak is between 17:00-18:00 and the daily period is between 06:00-22:00.

Table 5.2: TRICS Trip Rates by Mode – Hotel Use (Per Bedroom)

Period	Vehicle Occupants (inc. Taxis)	Cycle	Walk	Bus	Rail	Total People
AM In	0.013	0	0.035	0.006	0.032	0.088
AM Out	0.058	0	0.097	0.01	0.062	0.351
PM In	0.027	0.001	0.104	0.01	0.082	0.225
PM Out	0.039	0.001	0.104	0.014	0.066	0.225
Daily In	0.5	0.007	1.186	0.161	1.13	3.144
Daily Out	0.564	0.005	1.465	0.164	1.087	3.423

Table 5.3: Proposed Hotel Multimodal Trip Generation (53 Bedrooms)

Period	Vehicle Occupants (inc. Taxis)	Cycle	Walk	Bus	Rail	Total People
AM In	1	0	2	0	2	5
AM Out	3	0	5	1	3	19
PM In	1	0	6	1	4	12
PM Out	2	0	6	1	3	12
Daily In	23	0	63	9	59	167
Daily Out	25	0	78	9	57	181

5.10 **Table 5.3** indicates that the majority of trips would be made on foot or by rail/ tube which is to be expected owing to the proximity of the Site to Swiss Cottage and Finchley Road stations and the wide array of amenities and destinations locally given the high street location which the Site occupies.

5.11 Owing to the limited scale of the development proposals, the number of person movements in to or out of the Site at the peak hours is limited with a maximum of 24 person movements (12 arrivals and 12 departures) in the evening peak hour, reflecting approximately 1 person arriving or departing every three minutes in a given hour.

Trip Generation Summary

5.12 Overall, the Site is expected to generate an increase in the number of trips given the introduction of a hotel to the Site; however, the actual increase in multi-modal trip generation is unlikely to be discernible in reality owing to the central and accessible location of the Site within the context of the local high street and once account is taken of the decrease in the number of individual retail units at the Site (and their floor area) as the number of units decreased from four to one and the loss of the existing office floorspace (226sqm GIA).

5.13 As is set out above, the above analysis forecasts that the Proposed Development will generate as many as 24 person movements in the morning peak hour and 24 person movements in the evening peak hour. This is expected to have a negligible impact on the local transport network with no discernible change in person movements traffic to / from the Site during the traditional network peak hours owing to the background level of activity along the Site frontage and locally.

6 EFFECTS OF THE DEVELOPMENT

6.1 This Section considers the potential traffic and transport effects of the Proposed Development on the local highway network and public transport facilities.

Impact on Pedestrian Network

6.2 As set out in Section 2 pedestrians are well provided for in the locality with numerous local amenities and public transport facilities being within a reasonable walking distance. Owing to the location of the Site, with the exception of trips by bicycle, all person trips will be expected to be undertaken at least in part on foot.

6.3 Based on the above multi-modal trip generation assessment, it could be expected that the Proposed Development will create an increase in 24 walking trips in the morning peak hour and 24 walking trips in the evening peak hour (given all trips start / end on foot), which can be readily accommodated on the local walking network, owing to the wide footway across the Site frontage and location of pedestrian crossing facilities in close proximity to the Site frontage.

Healthy Streets Assessment

6.4 The Healthy Streets approach seeks to inform design, management and use of public spaces in order to place people and people's health at the forefront of development decisions. The following assessment is based on the document *'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach'* (TfL, November 2017) and has been undertaken to align reflect the Site's location and its frontage to the TLRN.

6.5 The Healthy Streets Approach to assessing the local environment has now been adopted by TfL and the Mayor of London as the principle means of evaluating the area with an aim to help Londoners use cars less, and walk, cycle and use public transport more.

6.6 The Healthy Streets Approach incorporates 10 Indicators for which the Proposed Development has been assessed against. **Table 6.1** below summarises each Healthy Streets Indicator and how the Proposed Development is beneficial to the pedestrian environment.

Table 6.1: Healthy Streets Indicators for Proposed Development	
Healthy Streets Indicator	**Proposed Development Provision**
Pedestrians from all walks of life – London's streets should be welcoming places for everyone to walk, spend time in and engage in community life	The development maintains and preserved the footway widths across the Site frontage to ensure pedestrians are unaffected. The current footway across the Site frontage is generally provided to a good standard in terms of build quality; however, is not aesthetically pleasing owing to a lack of cleaning. The development will reinstate the footway where damage is made during the construction process across the Site frontage to the benefit of all pedestrians that pass the Site.
Easy to cross – Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.	The local area benefits from existing good opportunities to cross the road with a formal signalised pedestrian crossing located adjacent to the Site across Finchley Road for which it isn't possible to improve.
Shade and shelter – Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.	Owing to the limited scale of the development and the design underpinned by the retention of the building façade, it is not possible to provide additional street trees or materially alter the building footprint to materially affect shade or shelter.
Places to stop and rest – A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.	The re-provision of a restaurant unit within the Proposed Development will act to animate the street frontage whilst also offering a place for people to stop and rest.
Not too noisy – Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction	The Site is located on the Finchley Road which is typically heavily trafficked as a consequence of it being an arterial route. As a consequence of retaining the existing building façade, it is not possible to make changes that would reduce the impact of noise.
People choose to walk, cycle and use public transport - Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.	The Proposed Development will provide cycle parking in excess of London Plan 2021 standards, providing the opportunity for cycling to occur to and from the Site. The Site is located on the principal high street which provides a range of public transport facilities and underpins the sustainable transport strategy for the development, supported by the car-free nature of the proposals.
People feel safe – The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.	The proposals will activate the street frontage and provide natural surveillance which is supported by the staffed nature of a hotel which supports the feeling of being safe.

Table 6.1: Healthy Streets Indicators for Proposed Development	
Healthy Streets Indicator	**Proposed Development Provision**
Things to see and do – People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.	The proposals will activate the street frontage which is underpinned by the provision of a restaurant unit which provides greater interest and vibrancy to the local area.
People feel relaxed – A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.	The Proposed Development is car-free and located to take advantage of sustainable transport modes to support this Indicator.
Clean air – Improving air quality delivers benefits for everyone and reduces unfair health inequalities.	The Proposed Development will be car free, and provide supporting facilities to enable people to cycle to work. A Travel Plan will be implemented to encourage sustainable travel and seek to act in benefit of air quality, and not worsen it.

Impact on the Cycle Network

6.7 The multi-modal trip generation assessment undertaken suggests that the Proposed Development would not generate a single cycling trip across a day; however, this is considered unlikely given the proposals are inclusive of cycle parking for staff and residents in excess of London Plan standards to align with the Camden Transport SPD. The Site is well located in relation to the wider cycle network as is outlined in Section 2 of this report.

6.8 The Proposed Development will provide cycle parking in accordance with the London Plan 2021 with 4 cycle parking spaces for the hotel element and 2 long stay cycle parking spaces for the restaurant element provided in the form of a Sheffield Stand which are laid out and accessed in a manner which aligns with the design principles of the London Cycle Design Standards.

6.9 The proposed quantum of cycle parking is outlined below:

- Hotel Long Stay: 1 space per 20 rooms x 53 rooms + 20% uplift = 3.18 spaces. 4 provided.
- Restaurant Long stay: 1 space per 175sqm GEA x 169.5sqm GEA + 20% uplift = 1.16 spaces. 2 provided

6.10 In addition to the above, to align with the London Plan and Camden Transport SPD, the commercial elements will be supported by end-of-trip facilities. The hotel will be provided with a single shower and 4 lockers (1 per cycle space) adjacent to the respective cycle store. The level of end-of-trip facilities provides an appropriate level to ensure cycle parking is attractive and usable in a manner which is commensurate to the scale and size of the development.

6.11 The Proposed Development should provide 11 short stay cycle parking spaces to accommodate visitors to the development (2 for the hotel and 9 for the restaurant unit). As a consequence of retaining the building façade, it is not possible to accommodate the short-stay cycle parking within the Site. As such, it is proposed that the 11 cycle spaces, equivalent to 6 Sheffield stands, could be provided on-street in collaboration with Camden. It is proposed that a financial contribution is made to Camden that could implement the spaces at a location which is acceptable to the Council and would act to benefit access to other local businesses by cyclists and supplement that which is already provided along the length of Finchley Road.

Impact upon Public Transport

6.12 As outlined in Section 2, the Site benefits from an excellent level of accessibility to public transport locally as identified by the PTAL of 6a, reflecting the Site's proximity to Finchley and Swiss Cottage Underground Stations and the range of bus services that operate locally, focussed along Finchley Road, directly passing the Site.

6.13 Although the majority of trips to/from the Site will be by public transport and there will be a minor increase in trips during the peak hours, it is not anticipated that the proposals would adversely affect the local public transport network, given the level of public transport available in the area and the limited number of person trips in any given hour (with up to 7 person trips expected in the peak hours on bus and rail modes).

6.14 The greatest impact is anticipated to be created upon the rail / underground network as the greatest proportion of trips (32%) will be made by these modes; however, in actual numbers this only equates to a maximum of 9 person movements in the peak hours and 135 person movements over an entire day. Hotel guests and staff will be able to readily take advantage of access to an array of public transport services, and, as such, the impact upon any one line or service is expected to be negligible.

6.15 A public transport information system will be provided within the reception area for the hotel and dwellings to provide live transport information and align with BREEAM requirements.

Impact on Highway Network

6.16 The Site will be car-free with no car parking proposed to serve the development. There are no opportunities to park on the surrounding streets due to being located within a CPZ and therefore the vehicle trips will be principally limited to taxis and servicing vehicles. The impact associated with individual vehicle types is considered in turn below.

Car Parking

6.17 Due to its location, the presence of a CPZ, and as a consequence of its excellent accessibility to public transport (PTAL 6a), the Proposed Development will be car-free in accordance with Policy T2 of the Camden Local Plan and Policy T6 of the London Plan. Indeed, as the Site retains the existing facade and site extents, coupled with its location on Finchley Road, it is not possible to provide any on-site car parking to serve the development.

6.18 Due to the Site being located within a CPZ, residents, staff and/or guests will not be able to park locally and therefore there will be no impact on the availability of parking for existing users in the locality.

6.19 The Applicant agrees to a car-free agreement being secured against the planning permission as requested by Camden during pre-application discussions in line with Policy T2 of the Local Plan. In addition, the Applicant agrees to a financial contribution to deliver an on-street disabled parking space within the vicinity of the site, which is outlined within Section 7.

Taxis

6.20 In addition to travelling by public transport, it is expected that a small number of journeys will be made to / from the development by taxi given its location and primary use as a hotel. It is important to note however, that the majority of taxi trips will not be new / primary trips, but rather associated with taxis already in the area diverting to or passing by the hotel.

6.21 The TRICS data used to determine the impact of the development and appended to this report, indicates that the proposed hotel will generate up to 18 taxi movements across a typical day (9 vehicles arriving and departing), equating to less than 1 vehicle in any hour.

6.22 As mentioned previously, there are opportunities for taxis to wait briefly on Finchley Road in accordance with the restricted hours of car parking withing legal spaces or using available legal opportunities on local streets such as College Crescent. Based on this, the number of taxis generated by the development is expected to have a negligible impact on the local highway network.

Coaches

6.23 The scale of the Proposed Development, accommodating only 53 bedrooms, does not lend itself to coach bookings which would require the entire hotel to be booked by a single group. The proposed hotel layout does not provide any large-scale conferencing facilities or event space and the food and beverage offer is not conducive to catering for large coach tours or groups in general, as such, no demand from people travelling in coaches is anticipated.

6.24 Due to the lack of suitable parking / waiting locations for larger vehicles in the vicinity of the Site and the constraints of the local highway network, coach travel to / from the development would be refused with the use of other modes promoted as alternatives.

6.25 It is confirmed that the Applicant will not permit coach bookings whatsoever, and prospective bookings by guests will be restricted by staff at the time of booking. In the event that a party seeks to make a large booking, at the time of booking, staff will make guests explicitly aware that coaches will not be permitted and that coaches are not able to access the hotel as a consequence of local restrictions. Alternative travel information will be given, enabling guests to be informed of how easy it is to travel by public transport.

6.26 The restriction for coach bookings can be secured by legal agreement or by Planning Condition.

Servicing

6.27 As a consequence of the Proposed Development occupying a constrained site and the proposals incorporating the retention of the existing façade, it is not possible to accommodate servicing within the Site. The proposals seek to retain the existing arrangement whereby all servicing activity can be accommodated on-street, as has been historically undertaken for the retail units at ground floor, utilising space that is available across the Site frontage which has understood to operate without significant impact upon the highway network.

6.28 It is anticipated that vehicles will take advantage of the existing loading bay located across the Site frontage on Finchley Road which measures c.22m in length and restricts all stopping from Monday to Saturday from 7am to 7pm with the exception of loading which is permitted Monday to Saturday between 10am-4pm for a maximum of 20 minutes.

6.29 The existing Site is formed of four separate retail units which would have generated their own demands for deliveries throughout the day. Each retail unit could be reasonably expected to generate in the order of 2-3 deliveries per day, equating to as many as 8-12 deliveries per day.

6.30 To calculate the anticipated servicing demands of the hotel, consideration has been given to the likely requirements across a typical week for which the following number of deliveries could be expected, equating to 2-3 deliveries per day:

- Approx 6x linen deliveries;
- Approx 6x food supply/other consumables deliveries;
- 1x alcohol delivery;
- Approx 5x refuse and recycling collections; and,
- Approx 2 x general deliveries (e.g. stationary).

6.31 With respect to the restaurant unit, it is expected that the following deliveries / servicing activity will be undertaken:

- Daily waste collection;
- Daily post-delivery (Royal Mail);
- Daily goods delivery; and,
- Ad-hoc additional deliveries (expected once weekly).

6.32 Based on the above, it is expected that the restaurant element would expect in the order of 2-3 deliveries per day which would be equivalent to that which has historically been the case for the existing Site and each of the individual retail units.

6.33 As such, the Proposed Development is anticipated to generate a demand for 4-6 deliveries per day (2-3 hotel deliveries; and 2-3 restaurant deliveries). The Proposed Development is likely to generate a decrease in the number of deliveries per day in comparison to the existing situation, reducing the demand upon the loading bay across the Site frontage during the hours of control.

