Transportation Planning : Infrastructure Design

Transport Assessment

Britannia Hotel

Hampstead, Primrose Hill

Britannia Hotels

December 2015

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CONTENTS

APPENDICES

1.0 INTRODUCTION

Context

1.1 SCP have been retained by Britannia Hotels Ltd to prepare a Transport Assessment in relation to a proposed extension at the Britannia Hotel, Hampstead (hereafter referred to as "the Application Site").

1.2 The hotel is located within the London Borough of Camden upon the corner of Fellows Road and Primrose Hill, Hampstead. The location is shown below in **Figure 1.1**.

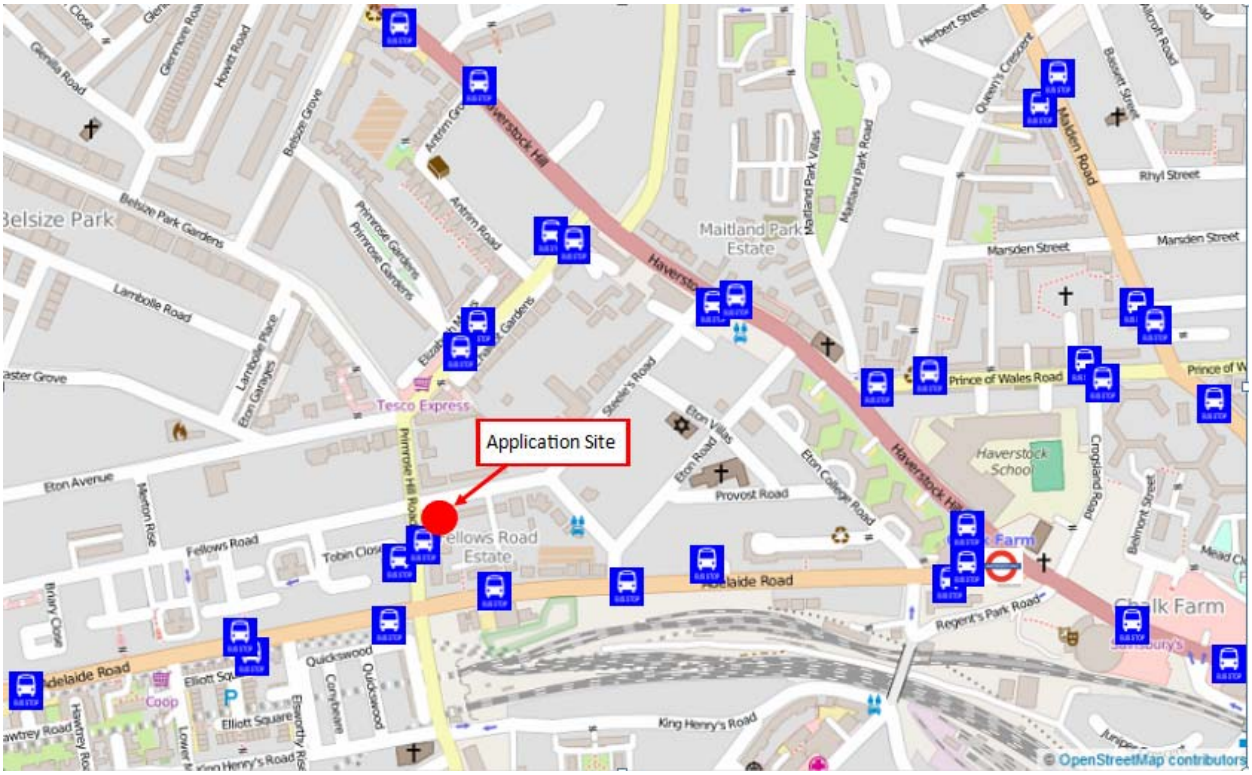


Figure 1.1: Site Location Plan

1.3 The existing hotel provides 125 bedrooms, conferencing and restaurant facilities over 6 storeys. 13 parking spaces are currently provided at the hotel. Car parking spaces cannot be booked and the hotel advertises to guests as having no car parking for guests.

1.4 The proposals comprise a 2 storey extension to the east of the building which will provide a further 21 bedrooms at ground and basement levels (hereafter referred to as "the Proposed Development"). The extension will be in the place of the existing car parking.

Transport Planning Policy and Guidance

1.5 The requirement to prepare a Transport Statement is set out in the *National Planning Policy Framework, 2012, published by the Department for Communities and Local Government* (NPPF). Paragraph 32 of NPPF states:

> *All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
>
> - *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
> - *safe and suitable access to the site can be achieved for all people; and*
> - *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.*

1.6 NPPF continues that:

> *Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

1.7 Detailed guidance on the scope and content required for Transport Statements is provided in Chapter 3 of *Guidance for Transport Assessments*, *March 2007, published jointly by the Department for Communities and Local Government and the Department for Transport* (GTA). This Transport Statement is prepared in accordance with the GTA guidance.

Report Structure

1.8 Based on the guidance provided in GTA, the Transport Statement is structured as follows:

- **Section 2** – Describes the existing Conditions, site location, surround area, local highway network, existing traffic conditions, road safety and analysis of the accessibility of the Site by non-car modes of transport.
- **Section 3** – describes the Proposed Development including the access, servicing, car and cycle parking arrangements
- **Section 4** – Provides a travel Demand / Trip Generation of the development-related traffic impact on the local highway network.
- **Section 5** – Summary and Conclusion

2.0 EXISTING CONDITIONS

Existing Hotel

2.1 The existing hotel currently provides 125 bedrooms, a restaurant and bar as well as conferencing facilities over 6 floors. Up to 40 staff are employed at the Application Site. No parking is provided for staff. No increase in the number of staff employed at the Application Site is expected as a consequence of the Proposed Development.

2.2 In order to ascertain the likely mode of travel undertaken by staff as part of their daily commute the National Census database has been interrogated. Data obtained during the 2011 Census determines the mode of travel undertake by those who work within the Belsize ward, within which the Britannia Hotel is located. **Table 2.1** below sets out the mode of travel used as part of a commute.

Method of Travel to Work	2011	Percentage
Underground, metro, light rail, tram	3,238	55%
Train	246	4%
Bus, minibus or coach	585	10%
Taxi	59	1%
Motorcycle, scooter or moped	93	2%
Driving a car or van	665	11%
Passenger in a car or van	49	1%
Bicycle	329	6%
On foot	639	11%
Other method of travel to work	33	1%

Table 2.1:- Travel to Work – National Census 2011

2.3 The above table shows that the largest proportion of those working within the ward choose to travel by rail, most likely the underground given the proximity of Chalk Farm underground station. A total of 69% choose to travel by public transport whilst a further 17% choose to travel on foot or by bike. 11% are shown to drive to work in a private vehicle.

Existing Access

2.4 Existing Access into the hotel is from Fellows Road with a drop off point provided in front of the main doors. Vehicles are able to access the Application from Fellows Road, drop passengers at the front door and continue round to leave the site in a forward gear. The access points are clearly signed to distinguish between inbound and outbound movements as shown below in **Figure 2.1**.

