

# Proposed Club Quarters Hotel, Kingsway

Kingsway LIF Holdings

## Transport Statement

June 2010

**CAPITA SYMONDS**  
DEVELOPMENT, TRANSPORT AND INFRASTRUCTURE

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# Quality Management

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# 1. Introduction

## ***Site Background***

- 1.1 Capita Symonds Ltd (CSL) was appointed by Kingsway LIF Holdings Ltd (KLHL) in August 2009 to provide transport planning and highways advice in relation to the proposed development of a Club Quarters Hotel, situated on Kingsway in Holborn. The location of the site in relation to the strategic road network is shown in **Figure 1**.
- 1.2 The existing site currently covers separate buildings which include 61 Lincoln's Inn Fields (including 36-38 Kingsway) occupying a net internal area (NIA) of 5,054m<sup>2</sup> and 42 Kingsway occupying a NIA of 1,313m<sup>2</sup>. The site is currently predominately occupied by office space but also includes the following uses; a reception, retail uses, storage uses and kitchen facilities provided over two basement levels and eight floors including the ground floor and a roof plant. The site also provides six car parking spaces to the rear of the building on-site.
- 1.3 It is proposed to convert the site into a Club Quarters Hotel which is a private members hotel with 151 hotel rooms along with meeting rooms, conference facilities, a hotel restaurant, a kitchen, a reception and an increase to the existing retail space albeit a small decrease at ground floor level. In addition, five 2 bed residential apartments will be provided on site. The proposals will also include 34 cycle parking spaces and will be car free as the existing 6 car parking spaces will be removed. This report concludes that the proposal will have no adverse transport impacts on the surrounding area.

## ***Kingsway LIF Holdings Ltd (KLHL)***

- 1.4 KLHL was formed in 1992 to provide private, club-like, high quality, and custom designed facilities for major organizations that require a presence in the centre of big cities. The organizations belonging to the corporation desire clean, safe, quiet, and user-friendly facilities.
- 1.5 KLHL has already developed a number of such facilities including two in the City of London (7-10 Gracechurch Street and at 24 Ludgate Hill) and one on Northumberland Avenue adjacent to Trafalgar Square. KLHL as the developer, user, operator and manager of the property will operate a member's only club-like facility in which guests will typically arrive over the weekend and leave prior to the following weekend.
- 1.6 The Club Quarter Hotels are designed primarily for business travellers and seek to be located in the best location for business.

## ***Structure***

- 1.7 This Transport Statement (TS) has been undertaken to assess any likely impact resulting from the proposed development and review the accessibility of the site. It forms one of the supporting documents for the planning application relating to the proposed development.

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1.8 The remainder of the report is structured as follows:

- Section 2 describes the existing site; its current use and operation; the site location; the surrounding highway network; public transport facilities; and pedestrian and cycle facilities;
- Section 3 presents the relevant transport policy related to the site and to the development;
- Section 4 describes the proposed development and operation;
- Section 5 reviews the existing and proposed trip generation; and
- Section 6 sets out the main conclusions of the report.

1.9 Through the following sections, this report concludes that the proposed development accords with National, Regional and Local planning policy in terms of transport and will have a negligible impact on the surrounding highway network.

## 2. Existing Situation

- 2.1 The site is located on Kingsway (A4200) in Holborn within the London Borough of Camden (LBC) and is situated 0.16 km south of Holborn London Underground Limited (LUL) station.
- 2.2 The site area is approximately 6,367 m<sup>2</sup> and is bounded to the east by Lincoln's Inn Fields, to the north by Sushi Hiroba restaurant, to the south by Metro Central and to the west by a double laned dual carriageway. **Figure 2** provides a location plan of the site.
- 2.3 61 Lincoln's Inn Fields & 36-38 Kingsway site are currently occupied by offices, retail and storage uses and 42 Kingsway is currently occupied by storage, a kitchen, retail, a reception, offices and storage uses. The existing land uses for site and the GIA's are outlined in **Table 2.1** below.

**Table 2.1 Existing Site Land Uses**

Floor Level	Existing 61 Lincoln's Inn Fields & 36-38 Kingsway		Existing 40 - 42 Kingsway	
	Uses	GIA Areas (m <sup>2</sup> )	Uses	GIA Areas (m <sup>2</sup> )
Lower Basement	Storage	570	-	-
Lower Basement Mezzanine	Storage	113		
Basement	Retail	125	Retail	273
	Office	688	-	-
Ground Floor	Office	351		
	Retail	211	Retail	163
	Reception	39	Reception	59
Mezzanine	Retail	-	Retail	115
			Office	15
First Floor	Office	572	Offices	164
Second Floor	Office	573	Offices	162
Third Floor	Office	566	Offices	165
Fourth Floor	Office	538	Offices	159
Fifth Floor	Office	470	Offices	148
Sixth Floor	Office	310	-	-
Seventh Floor	Office	302	-	-
Eighth Floor	Enclosed Plant	135		
<b>Total</b>	-	<b>5,557m<sup>2</sup></b>	-	<b>1,424 m<sup>2</sup></b>

- 2.4 Existing servicing to the sites is undertaken on Lincoln's Inn Fields and Kingsway. The development site is highly accessible from the wider area and Central London by walking, cycling, bus, tube and the private car. Potential routes to the site are summarised in the following paragraphs.



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### **Highway Network**

- 2.5 Vehicular access to the site is gained via Lincoln's Inn Fields (western branch) which is accessed in turn from Kingsway (A4200) which forms part of the London Bus Priority Network. Alternatively access can be sought from Kingsway (A4200) via Remnant Street and onto Lincoln's Inn Fields (western branch).
- 2.6 Lincoln's Inn Fields is located to the east of the site and bounds to the north, east, west and south of Lincoln's Inn Fields Park Square. Lincoln's Inn Fields is a two way road which provides the only vehicular access point to the site for cars, lorries and vans to the rear of the building. The vehicular access forms a priority junction with Lincoln's Inn Fields and is approximately 3 metres wide.
- 2.7 Lincoln's Inn Fields is within a Controlled Parking Zone (CPZ) which operates Mon – Sat 08.30-18.30 and resident bays operational 24 hours. A large number of Pay and displays bays are also located along Lincoln's Inn Fields.
- 2.8 Kingsway (A4200) itself is a dual laned double carriageway stretching from Aldwych to Euston and runs in a northwest-southeast alignment. Along the Kingsway stretch of the A4200 there is a central guardrail separating the traffic heading north and southbound and a designated bus lane is provided on both sides of the road. Any traffic generated by the existing site would thus have approached and departed via either Kingsway or Lincoln's Inn Fields.
- 2.9 Further north of Kingsway, at the A4200 intersection with A4051, at Euston access can be sought westbound along Euston Road (A4051). Euston Road (A4051) runs westbound where it meets the A41. Following the A41 at the intersection with Baker Street northbound provides direct access to the M1 (Junction 1).
- 2.10 From Holborn (A40) following the A401, access can be sought to Picadilly (A4). From the A4 access is provided directly to the M4 (Junction 1).
- 2.11 Remnant Street is located to the north of the site and is a two way road which provides access to Lincoln's Inn Fields. The road width is significantly smaller than that of Lincoln's Inn Fields and for this reason is unlikely to accommodate large servicing vehicles.
- 2.12 Holborn (A40) runs east to west to the north of the site and provides access onto Kingsway (A4200). Holborn (A40) runs between St Pauls and Tottenham Court Road a main arterial corridor for access to shops, restaurants, offices and hotels in Central London.

### **Public Transport Facilities**

#### *Public Transport Accessibility Level (PTAL)*

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- 2.13 As previously stated the site is located in an area of high public transport accessibility. Using the information contained in the TfL website, [www.londonprofiler.org](http://www.londonprofiler.org) and the PTAL map from the London Plan 2008 (consolidated with alterations since 2004) the site is shown as having a PTAL of 6b – the highest PTAL rating in the scoring mechanism. PTAL ranges run from 1 to 6b, with 1 being the lowest level of public transport accessibility and 6b being the highest.

#### *Buses*

- 2.14 There are a number of bus stops located within a 10 minute walk time of the site. These provide access to regular bus services operating close to the site. Major bus corridors located to the north, west and south of the site are within a short walking distance. Importantly, Kingsway forms part of the London Bus Priority Network.
- 2.15 A copy of the Day Buses from the Holborn Spider Map is contained within **Figure 3** of this report. The Transport for London (TfL) map indicates that the closest bus stops to the site are Bus Stops 'M' and 'N' on Kingsway. It is also apparent from the map there is a variety of other services provided by local stops and therefore the site has excellent accessibility to a high number of London Bus services.
- 2.16 The closest bus stop to the site in a southbound direction is located 90 metres to the north of the site on Kingsway within close proximity to Holborn LUL station and immediately northeast of the Kingsway/Remnant Street/Great Queen Street Intersection. The bus stop (M) entitled Holborn Station provides 14 services in total (no. 1, 59, 68, X68, 91, 168, 171, 188, 243, 521, N1, N68, N91, N171) which run in the direction of Waterloo or Trafalgar Square.
- 2.17 In a northbound direction, 120 metres from the site, the closest bus stop (N) entitled Holborn Station provides 7 services in total (59, 68, X68, 91, 168, 188, N91) which run in the direction of Russell Square or Euston. The northbound bus stop is provided opposite Holborn Station to the northwest of the Kingsway/Remnant Street/Great Queen Street Intersection.
- 2.18 Both Bus stop (M) and (N) provide sheltered bus seating for waiting passengers and a bus ticket box.
- 2.19 **Table 2.2** and **Table 2.3** summarizes the bus services at the two nearest stops, their frequencies and the distance of the bus stops in relation to the site.



**Table 2.2 Bus Service Information – Bus Stop (M) Southbound Services**

<b>Service</b>	<b>Route</b>	<b>Peak Hour Frequency</b>
1	Tottenham Court Road-Holborn-Aldwych-Waterloo-Elephant-Bermondsey-Surrey Quays-Canada Water	6
59	Euston-Russell Square-Holborn-Aldwych-Waterloo-Brixton-Streatham Hill	5
68	Euston-Russell Square-Holborn-Aldwych-Waterloo-Elephant-Camberwell-West Norwood	8
X68	Southampton Row – Holborn – Waterloo – West Norwood - Croydon Bus Station	Limited service during PM peak every 15 mins
91	Trafalgar Square-Aldwych-Holborn-Russell Square-Euston-King's Cross-Holloway -Crouch End	6
168	Elephant-Waterloo-Aldwych-Holborn-Russell Square-Euston-Camden Town-Hampstead Heath	5
171	Holborn-Aldwych-Waterloo-Elephant-Camberwell-Peckham-Brockely-New Cross – Catford	7
188	Russell Square-Holborn-Aldwych-Waterloo-Elephant-Canada Water-Surrey-Quays – Deptford-Greenwich-North Greenwich	6
243	Waterloo-Aldwych-Bloomsbury-Old Street-Shoreditch-Stoke Newington- Tottenham-Wood Green	8
521	London Bridge – Cannon Street – St Pauls - City Thameslink – Holborn - Waterloo	12
N1	Greenwich Town Centre – Deptford – Elephant and Castle – Waterloo – Holborn – Tottenham Court Road	Night Service Every 30 mins
N68	Tottenham Court Road – Holborn – Waterloo - Elephant and Castle - Camberwell Green - Tulse Hill	Night Service Every 30 mins
N91	Russell Square – Southampton Row - Holborn - Aldwych –Hornsey Station – Bounds Green Station – Cockfosters Station	Night Service Every 30 mins
N171	Tottenham Court Road – Holborn – Royal Festival Hall – Waterloo – Camberwell Green – New Cross Gate Station	Night Service Every 30 mins

Source = Transport for London Website (<http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/holbornstation-2128.pdf>)

**Table 2.3 Bus Service Information - Bus Stop (N) Northbound Services**

Service	Route	Peak Hour Frequency
59	Euston-Russell Square-Holborn-Aldwych-Waterloo-Brixton-Streatham Hill	5
68	Euston-Russell Square-Holborn-Aldwych-Waterloo-Elephant-Camberwell-West Norwood	8
X68	Croydon Bus Station – West Norwood – Waterloo - Holborn – Southampton Row	Limited service during PM peak every 15 mins
91	Trafalgar Square-Aldwych-Holborn-Russell Square-Euston-King's Cross-Holloway -Crouch End	6
168	Elephant-Waterloo-Aldwych-Holborn-Russell Square-Euston-Camden Town-Hampstead Heath	5
188	Russell Square-Holborn-Aldwych-Waterloo-Elephant-Canada Water-Surrey-Quays – Deptford-Greenwich-North Greenwich	6
N91	Trafalgar Square-Aldwych-Holborn-Russell Square-Euston-King's Cross-Holloway -Crouch End	Night Service Every 30 mins

Source = Transport for London Website (<http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/holbornstation-2128.pdf>) and <http://www.londonbusroutes.net/routes.htm>

#### *London Underground Limited Services (LUL)*

- 2.20 The site is located to the south of Holborn LUL station which offers both Piccadilly and Central Line services and is approximately 160 metres from the site. The services provided at Holborn LUL station are summarised in **Table 2.4**. These services offer connection to the wider LUL network including major train stations and interchanges.

**Table 2.4 LUL Service Information**

<b>Service</b>	<b>Route</b>	<b>Peak Hour Frequency</b>
Central Line	Holborn – Bank – Liverpool Street – Stratford – Woodford - Epping	8
Central Line	Holborn – Bank – Stratford – Woodford – Gants Hill - Hainault -	12
Central Line	Holborn – Oxford Circus - Shepherds Bush – White City – Ealing Broadway	12
Central Line	Holborn – Oxford Circus - Shepherds Bush – White City – Hanger Lane – West Ruislip	6
Piccadilly Line	Cockfosters – Finsbury Park – Arsenal - Kings Cross – Russel Square - Holborn	18
Piccadilly Line	Holborn – Covent Garden - Leicester Square – Piccadilly Circus –Hammersmith – Heathrow Terminal 5	10
Piccadilly Line	Holborn – Covent Garden - Leicester Square – Piccadilly Circus –Hammersmith –Heathrow Terminal 4	14
Piccadilly Line	Holborn – Covent Garden - Leicester Square – Piccadilly Circus –Hammersmith – Uxbridge	13

Source: Transport for London Website

#### ***National Rail Services (NR)***

- 2.21 The closest and best-served National Rail (NR) stations to the site are London Waterloo NR station and London Charing Cross NR station, which are located to the south of the site at a distance of 1.7km, and 1.09km respectively (approximately a 20 minute and 15 minute walk time).
- 2.22 London Waterloo NR station offers regular southwestern services to areas including Weymouth, Portsmouth, Woking, Reading, Dorking, Basingstoke and Guildford and London
- 2.23 Charing Cross NR station provides southeastern and southern services which include London Waterloo, London Bridge, Greenwich, Dartford, Bexleyheath, Orpington and Hayes. In addition from London Waterloo services on the Eurostar can be accessed.