6.34 A draft Delivery and Servicing Plan (DSP) has been submitted as part of the planning application which provides further details of the servicing management to be implemented at the development. This is a benefit of the proposals which will mitigate any potential effects and enable deliveries to be coordinated.

Waste Collection

6.35 Waste collection will be undertaken from Finchley Road across the Site frontage as per the existing situation for the Site and neighbouring properties. Waste vehicles will be able to stop within the loading bay or car parking spaces which is currently used, and are located within 5.5m of the Site frontage (the footway width) to enable waste collection operatives to readily collect the waste.

6.36 The existing Site would be expected to generate as many as four different waste vehicles each day as the individual retail units would have commissioned their own collection regimes which are relevant to their specific needs. The Proposed Development provides the opportunity for coordinated and managed waste collection between the restaurant and hotel uses.

6.37 An Operational Waste Management Plan has been prepared as a separate document to support the planning application to outline the approach to managing waste once operational.

7 MITIGATION MEASURES

7.1 As outlined earlier in this report, if planning permission was granted, the following measures are being considered at the Site in order to mitigate any traffic and transport impacts associated with the Proposed Development.

Travel Plan

7.2 Staff at the development will be encouraged to travel by sustainable modes through the implementation of a Travel Plan. A draft Travel Plan for the hotel use has been prepared by Caneparo Associates and included as a separate document as part of the planning application.

7.3 The Travel Plan has been prepared in accordance with TfL's guidance concerning new development in London.

Delivery and Servicing Management Plan

7.4 In order to ensure that the impact of servicing is minimised, the Applicant is willing to implement a new Delivery and Servicing Plan (DSP). A draft DSP has been submitted with the planning application.

7.5 The purpose of the DSP is to mitigate the potential impacts of servicing activity associated with the development. The key aims and objectives of the DSP are:

- To minimise disruption to the local and strategic highway network.
- To ensure that the servicing area is continuously and effectively managed to ensure safe access and egress as well as safe manoeuvres within the delivery area itself.
- To manage deliveries effectively to avoid peaking of deliveries and departures that may have a detrimental impact on the local highway network.
- To manage the number / volume of service vehicle movements during the AM and PM peak periods.

Waste Management Plan

7.6 The planning application has been supported by an Operational Waste Management Plan which details the way in which waste will be appropriately stored and collected from the proposed hotel in accordance with Camden's guidance for waste management available online and British Standards BS5906:2005.

Construction Management Plan

7.7 As part of the planning application submission a Construction Management Plan (CMP) has been prepared in accordance with Camden's Pro-Forma. The CMP outlines the construction logistics of the development and mitigating measures to actively manage the construction vehicles on the local highway network.

7.8 All aspects of the CMP are preliminary and will be finalised with the Council by way of a planning Condition or legal agreement prior to commencement of the development, by which time a contractor will have been appointed and provided the necessary input.

Financial Contributions

7.9 The pre-application advice received from Camden prior to the submission of this planning application included a number of potential financial contributions that would be sought to be secured. Detailed consideration of each financial contribution relating to transport and highways matters is discussed in turn below.

7.10 It is noted that financial contributions and obligations must meet each of the three tests set out within Paragraph 58 of the NPPF (set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010) which reads as follows:

"58. Planning obligations must only be sought where they meet all of the following tests:

a) necessary to make the development acceptable in planning terms;

b) directly related to the development; and

c) fairly and reasonably related in scale and kind to the development."

7.11 The Applicant welcomes the opportunity to discuss each of the suggested financial contributions in the determination of the planning application.

Travel Plan Contribution

7.12 Camden have requested a financial contribution of £11,348 secured by legal agreement covering monitoring and measures for the implementation of the Travel Plan.

7.13 The Applicant welcomes clarity regarding how the financial contribution is calculated to ensure that it meets the tests of the NPPF. The principal of a financial contribution towards the monitoring of the Travel Plan is agreed.

Car Parking

7.14 A financial contribution of £4,000 has been sought towards the delivery of a single disabled parking space to be provided on the public highway in a suitable location ideally within 50m from the site. This is agreed by the Applicant.

7.15 A financial contribution of £20,000 has been requested to deliver an additional electric vehicle charging point (fast charger) be provided on the public highway in the general vicinity of the site. This is sought with the following justification:

"there is potential for some visitors with electric vehicles to drive to the site with a view to parking in an 'Electric Vehicles Only' parking bay in the controlled parking zone. The uptake of electric vehicles is increasing significantly, and there are many EV resident permit holders in the vicinity of the site. This would put pressure on infrastructure which has been provided primarily for local stakeholders."

7.16 It is considered that the potential for car drivers to the site is extremely limited and negligible as a consequence of the car-fee nature of the development and the Controlled Parking Zones that exist locally. Indeed, the Applicant accepts that the development would be secured car-free by legal agreement if planning consent were granted, in line with Policy T2 of the Camden Local Plan as set out within the pre-application advice received.

7.17 The provision of an electric vehicle charging car parking space within the vicinity of the site can therefore not be used by staff or visitors to the development and would therefore not meet any of the three tests set out previously. The provision of a parking space for non-disabled drivers would act to encourage car drivers to the development and is considered contrary to Policy T2 of the Camden Local Plan.

7.18 It is therefore requested that the financial request for electric vehicle car parking is reviewed.

7.19 A financial contribution has been requested towards a review of the local Controlled Parking Zone totalling £10,000.

7.20 It is considered highly unlikely that users of the development would park on local streets by virtue of the proposed obligation to prevent permits being provided to the development and that existing CPZ restrictions will make it very challenging for people to park outside of the controlled hours without receiving a penalty. Notwithstanding, the Applicant is willing to accept this financial contribution to positively collaborate with the Council.

Construction Management

7.21 The Council seek to secure implementation support contributions of £30,513 and impact bonds of £32,000 for the demolition and construction phases of the development works will be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission were granted.

7.22 The Applicant accepts the suggested financial contributions, recognising they align with the figures outlined within Camden's guidance (Construction/Demolition Management Plan (CMP/DMP) Guidance and Requirements) for 'High Impact' sites.

Pedestrian, Cycling and Environmental Improvements

7.23 A financial contribution of £150,000 has been requested to reflect the increase in *"walking and cycle trips which would be generated by the proposed development and further promoted by the requested Travel Plan, and the need for pedestrian, road safety and public realm enhancements"*.

7.24 The Applicant welcomes further clarity from the Council how the financial contribution meets each of the three tests of the NPPF.

7.25 The suggested financial contribution was outlined without the benefit of a Transport Assessment which calculates the quantum of additional pedestrian and cyclist movements associated with the Proposed Development.

7.26 Owing to the limited scale of the development proposals, the number of person movements in to or out of the Site at the peak hours is limited with a maximum of 24 person movements (12 arrivals and 12 departures) in the evening peak hour, reflecting approximately 1 person arriving or departing every three minutes in a given hour. The associated impacts upon the local pedestrian and cycling environment will be limited and unlikely to be discernible within the context of the local area.

7.27 A resolution to grant planning permission was given in July 2024 for the redevelopment of the petrol station site at 104A Finchley Road (planning ref: 2022/3553/P), which is located less than 50m west of the site. A Pedestrian, Cycling and Environmental ('PCE') Improvement contribution was secured to the amount of £17,500 calculated on the basis of £500 per new home and £1,000 for the commercial/school space proposed. This was secured for PCE work in the area which focusses on delivery of a Healthy School Streets Scheme to improve safety in College Crescent and the immediate area.

7.28 The redevelopment of 104A Finchley Road is comparable in size and scale to the Proposed Development proposing 31 flatted dwellings and 448sqm GIA of Commercial or Education (school) flexible use. The site will provide 3,486sqm GIA of total floorspace. By comparison, the Proposed Development will provide 53 hotel rooms and measure 1,629sqm GIA in total.

7.29 By applying the calculation ratio for 104A Finchley Road to the Proposed Development, assuming each hotel room is equivalent to a home, the Proposed Development would require a financial contribution of £27,500 (on the basis of £500 per hotel room and £1,000 for the commercial floorspace).

7.30 It is considered that a hotel room would generate fewer person trips per room than a flatted dwelling given the size of the units on a per hotel room / per dwelling basis. This can be seen in the trip generation of the flatted dwellings at 104A Finchley Road where the proposed 31 dwellings were calculated to generate 200 person trips per day (6.45 person trips per dwelling per day). By comparison, the proposed 53 hotel rooms will generate 348 person trips per day (3.423 person trips per hotel room per day).

7.31 Therefore, by applying a pro-rata increase in the number of person trips between 104A Finchley Road and the proposed development, the proposed development would create a financial contribution of £26,970 (the proposed development would generate 1.74x more person trips than the 31 dwellings at 104A Finchley Road (348 person trips / 200 person trips = 1.74). This is comparable to the financial contribution required by applying the £500 per dwelling figure to the number of hotel rooms (£500 x 53 = £26,500).

7.32 Notwithstanding the above, the road outside the site is controlled and managed by TfL. It is recognised within the pre-application advice received that *"Transport for London are also likely to seek financial contributions towards public realm improvements on Avenue Road, Finchley Road and New College Parade, should a planning application be submitted"*.

7.33 The principal transport impacts of the development will be upon roads controlled by TfL given the location of public transport nodes, shops, services and amenities locally in relation to the site which can only be accessed via TfL maintained roads and footways. The impact upon the transport network controlled by Camden for which the financial contribution relates to will be negligible, particularly as the impact upon any one specific location is reduced once the limited number of person trips generated by the proposed development are dispersed geographically and with consideration to the spread of person trips across a typical day.

7.34 Whilst the principal of a financial contribution towards pedestrian, cycling and environmental improvements is agreed, the amount sought is not. The Applicant welcomes a discussion with the Council regarding the quantum sought whereby a figure of approximately £27,000-£28,000 is considered appropriate, fair and reasonable to align with other planning permissions locally and meets the key tests of Paragraph 58 of the NPPF.

Micro and Shared Mobility Improvements

7.35 To accommodate the Council's expansion of the network of dockless rental e-bikes and rental e-scooter bays, car club bays, and electric vehicle bays in the area, a cycle/e-scooter hire improvements contribution of £10,000 has been requested.

7.36 The demand for this infrastructure associated with the proposed development is expected to be very limited / negligible when consideration is given to the quantum of person trips expected across a typical day, particularly when consideration is given to the reduction in person trips associated with the reduced number of commercial units and loss of office floorspace.

7.37 Notwithstanding the above, the Applicant is willing to accept this financial contribution to positively collaborate with the Council.

Summary

7.38 In summary, the Applicant has considered the requested financial contributions set out within the pre-application advice received in detail. Each financial contribution is required to meet each of the three tests for obligations set out within Paragraph 58 of the NPPF (set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010). **Table 7.1** summarises the Applicants position with respect to each contribution, where it is evident that the Applicant has resolved to positively collaborate with the Council and agree to the significant majority of contributions sought.

Table 7.1: Summary of Financial Contributions		
Contribution	**Amount**	**Status**
Travel Plan	£11,348	**Agreed**
Disabled Parking Space	£4,000	**Agreed**
Electric Vehicle Charging	£10,000	**Disagreed**
CPZ Review	£10,000	**Agreed**
Construction management	£30,513 and £30,000	**Agreed**
Pedestrian, cycling and environmental improvements	£150,000	**Disagreed**
Micro and shared mobility improvements	£10,000	**Agreed**

8 SUMMARY AND CONCLUSION

Summary

8.1 This Transport Assessment has been prepared by Caneparo Associates on behalf of new College Limited ('the Applicant') to support the redevelopment of 9-12 New College Parade, within the London Borough of Camden.

8.2 The Site is highly accessible to pedestrians and cyclists and located in an area with numerous amenities and places of interest. Public transport accessibility within the vicinity of the Site is excellent with buses, and underground services within a short walking distance including both Finchley Road and Swiss Cottage stations being located within a 3-4 minute walk from the Site. This is evidenced by the Site's PTAL rating of 6a, which represents a significant level of public transport accessibility.

8.3 This planning application seeks planning consent for the construction of a 53-room hotel and a restaurant (169.5sqm GIA) which occupies part of the basement and ground floor. The proposals are complemented by waste storage and long stay cycle parking facilities.

8.4 The Proposed Development will generate a limited increase in trip generation as a consequence of the scale of the Proposed Development which is comprised of the re-provision of a retail unit which wouldn't yield a change in trips against the existing situation and the provision of 53 hotel bedrooms which falls below the threshold at which any transport assessment is required against TfL guidance (i.e. 75 or more rooms).

8.5 Based on a comprehensive TRICS-based assessment, it has been calculated that the Proposed Development will generate in the order of 24 additional person trips in the peak hours, of which the majority will be on foot or by rail/ underground, and it has been concluded that the impact upon any single mode is unlikely to be discernible.

8.6 A comprehensive assessment has been undertaken to consider the impact of the proposed hotel upon the local highway network, taking consideration of car parking, taxi drop-off, coach parking and servicing for which it has been concluded that the limited number of vehicles anticipated each day can be readily accommodated on-street without affecting local residential parking amenity or the free-flow of traffic.

8.7 Cycle parking will be provided within the Site curtilage in excess of the minimum standards prescribed by the London Plan 2021 to align with the requirements of Camden's Transport SPD which recommends a 20% uplift. The hotel will also benefit from dedicated end-of-trip facilities in the form of cycle showers and lockers commensurate to the scale of the development and improve the attractiveness of cycling. A Travel Plan also accompanies the application to encourage the uptake of sustainable modes of travel.