Figure 2.1: Access – drop off point

Existing Delivery and Service operation

2.5 There is a height restriction both going into the under croft parking and at the front of the hotel, therefore the deliveries and servicing vehicles currently reverse on to Application Site. This practice proves to be safe as the report 'Personal injury accident data' produced by TfL shows no accidents related to vehicles reversing on to the Application Site in the last three years.

Personal Injury Accidents

2.6 Personal Injury Accident data has been obtained from TfL for the most recent five years available which is the period ending June 2015. The 'Personal injury accident data' report shows injuries caused by accidents are classified as 'slight', 'serious', or 'fatal', within a study area including Fellows road between primrose Hill Road and Adelaide Road and Primrose Hill between England Lane and Adelaide Road shown in **Figure 2.2** below, the full report is in **Appendix 1**.

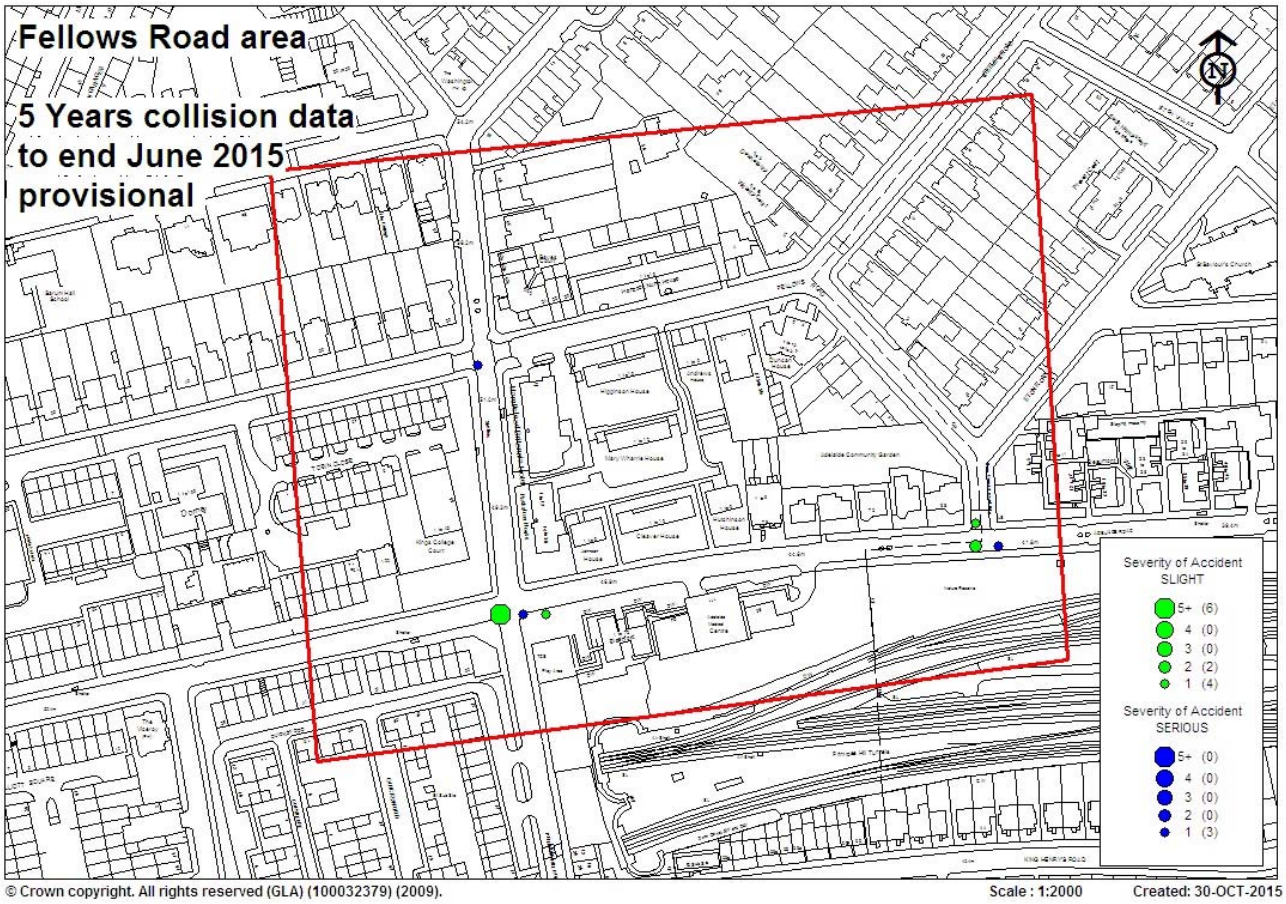


Figure 2.2: Collision Data

2.7 The collision data shows that in past five year period there have been a total of 14 slight and 3 serious personal injury accidents. There have been no fatalities.

2.8 The recorded accident data has been reviewed for clusters which might suggest a deficiency in highway design at a specific location within the study area. There is no common set of criteria applied across the UK to define an accident cluster. This assessment has used the following criteria:

a junction or 100 metre length of road (in a 3-year period) with:

- *6 or more injury accidents;*
- *3 or more fatal or serious accidents; or*
- *5 or more injury accidents providing that one of them is fatal or serious*

2.9 Based on the above criteria, there are no identified accident clusters within the study area.

Existing Car Parking

2.10 On street parking within the vicinity of the hotel is the subject of a number of restrictions. Immediately adjacent to the hotel on Fellows Road parking is restricted to permit holders only during the hours of 9am – 6.30pm Monday to Friday and 9.30am – 1.30pm Saturday.

2.11 Within the Application Site there is land available to park upto 13 vehicles. Access to the hotels car park is taken from Fellows Road. An egress point enables outbound traffic to leave via the southern side of the hotel onto Primrose Hill Rd. The existing car park is shown below in **Figure 2.3**.

Figure 2.3: Existing Car Park

2.12 However car park spaces are not available for pre-booking and the hotel does not advertise their car parking spaces in order to not encourage the guests to have their own car. A proportion of parking is under croft and as such limits vehicle height to within 2m.

Existing Accessibility

2.13 This section provides a summary of the level of accessibility within the local area which in turn enables any future site users to make a variety of choices about how they travel to and from the site.

2.14 Importantly, having access to non-car modes of transport negates the need for employees and visitors associated with the proposed hotel development the need for a private motorcar to access the site.

Public Transport Accessibility Level

2.15 Transport for London has published guidelines on Public Transport Accessibility Levels (PTAL) providing criteria for the identification of public transport access points (i.e. stops, stations) that are within walking distance of a development site.

2.16 The PTAL criteria for walking distance to a site are set out below:

- 640m to a bus stop
- 960m to a train/tube station

2.17 There are a number of bus stops within 640m walking distance of the site, offering frequent services that have been included in the PTAL assessment.