#### ***Walking***

- 2.24 The Proposed Development is deemed accessible in accordance with Paragraph 75 of PPG13, which states that:

*‘Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km’.*

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- 2.25 The site is located to the south of the Great Queen Street/Remnant Street/Kingsway signalised pedestrianised crossroads. At present immediately to the north of the site temporary building works are infringing on the pavement width outside Sushi Hiroba reducing the width to approximately 2 metres wide.
- 2.26 The immediate road network supporting the site includes High Holborn, Kingsway, Remnant Street, Lincoln's Inn Fields and Great Queen Street. There are footways on both sides of aforementioned roads with signalised pedestrian crossings on all arms of the High Holborn/Kingsway and Great Queen Street/Kingsway junction leading to bars, restaurants and shops.
- 2.27 Along the length of Kingsway CCTV signs have been provided reassuring pedestrians of their safety and Recycling, Gum and Butt bins are available at intervals helping to keep the area tidy. Wide and open pavements are provided along the stretch of Kingsway and Lincoln's Inn Fields with pavements measuring approximately 5 metres wide. The pavements have aligned street lighting furniture, clear sightlines and directional signs towards Covent Garden, Holborn and other local sights within Central London.
- 2.28 Pedestrian connections and facilities from the site are excellent and represent a cheap, healthy alternative to taking a bus or tube. In the north, east, south and west directions connections can be made to Euston, Bank, the River Thames and Covent Garden/ Oxford Street respectively. All of these destinations offer further connection to the wider public transport networks within the city of London.

### ***Cycling***

- 2.29 A copy of the London Cycle Network (LCN) map is contained within **Figure 4** of this report. From the map it can be seen that the site is connected to the LCN and offers LCN routes in the north, east, south and westbound directions, therein providing further opportunity for the end users of the site to choose cycling as a mode of transport through the good cycle parking provision proposed for the site.
- 2.30 The nearest access point to the LCN can be sought from Great Queen Street or alternatively from Aldwych or High Holborn. This demonstrates that the site is well located for access by cycle from surrounding areas and is thus accessible in accordance with Paragraph 78 of PPG13, which states that:

*'Cycling also has the potential to substitute for short car trips, particularly those under 5km'.*

- 2.31 There are a total of 16 secure cycle parking spaces on the south west corner of Lincoln's Inn Fields Square for the end users of the development scheme.

### ***Taxis***

- 2.32 Taxis can be sought from the taxi rank located on the southeastern corner of Lincoln's Inn Fields to the rear of the development or alternatively flagged down at the front of the development on Kingsway.

### ***Review of Public Car Parking, Controlled Parking Zones, Servicing Vehicles and the Congestion Charge***

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### *Public Car Parks*

- 2.33 There are a number of public car parks in the area and these include the following:
- Bloomsbury Square (LBC Operated) – Located on Bloomsbury Square, this car park has a capacity of 450 spaces over seven levels. This is designated as a Long Stay car park (£13 per 6 hours, £19 per 9 hours, or £4,940 per annum (assuming 5 days per week, 9 hours per day);
  - Saffron Hill (Operated on behalf of National Car Parks (NCP)) – Located On St Cross Street, between Saffron Hill and Farringdon Road. This is a multi-storey car park on eight levels with capacity of 355 car parking spaces. Hourly rates are £6 for 2 hours, £10 for 2 -4 hours, £14 for 4 – 6 hours, £16.50 for 6 – 9 hours, £17.50 for 9 – 12 hours and £19.50 for 12 – 24 hours;
  - China Town Car Park – Located on Newport Place within the London Borough of Westminster. 24 hour car parking facility, seven days per week. Hourly rates are £9 for up to 2 hours, £15.50 for up to 4 hours, £22.50 for up to 6 hours, £28.50 for up to 9 hours, £29 for up to 24 hours and £15 for Night Rate (applies to vehicles entering after 6pm and departing before 9am; and
  - Leicester Square Car Park – Located on Whitcomb Street within the London Borough of Westminster. 24 hour car parking, seven days per week. Hourly rates are £9 for up to 2 hours, £17.00 for up to 4 hours, £25.00 for up to 6 hours, £28.00 for up to 9 hours, £35 for up to 24 hours and £15 for Night Rate (applies to vehicles entering after 6pm and departing before 9am.

### *Controlled Parking Zones (CPZ) in the LBC*

- 2.34 The site is located in an area of Controlled Parking Zones (CPZ) which act as a restrictive measure to protect resident and business needs for parking and prevent private vehicle cars entering the borough from dominating the streetscape.
- 2.35 The site is located within the Covent Garden CPZ (CPZ Reference: CA-C 08.30- 18.30 Mon –Sat) which encompasses the area around the site. Payment is through coins only and is charged at a rate of 40p per 5 minutes. No charges are provided for Sundays and Public Holidays.
- 2.36 Disabled parking spaces are provided for badge holders only at any time of the day with a maximum stay of 4 hours allowed between the hours of 8:30 – 18:30 Monday to Friday. Failure to comply with the parking requirements could result in a fine, No return within 1 hour.
- 2.37 The majority of local roads have double yellow lines and on street parking is limited and provides a maximum stay of 2 hours. Designated on street parking bays are located along Lincoln's Inn Fields which are controlled through pay and display machines.

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- 2.38 The existing site provides six car parking spaces to the rear of the building and therefore it is considered reasonable to assume that the low provision of car parking and the restrictions surrounding the site for car parking highlights the majority of staff and visitors would use public transport to access the site at present.
- 2.39 Surrounding the site on Lincoln's Inn Fields there is also motorcycle parking bays on the eastern and western branches with capacity for approximately 10 motorcycles each. On the southwest corner of Lincoln's Inn Fields square there are 16 Sheffield cycle stands provided for the general public with capacity for approximately two bikes per stand.
- 2.40 From site observation, a parking notice was provided highlighting The City of Westminster proposals to convert a number of pay by phone parking places to shared use parking places which would allow both residents and permit holders and those using pay by phone methods to park during the controlled hours. The controlled parking hours would remain unchanged from those currently in effect. The proposals are for Lincoln's Inn Fields, on both sides of the south eastern arm between Serle Street and Sardinia Street which will affect approximately 79 car parking spaces.

#### *Deliveries/Servicing Vehicles*

- 2.41 Along Lincoln's Inn Fields western branch signs are provided indicating that 5 tonne lorries and buses are permitted along the length of this road. This enables access by service vehicles to occur away from the strategic highway on Kingsway and onto Lincoln's Inn Fields to the proposed site rear entrance. Loading restrictions apply on Kingsway Mon – Fri 7am-10am & 4pm-7pm.

#### *Congestion Charge Zone*

- 2.42 In addition to the CPZ system in place around the Proposed Development, the site is also located within the London Congestion Charging Zone and is operational between the hours of 0700-1800, Monday to Friday at a cost of £8 per day.
- 2.43 It is considered that there will be minimal traffic generation associated with the development as a result of the limited car parking provision. Furthermore it is considered that the above traffic restraint systems on the parking conditions in the area (CPZ), plus the costs associated, will discourage private vehicle drivers to the site.

#### *Crossrail 1*

- 2.44 Crossrail will create a new network of services linking the west and the east of London. The route will pass through the centre of London (using tunnels) with new stations at Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel, Isle of Dogs (Canary Wharf) and Woolwich as well as upgrading existing stations.
- 2.45 The new network will allow existing suburban rail services to run through London offering a range of possible connections to the wider national transport network. The nearest accessible stations to the redevelopment site discussed herein will be Farringdon and Tottenham Court Road.

#### *Proposed Cross River Tram*



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- 2.46 A surface tram scheme running to and from Camden Town/Kings Cross/Waterloo/Brixton/Peckham. The Cross River Tram is a scheme contained within the Mayor of London's Transport Strategy and The London Plan. The Mayor announced his intention to pursue implementation of the scheme in 2002 but has not yet come into fruition. The proposals are currently on hold due to constraints on funding. The scheme would have a significant impact on transport in Camden.

***Summary***

- 2.47 In summary, the site is exceptionally well located in terms of major public transport nodes with Holborn LUL Station and a number of major bus corridors located within a very short walking distance of the site. It is very well located in terms of the surrounding highway network and enjoys excellent interconnectivity with inner London and wider areas.

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## 3. Locational Suitability in Terms of Policy

3.1 This section of the report considers the transport policy background against which the planning application will be assessed. This includes National, Regional and local Policy relating to transport. The main policy documents setting the context within which the assessment will be undertaken are:

- Planning Policy Guidance Note 13: Transport (March 2001);
- The Draft Replacement London Plan (December 2009-March 2010);and
- London Borough of Camden Unitary Development Plan (Saved policies version updated in June 2009).

### ***National Guidance: PPG13 (March 2001)***

3.2 The main aim of PPG13, adopted in 2001, is to reduce dependence on the private car. Local Authorities are encouraged to adopt rigorous parking standards where appropriate, with lower provisions expected in areas of high public transport accessibility.

3.3 Paragraph 4 of PPG13 sets out the following objectives:

- *'promote more sustainable transport choices for both people and for moving freight';*
- *'promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling'; and*
- *'reduce the need to travel, especially by car.'*

3.4 Car parking is dealt with in Paragraphs 49 to 59 of PPG13. Paragraph 49 highlights the influence of parking on individual travel behaviour. It states that:

*'Reducing the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices. At the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use.'*

3.5 Paragraph 51 of PPG13 states that in developing and implementing policies on parking, Local Authorities should :

*'1. ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable travel choices; and*

*'2. not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include, for example, where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls'.*

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- 3.6 Elsewhere Paragraph 51 notes that consideration should be given to parking provisions for disabled drivers, cyclists and motorcyclists.
- 3.7 Paragraphs 52 – 56 deal specifically with parking standards, which should be maxima and designed to operate as part of a package of measures aiming to tackle congestion and promote sustainable transport choices, promote linked trips and access to developments for those without the use of a private car.
- 3.8 Paragraph 75 of PPG 13 states that;
- ‘Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres’.*
- 3.9 This paragraph also notes that walking often forms part of a longer journey by public transport or car. PPG13 goes on to state in Paragraph 78 that;
- ‘Cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport’.*
- 3.10 KLHL are proposing to provide cycle parking facilities to cater for the change in use of the development and to promote sustainable travel choices and a car fee development.

#### **The Draft Replacement London Plan (December 2009-March 2010)**

- 3.11 After a consultation in 2008, the Mayor decided to create a replacement Plan rather than amend the previous London Plan.
- 3.12 Chapter 6 – London’s Transport sets out the Mayor’s approach to ensuring London is a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities using an efficient and effective transport system which actively encourages more walking and cycling and makes better use of the Thames.
- 3.13 Policies on integrating transport and land use advocate development in areas with current or planned high levels of transport need encourage boroughs to provide land for transport infrastructure, and allow the phasing of development to ensure that the transport network can cope with the additional traffic.
- 3.14 The delivery of Crossrail by 2017 is the Mayor’s top transport priority. To safeguard its delivery the Mayor will ask for contributions from certain office developments to help fund it. The upgrade of the tube network, improvements to London’s overground network, and national rail improvements such as Thameslink are examples of other improvements that will help boost the capacity of the transport network.
- 3.15 The Mayor believes that smoothing traffic flow and creating more shared road space will encourage walking, and by working with boroughs to develop a network of cycle hire facilities and cycle superhighways the Mayor looks forward to seeing a huge increase in the number of Londoners taking to their bicycles. The ability to move goods around London is essential to London’s businesses and the Mayor is keen to work with

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the freight industry to improve distribution.

- 3.16 Table 6A of the London Plan sets out the approach to determining appropriate maximum parking standards within a policy context. The strategic wishes of the Mayor is to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport.
- 3.17 The location of the site, in particular its proximity to public transport facilities makes its particularly attractive for redevelopment. Furthermore the existing 6 car parking spaces will be removed, further assisting the shift to sustainable modes of transport.
- 3.18 The London Plan notes that Public Transport Accessibility levels (PTAL) have been adopted by TfL to produce a consistent London wide public transport access mapping facility. These assist boroughs with locational planning and the assessment of appropriate parking provision by measuring broad public transport accessibility levels.
- 3.19 Paragraph 8 of annex 4 of The London Plan also notes:
- “There is evidence that car use reduces as access to public transport, as measured by PTALs, increases. Therefore, given the need to avoid over-provision, car parking provision should also reduce as public transport accessibility increases”*
- 3.20 The proposed development, with a PTAL of 6b is located in an area with excellent public transport accessibility in accordance with the guidance given in the London Plan. It is therefore, appropriate for the proposed development to provide no car parking provision and the provision of 34 cycle parking spaces.

***LBC UDP Adopted June 2006 (Saved policies version updated in June 2009)***

- 3.21 The LBC UDP states the links between transport and land-use planning are central to achieving sustainable development in terms of reducing pollution and greenhouse gases, promoting social inclusion, increasing community safety, improving health and promoting prosperity.
- 3.22 The guidance states that locational decisions will be backed up by guiding investment into appropriate infrastructure, such as:
- safe, convenient and attractive routes for walking and cycling;
  - space for secure cycle parking and storage;
  - high quality accessible and affordable public transport services;
  - sufficient car parking for those people with disabilities who are unable to travel in other ways;
  - a limited number of car parking spaces for other users; and
  - measures to restrict speeds and reduce the impact of motor vehicles on residential areas and areas with poor air quality.
- 3.23 Policy T1 discusses sustainable transport and the Clear Zone Region. The Central London Area has been designated as a Clear Zone Region in order to address the particular transport-related problems associated with the large number of people attracted to the area, traffic congestion and related pollution, and physical constraints,

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such as narrow roads.