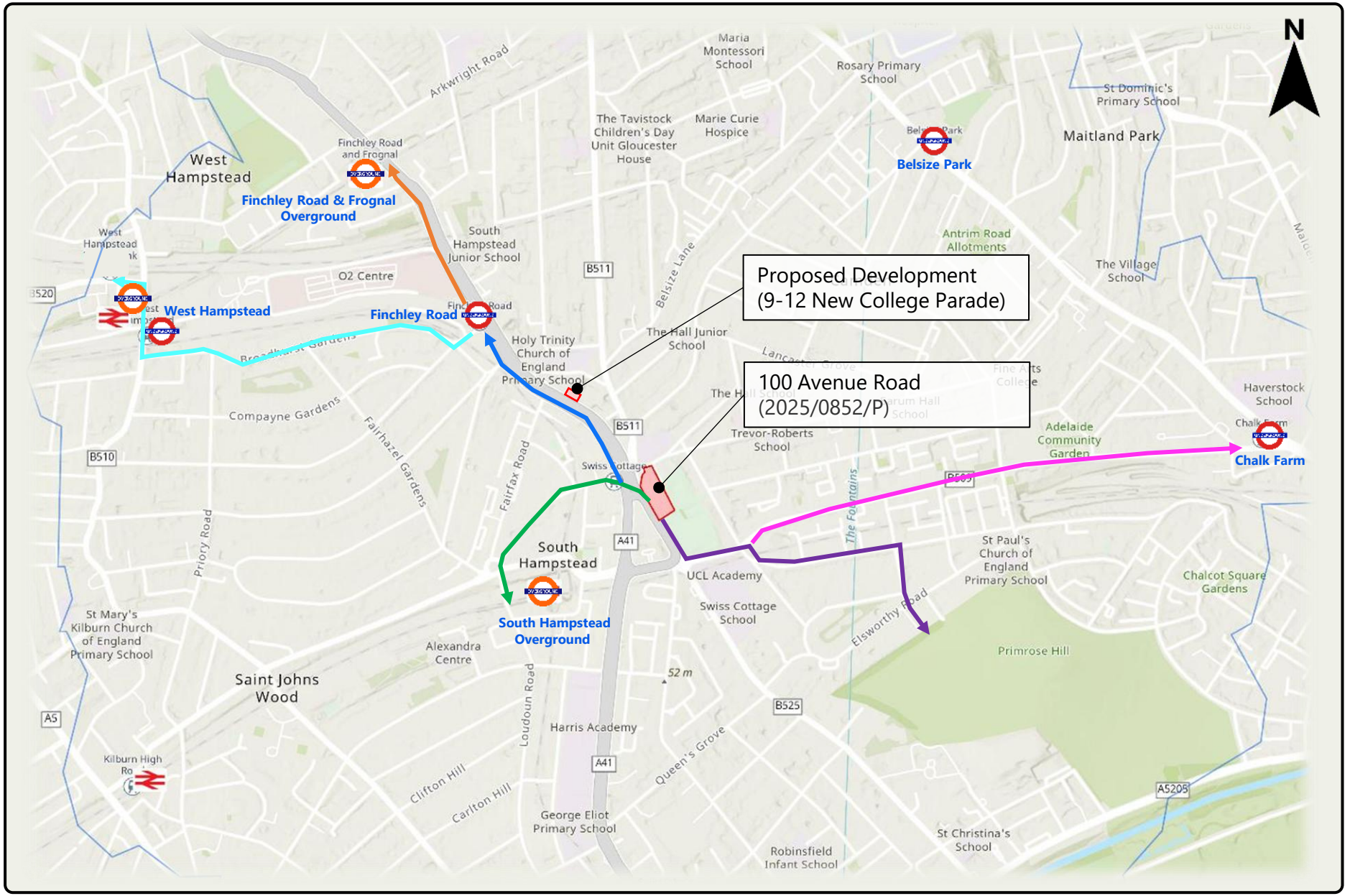
Conclusion

8.1 In conclusion, the Proposed Development will not have a detrimental impact on the highway or local transport network, and is in accordance with relevant adopted national, regional and local policy guidance. It therefore meets the test of the NPPF and paragraph 116, which states that:

"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, following mitigation, would be severe, taking into account all reasonable future scenarios."

8.2 In light of this, the Proposed Development is considered to be acceptable and should be supported on transport grounds.

Appendix A



KEY:

- Site Location
- Underground Station
- Overground Station
- Route 1: South Hampstead Overground Station
- Route 2: Finchley Road Underground Station Entrance
- Route 3: Finchley Road & Frognal Overground Station
- Route 4: Chalk Farm Underground Station
- Route 5: Primrose Hill Greenspace
- Route 6: West Hampstead Station
- 20-Minute Walking Isochrone

NTS		Size: A3
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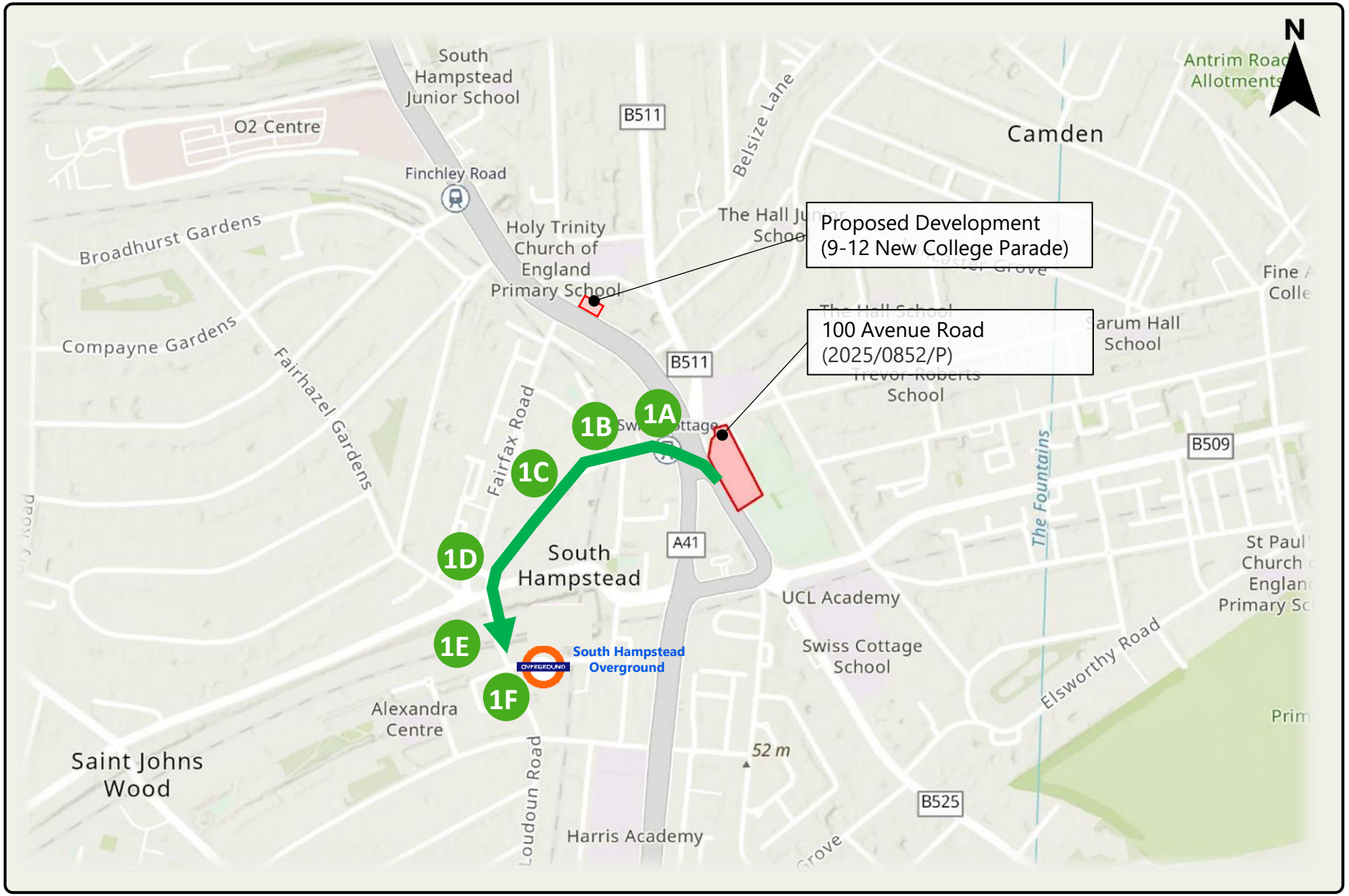

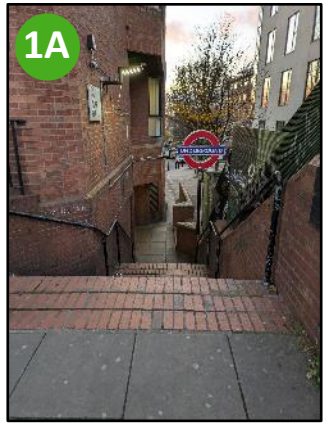

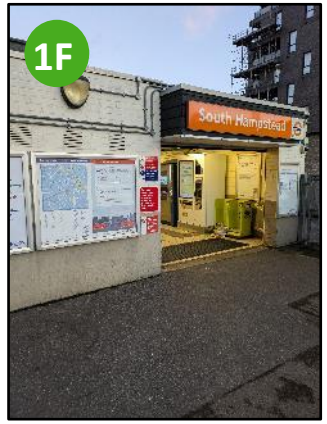

KEY:

- Site Location
- Underground Station
- Overground Station
- Route 1: South Hampstead Overground Station

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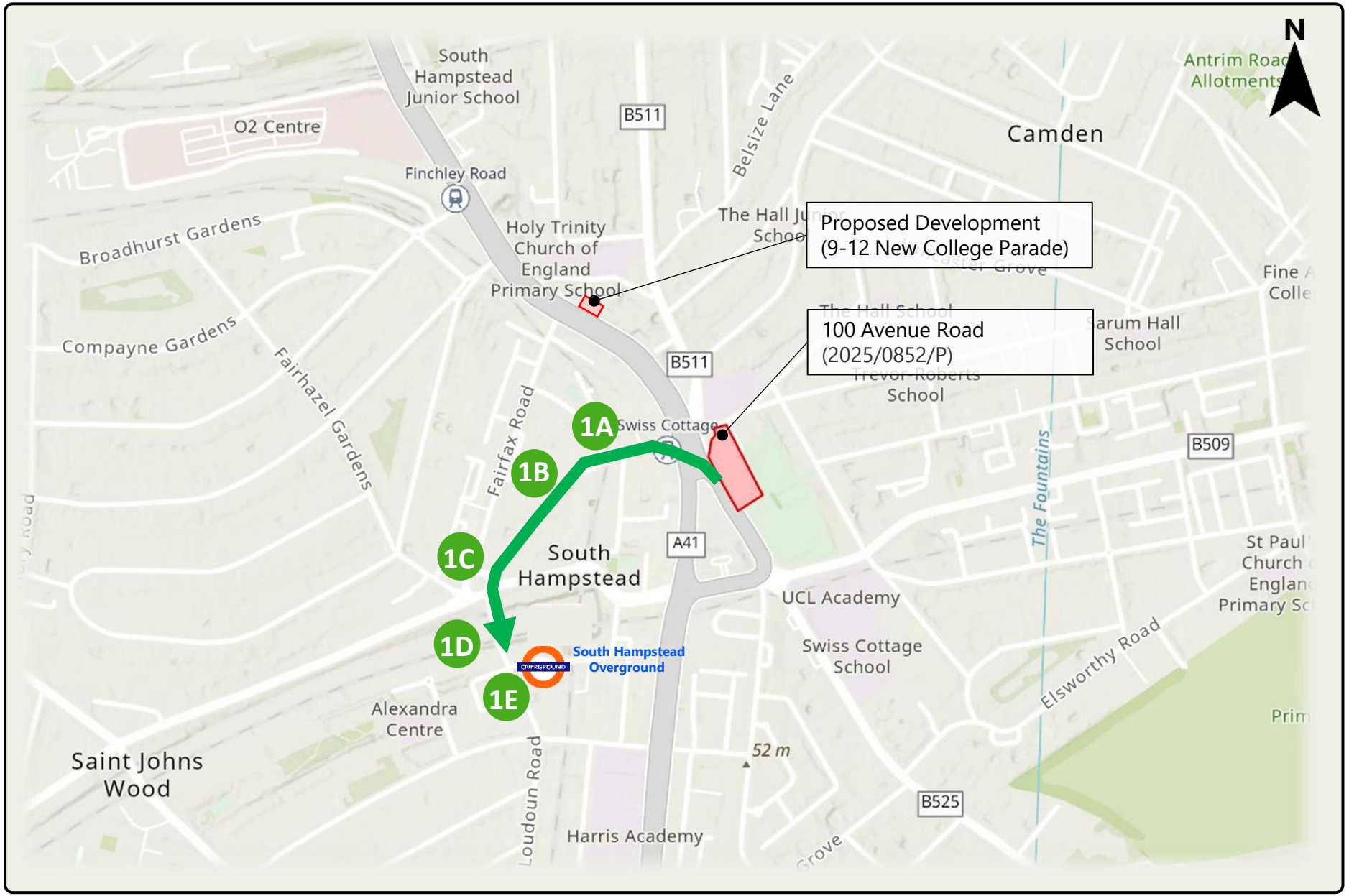

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- Overground Station
- Route 1: South Hampstead Overground Station