2.18 The PTAL rating for the development site is shown to be a level 3 boarder with level 4 indicating a moderate to good level of accessibility to local public transport. PTAL ratings range from 1-6 with 6 being high and 1 being low. The full output of the PTAL assessments can be seen in **Appendix 2** of this report. A summary is illustrated in **Figure 2.4** below.

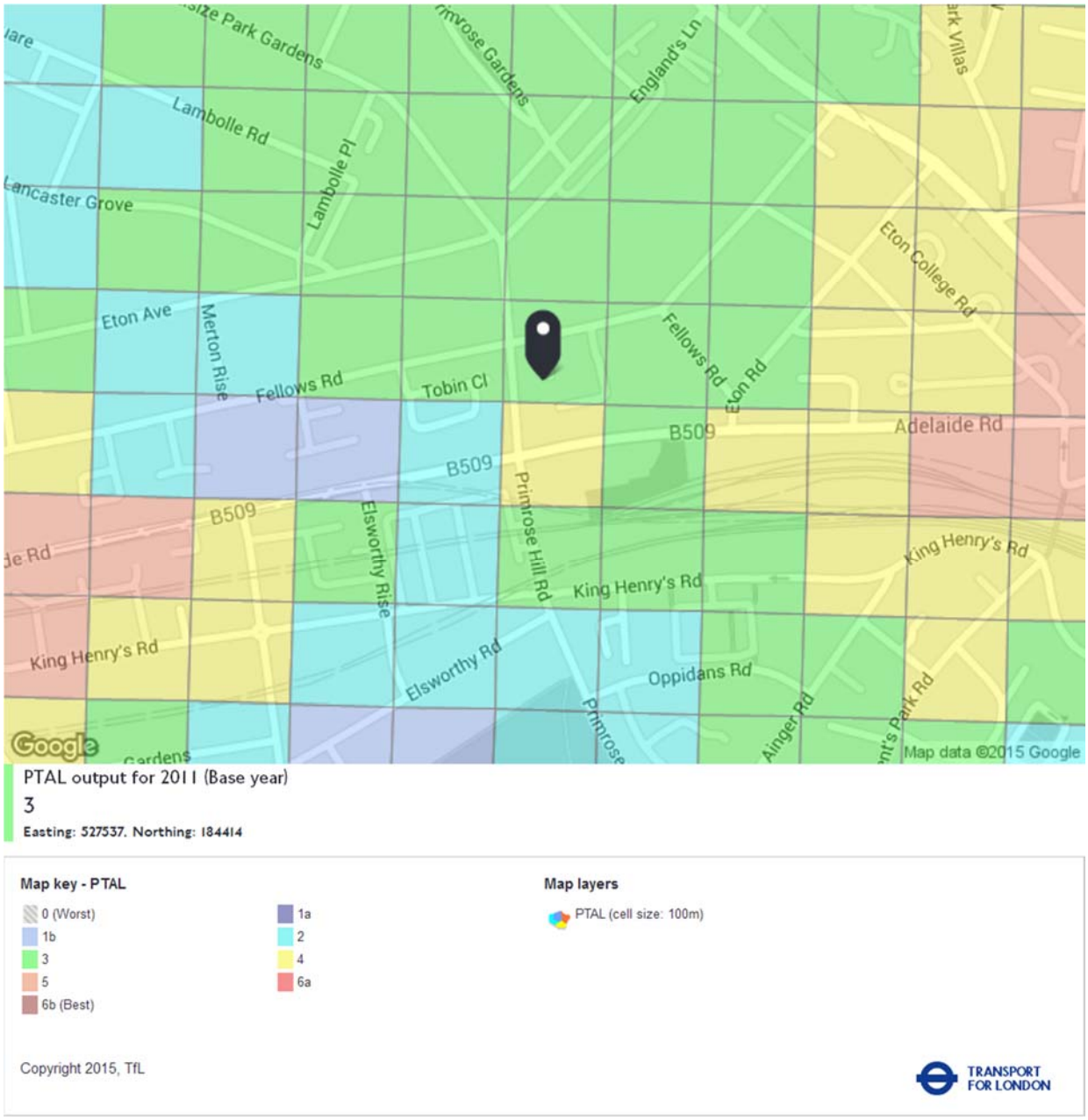


Figure 2.4: PTAL Assessment

2.19 The PTAL scoring system is regarded as an effective way to obtain a consistent accessibility score for sites throughout Central and Greater London. However, this system is not without its limitations. Should a bus service be located 641m from a development site or a train station located 961m then it is omitted from the equation but there is nothing to suggest that someone would not walk an extra metre or even 100 metres to access a transport service.

Access by Public Transport

2.20 The software Visography TRACC has been used to assess the accessibility of the Proposed Development. **Figure 2.5** shows the plots obtained which highlight a 60 minute public transport catchment area and the destinations which can be reached within this.