- 3.24 The objective of the Camden Clear Zone Region is to improve the quality of life by:
- reducing the impact of traffic;
  - reducing the number of motor vehicles and the pollution from their exhausts;
  - promoting the use of vehicles (including public transport and goods vehicles) which use greener fuels and reduce the amount of pollution from exhausts; and
  - reducing the overall demand for transport.
- 3.25 The proposed development has excellent links to public transport and is less than a 5 minute walk of Holborn LUL station and two bus stops with a high level of services to the wider area. In addition, the site is within walking distance of key attractions.
- 3.26 Policy T3 refers to pedestrians and cyclists within the LBC. It states that the development must make satisfactory provision for pedestrians and cyclists. The council considers improvements to the safety of pedestrians and cyclists, good infrastructure provisions, good links to the LCN and access to key pedestrian routes of high importance. The proposed site is located within close proximity to a variety of Central London sights and is within easy walking and cycling distance of Tottenham Court Road, the River Thames and Covent Garden.
- 3.27 In accordance with LBC UDP cycle parking standards of 1 space per 500sqm for staff and 1 space per 500m<sup>2</sup> for residents (guests), 1 space per residential unit and 1 space per 250sqm for staff and customers for A class use the proposals include the provision of 36 cycle spaces.

## 4. Proposed Development

- 4.1 It is proposed that the site will be developed as a Club Quarters Hotel with 151 bedrooms and 5 apartments with associated facilities including; office, retail, meeting rooms, conference rooms and restaurant uses with a provision of 36 secure cycle parking spaces. The existing 6 car parking spaces in the courtyard accessed on Lincoln's Inn Fields will be removed and the proposed development will be 'car free'.
- 4.2 **Figure 5** shows the indicative site layout for the Ground floor of the proposed development site. A breakdown of the schedule of proposed units is shown below in **Table 4.1**.

**Table 4.1: Proposed Development Land Uses**

	TOTAL GIA Floor Areas Existing (m <sup>2</sup> )	TOTAL GIA Floor Areas Proposed (m <sup>2</sup> )	Hotel (m <sup>2</sup> )	Restaurant (m <sup>2</sup> )	Retail (m <sup>2</sup> )
Basement -3 (OLD -2) (36-38-61 Only)	570.7	570.7	359.9	0.0	210.7
Basement -2 (Mezz) (36-38-61 Only)	112.7	226	480.1	0.0	0.0
Basement -1	1,086.4	1,125.7	0.0	808	0.0
Ground	813.5	858	400	47	161
Mezz (42 K'way)	130	0.0	0.0	0.0	0.0
First	716	762	586.0	0.0	0.0
Second	735.8	752.2	587.4	0.0	0.0
Third	728.3	746.6	584.7	0.0	0.0
Fourth	703.9	722.4	557.1	0.0	0.0
Fifth	629.5	660.6	501.4	0.0	0.0
Sixth	458.3	498.4	307.3	0.0	0.0
Seventh	302.5	357.5	328.6	0.0	0.0
Eighth (NEW) (36-38-61 Only)	135.4	306.3	306.3	0.0	0.0
Ninth (NEW) (36-38-61 Only)	0.0	227.8	227.8	0.0	0.0
TOTALS	6,996	7,830	4,725	855	707



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### **Guests Information**

- 4.3 Guests of the existing Club Quarters hotels are mostly business executives, professionals and government employees rather than tourists *“Surveys undertaken at our other London hotels show that virtually none arrive by private car and there is no need for private car parking on site or nearby. We generate no coach use and minimal taxi use.”* (as stated by Kingsway LIF Holdings Ltd).
- 4.4 The proposed Club Quarters will have minimal impact in an already busy area and at the same time such facilities will increase the ambience and security of the area in the evening. The proposed development will not have a significant adverse environmental impact nor will it effect the efficient functioning of key arterial traffic routes as its vehicular access is located off Lincoln Inns Field and not Kingsway.

### **Hotel employees**

- 4.5 The proposed development is anticipated to employ a total of 181 full time staff. The hotel element of the proposed development will employ 31 full time staff all of whom will travel to the site by sustainable modes of travel.

### **Taxis**

- 4.6 Taxis can be sought from the taxi rank located on the southeastern corner of Lincoln's Inn Fields to the rear of the development or alternatively flagged down to the front of the development on Kingsway.

### **Coach**

- 4.7 Due to the nature of Club Quarters Hotels coach bookings will not occur. Therefore, a coach parking space is not included in the proposals. However, in the unlikely event those guests arrive by coach there is a number of coach parking facilities within close proximity to the site. These include the following:
- Kingsway (0.1 miles) – 24 Bay (Free) max stay 20 minutes
  - High Holborn (0.2 miles) – 1 bay (Free) max stay 2 hours
  - Russell Street ( 0.2 miles) – 4 bays (Free) Max Stay 20 minutes
  - High Holborn (0.3 miles) – 3 bays (Free) Max Stay 20 minutes
  - Temple Place (0.3 miles) – 2 bays (Coach meter) max stay 2 hours/ £4per Hr

### **Pedestrian access**

- 4.8 Pedestrian access to the hotel entrance will be sought from Lincoln's Inn Fields. Access to the residential apartments will be sought from Lincoln's Inn Fields through the Hotel with a change of level (4 steps) and on the level from Kingsway via the existing door to the north of the elevation. Access to the basement and lower basement restaurants and existing retail use will also be via Kingsway. The main access to the hotel on Lincoln's Inn Fields is pedestrian friendly with adequate pavement widths and the Kingsway access to the site has street lighting facilities, CCTV and wayfinding measures for pedestrians. Guests of the development are encouraged to travel by sustainable modes.

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### ***Servicing and Refuse***

- 4.9 Club Quarters management has advised the anticipated number of service trips are as follows based on the Club Quarters at Gracechurch Street :

#### **Monday to Saturday inclusive 06.00 - 20.00hrs**

06.30-09.00	2 vans daily	(Refuse and recycling Collection, Soft furnishings & Building Supplies Dry Cleaning )
09.00-12.00	1 vans daily	(Housekeeping Supplies, Stationery and Printing)
12.00-15.00	1 vans daily	(Office Equipment) Generator Fuel (once monthly)
15.00-18.00	1 vans daily	(Building Suppliers (out))
18.00-20.00	3 vans daily	(Linen collection & delivery, Dry Cleaning return, Refuse & Recycling Collection )

#### **Sunday and Public Holidays 08.00 - 19.00hrs**

08.00-11.00	2 vans daily	(Some) Refuse and recycling Collection Dry Cleaning
11.00-14.00		
14.00-17.00		
17.00-19.00	3 vans daily	(Linen collection and delivery, (Some) Refuse and Recycling Collection
	Dry Cleaning return)	

#### **Control to strategy**

- Single point of secured access entry for all deliveries controlled by one person between these times.
  - No unscheduled delivery will gain access.
  - Scheduled deliveries booked via Housekeeping Manager- Delivery Co-Ordinator in advance.
  - Nominated suppliers only will be used for all services with whom will be negotiated to work only within the restricted times.
  - All suppliers chosen are currently used for existing hotels and work within similar constraints.
- 4.10 Based on the information provide by Club Quarters Management it is anticipated that the site will generate approximately 8 service vehicles throughout the day (Monday to Saturday) outside of the peak hours. These will be managed by the site management as per other central London Club Quarters.
- 4.11 It is assumed that the level of anticipated service vehicle trips is not dissimilar to the existing level of service trips generated by the existing office and retail uses and will take place on Lincoln's Inn Fields as per existing and with the retail element servicing taking place in Kingsway. Therefore, the development will have minimal impact on the local highway network as servicing would be undertaken on Lincoln Inn Field as per existing situation.

## 5. Existing & Proposed Trip Generation

### *Existing Trip Generation*

#### *Hotel Land Use*

- 5.1 The number of occupants currently working within the buildings is not known. However, typically office occupancy is in the order of 25m<sup>2</sup> of floor space per person. On this assumption, there could be approximately 203 staff working at the site. Given the limited number of car parking spaces and the central London location it can be assumed that the majority of staff use public transport. 42 Kingsway is also occupied by a Pitcher and Piano Bar/Restaurant.
- 5.2 Comparable sites in terms of location and public transport accessibility has been selected from the TRAVL database 8.10a to assess the AM (0800-0900) and PM (1700-1800) peak hours. The sites selected include:
- Baltic Exchange office, St. Mary Axe
  - Association of London Government, Southwark Street
- 5.3 Both of which are highly comparable both in terms of location and general accessibility, especially its proximity to public transport facilities. **Table 5.1** below shows the predicted existing trips by all modes. The TRAVL data output is contained in **Appendix A**.

**Table 5.1. Predicted existing B1 office (5,086 m<sup>2</sup>) trips by all travel modes**

Time period	Trip rate per 100 m <sup>2</sup>		All modes		Total (2-way)
	IN	OUT	IN	OUT	
0800-0900	1.19	0.07	61	4	65
1700-1800	0.14	1.64	7	83	90

- 5.4 **Table 5.1** shows that the existing site would generate a total of 65 trips in the AM peak hour (0800 – 0900) and 90 trips in the PM peak hour (1700 – 1800) by all modes. Additional trips would be generated by the 42 Kingsway particularly in the PM peak hour.

### *Proposed Trip Generation based on Club Quarters at 7 Gracechurch Street*

- 5.5 Club Quarters undertook a 'Members mode of Travel Survey' at the 7 Gracechurch Street facility in 2004 for the purposes of demonstrating the effect of Club Quarters Hotels within London on local traffic generation. The hotel surveyed provides 263 rooms.

- 5.6 The survey carried out analysed the mode of travel used by Club Quarters Members on their journey to the 7 Gracechurch Street hotel facilities. It is assumed that this is the trip when members are least likely to travel on foot, because they may have baggage or be unfamiliar with the location of the hotel so the figures are likely to be conservative. The average length of stay for members of the site was 3 nights.
- 5.7 The survey examined 165 guests mode of travel to work over a business week. Of the guests surveyed between Monday to Friday no private car journeys were undertaken and 92% of those surveyed end journeys were by foot. Surveys undertaken which included the weekend showed 90% arrived by foot and 1% by private car with the remaining travelling by taxi. Departing guests were also surveyed and the results showed 93% were planning on travelling by foot.
- 5.8 It is noteworthy as Club Quarters provide member only and specialise as a business hotel their occupancy levels are highest during the weekdays during autumn, winter and spring and relatively low during the weekends and summer months. Of the business trips undertaken the central nature of the proposed Kingsway development is ideal for their members to access offices by foot, cycling or public transport.

***Proposed Trip Generation based on comparable TRAVL sites***

- 5.9 The proposed development provides 169 hotel rooms and 6 apartments, together with a reception/lounge, restaurant and meeting rooms. Comparable hotel sites have been selected from the TRAVL database 8.10a. The sites include the following:
- Park Plaza County Hall Hotel, Waterloo
  - Thistle Victoria Hotel, Victoria
- 5.10 Both sites are comparable to the proposed development in terms of the location being in inner and central London and have a PTAL level of 6. Both hotels are all in the expensive price range and classed as Luxury – 3\* or above. Additionally both hotels provide restaurants, bar, lounges and meeting rooms for guests and non hotel users. Both hotels have no on site car parking facilities. The TRAVL data output is contained in **Appendix A**.
- 5.11 **Table 5.2** shows the trips generated by the proposed use would result in 95 two way trips in the AM (0800-0900) peak hour and 108 two way trips in the PM (1700-1800) peak hour.

**Table 5.2. Predicted Trips by all travel modes to the Hotel and facilities**

Time period	Trip rate		All modes		Total (2-way)
	IN	OUT	IN	OUT	
AM peak	0.234	0.396	35	60	95
PM peak	0.425	0.292	64	44	108

- 5.12 **Table 5.2** shows that the change of use to hotel will result in a small increase in the trips generated in the AM and PM peak when compared to the existing B1 office use if fully occupied. The net increase in total for all mode trips from the hotel in the AM and PM peak hours is 30 and 18 respectively.
- 5.13 It is important to note that the proposed hotel development will cater for single occupancy rooms due to the nature of the hotel which is to cater for single occupancy business users. The sites chosen from TRAVL were based on two guests per room and therefore it is important to note that the proposed trip rates represent a worst case scenario. Therefore, it is anticipated that the proposal will have a minimal impact on the surrounding network due to the low number of trips generated.

#### Modal Split

- 5.14 **Table 5.3** below shows the percentage split of total journeys by guest by main mode in the AM and PM peak hour based on the selected Thistle Victoria Hotel, Victoria site which is most comparable in terms of location. Main mode excludes those that are not final arrival and first departure trips and walk mode accounts for all walk trips more than 5 minutes to destination.

**Table 5.3 Journey by main mode**

Main Mode	%	Total	
		AM	PM
Rail	37%	35	40
Walk	13%	12	14
Underground	25%	24	27
Bus	11%	10	12
Car Driver	0%	0	0
Taxi	3%	3	4
Coach	8%	8	9
Car Passenger	1%	1	1
Motorcycle	1%	1	1
<b>Total</b>		<b>95</b>	<b>108</b>

- 5.15 All staff will arrive and depart by walk, cycle or public transport modes. All visitors to the proposed development would similarly arrive and depart by the journey modes shown in **Table 5.3**. With minimal car drivers and a small proportion by taxi and the majority by public transport facilities.
- 5.16 Any nominal increase is expected to be dispersed in the normal daily variation experienced at underground and rail stations during the weekday peak hours and is not expected to create any adverse impacts on the transport network.

### *Residential Land Use*

- 5.17 The proposed development will provide an additional 6 residential dwellings. Comparable residential sites have been selected from the TRAVL database 8.10a in terms of location and public transport accessibility for the AM (0800-0900) and PM (1700-1800) peak hours. The sites selected include:
- St George Wharf (Affordable), Lambeth;
  - Parliament View Apartments (Private), Lambeth;
  - Grosvenor Waterside, Westminster;
  - Putney Wharf (Private); and
  - Green Dragon House, Camden.
- 5.18 **Table 5.4** shows the trips generated by the proposed residential use would result in 3 two way trips in the AM (0800-0900) peak hour and 2 two way trips in the PM (1700-1800) peak hour. The TRAVL data output is contained in **Appendix B**.