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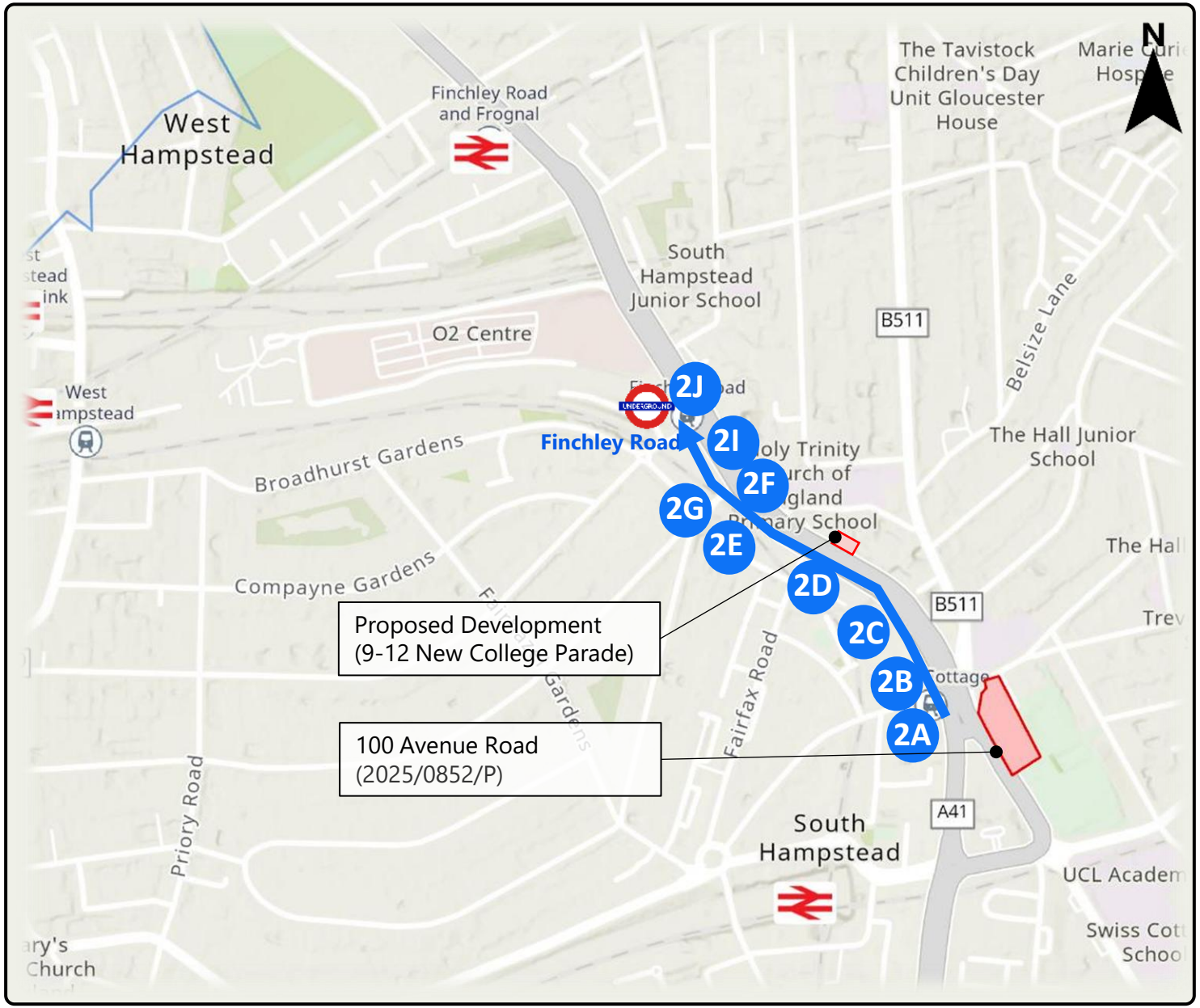

KEY:

- Site Location
- Underground Station
- Overground Station
- Route 2: Finchley Road Underground Station Entrance

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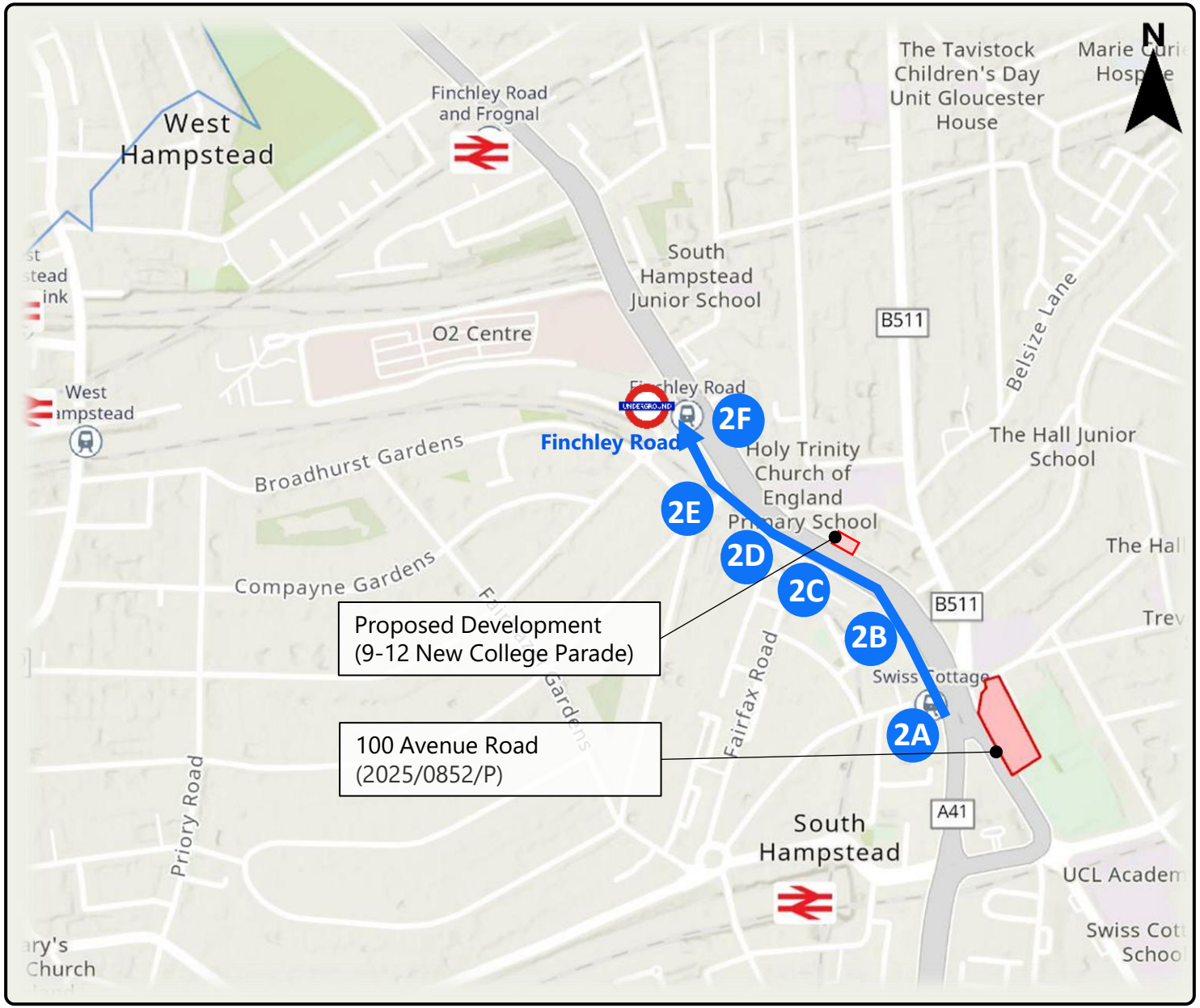

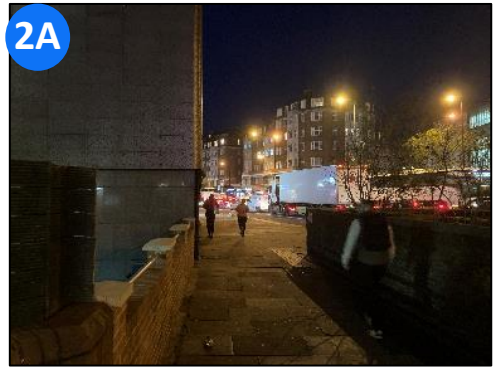

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- Route 2: Finchley Road Underground Station Entrance

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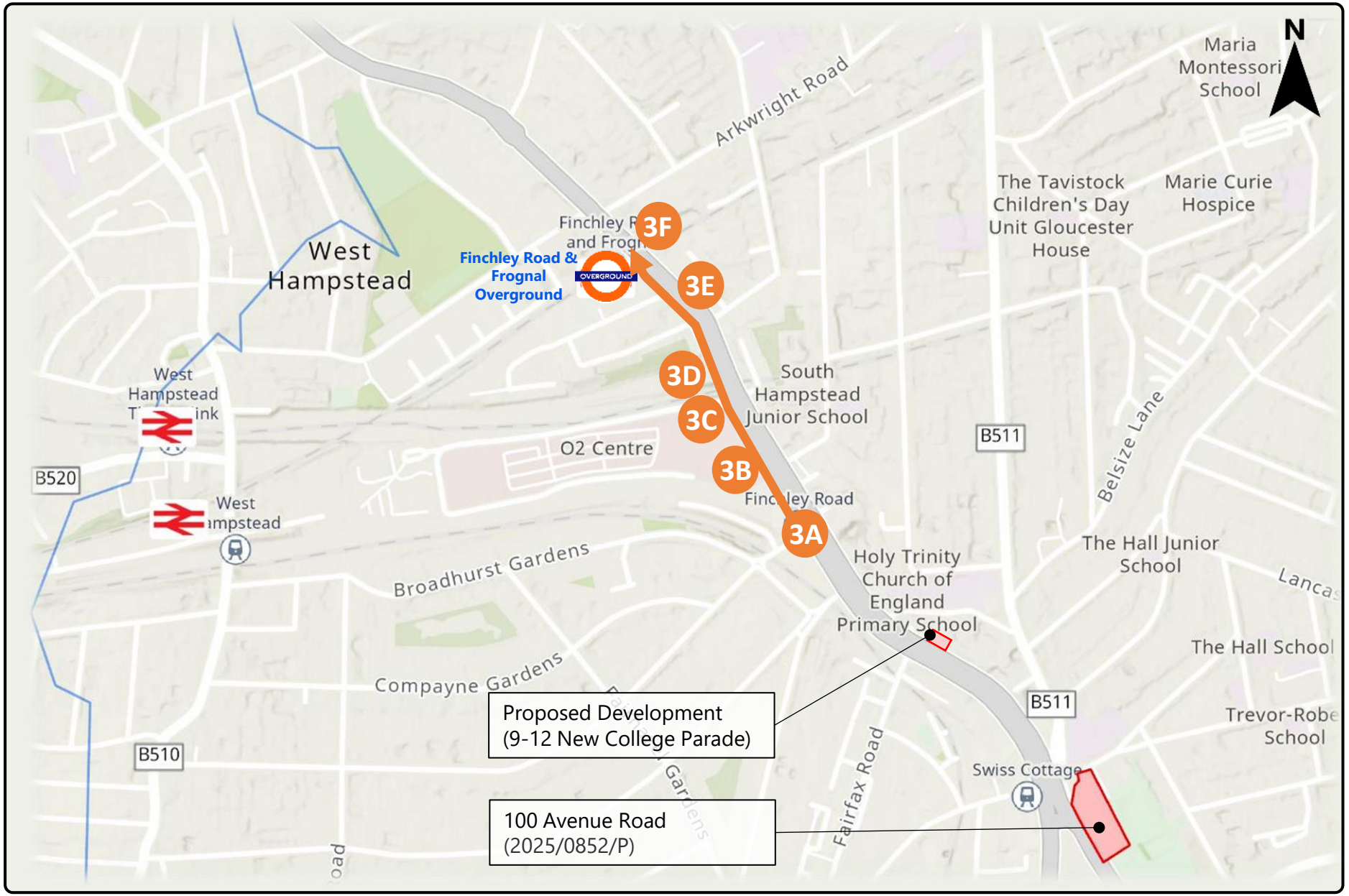

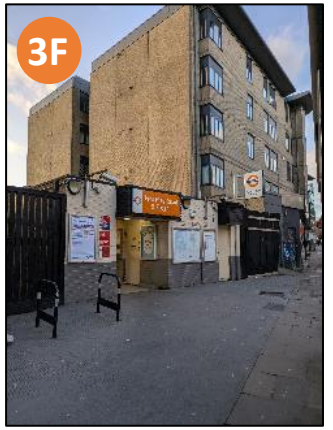

KEY:

- Site Location
- Underground Station
- Overground Station
- Route 3: Finchley Road & Frognal Overground Station

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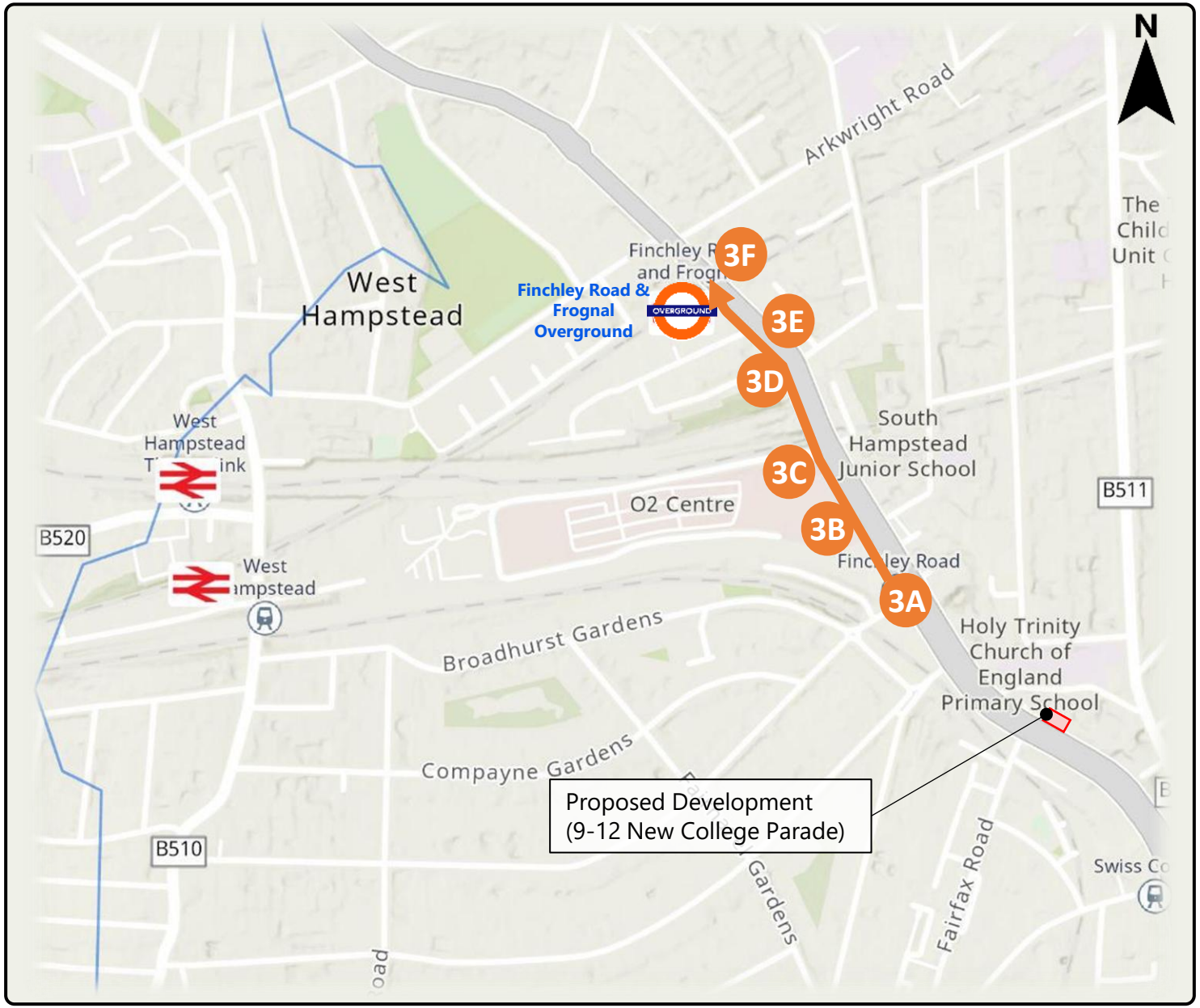