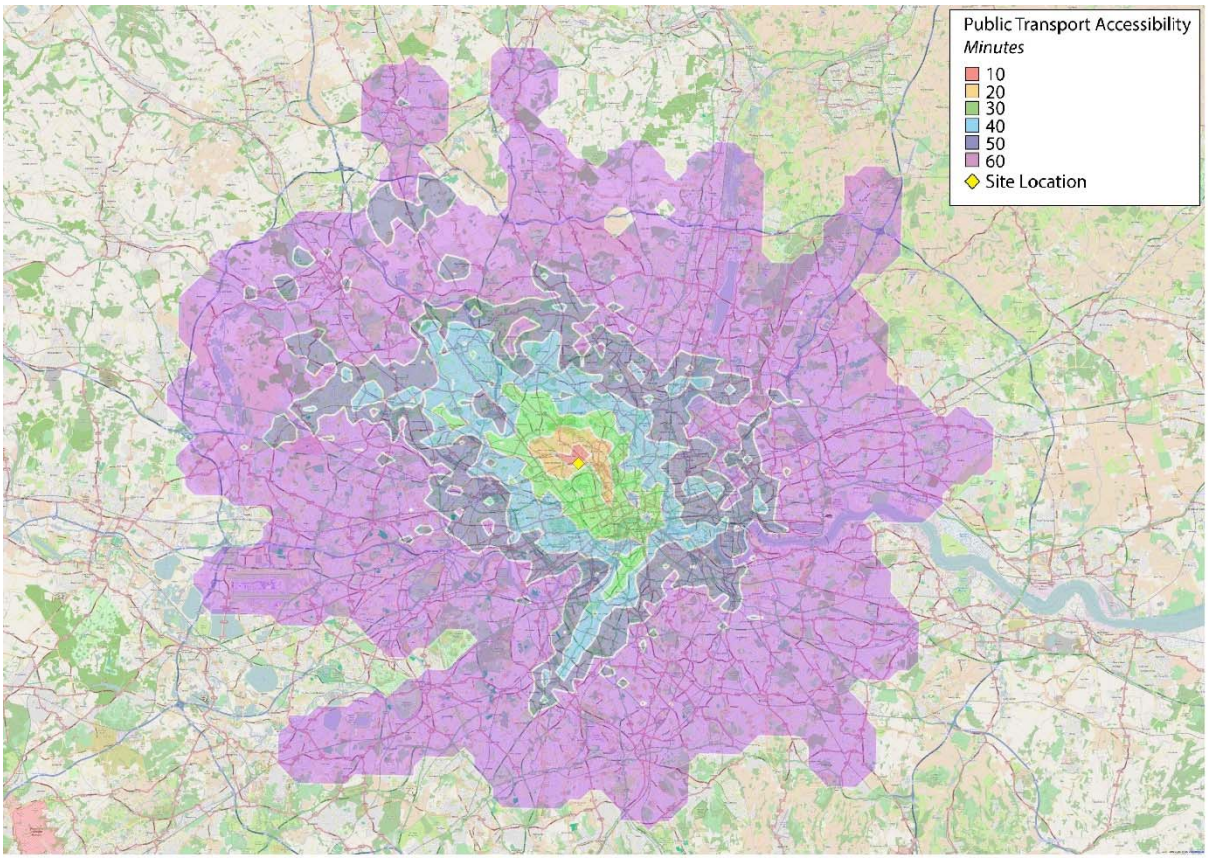


Figure 2.5: Public Transport Accessibility

2.21 The above figure shows the level of access from the site by public. All of Central London and most of Greater London can be accessed by public transport. In addition, the catchment area has the ability to link to a number of major public transport hubs providing connections further afield to both national and international destinations.

Access by Bus

2.22 Bus stops are located on Primrose Hill adjacent to the hotel providing users of the Proposed Development with immediate bus access. Stops provide shelter, are well lit and include travel information to facilitate the traveller.

2.23 Further stops are provided along Adelaide Road to the south of the Application Site. The stops are also provided with shelter, lighting as well as real time travel information.

2.24 A summary of the services which can be accessed from both stops has been provided below within **Table 2.2**.

Service Number	Bus Stop Locations		Route	Operator	Average Service Headway (mins)		
	Primrose Hill	Adelaide Rd			Mon - Fri	Saturday	Sunday
31/N31		✓	Bayham Street - White City Bus Station	TfL	6 mins	6 mins	6 mins
C11	✓	✓	Archway Station - Brent Cross Shopping Centre	TfL	8 mins	8 mins	12 mins
N28		✓	Bayham Street - Mapleton Cresent	TfL	Night Bus		

Table 2.2:- Existing Bus Services

2.25 The above table shows that bus services are available 7 days a week and operate during both the day and night time providing excellent coverage for visitors of the hotel.

Rail Services

2.26 Both Belsize Park and Chalk Farm, are located within 960m of the Hotel. Both stations provide access to the northern line which in turn provides a connection across London and linking to a number of overground stations.

Pedestrian Accessibility

2.27 Britannia Hampstead hotel is located within walking distance of famous London's touristic attractions. Primrose Hill Park is located 300 metres south of the hotel. Roundhouse is located less than 850 metres southeast of the hotel and Camden Lock 1.3 km in the same direction. The Lord's Cricket Ground is located less than 2 km away to the southwest of the hotel and Hampstead heath is also less than 2 km away to the northeast of the hotel.

2.28 Footways are provided along either side of both Primrose Hill and Fellows Road and vary between 2 – 4m in width providing sufficient capacity for a high level of pedestrian usage. On the corner of Primrose Hill and Fellows Road a raised table is provided across the junction to enable step free access across the junction facilitating both disabled travellers and those with wheel chairs. Tactile paving is also present to facilitate the visually impaired.

2.29 Central refuges are present along Primrose Hill providing a safe area to wait if a pedestrian is only able to cross one directional flow of vehicles at a time. To the south of the Application Site,

the junction of Primrose Hill and Adelaide Road is provides a signalised crossing with a pedestrian phase incorporated into the signal timings enabling a traffic free route across the junction.

2.30 The character of the local street network is considered typical of inner London with a number of routes combining to create a permeable network which in turn enables pedestrians to travel close to their natural desire lines shortening their journey time.

2.31 According to guidance provided by the Institute of Highways and Transportation (UHT) a distance of up to 2000m is considered acceptable by most people. Based on an average walking speed of 80m per minute this would equate to a 25 minute walk. **Figure 2.6** below sets out a 2000m catchment from the Application Site and demonstrates the areas from which the Proposed Development can be accessed by a journey on foot.