**Table 5.4. Predicted Trips by all travel modes to the Residential facilities**

Time period	Trip rate		All modes		Total (2-way)
	IN	OUT	IN	OUT	
AM peak	0.160	0.388	1	2	3
PM peak	0.188	0.212	1	1	2

- 5.19 **Table 5.4** shows that the residential element of the site will generate an additional 5 two way trips in total.
- 5.20 Therefore the net increase in total for all mode trips for both the hotel and residential element in the AM and PM peak hours is 33 and 20 respectively.

### **Summary**

- 5.21 It is anticipated that the proposed development will not result in any significant increase of trips to and from the site and will have minimal impact of the local transport network. Any nominal increase is expected to be dispersed in the normal daily variation experienced at underground and rail stations during the weekday peak hours and is not expected to create any adverse impacts on the transport network.



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## 6. Summary and Conclusions

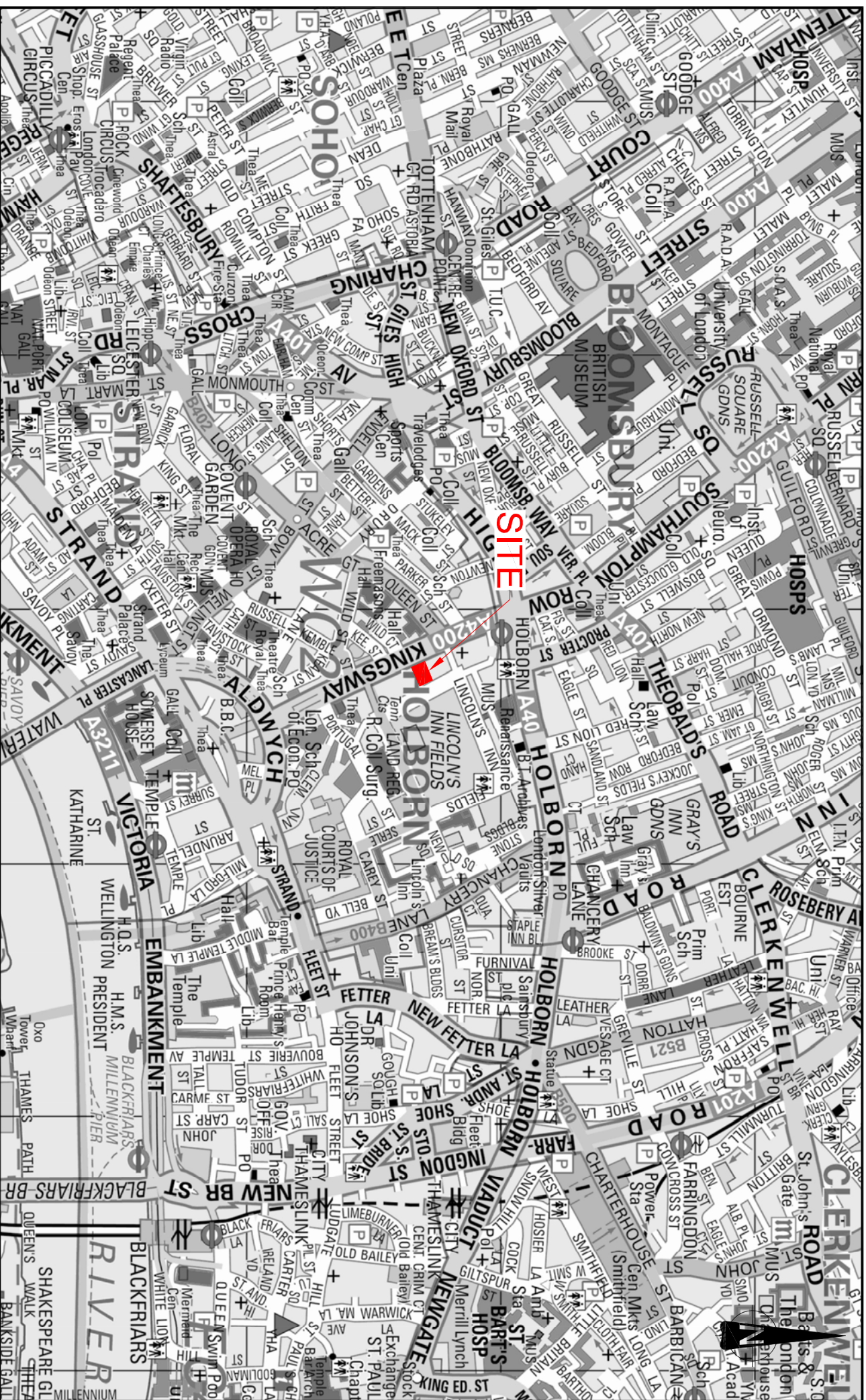
- 6.1 Capita Symonds Ltd (CSL) was appointed by Kingsway LIF Holdings Ltd (KLHL) in August 2009 to provide transport planning and highways advice in relation to the proposed redevelopment of 61 Lincoln's Inn Fields (including 36-38 Kingsway) and 42 Kingsway in Holborn.
- 6.2 It is proposed to convert the site into a Club Quarters Hotel which is a private members hotel 151 hotel rooms and 5 apartments along with meeting rooms, conference facilities, a hotel restaurant, a kitchen, a reception and retail space. The development will be car free with the provision of 36 secure cycle parking spaces. The report concludes that the proposal will have no adverse transport impacts on the surrounding area.
- 6.3 The site is very well situated in terms of local public transport links with access to a high number of bus services located within a comfortable walking distance. The site is also surrounded by a good pedestrian and cycle network. These factors combine to enable excellent scope for access to Holborn London Underground Limited (LUL) station and London Waterloo National Rail (NR) station, located 1.7 km to the north and 1.09 km to the south of the site, by sustainable modes of transport.
- 6.4 The change of use to hotel and residential uses will result in a small increase in the total trips generated in the AM and PM peak when compared to the existing B1 office use if fully occupied. The net increase in total all mode trips in the AM and PM peak hours is 33 and 20 respectively.
- 6.5 It is important to note that the proposed hotel development will cater for single occupancy rooms due to the nature of the hotel which is to cater for single occupancy business users. The sites chosen from TRAVL were based on two guests per room and therefore it is important to note that the proposed trip rates represent a worst case scenario. Therefore, it is anticipated that the proposal will have a minimal impact on the surrounding network due to the low number of trips generated.
- 6.6 Based on the information provide by Club Quarters Management it is anticipated that the site will generate approximately 8 service vehicles throughout the day (Monday to Saturday) outside of the peak hours. These will be managed by the site management as per other central London Club Quarters.
- 6.7 It is assumed that the level of anticipated service vehicle trips is not dissimilar to the existing level of service trips generated by the existing office and retail uses. Therefore, the development will have minimal impact of the local highway network as servicing would be undertaken on Lincoln's Inn Fields as per existing situation.
- 6.8 It is anticipated that the proposed development will not result in any significant increase of trips to and from the site and will have minimal impact of the local transport network. Any nominal increase is expected to be dispersed in the normal daily variation experienced at underground and rail stations during the weekday peak hours and is not expected to create any adverse impacts on the transport network.

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- 6.9 The proposal is thus fully in accordance with, and supportive of, national, regional and local planning policies in terms of accessibility, car parking, and the reuse of land previously developed.

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## FIGURES





Based on © Bartholomews mapping 2007.

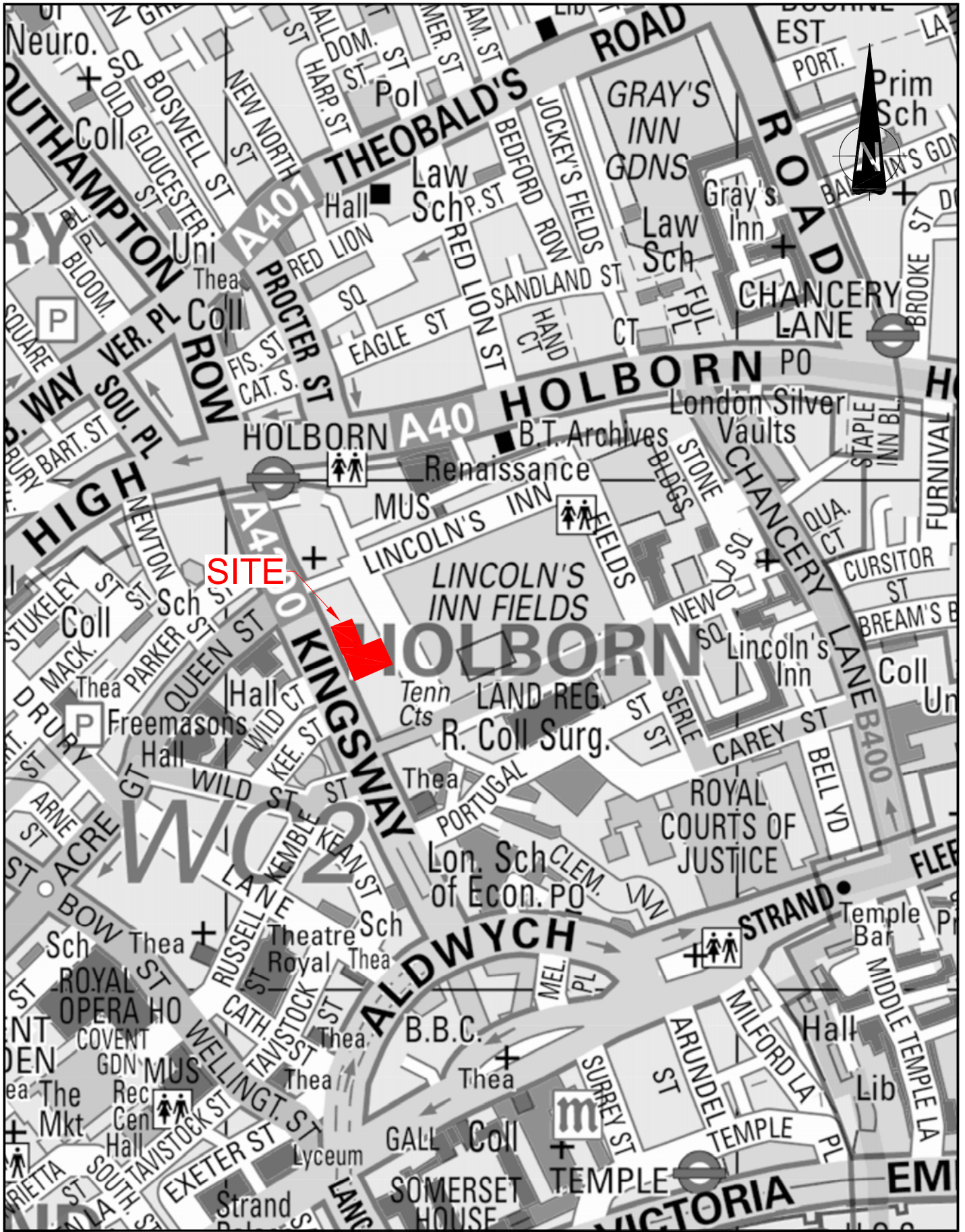
CS39720/T/001

Scale 1:1,0000

**CAPITA SYMONDS**  
DEVELOPMENT TRANSPORT AND INFRASTRUCTURE

Strategic Highway Network  
FIGURE 1





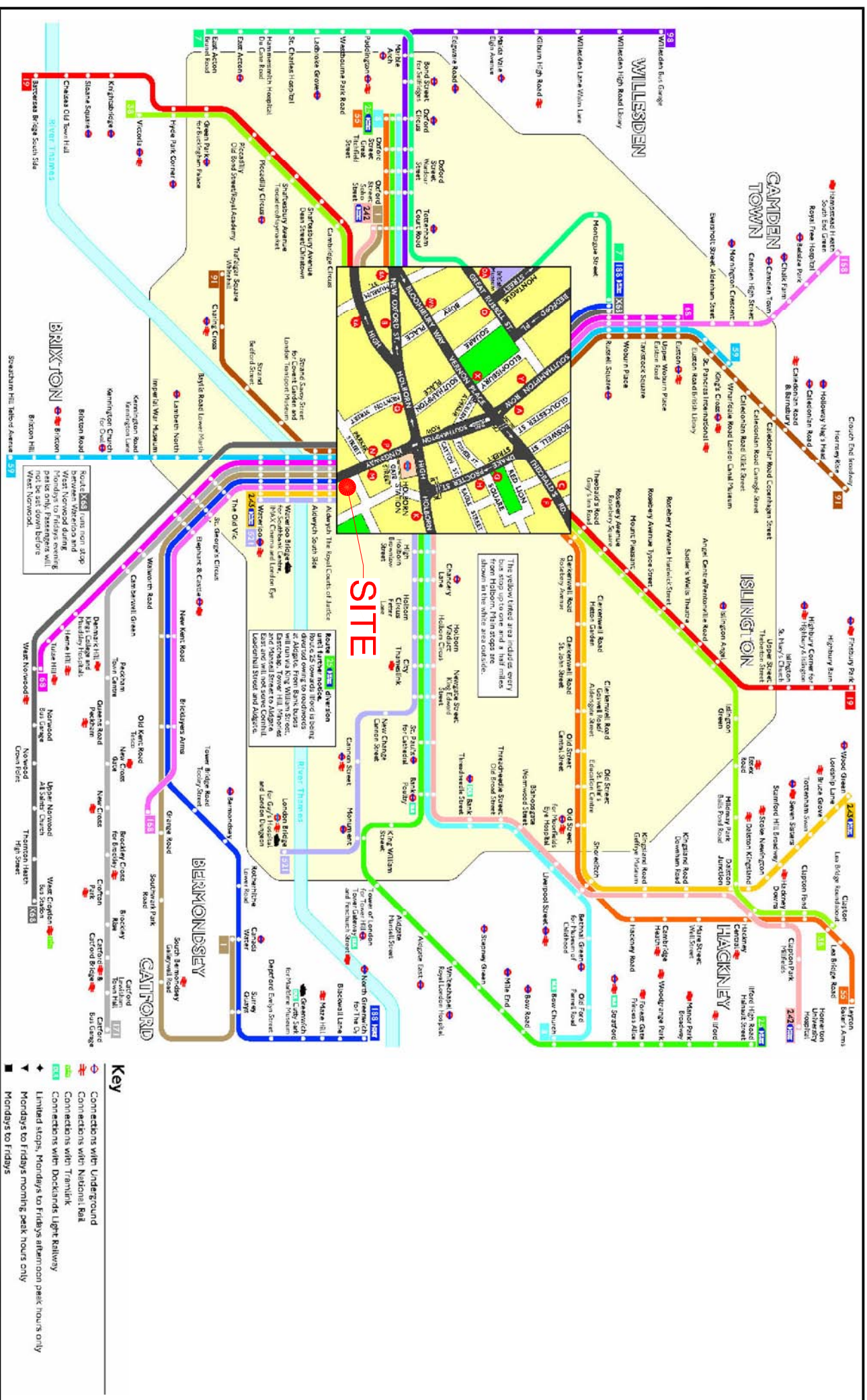
Based on ©Bartholomews mapping 2007.