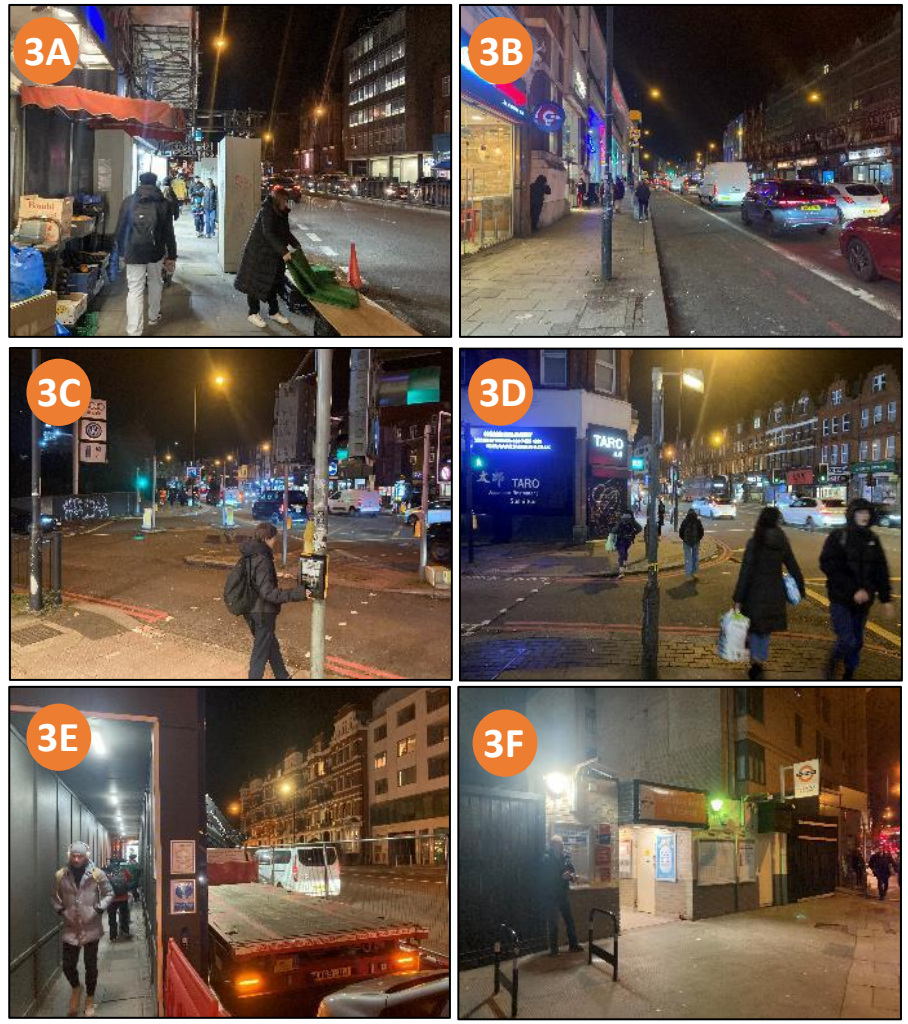

KEY:

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- Overground Station
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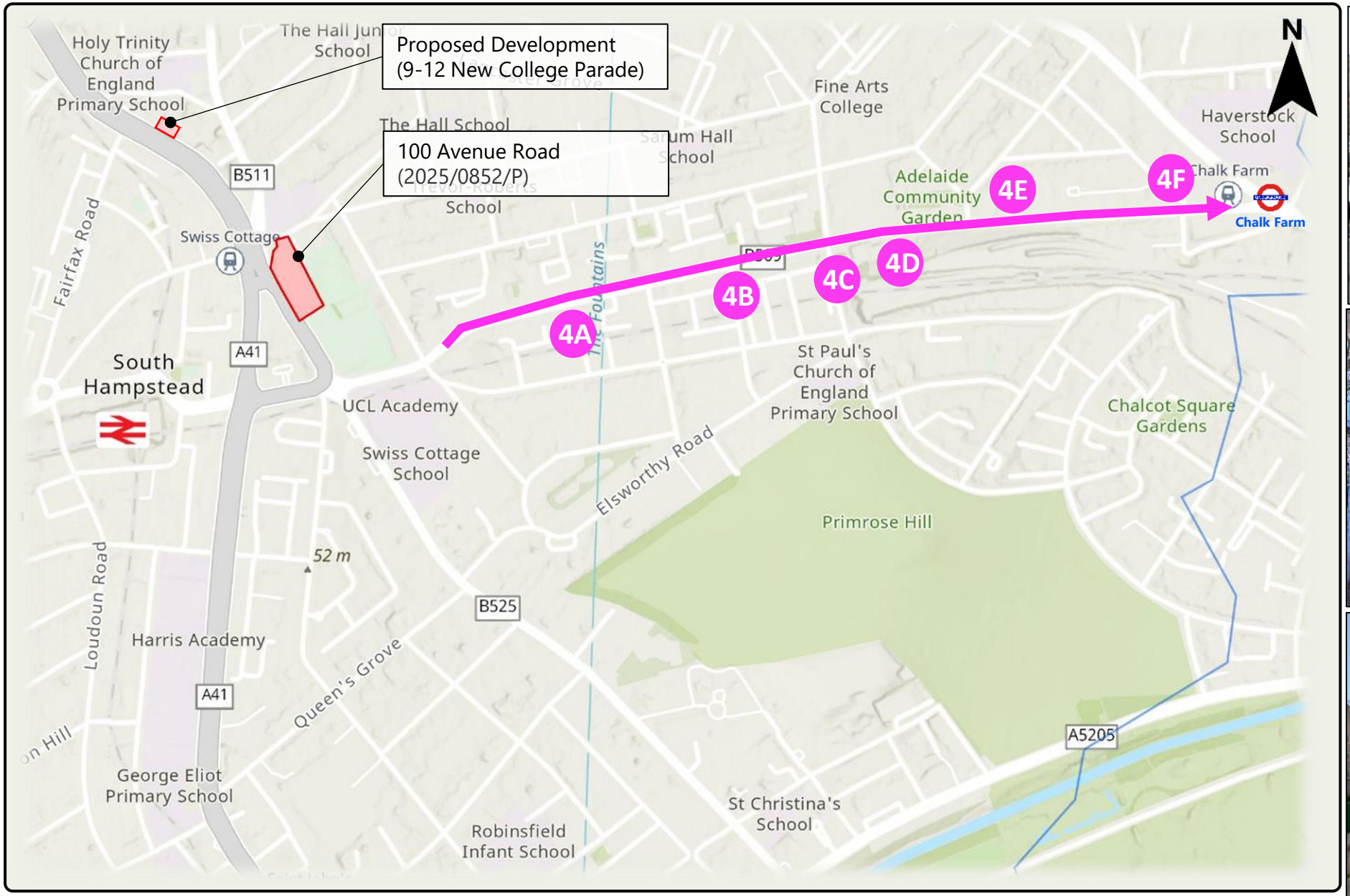

KEY:

- Site Location
- Underground Station
- Overground Station
- Route 4: Chalk Farm Underground Station

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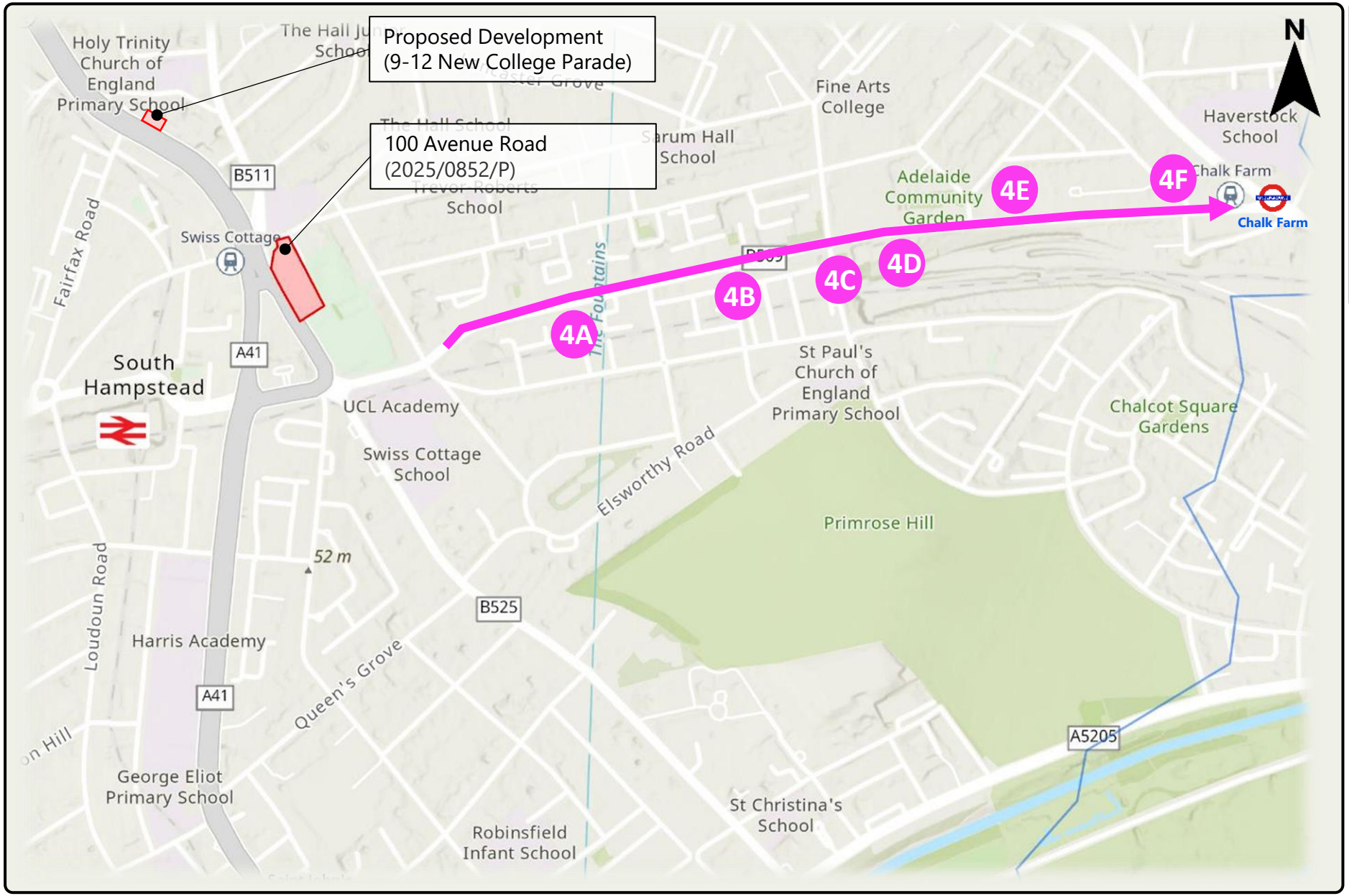

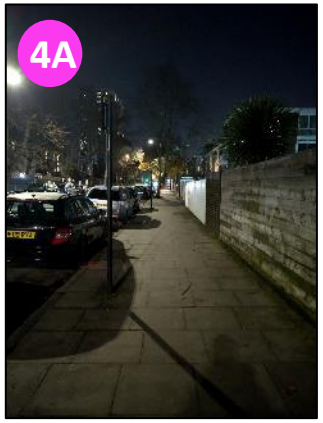

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- Site Location
- Underground Station
- Overground Station
- Route 4: Chalk Farm Underground Station

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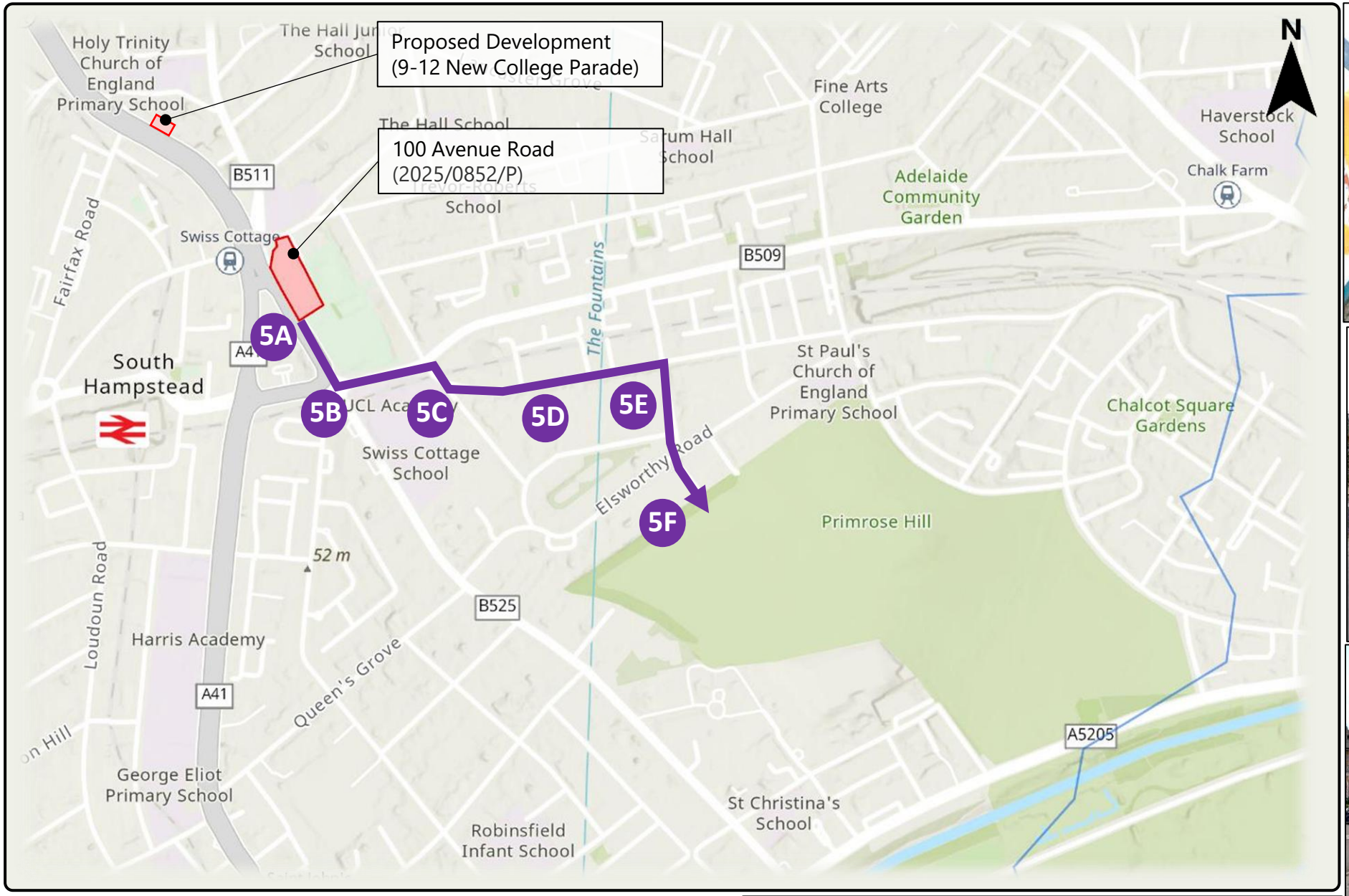