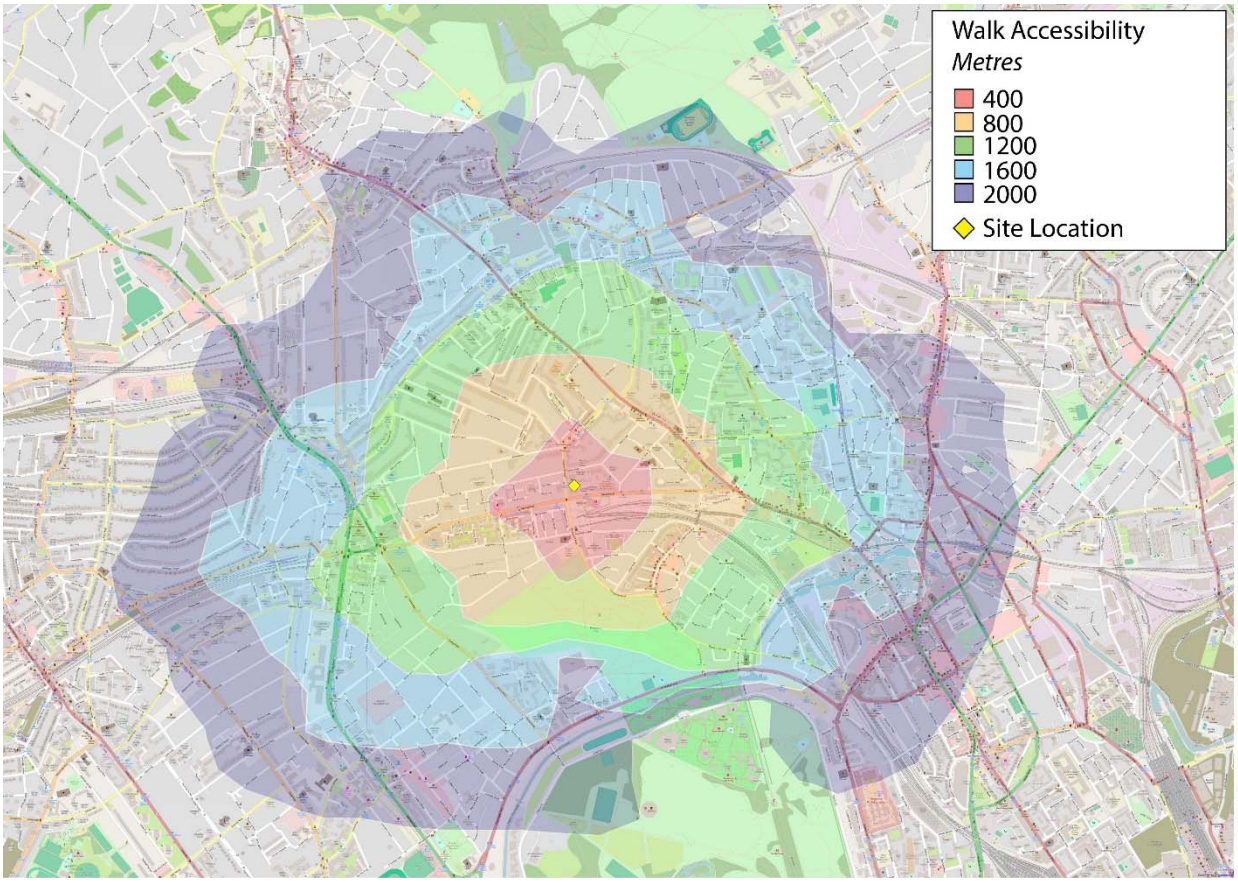


Figure 2.6: Pedestrian Access

2.32 The above table shows a 2000m catchment area which, as stated, is considered an acceptable journey on foot. The permeability of the street network facilitates pedestrian movements directly along desire lines within this catchment. Two over ground train stations, Kentish Town West and Hampstead Heath can also be accessed within this catchment.

Cycling Accessibility

2.33 As discussed above the street network in the vicinity of the Application Site is considered permeable enabling pedestrians and cyclists to travel close to their natural desire lines, shortening journey times and thus increasing the size of catchment which can be accessed by bike.

2.34 Advanced stop lines to enable cyclists to stop in front of vehicular traffic are provided on all arms of the Adelaide Road, Primrose Hill junction located to the south of the site.

2.35 It is generally accepted that cyclists will travel up to 5000m which considering the permeability of the local area enables a wide catchment of London to be within a possible cycle journey. **Figure 2.7** sets out the catchment area.

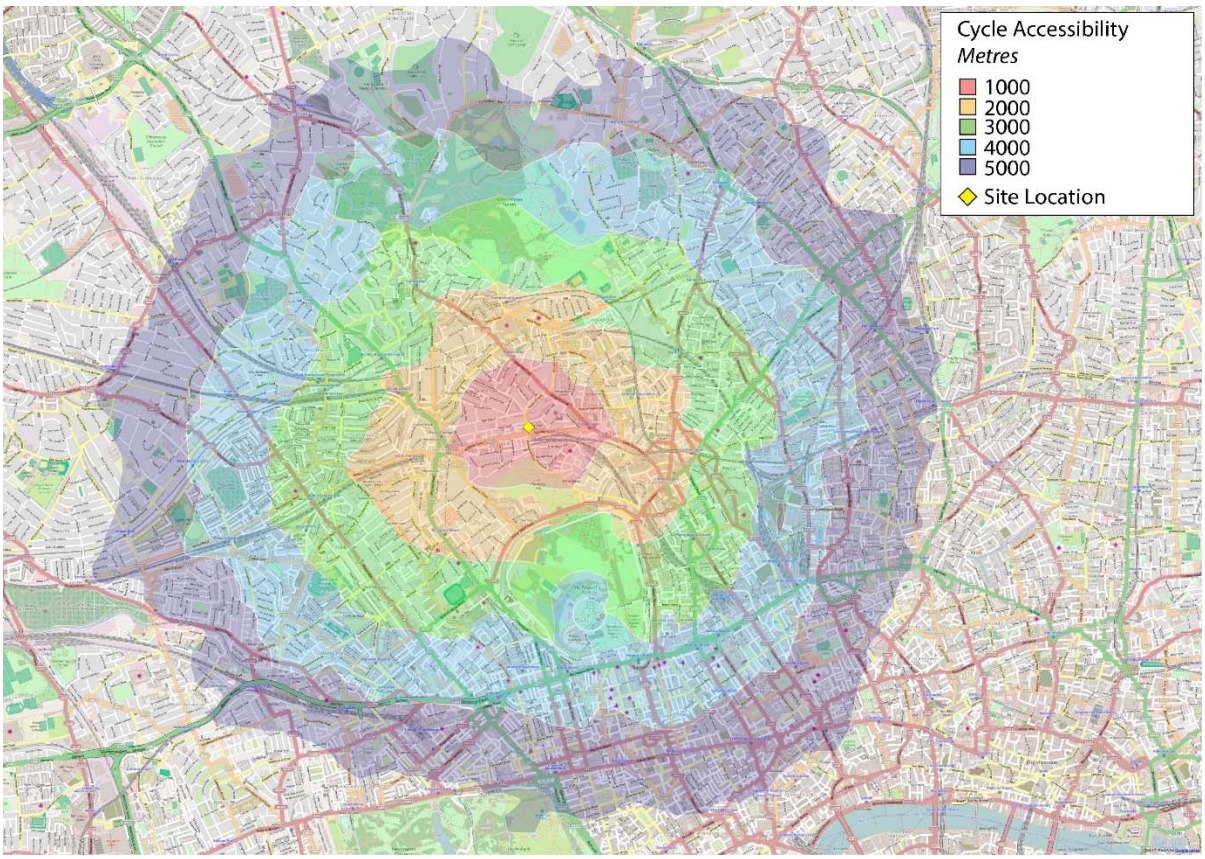


Figure 2.7: Cycling Access

Summary

2.36 Having regard to the above, it is considered that the Hotel has a good level of accessibility by all sustainable modes of transport. To access the hotel by foot and bike is reasonably possible and safe. There is a good range of bus services, underground and railway stations within walking distance of the Hotel.

3.0 PROPOSED DEVELOPMENT

The Development

3.1 The Britannia Hampstead is located within walking distance of a number of London's well known touristic attractions and it caters for large numbers of tourists visiting the London. The number of visitors across London is expected to rise in the immediate future and it is for this reason that the Britannia hotel proposes to increase the availability of tourist accommodation in its premises.

3.2 The Proposed Development comprises the construction of a further 21 bedrooms over 2 storeys at the east of the building at ground and basement levels of the existing hotel. The extension will be in the place of the existing car parking with a total area of approximately 417sq m.

3.3 Notwithstanding there is currently a car park at the hotel, this is not advertised to guests when they book a room and it is not possible to book a space in the car park. The car park is therefore little used by guests who generally arrive in London by public transport.

3.4 There remain some guests who continue to choose to drive to the hotel, in particular those going to the restaurant in the evening time. For these guests there is on street parking within the immediately vicinity of the hotel although this is all regulated either through permit or pay and display.

Vehicular Access

3.5 The Proposed Development would retain the existing vehicular access to the Application Site from Fellows Road. The vehicular access is shown on SCP drawing number SCP/15824/ATR01 which is provided at **Appendix 3**. The access takes the form of a one-way in and out system operating in a clockwise direction. The access points are clearly signed to distinguish between inbound and outbound movements.

3.6 A drop off point is provided in front of the main doors. This is positioned such that three cars / taxis dropping-off or picking-up guests are able to wait clear of the public highway.