Scale 1:5000

CS39720/T/002

Site Location Plan  
FIGURE 2





Based on TfL Day Buses from Holborn.

CS39720/T/003

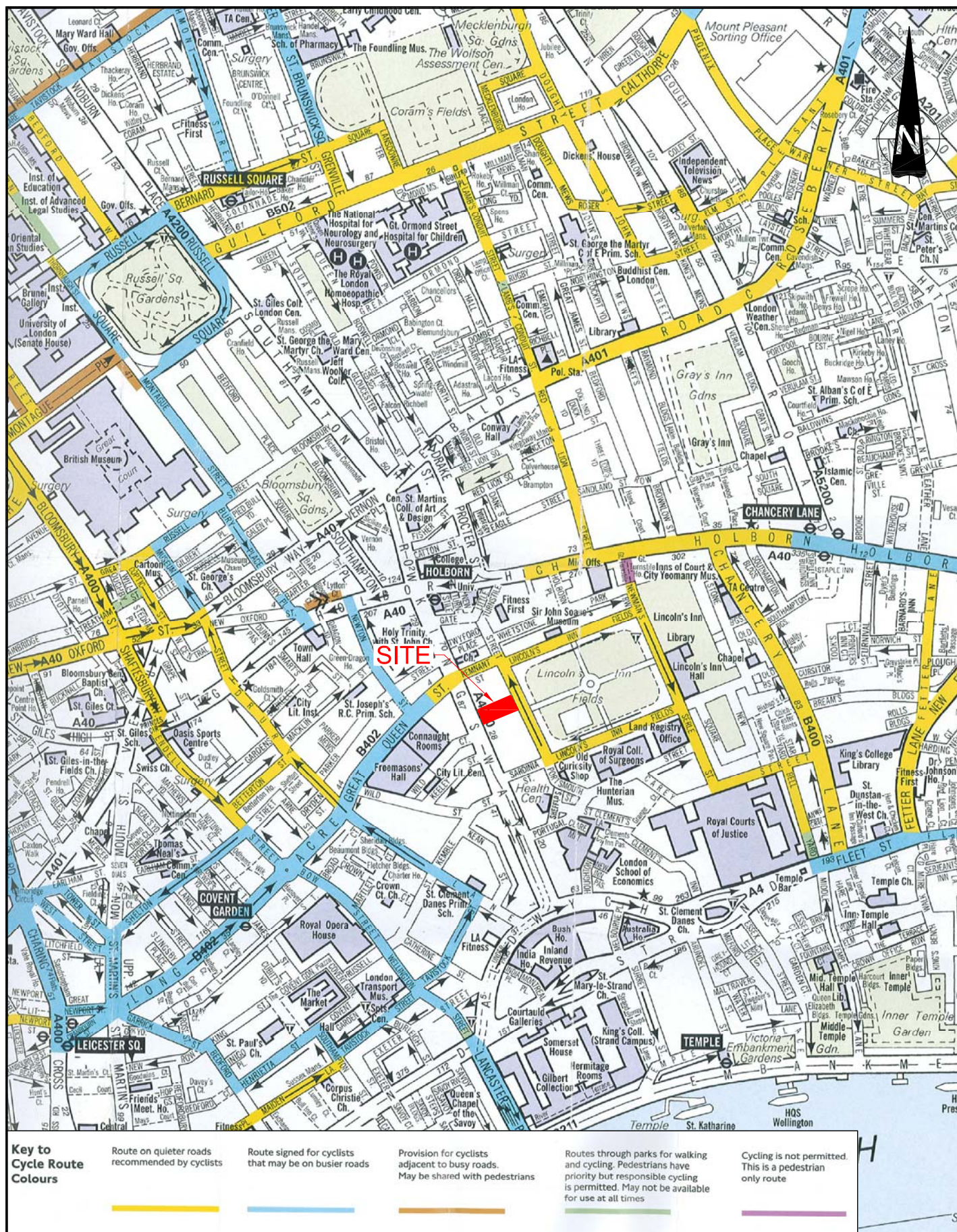
**CAPITA SYMONDS**

DEVELOPMENT TRANSPORT AND INFRASTRUCTURE

**Local Bus Facilities**

**FIGURE 3**

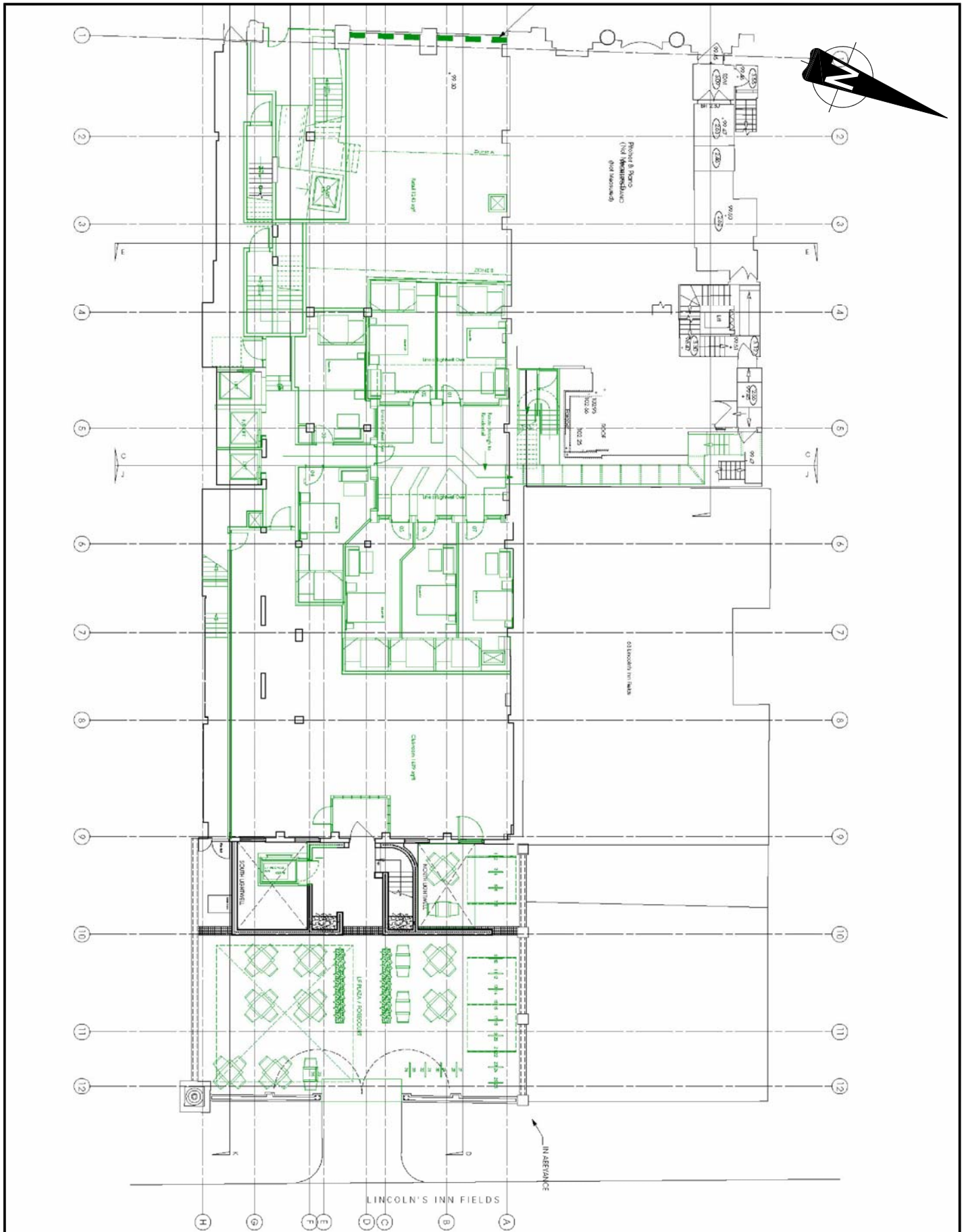




Based on TfLs Cycling in London Map.

CS39720/T/004





Based on Robert Hutson Chartered Architects Drawing (Number 676 - GA - 100A)

CS39720/T/005F

Proposed Ground Floor Site Layout  
FIGURE 5

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## APPENDIX A

### TRAVL Data – Hotel Sites

## TRAVL - Site Report

<b>Name</b>	Assoc of London Government	<b>Survey Date</b>	02/12/2004
<b>Business</b>	Government	<b>Survey Hours 1</b>	07:00-19:00
<b>Address</b>	59.5 Southwark Street	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	404
<b>District</b>	Southwark		
<b>Borough</b>	SOUTHWARK		
<b>Postcode</b>	SE1 0AL	<b>Site Area (sq.m)</b>	0
<b>Location</b>	Central	<b>Gross Floor Area (sq.m)</b>	3066
<b>Class</b>	B1 - Office	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

	<b>Total</b>	<b>Disabled</b>	<b>Visitor</b>	<b>Employee</b>	<b>Coaches</b>	<b>Load Bays</b>
<b>Parking</b>	2		1	1		
	<b>Managed Parking</b>	N		<b>Waiting Restriction</b>	C	
	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>
<b>Open Hours</b>						<b>Sunday</b>
	<b>Home</b>	<b>Work</b>	<b>Else</b>			
<b>Home</b>	127	14				
<b>Work</b>	32	55	60			
<b>Else</b>	37		3			
<b>Staff</b>						
<b>Part Timers</b>						
<b>Full Timers</b>	100					
<b>Disabled Access</b>	No					
<b>Travel Plan</b>	No					
<b>Site Notes</b>	<p>Net area of the building is 2,694 sq m. Gross floor area of the building is 3,066 sq m.</p> <p>Older Victorian building with modern interior. There is a conference room and several meeting rooms.</p> <p>Office opens at 07:00 when the security guard arrives. Visitors access office building through intercom and speaking to Reception first.</p> <p>On the survey day the ALG hosted two functions, one of which was the TRAVL user group meeting in the morning (about 26 people).</p> <p>Informal Car park under the office at ground level holds approximately 2 vehicles, the parking spaces are not designated. Access to car park is through an intercom with the Security Guard. The car park is also used as a storage area for the office.</p> <p>Visitors to this office who travel by car usually park on-street.</p>					

## TRAVL - Site Report

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<b>Name</b>	Assoc of London Government	<b>Survey Date</b>	02/12/2004
<b>Business</b>	Government	<b>Survey Hours 1</b>	07:00-19:00
<b>Address</b>	59.5 Southwark Street	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	404
<b>District</b>	Southwark		
<b>Borough</b>	SOUTHWARK		
<b>Postcode</b>	SE1 0AL	<b>Site Area (sq.m)</b>	0
<b>Location</b>	Central	<b>Gross Floor Area (sq.m)</b>	3066
<b>Class</b>	B1 - Office	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

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**Survey Note**      Counts of people and vehicles were undertaken between 07:00 and 19:00.

Employee survey forms were distributed to all employees. Visitors were interviewed in the Reception area when they arrived.

No employees drive to work everyday. Some use their cars to travel to work occasionally.

Pedal bikes are usually parked in the car park, rather than in the building or on-street.

### Facilities

## TRAVL - Site Report

<b>Name</b>	Baltic Exchange	<b>Survey Date</b>	08/02/2005
<b>Business</b>	Various	<b>Survey Hours 1</b>	07:00-19:00
<b>Address</b>	38 St Mary Axe	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	409
<b>District</b>	City of London		
<b>Borough</b>	CITY OF LONDON		
<b>Postcode</b>	EC3A 8BH	<b>Site Area (sq.m)</b>	0
<b>Location</b>	Central	<b>Gross Floor Area (sq.m)</b>	3809
<b>Class</b>	B1 - Office	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

	<b>Total</b>	<b>Disabled</b>	<b>Visitor</b>	<b>Employee</b>	<b>Coaches</b>	<b>Load Bays</b>
<b>Parking</b>						
	<b>Managed Parking</b>	N	<b>Waiting Restriction</b>	C		
	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>
<b>Open Hours</b>						<b>Sunday</b>
	<b>Home</b>	<b>Work</b>	<b>Else</b>			
<b>Home</b>	66		12			
<b>Work</b>	1	1	52			
<b>Else</b>	7		7			
<b>Staff</b>						
<b>Part Timers</b>						
<b>Full Timers</b>	150					
<b>Disabled Access</b>	No					
<b>Travel Plan</b>	No					
<b>Site Notes</b>	<p>The ground floor site area/Building footprint is 586 sqm.</p> <p>Modern high rise office. Building is fully occupied.</p> <p>14 Occupiers of the building include: Baltic Exchange, H.W.Wood Limited, Fukoku Life International (UK) Ltd, Fairdeal Group, Book Production Consultants plc. There are various shipping companies as well.</p> <p>Facilities: Employee/visitor restaurant and bar on first floor. Large reception/waiting area with coffee and tea facilities on ground floor entrance to building.</p> <p>There are no parking facilities.</p> <p>Opening hours: Office manned for 24 hours the whole year, usual operating hours are Mon - Fri 8am - 6pm.</p>					

## TRAVL - Site Report

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<b>Name</b>	Baltic Exchange	<b>Survey Date</b>	08/02/2005
<b>Business</b>	Various	<b>Survey Hours 1</b>	07:00-19:00
<b>Address</b>	38 St Mary Axe	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	409
<b>District</b>	City of London		
<b>Borough</b>	CITY OF LONDON		
<b>Postcode</b>	EC3A 8BH	<b>Site Area (sq.m)</b>	0
<b>Location</b>	Central	<b>Gross Floor Area (sq.m)</b>	3809
<b>Class</b>	B1 - Office	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

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**Survey Note**      Counts took place at entrance to building.  
All visitors were interviewed on entering building. Survey forms were distributed to all employees in all companies on survey day. Completed forms were left at Reception for collection.