KEY:

- Site Location
- Underground Station
- Overground Station
- Route 5: Primrose Hill Greenspace

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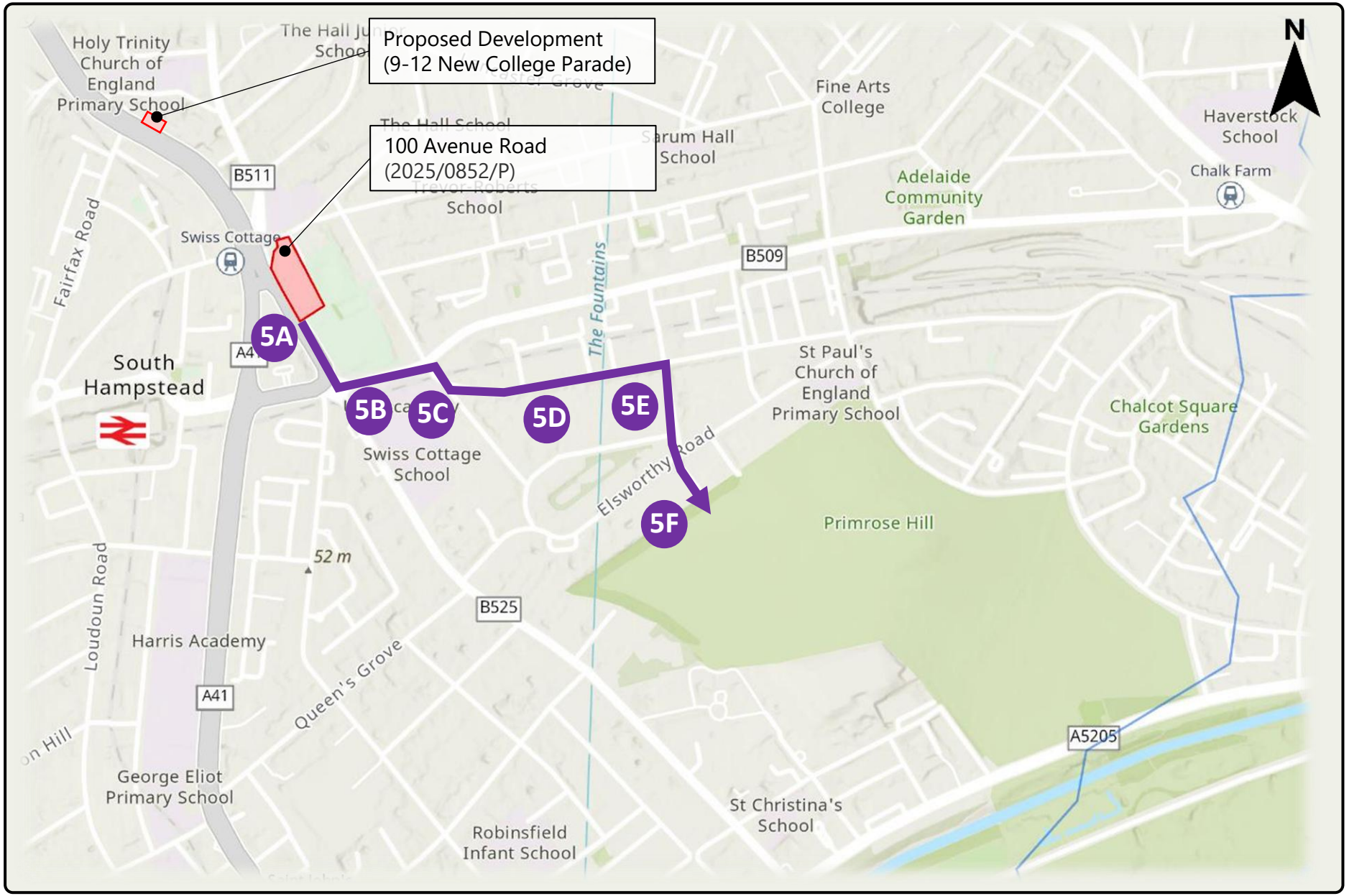

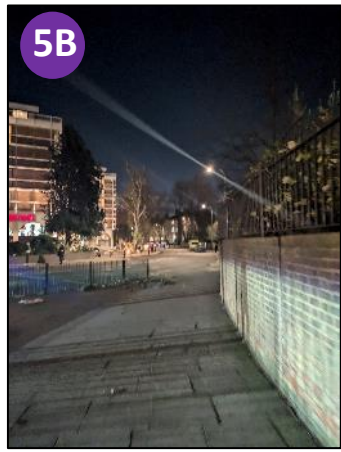

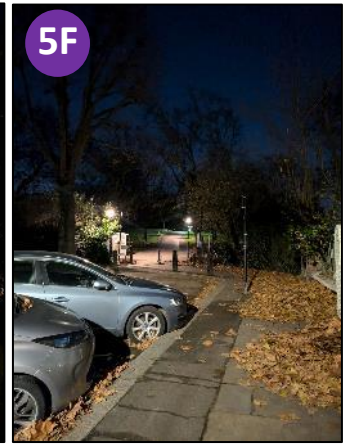

KEY:

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- Overground Station
- Route 5: Primrose Hill Greenspace

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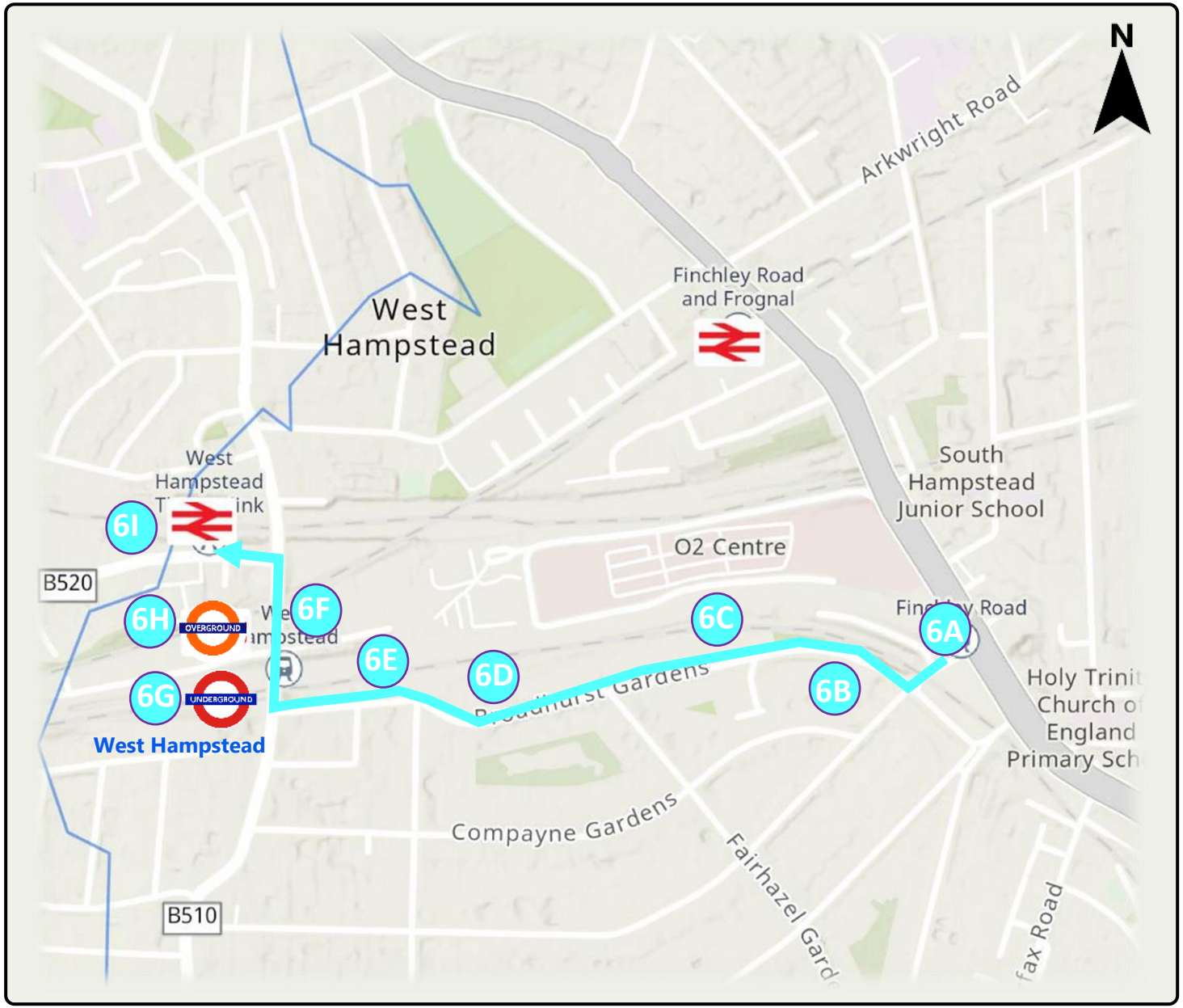

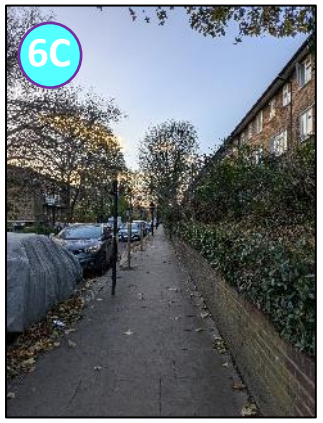

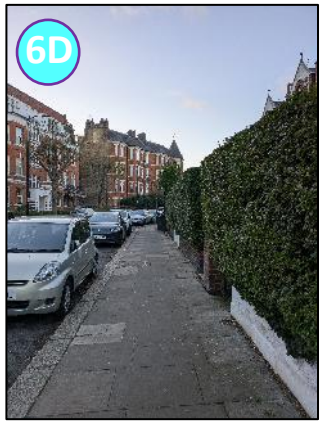

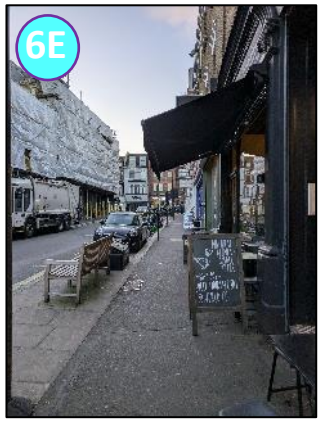

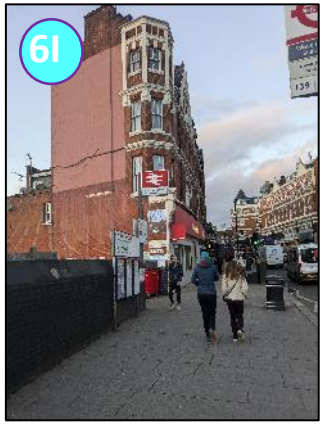

KEY:

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- Overground Station
- Route 6: West Hampstead Station