Servicing

3.7 The current arrangements for servicing and delivering vehicles is that they reverse into the Application Site from Fellows Road. This practice will continue and a marked service bay will be provided at the entrance of the Application Site to identify to delivery drivers where they should be waiting.

3.8 A Swept Path analysis was carried out to verify the practicality of the vehicular access when a service vehicle is parked at the service bay. This is shown on SCP drawing number SCP/15824/ATR01 (provided at **Appendix 3**)**.** The analysis demonstrates that incoming vehicles can safely pass a waiting delivery vehicle.

4.0 DEVELOPMENT ASSESSMENT

Trip generation

4.1 In order to ascertain the level of vehicular traffic associated with the Proposed Development a forecast has been undertaken using the TRICS database. The TRICS database provides details of the inbound and outbound vehicular movements for various land uses across the UK and Northern Ireland.

4.2 By selecting sites considered similar to the Proposed Development a trip rate can be calculated and applied to a consistent parameter such as floor area or in this case; number of bedrooms. The sites included within the forecast for the Proposed Development were selected due to being located within London and in a situation considered similar in terms of proximity to public transport infrastructure, local services and amenities as well as the wider strategic road network.

4.3 The output report detailing the selected sites has been provided at **Appendix 4.**

Existing Hotel – 125 bedrooms

4.4 **Table 4.1** below sets out the typical vehicle movements associated with the existing 125 bedrooms for the morning and evening peak hours.

Time	All Vehicles		Taxis		Goods Vehicles		Private Vehicles	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
08:00-09:00	7	10	1	2	0	0	5	7
17:00-18:00	7	7	4	3	0	0	3	4

Table 4.1: Trip Forecast – Existing 125 bedrooms

4.5 The above table shows that during the AM network peak hour of 08.00 – 09.00 a total of 7 vehicles arrive on site and 10 depart. During the PM network peak hour of 17.00 – 18.00 a total of 7 vehicles arrive on site and 7 depart. It is noted that vehicles arriving / departing from the Application Site would be pick-up / drop-off movements

Proposed Extension

4.6 **Table 4.2** below sets out the vehicle trips associated with the existing hotel plus the Proposed Development using the same trip rates as those applied to the existing total of bedrooms.

Time	All Vehicles		Taxis		Goods Vehicles		Private Vehicles	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
08:00-09:00	8	12	1	3	0	0	6	8
17:00-18:00	8	8	4	3	0	0	3	4

Table 4.2: Trip Forecast – Proposed 146 bedrooms

4.7 The above table shows that during the AM network peak hour of 08.00 – 09.00 a total of 8 vehicles will arrive on site and 12 will depart. During the PM network peak hour of 17.00 – 18.00 a total of 8 vehicles will arrive on site and 8 will depart. It is noted that this equates to 1 vehicle entering the Application Site to collect / drop-off every 3 minutes. Traffic movements of this magnitude could be comfortably accommodated by the pick-up / drop-off facility included in the access.

Net Change – Vehicle Movements

4.8 **Table 4.3** below sets out the net change in vehicle trips arising from the Proposed Development compared to the existing hotel.

Time	All Vehicles		Taxis		Goods Vehicles		Private Vehicles	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
08:00-09:00	1	2	0	0	0	0	1	1
17:00-18:00	1	1	1	0	0	0	0	1

Table 4.3: Net Change

4.9 The table above shows that during the AM network peak hour of 08.00 – 09.00 the Proposed Development would result in an increase of 1 vehicle arriving and 2 vehicles departing a total of 3 vehicle movements during the hour. During the PM network peak hour of 17.00 – 18.00 the Proposed Development would result in an increase of 1 vehicle arriving and 1 vehicle departing a total of 2 vehicle movements during the hour. Changes in traffic volumes of this magnitude would be imperceptible on the wider transport network.

Parking Beat Survey

4.10 In order to determine the availability of parking space and existing parking stress within the vicinity of the Application Site, a Parking Beat Survey following the Lambeth methodology was carried out. Two separate 'beats' of the study area were recorded as follows:

- 4th of November 2015 at 04:00; and
- 6th of November 2015 at 04.00.

4.11 The times were chosen to coincide with when the highest number of residents were likely to be at home during the week and hence measure the highest level of demand for on-street parking.

4.12 The survey was undertaken in order to analyse the potential impact removing the hotel's 13 car parking spaces could cause on the surrounding area notwithstanding that the hotel does not advertise the availability of the car par nor encourage its use. Staff are not permitted to park at the Application Site.

4.13 The study area covers the area of mixed used developments, which is an area of 200m (or a 2 minute walk) from the Proposed Development. A plan showing the study area is provided at **Appendix 5**.

4.14 The survey recorded existing parking restrictions and a plan showing these restrictions is provided at **Appendix 6**.

4.15 A summary of the survey results is provided below in terms of total number of available spaces in comparison to the number of cars parked and the resultant 'parking stress' on the roads surrounding the Site. The full results of the survey are attached at **Appendix 7**.

Street Name	Zone	Available spaces	04/11/2015		06/11/2015	
			Parked Cars	Parking Stress	Parked Cars	Parking Stress
PRIMROSE HILL RD	1	5	3	60%	3	60%
B508	2	13	0	0%	0	0%
	3	10	10	100%	9	90%
PRIMROSE HILL RD	4	4	7	175%	7	175%
FELLOWS RD	5	35	32	91%	33	94%
	6	37	31	84%	33	89%
PRIMROSE HILL RD	7	4	4	100%	4	100%
ETON AVE	8	18	18	100%	15	83%
	9	18	19	106%	18	100%
BELSIZE PARK	10	18	16	89%	16	89%
	11	19	17	89%	17	89%
ENGLANDS LANE	12	9	1	11%	1	11%
	13	3	2	67%	1	33%
PRIMROSE HILL RD	14	5	6	120%	7	140%
	15	21	19	90%	19	90%
STEELES RD	16	17	21	124%	20	118%
	17	17	16	94%	13	76%
FELLOWS RD	18	12	12	100%	12	100%
	19	21	19	90%	17	81%
	20	8	13	163%	10	125%
PRIMROSE HILL RD	21	0	1	100%	0	0%

Street Name	Zone	Available spaces	04/11/2015		06/11/2015	
			Parked Cars	Parking Stress	Parked Cars	Parking Stress
ADELAIDE RD	22	0	0	0%	0	0%
	23	7	5	71%	6	86%
PRIMROSE HILL RD	24	11	7	64%	5	45%
Total / Average		**312**	**279**	**89%**	**266**	**85%**

Table 4.4: On Street Car Parking Survey – Results Summary

4.16 Table above shows that the average car parking stress on the surrounding roads over the two nights of surveys amounted to 87.4%.

4.17 This means that in terms of on street car parking space, there are at least 39 free spaces available on the roads surrounding the Application Site at the times of peak local car parking demand. The removal of the 13 car parking spaces at the Application Site is therefore unlikely to result in an unacceptable increase in parking stress on the surrounding road network.