Due to the small numbers of visitors it was possible to get a 100% sample.

### Facilities



## TRAVL - Average Trip Rate by Mode and Time

### List of Surveys:

Name	Address	Postcode	Survey Date
Assoc of London Government	59.5 Southwark Street	SE1 0AL	02/12/2004
Baltic Exchange	38 St Mary Axe	EC3A 8BH	08/02/2005

Number of sites considered 2

### Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	2	0.11636	0.17455	0.29091	0.0	0.0	0.0
07:30-08:00	2	0.24727	0.04364	0.29091	0.0	0.0	0.0
08:00-08:30	2	0.36364	0.02909	0.39273	0.0	0.0	0.0
08:30-09:00	2	0.84364	0.04364	0.88727	0.0	0.0	0.0
09:00-09:30	2	1.16364	0.04364	1.20727	0.0	0.0	0.0
09:30-10:00	2	0.97455	0.14545	1.12000	0.0	0.0	0.0
10:00-10:30	2	0.62545	0.07273	0.69818	0.0	0.0	0.0
10:30-11:00	2	0.37818	0.23273	0.61091	0.0	0.0	0.0
11:00-11:30	2	0.30545	0.05818	0.36364	0.0	0.0	0.0
11:30-12:00	2	0.48000	0.29091	0.77091	0.0	0.0	0.0
12:00-12:30	2	0.62545	0.42182	1.04727	0.0	0.0	0.0
12:30-13:00	2	0.56727	0.82909	1.39636	0.0	0.0	0.0
13:00-13:30	2	0.75636	0.72727	1.48364	0.0	0.0	0.0
13:30-14:00	2	0.36364	0.37818	0.74182	0.0	0.0	0.0
14:00-14:30	2	0.72727	0.20364	0.93091	0.0	0.0	0.0
14:30-15:00	2	0.40727	0.74182	1.14909	0.0	0.0	0.0
15:00-15:30	2	0.29091	0.72727	1.01818	0.0	0.0	0.0
15:30-16:00	2	0.32000	0.68364	1.00364	0.0	0.0	0.0
16:00-16:30	2	0.26182	0.33455	0.59636	0.0	0.0	0.0
16:30-17:00	2	0.27636	0.58182	0.85818	0.0	0.0	0.0
17:00-17:30	2	0.04364	0.81455	0.85818	0.0	0.0	0.0
17:30-18:00	2	0.13091	0.87273	1.00364	0.0	0.0	0.0
18:00-18:30	2	0.00000	0.36364	0.36364	0.0	0.0	0.0
18:30-19:00	2	0.05818	0.52364	0.58182	0.0	0.0	0.0

### Peak Period For All Modes

In	09:00-09:30	1.16
Out	17:30-18:00	0.87
Total	13:00-13:30	1.48

## TRAVL - Site Report

<b>Name</b>	Park Plaza County Hall Hotel	<b>Survey Date</b>	08/05/2008
<b>Business</b>	Hotel	<b>Survey Hours 1</b>	07:00-23:00
<b>Address</b>	1 Addington Street London	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	523
<b>District</b>	Waterloo		
<b>Borough</b>	LAMBETH		
<b>Postcode</b>	SE1 8SW	<b>Site Area (sq.m)</b>	0
<b>Location</b>	Inner	<b>Gross Floor Area (sq.m)</b>	22000
<b>Class</b>	C1 - Hotel	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

<b>Parking</b>	<b>Total</b>	<b>Disabled</b>	<b>Visitor</b>	<b>Employee</b>	<b>Coaches</b>	<b>Load Bays</b>	
	4						
	<b>Managed Parking</b>	Y		<b>Waiting Restriction</b>	C		
	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Open Hours</b>	00:01-24:00	00:01-24:00	00:01-24:00	00:01-24:00	00:01-24:00	00:01-24:00	00:01-24:00
	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>4 Bed</b>	<b>5 Bed</b>	<b>6 Beds +</b>	
<b>Num Dwellings</b>	0	0	0	0	0		
<b>Residential Units</b>	0						
<b>Distance To School</b>							
	<b>Home</b>	<b>Work</b>	<b>Else</b>				
<b>Home</b>	0	0	110				
<b>Work</b>	0	0	86				
<b>Else</b>	70	4	259				
<b>Staff</b>							
<b>Part Timers</b>							
<b>Full Timers</b>							
<b>Hotel Type</b>	Luxury - 3* or better						
<b>Occupancy %</b>		<b>Beds</b>	796	<b>Rooms</b>	398		
<b>Disabled Access</b>	Yes						
<b>Cost Code</b>	Expensive Price Range						
<b>Owner Code</b>	Private						
<b>Travel Plan</b>	Yes						

## TRAVL - Site Report

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<b>Name</b>	Park Plaza County Hall Hotel	<b>Survey Date</b>	08/05/2008
<b>Business</b>	Hotel	<b>Survey Hours 1</b>	07:00-23:00
<b>Address</b>	1 Addington Street London	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	523
<b>District</b>	Waterloo		
<b>Borough</b>	LAMBETH		
<b>Postcode</b>	SE1 8SW	<b>Site Area (sq.m)</b>	0
<b>Location</b>	Inner	<b>Gross Floor Area (sq.m)</b>	22000
<b>Class</b>	C1 - Hotel	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

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### Site Notes

Park Plaza County Hall is situated adjacent to Waterloo station and overlooks the River Thames. It is within walking distance of many famous landmarks including the London Eye and London Aquarium.

The hotel has a restaurant for guests and non-hotel users, who are recognised as visitors in this survey. It also has a bar, meeting rooms, wireless internet access, conference facilities, a gymnasium and treatment rooms.

There is no on-site car park, but four disabled car parking spaces are provided on-site.

There are 398 bedrooms and approximately 796 beds for guests. This is based on an assumption of 2 beds per room.

For more information about the hotel log on to:  
[http://www.parkplaza.com/countyhall\\_london](http://www.parkplaza.com/countyhall_london)

### Survey Note

The hotel has three entrances: a staff entrance, freight/delivery entrance and a guest/visitor entrance. A person count was undertaken at all the entrances to the hotel between 07:00 and 23:00 and a delivery count was undertaken between 07:00 and 19:00. A car park count was undertaken at regular intervals, but there were only 4 disabled bays on-site to observe.

Interviewers were positioned at all the entrances to interview guests, visitors, staff and freight drivers about their journey(s) to and from the hotel and the mode of transport they used. The guests and visitors were interviewed in the main hotel reception, the staff at the staff entrance and in the staff canteen, and the freight/delivery drivers in their vehicles.

Every occupied room received a covering letter and travel diaries on the survey day. Guests completed these self-completion travel diaries and posted them in the collection box at the concierge desk before they departed. The guests who completed the travel diaries were not interviewed at the hotel entrance.

Weather on survey day was clear and sunny.

### Facilities

Hotel Bar, Restaurant, Gym, Treatment room, and Executive Lounge. Staff Canteen, Changing Rooms and Showers.

Parking Spaces are all allocated as disabled.

## TRAVL - Site Report

<b>Name</b>	Thistle Victoria Hotel	<b>Survey Date</b>	19/11/2007
<b>Business</b>	Hotel with Restaurant	<b>Survey Hours 1</b>	07:30-24:00
<b>Address</b>	Thistle Victoria Hotel, Buckingham Palace Road, South London.	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	514
<b>District</b>	Victoria		
<b>Borough</b>	WESTMINSTER		
<b>Postcode</b>	SW1W 0SJ	<b>Site Area (sq.m)</b>	13880
<b>Location</b>	Central	<b>Gross Floor Area (sq.m)</b>	13880
<b>Class</b>	C1 - Hotel	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

	<b>Total</b>	<b>Disabled</b>	<b>Visitor</b>	<b>Employee</b>	<b>Coaches</b>	<b>Load Bays</b>	
<b>Parking</b>							
	<b>Managed Parking</b>	<b>N</b>		<b>Waiting Restriction</b>	<b>C</b>		
	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Open Hours</b>	0000 - 2400	0000 - 2400	0000 - 2400	0000 - 2400	0000 - 2400	0000 - 2400	0000 - 2400
	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>4 Bed</b>	<b>5 Bed</b>	<b>6 Beds +</b>	
<b>Num Dwellings</b>	0	0	0	0	0		
<b>Residential Units</b>	0						
<b>Distance To School</b>							
	<b>Home</b>	<b>Work</b>	<b>Else</b>				
<b>Home</b>	0	0	105				
<b>Work</b>	0	0	60				
<b>Else</b>	92	32	219				
<b>Staff</b>							
<b>Part Timers</b>							
<b>Full Timers</b>							
<b>Hotel Type</b>	Luxury - 3* or better						
<b>Occupancy %</b>		<b>Beds</b>	357	<b>Rooms</b>	357		
<b>Disabled Access</b>	Yes						
<b>Cost Code</b>	Expensive Price Range						
<b>Owner Code</b>	Private						
<b>Travel Plan</b>	Yes						

## TRAVL - Site Report

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<b>Name</b>	Thistle Victoria Hotel	<b>Survey Date</b>	19/11/2007
<b>Business</b>	Hotel with Restaurant	<b>Survey Hours 1</b>	07:30-24:00
<b>Address</b>	Thistle Victoria Hotel, Buckingham Palace Road, South London.	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	514
<b>District</b>	Victoria		
<b>Borough</b>	WESTMINSTER		
<b>Postcode</b>	SW1W 0SJ	<b>Site Area (sq.m)</b>	13880
<b>Location</b>	Central	<b>Gross Floor Area (sq.m)</b>	13880
<b>Class</b>	C1 - Hotel	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

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### Site Notes

Thistle Victoria is situated adjacent to Victoria mainline railway station and has a separate access to the station itself.  
It is within walking distance of many of famous landmarks including Buckingham Palace and the Houses of Parliament.

The hotel has a restaurant for guests and non hotel users, who are recognised as visitors for this survey. It also has a lounge, bar, seven meeting rooms and wireless internet access.

There is no on-site car park.

## TRAVL - Site Report

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<b>Name</b>	Thistle Victoria Hotel	<b>Survey Date</b>	19/11/2007
<b>Business</b>	Hotel with Restaurant	<b>Survey Hours 1</b>	07:30-24:00
<b>Address</b>	Thistle Victoria Hotel, Buckingham Palace Road, South London.	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	514
<b>District</b>	Victoria		
<b>Borough</b>	WESTMINSTER		
<b>Postcode</b>	SW1W 0SJ	<b>Site Area (sq.m)</b>	13880
<b>Location</b>	Central	<b>Gross Floor Area (sq.m)</b>	13880
<b>Class</b>	C1 - Hotel	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

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<b>Survey Note</b>	<p>The survey was undertaken on Monday 19th November 2007 between 0730 and 2400 hours.</p> <p>Deliveries were recorded over 24 hrs, between 2100 hrs on Sunday 11th November and 2100 hrs on Monday 12th November 2007.</p> <p>Counts were undertaken at the three accesses to the hotel: the main access from Buckingham Palace Road, the access to the restaurant, situated within the hotel and the access from inside Victoria Station.</p> <p>The counts were person counts rather than multi modal, as it was not possible to count/observe the mode of transport people used upon arrival/departure, as the hotel did not have its own car park. The mode of transport people used for their main and final modes was calculated from the interviews.</p> <p>Guest and visitor interviews were undertaken outside the three accesses and travel diaries were also left at the hotel reception for guests to self complete. These were collected three days after the survey. The interview forms/travel diaries asked visitors/guests for their travel patterns to/from the hotel over the survey day, including time of arrival/departure, origin/destination, main and final mode of transport and where they parked, if they drove.</p> <p>Visitors to the hotel included non-guests visiting the restaurant, having meetings in the hotel or visiting other guests.</p> <p>No staff interview forms were received and so the proportion of staff arriving and departing by different modes was omitted from this survey. Staff trips are however, included in the guest and visitor counts.</p> <p>'Other' in 'car parking location' accounts for people who drove, but did not specify where they parked.</p> <p>'Car drivers on own' only appears in main mode, as these drivers used another form of transport or walked from their parking space to the hotel/restaurant, as a final mode.</p>
<b>Facilities</b>	<p>The hotel currently has 357 bedrooms including nine deluxe king size rooms and three suites.</p> <p>It has a restaurant, lounge and bar 'Chez Gerard'. There are also seven meeting rooms, the largest of which seats 200 in a theatre style.</p>

## TRAVL - Average Trip Rate by Mode and Time

### List of Surveys:

Name	Address	Postcode	Survey Date
Park Plaza County Hall Hotel	1 Addington Street • London	SE1 8SW	08/05/2008
Thistle Victoria Hotel	Thistle Victoria Hotel, Buckingham Pal:	SW1W 0S	19/11/2007