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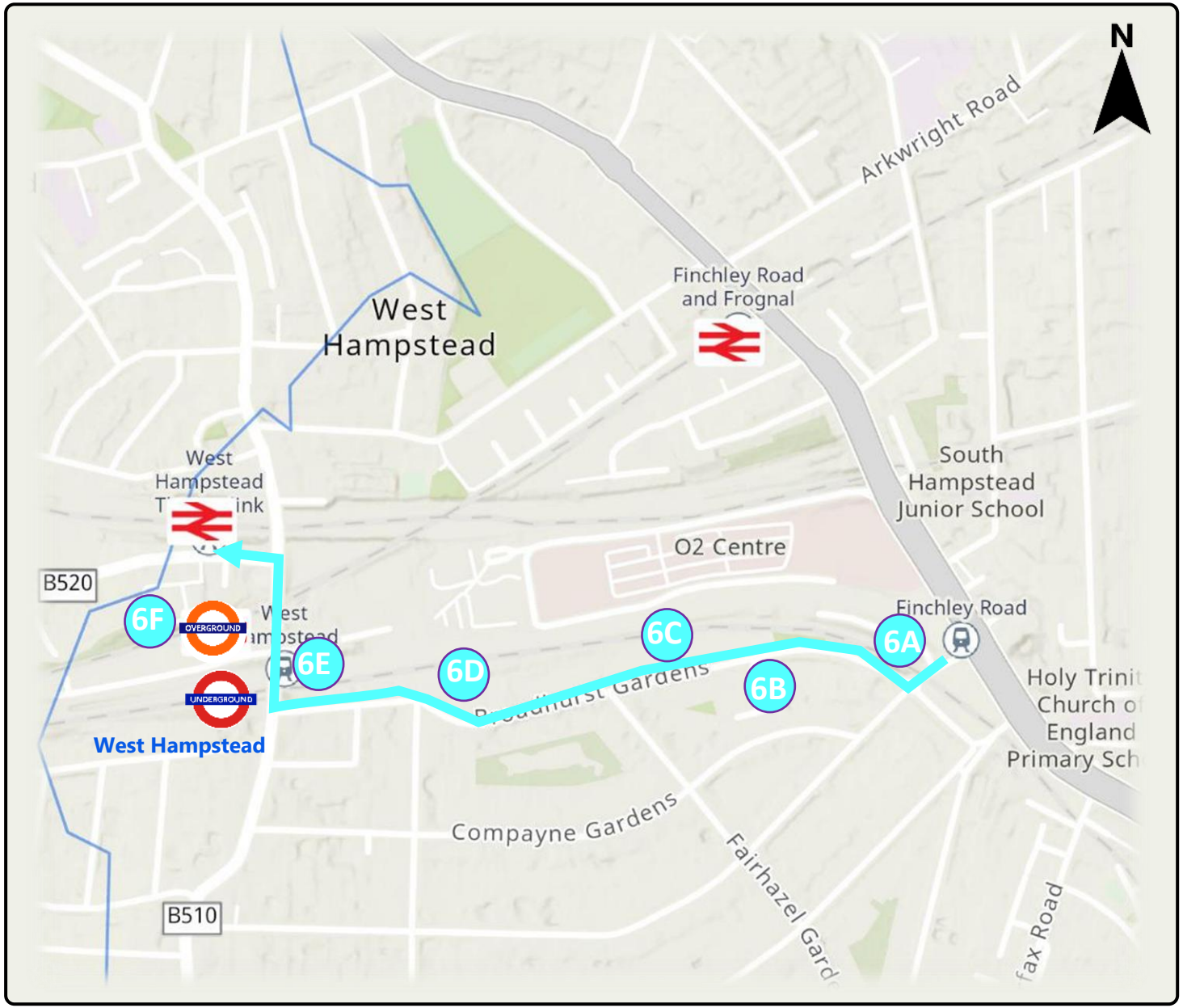
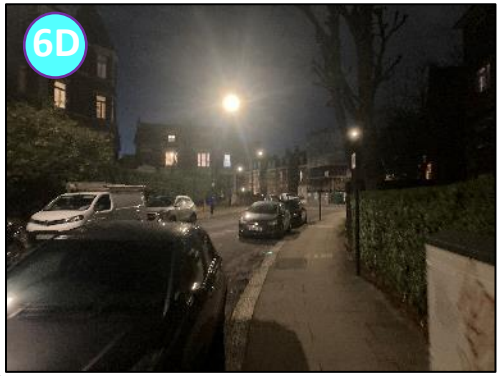
NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24





KEY:

- Site Location
- Underground Station
- Overground Station
- Route 6: West Hampstead Station

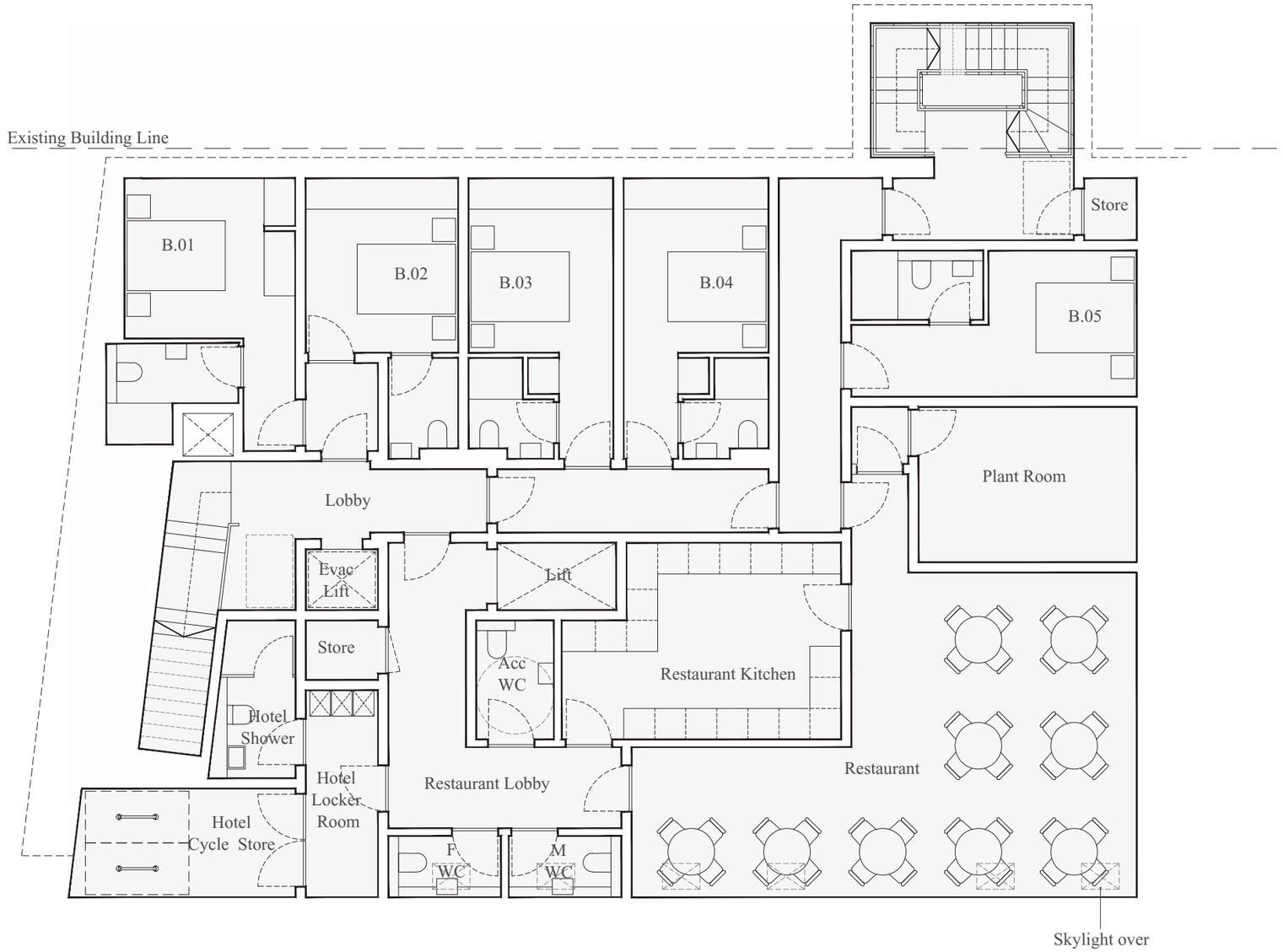
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 6200

NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

Appendix B

PROPOSED DRAWINGS

FLOOR PLANS



HOTEL ROOMS:
5no

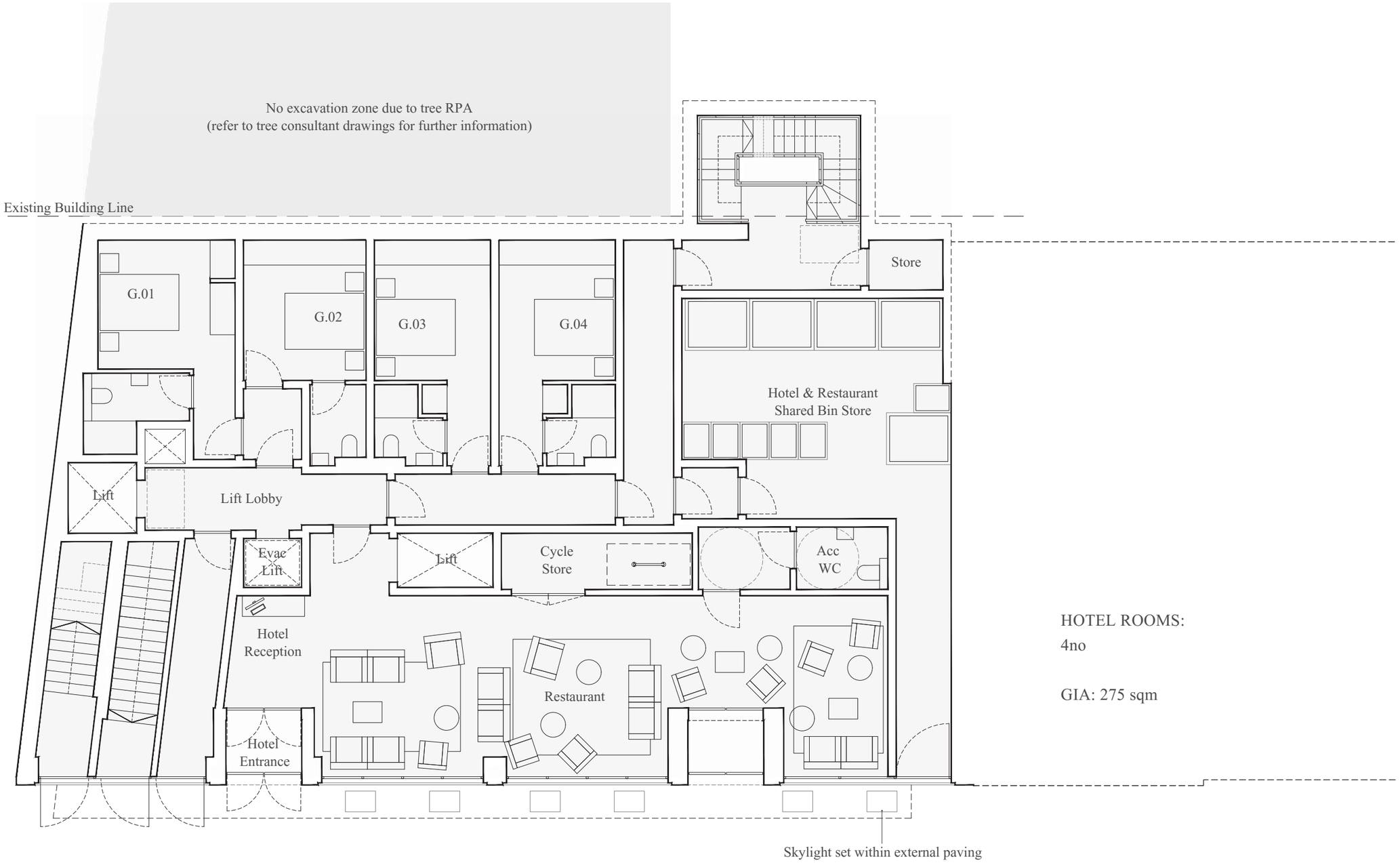
GIA: 282 sqm

PROPOSED BASEMENT FLOOR PLAN. DRAWING no. 2000. 1:100@A3

0 1 2 3 4 5m

PROPOSED DRAWINGS

FLOOR PLANS



HOTEL ROOMS:
4no

GIA: 275 sqm

PROPOSED GROUND FLOOR PLAN. DRAWING no. 2001. 1:100@A3

0 1 2 3 4 5m

Appendix C

Calculation Reference: AUDIT-358901-210907-0958

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	GR	GREENWICH	1 days
	HO	HOUNSLOW	2 days
	LB	LAMBETH	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 96 to 297 (units:)
Range Selected by User: 82 to 297 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 01/09/21

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

Selected survey days:

Wednesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	3

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

Selected Location Sub Categories:

Commercial Zone	1
Retail Zone	1
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C1	4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	2 days

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

Population within 5 miles:

500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

4 Good	1 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 GR-06-A-03 NOVOTEL GREENWICH
GREENWICH HIGH ROAD
GREENWICH

Edge of Town Centre
No Sub Category
Total Number of bedrooms: 151
Survey date: FRIDAY *22/11/13* *Survey Type: MANUAL*

2 HO-06-A-01 DAYS HOTEL HOUNSLOW
LAMPTON ROAD
HOUNSLOW

Edge of Town Centre
Commercial Zone
Total Number of bedrooms: 96
Survey date: WEDNESDAY *16/06/10* *Survey Type: MANUAL*

3 HO-06-A-02 ETAP HOTEL HOUNSLOW
STAINES ROAD
HOUNSLOW

Edge of Town Centre
Retail Zone
Total Number of bedrooms: 148
Survey date: WEDNESDAY *16/06/10* *Survey Type: MANUAL*

4 LB-06-A-01 HAMPTON BY HILTON LAMBETH
WATERLOO ROAD
LAMBETH

Town Centre
Built-Up Zone
Total Number of bedrooms: 297
Survey date: FRIDAY *23/11/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-06-A-02	PTAL too low

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.010	1	297	0.020	1	297	0.030
07:00 - 08:00	4	173	0.023	4	173	0.051	4	173	0.074
08:00 - 09:00	4	173	0.017	4	173	0.048	4	173	0.065
09:00 - 10:00	4	173	0.029	4	173	0.032	4	173	0.061
10:00 - 11:00	4	173	0.033	4	173	0.026	4	173	0.059
11:00 - 12:00	4	173	0.026	4	173	0.026	4	173	0.052
12:00 - 13:00	4	173	0.019	4	173	0.026	4	173	0.045
13:00 - 14:00	4	173	0.022	4	173	0.022	4	173	0.044
14:00 - 15:00	4	173	0.020	4	173	0.025	4	173	0.045
15:00 - 16:00	4	173	0.042	4	173	0.036	4	173	0.078
16:00 - 17:00	4	173	0.029	4	173	0.025	4	173	0.054
17:00 - 18:00	4	173	0.025	4	173	0.033	4	173	0.058
18:00 - 19:00	4	173	0.030	4	173	0.035	4	173	0.065
19:00 - 20:00	4	173	0.049	4	173	0.029	4	173	0.078
20:00 - 21:00	4	173	0.033	4	173	0.017	4	173	0.050
21:00 - 22:00	4	173	0.032	4	173	0.019	4	173	0.051
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.439			0.470			0.909