5.0 SUMMARY AND CONCLUSION

5.1 SCP have been retained by Britannia Hotels Ltd to prepare a Transport Assessment in relation to a proposed extension at the Britannia Hotel, Hampstead (hereafter referred to as "the Application Site"). The hotel is located within the London Borough of Camden upon the corner of Fellows Road and Primrose Hill, Hampstead.

5.2 The existing hotel provides 125 bedrooms, conferencing and restaurant facilities over 6 storeys. 13 parking spaces are currently provided at the hotel. Car parking spaces cannot be booked and the hotel advertises to guests as having no car parking for guests.

5.3 The proposals comprise a 2 storey extension to the east of the building which will provide a further 21 bedrooms at ground and basement levels (hereafter referred to as "the Proposed Development"). The extension will be in the place of the existing car parking.

5.4 The PTAL rating for the development site is shown to be a level 3 boarder with level 4 indicating a moderate to good level of accessibility to local public transport. Further analysis of walking, cycling and public transport catchments having regard to likely destinations for guests staying at the Hotel concludes that access to the hotel by foot is realistically possible and safe. There is a good range of bus services, underground and railway stations within walking distance of the Hotel and guests are most likely to arrive in London by these modes.

5.5 The Proposed Development would retain the existing vehicular access to the Application Site from Fellows Road. A drop off point is provided in front of the main doors. This is positioned such that three cars / taxis dropping-off or picking-up guests are able to wait clear of the public highway.

5.6 The current arrangements for servicing and delivering vehicles is that they reverse into the Application Site from Fellows Road. This practice will continue and a marked service bay will be provided at the entrance of the Application Site to identify to delivery drivers where they should be waiting. A Swept Path analysis demonstrates that incoming vehicles can safely pass a waiting delivery vehicle.

5.7 The Proposed Development could result in an increase of between 2 and 3 vehicles during network peak hours. Changes in traffic volumes of this magnitude would be imperceptible on the wider transport network.

5.8 A Parking Beat Survey following the Lambeth methodology was carried out in order to determine the availability of parking space and existing parking stress within the vicinity of the Application

Site. The average car parking stress recorded on the surrounding roads over the two nights of surveys amounted to 87.4% which means there are at least 39 free spaces available on the roads surrounding the Application Site at the times of peak local car parking demand. The removal of the 13 car parking spaces at the Application Site is therefore unlikely to result in an unacceptable increase in parking stress on the surrounding road network.

5.9 In conclusion, the Proposed Development provides an opportunity to provide accommodation in a popular area of London with potential for a significant number of journeys to be made by foot, cycling and public transport due to the travel distances involved and infrastructure already provided.

5.10 Therefore in accordance with the National Planning Policy Framework (March 2012), there are no highways or transportation reasons why the Proposed Development should be prevented or refused.