Number of sites considered 2

### Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	1	0.19598	0.03015	0.22613	15.7	2.4	18.1
07:30-08:00	2	0.07285	0.09801	0.17086	5.8	7.8	13.7
08:00-08:30	2	0.10199	0.20397	0.30596	8.2	16.3	24.5
08:30-09:00	2	0.13245	0.19205	0.32450	10.6	15.4	26.0
09:00-09:30	2	0.14437	0.14702	0.29139	11.5	11.8	23.3
09:30-10:00	2	0.11258	0.15629	0.26887	9.0	12.5	21.5
10:00-10:30	2	0.11391	0.13642	0.25033	9.1	10.9	20.0
10:30-11:00	2	0.11391	0.14040	0.25430	9.1	11.2	20.3
11:00-11:30	2	0.08344	0.12053	0.20397	6.7	9.6	16.3
11:30-12:00	2	0.09801	0.12715	0.22517	7.8	10.2	18.0
12:00-12:30	2	0.13113	0.13642	0.26755	10.5	10.9	21.4
12:30-13:00	2	0.14305	0.10993	0.25298	11.4	8.8	20.2
13:00-13:30	2	0.14570	0.09934	0.24503	11.7	7.9	19.6
13:30-14:00	2	0.11391	0.10596	0.21987	9.1	8.5	17.6
14:00-14:30	2	0.08609	0.08212	0.16821	6.9	6.6	13.5
14:30-15:00	2	0.09272	0.11656	0.20927	7.4	9.3	16.7
15:00-15:30	2	0.13510	0.14570	0.28079	10.8	11.7	22.5
15:30-16:00	2	0.16026	0.16026	0.32053	12.8	12.8	25.6
16:00-16:30	2	0.14172	0.11788	0.25960	11.3	9.4	20.8
16:30-17:00	2	0.17219	0.14040	0.31258	13.8	11.2	25.0
17:00-17:30	2	0.14570	0.13510	0.28079	11.7	10.8	22.5
17:30-18:00	2	0.27947	0.15762	0.43709	22.4	12.6	35.0
18:00-18:30	2	0.22384	0.25430	0.47815	17.9	20.3	38.3
18:30-19:00	2	0.18278	0.23179	0.41457	14.6	18.5	33.2
19:00-19:30	2	0.16026	0.18543	0.34570	12.8	14.8	27.7
19:30-20:00	2	0.14967	0.11656	0.26623	12.0	9.3	21.3
20:00-20:30	2	0.06755	0.08079	0.14834	5.4	6.5	11.9
20:30-21:00	2	0.11523	0.09801	0.21325	9.2	7.8	17.1
21:00-21:30	2	0.08079	0.04901	0.12980	6.5	3.9	10.4
21:30-22:00	2	0.08079	0.04503	0.12583	6.5	3.6	10.1
22:00-22:30	2	0.08609	0.04371	0.12980	6.9	3.5	10.4
22:30-23:00	2	0.13775	0.04768	0.18543	11.0	3.8	14.8
23:00-23:30	1	0.05322	0.02521	0.07843	4.3	2.0	6.3
23:30-24:00	1	0.03081	0.04202	0.07283	2.5	3.4	5.8



Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
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Peak Period For All Modes

In	17:30-18:00	0.28
Out	18:00-18:30	0.25
Total	18:00-18:30	0.48

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## APPENDIX B

### TRAVL Data – Residential Sites

# TRAVL - Average Trip Rate by Mode and Time

## List of Surveys:

Name	Address	Postcode	Survey Date
Green Dragon House	Green Dragon House, □□Stukeley Stre	WC2H 5LC	11/09/2008
Grosvenor Waterside	Gatliff Road □□Westminster	SW1W 8Q	22/10/2008
Parliament View Apts (Private)	Albert Embankment	SE1 7XH	23/11/2004
Putney Wharf (Private units)	Putney Wharf	SW15 2JX	08/09/2005
St George Wharf (Affordable)	Wandsworth Rd	SW8 2LR	24/05/2006

Number of sites considered 5

## Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	5	0.04241	0.06920	0.11161	0.0	0.0	0.0
07:30-08:00	5	0.04911	0.15179	0.20089	0.0	0.0	0.0
08:00-08:30	5	0.07366	0.20201	0.27567	0.0	0.0	0.0
08:30-09:00	5	0.08594	0.18638	0.27232	0.0	0.0	0.0
09:00-09:30	5	0.08259	0.13281	0.21540	0.0	0.0	0.0
09:30-10:00	5	0.07478	0.09487	0.16964	0.0	0.0	0.0
10:00-10:30	5	0.06696	0.06808	0.13504	0.0	0.0	0.0
10:30-11:00	5	0.06808	0.08482	0.15290	0.0	0.0	0.0
11:00-11:30	5	0.08817	0.08817	0.17634	0.0	0.0	0.0
11:30-12:00	5	0.07589	0.07366	0.14955	0.0	0.0	0.0
12:00-12:30	5	0.09040	0.09487	0.18527	0.0	0.0	0.0
12:30-13:00	5	0.08036	0.08929	0.16964	0.0	0.0	0.0
13:00-13:30	5	0.09152	0.10156	0.19308	0.0	0.0	0.0
13:30-14:00	5	0.08929	0.07701	0.16629	0.0	0.0	0.0
14:00-14:30	5	0.07924	0.05804	0.13728	0.0	0.0	0.0
14:30-15:00	5	0.07366	0.08482	0.15848	0.0	0.0	0.0
15:00-15:30	5	0.07366	0.08371	0.15737	0.0	0.0	0.0
15:30-16:00	5	0.08482	0.07924	0.16406	0.0	0.0	0.0
16:00-16:30	5	0.11719	0.10603	0.22321	0.0	0.0	0.0
16:30-17:00	5	0.08817	0.07366	0.16183	0.0	0.0	0.0
17:00-17:30	5	0.08259	0.11049	0.19308	0.0	0.0	0.0
17:30-18:00	5	0.10491	0.10156	0.20647	0.0	0.0	0.0
18:00-18:30	5	0.18527	0.12388	0.30915	0.0	0.0	0.0
18:30-19:00	5	0.15179	0.10938	0.26116	0.0	0.0	0.0
19:00-19:30	5	0.16518	0.11942	0.28460	0.0	0.0	0.0
19:30-20:00	5	0.14063	0.09933	0.23996	0.0	0.0	0.0
20:00-20:30	5	0.14063	0.07143	0.21205	0.0	0.0	0.0
20:30-21:00	5	0.10714	0.05804	0.16518	0.0	0.0	0.0
21:00-21:30	5	0.08929	0.04464	0.13393	0.0	0.0	0.0
21:30-22:00	5	0.04688	0.01897	0.06585	0.0	0.0	0.0
22:00-22:30	1	0.00339	0.00678	0.01017	0.0	0.0	0.0
22:30-23:00	1	0.00339	0.00678	0.01017	0.0	0.0	0.0
23:00-23:30	1	0.00339	0.00678	0.01017	0.0	0.0	0.0

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
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Peak Period For All Modes

In	18:00-18:30	0.19
Out	08:00-08:30	0.20
Total	18:00-18:30	0.31

**Mode: Car Driver + Passengers**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	4	0.00692	0.00692	0.01384	0.0	0.0	0.0
07:30-08:00	4	0.01038	0.02191	0.03230	0.0	0.0	0.0
08:00-08:30	4	0.03691	0.05190	0.08881	0.0	0.0	0.0
08:30-09:00	4	0.02422	0.03460	0.05882	0.0	0.0	0.0
09:00-09:30	4	0.01384	0.02884	0.04268	0.0	0.0	0.0
09:30-10:00	4	0.02999	0.03114	0.06113	0.0	0.0	0.0
10:00-10:30	4	0.02768	0.01615	0.04383	0.0	0.0	0.0
10:30-11:00	4	0.02884	0.01845	0.04729	0.0	0.0	0.0
11:00-11:30	4	0.02537	0.02422	0.04960	0.0	0.0	0.0
11:30-12:00	4	0.02076	0.02307	0.04383	0.0	0.0	0.0
12:00-12:30	4	0.01384	0.01499	0.02884	0.0	0.0	0.0
12:30-13:00	4	0.02191	0.03230	0.05421	0.0	0.0	0.0
13:00-13:30	4	0.02307	0.02653	0.04960	0.0	0.0	0.0
13:30-14:00	4	0.02191	0.02422	0.04614	0.0	0.0	0.0
14:00-14:30	4	0.01730	0.01961	0.03691	0.0	0.0	0.0
14:30-15:00	4	0.01384	0.02307	0.03691	0.0	0.0	0.0
15:00-15:30	4	0.01845	0.01730	0.03576	0.0	0.0	0.0
15:30-16:00	4	0.01269	0.01038	0.02307	0.0	0.0	0.0
16:00-16:30	4	0.02307	0.01961	0.04268	0.0	0.0	0.0
16:30-17:00	4	0.01269	0.01845	0.03114	0.0	0.0	0.0
17:00-17:30	4	0.01153	0.01961	0.03114	0.0	0.0	0.0
17:30-18:00	4	0.01499	0.01615	0.03114	0.0	0.0	0.0
18:00-18:30	4	0.04037	0.02884	0.06920	0.0	0.0	0.0
18:30-19:00	4	0.02307	0.02307	0.04614	0.0	0.0	0.0
19:00-19:30	4	0.02537	0.02884	0.05421	0.0	0.0	0.0
19:30-20:00	4	0.02307	0.02884	0.05190	0.0	0.0	0.0
20:00-20:30	4	0.02999	0.01730	0.04729	0.0	0.0	0.0
20:30-21:00	4	0.01153	0.01845	0.02999	0.0	0.0	0.0
21:00-21:30	4	0.01499	0.01499	0.02999	0.0	0.0	0.0
21:30-22:00	4	0.02884	0.00346	0.03230	0.0	0.0	0.0

**Peak Period For Car Driver + Passengers**

<b>In</b>	<b>18:00-18:30</b>	<b>0.04</b>
<b>Out</b>	<b>08:00-08:30</b>	<b>0.05</b>
<b>Total</b>	<b>08:00-08:30</b>	<b>0.09</b>

**Mode: Car Driver**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	4	0.00692	0.00692	0.01384	0.0	0.0	0.0
07:30-08:00	4	0.01038	0.01730	0.02768	0.0	0.0	0.0
08:00-08:30	4	0.03460	0.04268	0.07728	0.0	0.0	0.0
08:30-09:00	4	0.01961	0.02422	0.04383	0.0	0.0	0.0
09:00-09:30	4	0.01269	0.02653	0.03922	0.0	0.0	0.0
09:30-10:00	4	0.02653	0.02537	0.05190	0.0	0.0	0.0
10:00-10:30	4	0.02653	0.01615	0.04268	0.0	0.0	0.0
10:30-11:00	4	0.02191	0.01615	0.03806	0.0	0.0	0.0
11:00-11:30	4	0.02307	0.02076	0.04383	0.0	0.0	0.0
11:30-12:00	4	0.01961	0.02191	0.04152	0.0	0.0	0.0
12:00-12:30	4	0.01153	0.00807	0.01961	0.0	0.0	0.0
12:30-13:00	4	0.01845	0.01961	0.03806	0.0	0.0	0.0
13:00-13:30	4	0.01961	0.02191	0.04152	0.0	0.0	0.0
13:30-14:00	4	0.01961	0.02191	0.04152	0.0	0.0	0.0
14:00-14:30	4	0.01384	0.01845	0.03230	0.0	0.0	0.0
14:30-15:00	4	0.01038	0.02076	0.03114	0.0	0.0	0.0
15:00-15:30	4	0.01499	0.01615	0.03114	0.0	0.0	0.0
15:30-16:00	4	0.01038	0.00807	0.01845	0.0	0.0	0.0
16:00-16:30	4	0.01730	0.01845	0.03576	0.0	0.0	0.0
16:30-17:00	4	0.01269	0.01615	0.02884	0.0	0.0	0.0
17:00-17:30	4	0.01153	0.01730	0.02884	0.0	0.0	0.0
17:30-18:00	4	0.01499	0.01499	0.02999	0.0	0.0	0.0
18:00-18:30	4	0.03460	0.02307	0.05767	0.0	0.0	0.0
18:30-19:00	4	0.02076	0.01961	0.04037	0.0	0.0	0.0
19:00-19:30	4	0.01730	0.02653	0.04383	0.0	0.0	0.0
19:30-20:00	4	0.01499	0.02537	0.04037	0.0	0.0	0.0
20:00-20:30	4	0.02537	0.01615	0.04152	0.0	0.0	0.0
20:30-21:00	4	0.01038	0.01499	0.02537	0.0	0.0	0.0
21:00-21:30	4	0.01038	0.01038	0.02076	0.0	0.0	0.0
21:30-22:00	4	0.02653	0.00346	0.02999	0.0	0.0	0.0

**Peak Period For Car Driver**

<b>In</b>	<b>18:00-18:30</b>	<b>0.03</b>
<b>Out</b>	<b>08:00-08:30</b>	<b>0.04</b>
<b>Total</b>	<b>08:00-08:30</b>	<b>0.08</b>

**Mode: Car Passenger**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00461	0.00461	0.0	0.0	0.0
08:00-08:30	4	0.00231	0.00923	0.01153	0.0	0.0	0.0
08:30-09:00	4	0.00461	0.01038	0.01499	0.0	0.0	0.0
09:00-09:30	4	0.00115	0.00231	0.00346	0.0	0.0	0.0
09:30-10:00	4	0.00346	0.00577	0.00923	0.0	0.0	0.0
10:00-10:30	4	0.00115	0.00000	0.00115	0.0	0.0	0.0
10:30-11:00	4	0.00692	0.00231	0.00923	0.0	0.0	0.0
11:00-11:30	4	0.00231	0.00346	0.00577	0.0	0.0	0.0
11:30-12:00	4	0.00115	0.00115	0.00231	0.0	0.0	0.0
12:00-12:30	4	0.00231	0.00692	0.00923	0.0	0.0	0.0
12:30-13:00	4	0.00346	0.01269	0.01615	0.0	0.0	0.0
13:00-13:30	4	0.00346	0.00461	0.00807	0.0	0.0	0.0
13:30-14:00	4	0.00231	0.00231	0.00461	0.0	0.0	0.0
14:00-14:30	4	0.00346	0.00115	0.00461	0.0	0.0	0.0
14:30-15:00	4	0.00346	0.00231	0.00577	0.0	0.0	0.0
15:00-15:30	4	0.00346	0.00115	0.00461	0.0	0.0	0.0
15:30-16:00	4	0.00231	0.00231	0.00461	0.0	0.0	0.0
16:00-16:30	4	0.00577	0.00115	0.00692	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00231	0.00231	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00231	0.00231	0.0	0.0	0.0
17:30-18:00	4	0.00000	0.00115	0.00115	0.0	0.0	0.0
18:00-18:30	4	0.00577	0.00577	0.01153	0.0	0.0	0.0
18:30-19:00	4	0.00231	0.00346	0.00577	0.0	0.0	0.0
19:00-19:30	4	0.00807	0.00231	0.01038	0.0	0.0	0.0
19:30-20:00	4	0.00807	0.00346	0.01153	0.0	0.0	0.0
20:00-20:30	4	0.00461	0.00115	0.00577	0.0	0.0	0.0
20:30-21:00	4	0.00115	0.00346	0.00461	0.0	0.0	0.0
21:00-21:30	4	0.00461	0.00461	0.00923	0.0	0.0	0.0
21:30-22:00	4	0.00231	0.00000	0.00231	0.0	0.0	0.0