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

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

Parameter summary

Trip rate parameter range selected:	96 - 297 (units:)
Survey date date range:	01/01/10 - 01/09/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.010	1	297	0.010	1	297	0.020
07:00 - 08:00	4	173	0.009	4	173	0.009	4	173	0.018
08:00 - 09:00	4	173	0.004	4	173	0.004	4	173	0.008
09:00 - 10:00	4	173	0.006	4	173	0.006	4	173	0.012
10:00 - 11:00	4	173	0.016	4	173	0.016	4	173	0.032
11:00 - 12:00	4	173	0.010	4	173	0.010	4	173	0.020
12:00 - 13:00	4	173	0.007	4	173	0.007	4	173	0.014
13:00 - 14:00	4	173	0.010	4	173	0.010	4	173	0.020
14:00 - 15:00	4	173	0.013	4	173	0.013	4	173	0.026
15:00 - 16:00	4	173	0.014	4	173	0.014	4	173	0.028
16:00 - 17:00	4	173	0.013	4	173	0.013	4	173	0.026
17:00 - 18:00	4	173	0.012	4	173	0.012	4	173	0.024
18:00 - 19:00	4	173	0.014	4	173	0.014	4	173	0.028
19:00 - 20:00	4	173	0.019	4	173	0.019	4	173	0.038
20:00 - 21:00	4	173	0.010	4	173	0.010	4	173	0.020
21:00 - 22:00	4	173	0.010	4	173	0.010	4	173	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.177			0.177			0.354

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.000	1	297	0.000	1	297	0.000
07:00 - 08:00	4	173	0.003	4	173	0.003	4	173	0.006
08:00 - 09:00	4	173	0.000	4	173	0.000	4	173	0.000
09:00 - 10:00	4	173	0.003	4	173	0.003	4	173	0.006
10:00 - 11:00	4	173	0.001	4	173	0.001	4	173	0.002
11:00 - 12:00	4	173	0.001	4	173	0.000	4	173	0.001
12:00 - 13:00	4	173	0.003	4	173	0.004	4	173	0.007
13:00 - 14:00	4	173	0.000	4	173	0.000	4	173	0.000
14:00 - 15:00	4	173	0.000	4	173	0.000	4	173	0.000
15:00 - 16:00	4	173	0.000	4	173	0.000	4	173	0.000
16:00 - 17:00	4	173	0.000	4	173	0.000	4	173	0.000
17:00 - 18:00	4	173	0.001	4	173	0.001	4	173	0.002
18:00 - 19:00	4	173	0.000	4	173	0.000	4	173	0.000
19:00 - 20:00	4	173	0.001	4	173	0.001	4	173	0.002
20:00 - 21:00	4	173	0.000	4	173	0.000	4	173	0.000
21:00 - 22:00	4	173	0.000	4	173	0.000	4	173	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.000	1	297	0.000	1	297	0.000
07:00 - 08:00	4	173	0.003	4	173	0.001	4	173	0.004
08:00 - 09:00	4	173	0.003	4	173	0.004	4	173	0.007
09:00 - 10:00	4	173	0.000	4	173	0.000	4	173	0.000
10:00 - 11:00	4	173	0.001	4	173	0.000	4	173	0.001
11:00 - 12:00	4	173	0.000	4	173	0.000	4	173	0.000
12:00 - 13:00	4	173	0.000	4	173	0.000	4	173	0.000
13:00 - 14:00	4	173	0.000	4	173	0.000	4	173	0.000
14:00 - 15:00	4	173	0.000	4	173	0.000	4	173	0.000
15:00 - 16:00	4	173	0.000	4	173	0.000	4	173	0.000
16:00 - 17:00	4	173	0.001	4	173	0.000	4	173	0.001
17:00 - 18:00	4	173	0.000	4	173	0.000	4	173	0.000
18:00 - 19:00	4	173	0.000	4	173	0.001	4	173	0.001
19:00 - 20:00	4	173	0.000	4	173	0.000	4	173	0.000
20:00 - 21:00	4	173	0.000	4	173	0.000	4	173	0.000
21:00 - 22:00	4	173	0.004	4	173	0.001	4	173	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.007			0.019

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.000	1	297	0.000	1	297	0.000
07:00 - 08:00	4	173	0.004	4	173	0.000	4	173	0.004
08:00 - 09:00	4	173	0.000	4	173	0.000	4	173	0.000
09:00 - 10:00	4	173	0.001	4	173	0.001	4	173	0.002
10:00 - 11:00	4	173	0.000	4	173	0.001	4	173	0.001
11:00 - 12:00	4	173	0.000	4	173	0.000	4	173	0.000
12:00 - 13:00	4	173	0.000	4	173	0.000	4	173	0.000
13:00 - 14:00	4	173	0.001	4	173	0.001	4	173	0.002
14:00 - 15:00	4	173	0.000	4	173	0.000	4	173	0.000
15:00 - 16:00	4	173	0.000	4	173	0.001	4	173	0.001
16:00 - 17:00	4	173	0.000	4	173	0.000	4	173	0.000
17:00 - 18:00	4	173	0.001	4	173	0.001	4	173	0.002
18:00 - 19:00	4	173	0.000	4	173	0.000	4	173	0.000
19:00 - 20:00	4	173	0.000	4	173	0.000	4	173	0.000
20:00 - 21:00	4	173	0.000	4	173	0.000	4	173	0.000
21:00 - 22:00	4	173	0.000	4	173	0.000	4	173	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.005			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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.000	1	297	0.027	1	297	0.027
07:00 - 08:00	4	173	0.013	4	173	0.072	4	173	0.085
08:00 - 09:00	4	173	0.013	4	173	0.058	4	173	0.071
09:00 - 10:00	4	173	0.032	4	173	0.042	4	173	0.074
10:00 - 11:00	4	173	0.029	4	173	0.033	4	173	0.062
11:00 - 12:00	4	173	0.025	4	173	0.030	4	173	0.055
12:00 - 13:00	4	173	0.025	4	173	0.042	4	173	0.067
13:00 - 14:00	4	173	0.027	4	173	0.019	4	173	0.046
14:00 - 15:00	4	173	0.038	4	173	0.022	4	173	0.060
15:00 - 16:00	4	173	0.043	4	173	0.038	4	173	0.081
16:00 - 17:00	4	173	0.040	4	173	0.020	4	173	0.060
17:00 - 18:00	4	173	0.027	4	173	0.039	4	173	0.066
18:00 - 19:00	4	173	0.033	4	173	0.048	4	173	0.081
19:00 - 20:00	4	173	0.072	4	173	0.036	4	173	0.108
20:00 - 21:00	4	173	0.053	4	173	0.016	4	173	0.069
21:00 - 22:00	4	173	0.030	4	173	0.022	4	173	0.052
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.500			0.564			1.064

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.000	1	297	0.010	1	297	0.010
07:00 - 08:00	4	173	0.032	4	173	0.066	4	173	0.098
08:00 - 09:00	4	173	0.035	4	173	0.097	4	173	0.132
09:00 - 10:00	4	173	0.038	4	173	0.117	4	173	0.155
10:00 - 11:00	4	173	0.056	4	173	0.126	4	173	0.182
11:00 - 12:00	4	173	0.033	4	173	0.091	4	173	0.124
12:00 - 13:00	4	173	0.051	4	173	0.061	4	173	0.112
13:00 - 14:00	4	173	0.048	4	173	0.084	4	173	0.132
14:00 - 15:00	4	173	0.045	4	173	0.052	4	173	0.097
15:00 - 16:00	4	173	0.055	4	173	0.094	4	173	0.149
16:00 - 17:00	4	173	0.098	4	173	0.078	4	173	0.176
17:00 - 18:00	4	173	0.104	4	173	0.104	4	173	0.208
18:00 - 19:00	4	173	0.117	4	173	0.114	4	173	0.231
19:00 - 20:00	4	173	0.118	4	173	0.150	4	173	0.268
20:00 - 21:00	4	173	0.172	4	173	0.126	4	173	0.298
21:00 - 22:00	4	173	0.184	4	173	0.095	4	173	0.279
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.186			1.465			2.651

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.003	1	297	0.000	1	297	0.003
07:00 - 08:00	4	173	0.004	4	173	0.009	4	173	0.013
08:00 - 09:00	4	173	0.006	4	173	0.010	4	173	0.016
09:00 - 10:00	4	173	0.001	4	173	0.017	4	173	0.018
10:00 - 11:00	4	173	0.004	4	173	0.006	4	173	0.010
11:00 - 12:00	4	173	0.014	4	173	0.023	4	173	0.037
12:00 - 13:00	4	173	0.003	4	173	0.006	4	173	0.009
13:00 - 14:00	4	173	0.006	4	173	0.014	4	173	0.020
14:00 - 15:00	4	173	0.010	4	173	0.012	4	173	0.022
15:00 - 16:00	4	173	0.017	4	173	0.014	4	173	0.031
16:00 - 17:00	4	173	0.019	4	173	0.016	4	173	0.035
17:00 - 18:00	4	173	0.010	4	173	0.014	4	173	0.024
18:00 - 19:00	4	173	0.026	4	173	0.009	4	173	0.035
19:00 - 20:00	4	173	0.014	4	173	0.007	4	173	0.021
20:00 - 21:00	4	173	0.020	4	173	0.006	4	173	0.026
21:00 - 22:00	4	173	0.004	4	173	0.001	4	173	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.161			0.164			0.325

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.024	1	297	0.034	1	297	0.058
07:00 - 08:00	4	173	0.030	4	173	0.049	4	173	0.079
08:00 - 09:00	4	173	0.032	4	173	0.062	4	173	0.094
09:00 - 10:00	4	173	0.019	4	173	0.202	4	173	0.221
10:00 - 11:00	4	173	0.029	4	173	0.181	4	173	0.210
11:00 - 12:00	4	173	0.069	4	173	0.079	4	173	0.148
12:00 - 13:00	4	173	0.032	4	173	0.065	4	173	0.097
13:00 - 14:00	4	173	0.082	4	173	0.023	4	173	0.105
14:00 - 15:00	4	173	0.074	4	173	0.030	4	173	0.104
15:00 - 16:00	4	173	0.072	4	173	0.072	4	173	0.144
16:00 - 17:00	4	173	0.100	4	173	0.046	4	173	0.146
17:00 - 18:00	4	173	0.082	4	173	0.066	4	173	0.148
18:00 - 19:00	4	173	0.108	4	173	0.087	4	173	0.195
19:00 - 20:00	4	173	0.133	4	173	0.052	4	173	0.185
20:00 - 21:00	4	173	0.149	4	173	0.029	4	173	0.178
21:00 - 22:00	4	173	0.095	4	173	0.010	4	173	0.105
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.130			1.087			2.217

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.000	1	297	0.000	1	297	0.000
07:00 - 08:00	4	173	0.003	4	173	0.007	4	173	0.010
08:00 - 09:00	4	173	0.003	4	173	0.124	4	173	0.127
09:00 - 10:00	4	173	0.000	4	173	0.000	4	173	0.000
10:00 - 11:00	4	173	0.001	4	173	0.000	4	173	0.001
11:00 - 12:00	4	173	0.000	4	173	0.000	4	173	0.000
12:00 - 13:00	4	173	0.000	4	173	0.000	4	173	0.000
13:00 - 14:00	4	173	0.000	4	173	0.000	4	173	0.000
14:00 - 15:00	4	173	0.000	4	173	0.000	4	173	0.000
15:00 - 16:00	4	173	0.000	4	173	0.000	4	173	0.000
16:00 - 17:00	4	173	0.001	4	173	0.000	4	173	0.001
17:00 - 18:00	4	173	0.000	4	173	0.000	4	173	0.000
18:00 - 19:00	4	173	0.000	4	173	0.001	4	173	0.001
19:00 - 20:00	4	173	0.000	4	173	0.000	4	173	0.000
20:00 - 21:00	4	173	0.000	4	173	0.000	4	173	0.000
21:00 - 22:00	4	173	0.145	4	173	0.000	4	173	0.145
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.153			0.132			0.285

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.027	1	297	0.034	1	297	0.061
07:00 - 08:00	4	173	0.038	4	173	0.065	4	173	0.103
08:00 - 09:00	4	173	0.040	4	173	0.197	4	173	0.237
09:00 - 10:00	4	173	0.020	4	173	0.220	4	173	0.240
10:00 - 11:00	4	173	0.035	4	173	0.186	4	173	0.221
11:00 - 12:00	4	173	0.084	4	173	0.103	4	173	0.187
12:00 - 13:00	4	173	0.035	4	173	0.071	4	173	0.106
13:00 - 14:00	4	173	0.088	4	173	0.038	4	173	0.126
14:00 - 15:00	4	173	0.084	4	173	0.042	4	173	0.126
15:00 - 16:00	4	173	0.090	4	173	0.087	4	173	0.177
16:00 - 17:00	4	173	0.120	4	173	0.062	4	173	0.182
17:00 - 18:00	4	173	0.092	4	173	0.081	4	173	0.173
18:00 - 19:00	4	173	0.134	4	173	0.097	4	173	0.231
19:00 - 20:00	4	173	0.147	4	173	0.059	4	173	0.206
20:00 - 21:00	4	173	0.169	4	173	0.035	4	173	0.204
21:00 - 22:00	4	173	0.244	4	173	0.012	4	173	0.256
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.447			1.389			2.836

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.027	1	297	0.071	1	297	0.098
07:00 - 08:00	4	173	0.087	4	173	0.204	4	173	0.291
08:00 - 09:00	4	173	0.088	4	173	0.351	4	173	0.439
09:00 - 10:00	4	173	0.091	4	173	0.380	4	173	0.471
10:00 - 11:00	4	173	0.120	4	173	0.347	4	173	0.467
11:00 - 12:00	4	173	0.142	4	173	0.224	4	173	0.366
12:00 - 13:00	4	173	0.110	4	173	0.173	4	173	0.283
13:00 - 14:00	4	173	0.165	4	173	0.142	4	173	0.307
14:00 - 15:00	4	173	0.166	4	173	0.116	4	173	0.282
15:00 - 16:00	4	173	0.188	4	173	0.220	4	173	0.408
16:00 - 17:00	4	173	0.259	4	173	0.160	4	173	0.419
17:00 - 18:00	4	173	0.225	4	173	0.225	4	173	0.450
18:00 - 19:00	4	173	0.285	4	173	0.259	4	173	0.544
19:00 - 20:00	4	173	0.338	4	173	0.246	4	173	0.584
20:00 - 21:00	4	173	0.395	4	173	0.176	4	173	0.571
21:00 - 22:00	4	173	0.458	4	173	0.129	4	173	0.587
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.144			3.423			6.567

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.*