**Peak Period For Car Passenger**

<b>In</b>	<b>10:30-11:00</b>	<b>0.01</b>
<b>Out</b>	<b>12:30-13:00</b>	<b>0.01</b>
<b>Total</b>	<b>12:30-13:00</b>	<b>0.02</b>



Mode: Coach

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0

**Peak Period For Coach**

<b>In</b>	<b>10:30-11:00</b>	<b>0.00</b>
<b>Out</b>	<b>12:30-13:00</b>	<b>0.00</b>
<b>Total</b>	<b>12:30-13:00</b>	<b>0.00</b>

**Mode: Motor Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	4	0.00000	0.00115	0.00115	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00115	0.00115	0.0	0.0	0.0
08:00-08:30	3	0.00000	0.00699	0.00699	0.0	0.0	0.0
08:30-09:00	3	0.00000	0.00874	0.00874	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00115	0.00115	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00231	0.00231	0.0	0.0	0.0
10:00-10:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00166	0.00166	0.00333	0.0	0.0	0.0
11:30-12:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	4	0.00231	0.00346	0.00577	0.0	0.0	0.0
14:30-15:00	3	0.00000	0.00524	0.00524	0.0	0.0	0.0
15:00-15:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.00231	0.00000	0.00231	0.0	0.0	0.0
17:00-17:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	4	0.00115	0.00115	0.00231	0.0	0.0	0.0
18:00-18:30	4	0.00346	0.00000	0.00346	0.0	0.0	0.0
18:30-19:00	4	0.00807	0.00461	0.01269	0.0	0.0	0.0
19:00-19:30	4	0.00692	0.00807	0.01499	0.0	0.0	0.0
19:30-20:00	3	0.00350	0.00000	0.00350	0.0	0.0	0.0
20:00-20:30	4	0.00461	0.00115	0.00577	0.0	0.0	0.0
20:30-21:00	5	0.01116	0.00112	0.01228	0.0	0.0	0.0
21:00-21:30	4	0.00115	0.00000	0.00115	0.0	0.0	0.0
21:30-22:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:00-22:30	1	0.00000	0.00339	0.00339	0.0	0.0	0.0

**Peak Period For Motor Cycle**

<b>In</b>	<b>20:30-21:00</b>	<b>0.01</b>
<b>Out</b>	<b>08:00-08:30</b>	<b>0.01</b>
<b>Total</b>	<b>19:00-19:30, 20:30-21:00</b>	<b>0.01</b>

Mode: Other

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0

**Peak Period For Other**

In	20:30-21:00	0.00
Out	08:00-08:30	0.00
Total	19:00-19:30, 20:30-21:00	0.00

**Mode: Pedal Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	4	0.00115	0.00346	0.00461	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00832	0.00832	0.0	0.0	0.0
08:00-08:30	3	0.00175	0.00000	0.00175	0.0	0.0	0.0
08:30-09:00	5	0.00223	0.00558	0.00781	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00333	0.00333	0.0	0.0	0.0
09:30-10:00	5	0.00000	0.00446	0.00446	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00166	0.00166	0.0	0.0	0.0
10:30-11:00	4	0.00666	0.00499	0.01165	0.0	0.0	0.0
11:00-11:30	5	0.00223	0.00112	0.00335	0.0	0.0	0.0
11:30-12:00	4	0.00666	0.00333	0.00998	0.0	0.0	0.0
12:00-12:30	5	0.00223	0.00670	0.00893	0.0	0.0	0.0
12:30-13:00	5	0.00112	0.00781	0.00893	0.0	0.0	0.0
13:00-13:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	3	0.00175	0.00000	0.00175	0.0	0.0	0.0
14:00-14:30	3	0.00000	0.00175	0.00175	0.0	0.0	0.0
14:30-15:00	4	0.00115	0.00923	0.01038	0.0	0.0	0.0
15:00-15:30	4	0.00166	0.00666	0.00832	0.0	0.0	0.0
15:30-16:00	4	0.00115	0.00346	0.00461	0.0	0.0	0.0
16:00-16:30	4	0.00346	0.00346	0.00692	0.0	0.0	0.0
16:30-17:00	5	0.00670	0.00446	0.01116	0.0	0.0	0.0
17:00-17:30	4	0.00115	0.00231	0.00346	0.0	0.0	0.0
17:30-18:00	4	0.00577	0.00346	0.00923	0.0	0.0	0.0
18:00-18:30	5	0.00558	0.00893	0.01451	0.0	0.0	0.0
18:30-19:00	4	0.01153	0.00000	0.01153	0.0	0.0	0.0
19:00-19:30	4	0.00807	0.00231	0.01038	0.0	0.0	0.0
19:30-20:00	4	0.00577	0.00115	0.00692	0.0	0.0	0.0
20:00-20:30	4	0.00115	0.00000	0.00115	0.0	0.0	0.0
20:30-21:00	4	0.00231	0.00346	0.00577	0.0	0.0	0.0
21:00-21:30	5	0.00558	0.00000	0.00558	0.0	0.0	0.0
21:30-22:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0

**Peak Period For Pedal Cycle**

<b>In</b>	<b>18:30-19:00</b>	<b>0.01</b>
<b>Out</b>	<b>07:30-08:00</b>	<b>0.01</b>
<b>Total</b>	<b>18:00-18:30, 18:30-19:00, 19:00-19:30</b>	<b>0.01</b>

Mode: Taxi

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	4	0.00231	0.00115	0.00346	0.0	0.0	0.0
07:30-08:00	4	0.00115	0.00115	0.00231	0.0	0.0	0.0
08:00-08:30	4	0.00577	0.00692	0.01269	0.0	0.0	0.0
08:30-09:00	4	0.00577	0.00461	0.01038	0.0	0.0	0.0
09:00-09:30	4	0.00231	0.00577	0.00807	0.0	0.0	0.0
09:30-10:00	4	0.00115	0.00346	0.00461	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00115	0.00115	0.0	0.0	0.0
10:30-11:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00115	0.00115	0.00231	0.0	0.0	0.0
11:30-12:00	4	0.00115	0.00000	0.00115	0.0	0.0	0.0
12:00-12:30	4	0.00115	0.00000	0.00115	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00115	0.00115	0.0	0.0	0.0
13:00-13:30	4	0.00577	0.00346	0.00923	0.0	0.0	0.0
13:30-14:00	4	0.00115	0.00115	0.00231	0.0	0.0	0.0
14:00-14:30	3	0.00175	0.00000	0.00175	0.0	0.0	0.0
14:30-15:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00115	0.00115	0.0	0.0	0.0
15:30-16:00	4	0.00231	0.00231	0.00461	0.0	0.0	0.0
16:00-16:30	4	0.00461	0.00115	0.00577	0.0	0.0	0.0
16:30-17:00	4	0.00346	0.00231	0.00577	0.0	0.0	0.0
17:00-17:30	4	0.00231	0.00461	0.00692	0.0	0.0	0.0
17:30-18:00	4	0.00461	0.00346	0.00807	0.0	0.0	0.0
18:00-18:30	4	0.00346	0.00577	0.00923	0.0	0.0	0.0
18:30-19:00	4	0.00231	0.00115	0.00346	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00461	0.00461	0.0	0.0	0.0
19:30-20:00	4	0.00115	0.00461	0.00577	0.0	0.0	0.0
20:00-20:30	4	0.00807	0.00577	0.01384	0.0	0.0	0.0
20:30-21:00	4	0.00692	0.00461	0.01153	0.0	0.0	0.0
21:00-21:30	4	0.00692	0.00577	0.01269	0.0	0.0	0.0
21:30-22:00	4	0.00231	0.00115	0.00346	0.0	0.0	0.0

**Peak Period For Taxi**

In	08:00-08:30	0.01
Out	08:00-08:30	0.01
Total	21:00-21:30	0.01

**Mode: Walk & PT**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	3	0.04545	0.03846	0.08392	0.0	0.0	0.0
07:30-08:00	3	0.05420	0.11713	0.17133	0.0	0.0	0.0
08:00-08:30	3	0.04021	0.12063	0.16084	0.0	0.0	0.0
08:30-09:00	3	0.06119	0.12937	0.19056	0.0	0.0	0.0
09:00-09:30	3	0.08217	0.08042	0.16259	0.0	0.0	0.0
09:30-10:00	3	0.04720	0.05245	0.09965	0.0	0.0	0.0
10:00-10:30	3	0.04371	0.05070	0.09441	0.0	0.0	0.0
10:30-11:00	3	0.02797	0.04895	0.07692	0.0	0.0	0.0
11:00-11:30	3	0.04196	0.06294	0.10490	0.0	0.0	0.0
11:30-12:00	3	0.03846	0.04021	0.07867	0.0	0.0	0.0
12:00-12:30	3	0.05420	0.04196	0.09615	0.0	0.0	0.0
12:30-13:00	3	0.05594	0.03497	0.09091	0.0	0.0	0.0
13:00-13:30	3	0.04895	0.06294	0.11189	0.0	0.0	0.0
13:30-14:00	3	0.07168	0.04895	0.12063	0.0	0.0	0.0
14:00-14:30	3	0.06294	0.02972	0.09266	0.0	0.0	0.0
14:30-15:00	3	0.05245	0.04371	0.09615	0.0	0.0	0.0
15:00-15:30	3	0.05420	0.06643	0.12063	0.0	0.0	0.0
15:30-16:00	3	0.06993	0.07343	0.14336	0.0	0.0	0.0
16:00-16:30	3	0.07517	0.08042	0.15559	0.0	0.0	0.0
16:30-17:00	3	0.06818	0.05245	0.12063	0.0	0.0	0.0
17:00-17:30	3	0.06119	0.08392	0.14510	0.0	0.0	0.0
17:30-18:00	3	0.08741	0.09790	0.18531	0.0	0.0	0.0
18:00-18:30	3	0.12587	0.09091	0.21678	0.0	0.0	0.0
18:30-19:00	3	0.11364	0.10490	0.21853	0.0	0.0	0.0
19:00-19:30	3	0.11888	0.08566	0.20455	0.0	0.0	0.0
19:30-20:00	3	0.08916	0.07517	0.16434	0.0	0.0	0.0
20:00-20:30	3	0.07517	0.04895	0.12413	0.0	0.0	0.0
20:30-21:00	3	0.06993	0.04545	0.11538	0.0	0.0	0.0
21:00-21:30	3	0.04371	0.01049	0.05420	0.0	0.0	0.0
21:30-22:00	3	0.01923	0.01224	0.03147	0.0	0.0	0.0

**Peak Period For Walk & PT**

<b>In</b>	<b>18:00-18:30</b>	<b>0.13</b>
<b>Out</b>	<b>08:30-09:00</b>	<b>0.13</b>
<b>Total</b>	<b>18:00-18:30</b>	<b>0.22</b>

Mode: Walk only

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trip In	Predicted Trips Out	Predicted Total Trips
07:00-07:30	2	0.00926	0.08951	0.09877	0.0	0.0	0.0
07:30-08:00	2	0.00926	0.13272	0.14198	0.0	0.0	0.0
08:00-08:30	2	0.01543	0.17593	0.19136	0.0	0.0	0.0
08:30-09:00	2	0.04321	0.15123	0.19444	0.0	0.0	0.0
09:00-09:30	2	0.04012	0.12346	0.16358	0.0	0.0	0.0
09:30-10:00	2	0.04012	0.05864	0.09877	0.0	0.0	0.0
10:00-10:30	2	0.03395	0.04938	0.08333	0.0	0.0	0.0
10:30-11:00	2	0.04938	0.08951	0.13889	0.0	0.0	0.0
11:00-11:30	2	0.08951	0.05864	0.14815	0.0	0.0	0.0
11:30-12:00	2	0.07099	0.06481	0.13580	0.0	0.0	0.0
12:00-12:30	2	0.10802	0.12963	0.23765	0.0	0.0	0.0
12:30-13:00	2	0.06173	0.07407	0.13580	0.0	0.0	0.0
13:00-13:30	2	0.08951	0.08951	0.17901	0.0	0.0	0.0
13:30-14:00	2	0.05556	0.05864	0.11420	0.0	0.0	0.0
14:00-14:30	2	0.05247	0.04321	0.09568	0.0	0.0	0.0
14:30-15:00	2	0.07099	0.06173	0.13272	0.0	0.0	0.0
15:00-15:30	2	0.05556	0.05247	0.10802	0.0	0.0	0.0
15:30-16:00	2	0.06790	0.04630	0.11420	0.0	0.0	0.0
16:00-16:30	2	0.10802	0.08642	0.19444	0.0	0.0	0.0
16:30-17:00	2	0.05556	0.04321	0.09877	0.0	0.0	0.0
17:00-17:30	2	0.08025	0.08642	0.16667	0.0	0.0	0.0
17:30-18:00	2	0.06481	0.04321	0.10802	0.0	0.0	0.0
18:00-18:30	2	0.14815	0.06481	0.21296	0.0	0.0	0.0
18:30-19:00	2	0.09877	0.04012	0.13889	0.0	0.0	0.0
19:00-19:30	2	0.13889	0.06173	0.20062	0.0	0.0	0.0
19:30-20:00	2	0.14506	0.04938	0.19444	0.0	0.0	0.0
20:00-20:30	2	0.13889	0.04630	0.18519	0.0	0.0	0.0
20:30-21:00	2	0.08642	0.00617	0.09259	0.0	0.0	0.0
21:00-21:30	2	0.09259	0.04938	0.14198	0.0	0.0	0.0
21:30-22:00	2	0.01235	0.01852	0.03086	0.0	0.0	0.0
22:00-22:30	1	0.00339	0.00339	0.00678	0.0	0.0	0.0
22:30-23:00	1	0.00339	0.00678	0.01017	0.0	0.0	0.0
23:00-23:30	1	0.00339	0.00678	0.01017	0.0	0.0	0.0

**Peak Period For Walk only**

In	18:00-18:30	0.15
Out	08:00-08:30	0.18
Total	12:00-12:30	0.24