APPENDICES

APPENDIX 1

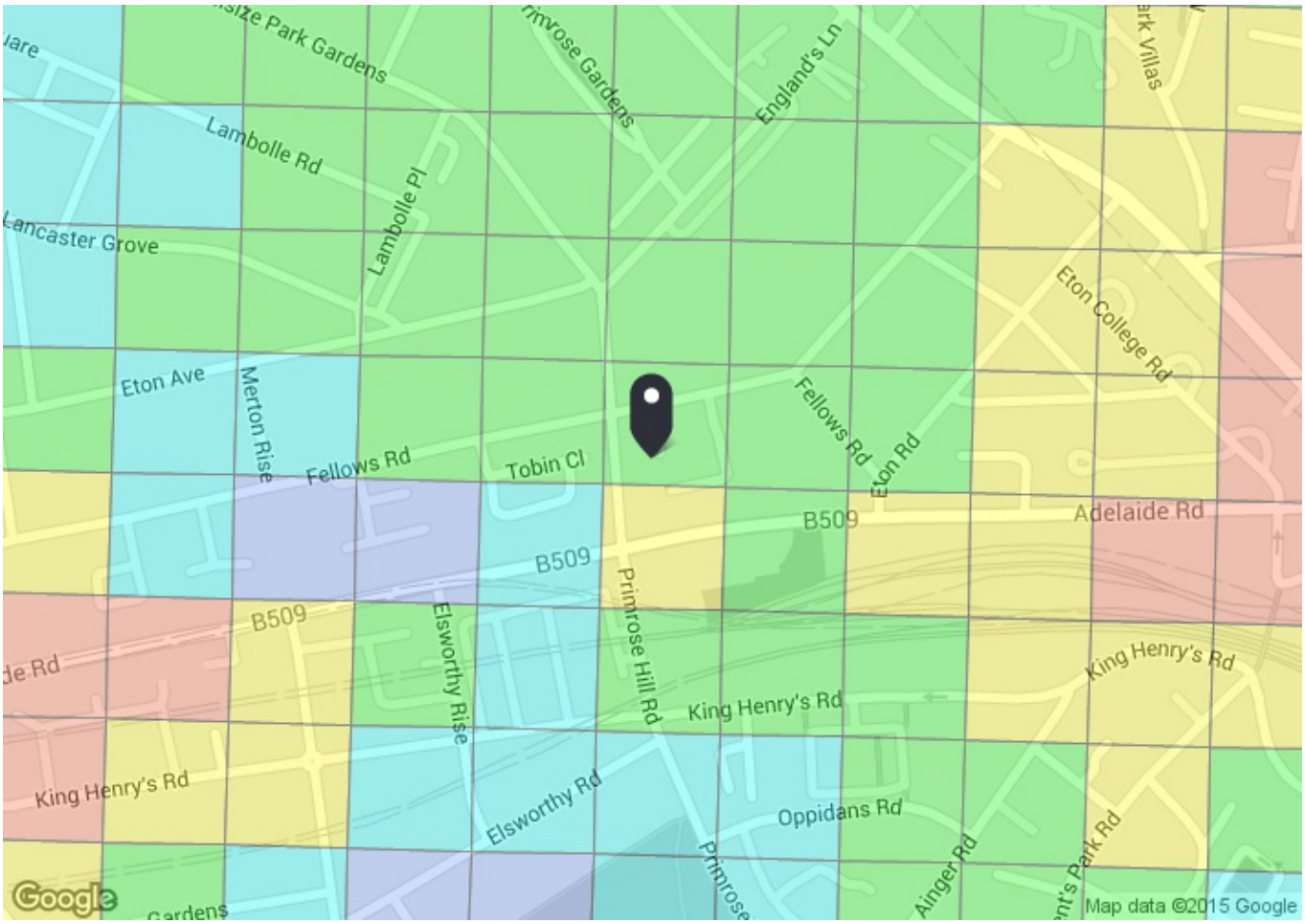
PERSONAL INJURY ACCIDENT DATA

AREFNO	0111CW12205	0111TB01715	0112EK40112	0112EK40154	0112TB00635	0113EK40718	0113EK40620	0114EK40251	0114EK40251	0114EK40105	0114EK40105	0113EK40743	0114EK40580	0114EK40493	0114EK40367	0114EK40450	0115EK40482
Boro	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Borough	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN	CAMDEN
Accident Date	25-Oct-11	05-Dec-11	13-Mar-12	20-Mar-12	17-Jun-12	16-Oct-13	16-Sep-13	31-Mar-14	31-Mar-14	02-Mar-14	02-Mar-14	04-Nov-13	18-Jul-14	24-Jun-14	16-May-14	29-May-14	08-Jun-15
Time	1410	1550	619	1706	100	1634	1640	1500	1500	1526	1526	820	2250	1609	1945	1030	1030
Easting	527720	527500	527510	527720	527730	527520	527510	527510	527510	527510	527510	527500	527520	527530	527720	527510	527510
Northing	184370	184450	184340	184370	184370	184340	184340	184340	184340	184340	184340	184450	184340	184340	184380	184340	184340
Day	Tuesday	Monday	Tuesday	Tuesday	Sunday	Wednesday	Monday	Monday	Monday	Sunday	Sunday	Monday	Friday	Tuesday	Friday	Thursday	Monday
Light Conditions (Ba	1 Daylight	1 Daylight	1 Daylight	1 Daylight	2 Dark	1 Daylight	1 Daylight	1 Daylight	1 Daylight	1 Daylight	1 Daylight	1 Daylight	2 Dark	1 Daylight	1 Daylight	1 Daylight	1 Daylight
Light Conditions	1 Light - Street Lights Present	1 Light - Street Lights Present	1 Light - Street Lights Present	1 Light - Street Lights Present	4 Dark - Street Lights Present And Lit	1 Light - Street Lights Present	1 Light - Street Lights Present	1 Light - Street Lights Present	1 Light - Street Lights Present	3 Light - Street Lighting Unknown	3 Light - Street Lighting Unknown	1 Light - Street Lights Present	4 Dark - Street Lights Present And Lit	1 Light - Street Lights Present	2 Light - No Street Lighting	1 Light - Street Lights Present	3 Light - Street Lighting Unknown
Location	ADELAIDE ROAD J/W ETON ROAD	PRIMROSE HILL ROAD J/W FELLOWS ROAD	ADELAIDE ROAD J/W PRIMROSE HILL ROAD	ADELAIDE ROAD J/W ETON ROAD	ADELAIDE ROAD J/W ETON ROAD	ADELAIDE ROAD J/W PRIMROSE HILL ROAD	ADELAIDE ROAD J/W PRIMROSE HILL ROAD	ADELAIDE ROAD J/W PRIMROSE HILL ROAD	ADELAIDE ROAD J/W PRIMROSE HILL ROAD	ADELAIDE ROAD J/W PRIMROSE HILL ROAD	ADELAIDE ROAD J/W PRIMROSE HILL ROAD	PRIMROSE HILL RD J/W FELLOWS RD	ADELAIDE ROAD J/W PRIMROSE HILL ROAD	ADELAIDE ROAD J/W PRIMROSE HILL ROAD	ADELAIDE ROAD J/W ETON ROAD	ADELAIDE ROAD J/W PRIMROSE HILL ROAD	ADELAIDE ROAD J/W PRIMROSE HILL ROAD
Description	SOLO V2 WHO WAS OVERTAKING TRAFFIC HAS COLLIDED WITH V1 WHO WAS TURNING RIGHT.	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1 (CYCLSITS) CAUSING V1 TO SWERVE	PEDAL CYCLIST V2 WENT THROUGH A RED A.T.S AND HIT THE O/S OF V1	V2 FAILED TO GIVEWAY, TURNED RIGHT AND CROSSED V1'S PATH	PED STEPPED OUT FROM INBETWEEN PARKED CARS INTO PATH OF V1	V1 CHANGED LANE AND HIT THE N/S OF MOTORCYCLIST V2	V1 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V2 ON THE N/S	V2 COLLIDED WITH REAR OF STAT V2, V2 COLLIDED WITH STAT V1,S REAR	V2 COLLIDED WITH REAR OF STAT V2, V2 COLLIDED WITH STAT V1,S REAR	V1 BRAKED DUE TO A EMERGENCY CAR, V2 HIT V1'S REAR	V1 BRAKED DUE TO A EMERGENCY CAR, V2 HIT V1'S REAR	V1 DID NOT GIVEWAY AND GOT HIT BY V2	PED STEPPED OUT INTO PATH OF V1	V2 COLLIDED WITH REAR OF STAT V1	C1 (WHEELCHAIR) TRYING TO GET OF V1 WITHOUT RAMP AND FELL TO KERB	V1 TURNED LEFT ACROSS PATH OF V2 WHO WAS ON NEARISDE	V2 TURNED LEFT ACROSS PATH OF V1
Accident Severity	3 Slight	2 Serious	3 Slight	3 Slight	2 Serious	2 Serious	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight
Highway	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor	3 Bor
Road Surface	1 Road-Dry	1 Road-Dry	1 Road-Dry	1 Road-Dry	1 Road-Dry	2 Road-Wet	1 Road-Dry	1 Road-Dry	1 Road-Dry	1 Road-Dry	1 Road-Dry	2 Road-Wet	2 Road-Wet	1 Road-Dry	1 Road-Dry	1 Road-Dry	1 Road-Dry
No. of Casualties in	1	1	1	1	1	1	1	2	2	2	2	1	1	1	1	1	1
Casualty Severity	3 Slight	2 Serious	3 Slight	3 Slight	2 Serious	2 Serious	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight	3 Slight
Mode of Travel	3 Powered 2 Wheeler	2 Pedal Cycle	2 Pedal Cycle	3 Powered 2 Wheeler	1 Pedestrian	3 Powered 2 Wheeler	2 Pedal Cycle	4 Car	4 Car	4 Car	4 Car	3 Powered 2 Wheeler	1 Pedestrian	4 Car	6 Bus Or Coach	2 Pedal Cycle	2 Pedal Cycle
Pedestrian Acciden	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident	1 Pedestrian Accident	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident	1 Pedestrian Accident	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident	2 Non-Pedestrian Accident
Weather	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other	4 Other
Casualty Class	1 Driver/Rider	1 Driver/Rider	1 Driver/Rider	1 Driver/Rider	3 Pedestrian	1 Driver/Rider	1 Driver/Rider	1 Driver/Rider	1 Driver/Rider	1 Driver/Rider	2 Passenger	1 Driver/Rider	3 Pedestrian	1 Driver/Rider	2 Passenger	1 Driver/Rider	1 Driver/Rider
CREFNO	1	1	1	1	1	1	1	1	2	1	2	1	1	1	1	1	1
Casualty Age	30	29	45	29	46	27	31	56	57	34	34	0	24	41	47	44	24
Casualty Age (Band	25-59	25-59	25-59	25-59	25-59	25-59	25-59	25-59	25-59	25-59	25-59	Unknown	16-24	25-59	25-59	25-59	16-24

APPENDIX 2

PTAL ASSESSMENTS

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
3

NW3 3NA
London NW3 3NA, UK

Easting: 527537, Northing: 184414

Grid Cell: 100901

Report generated: 12/11/2015

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

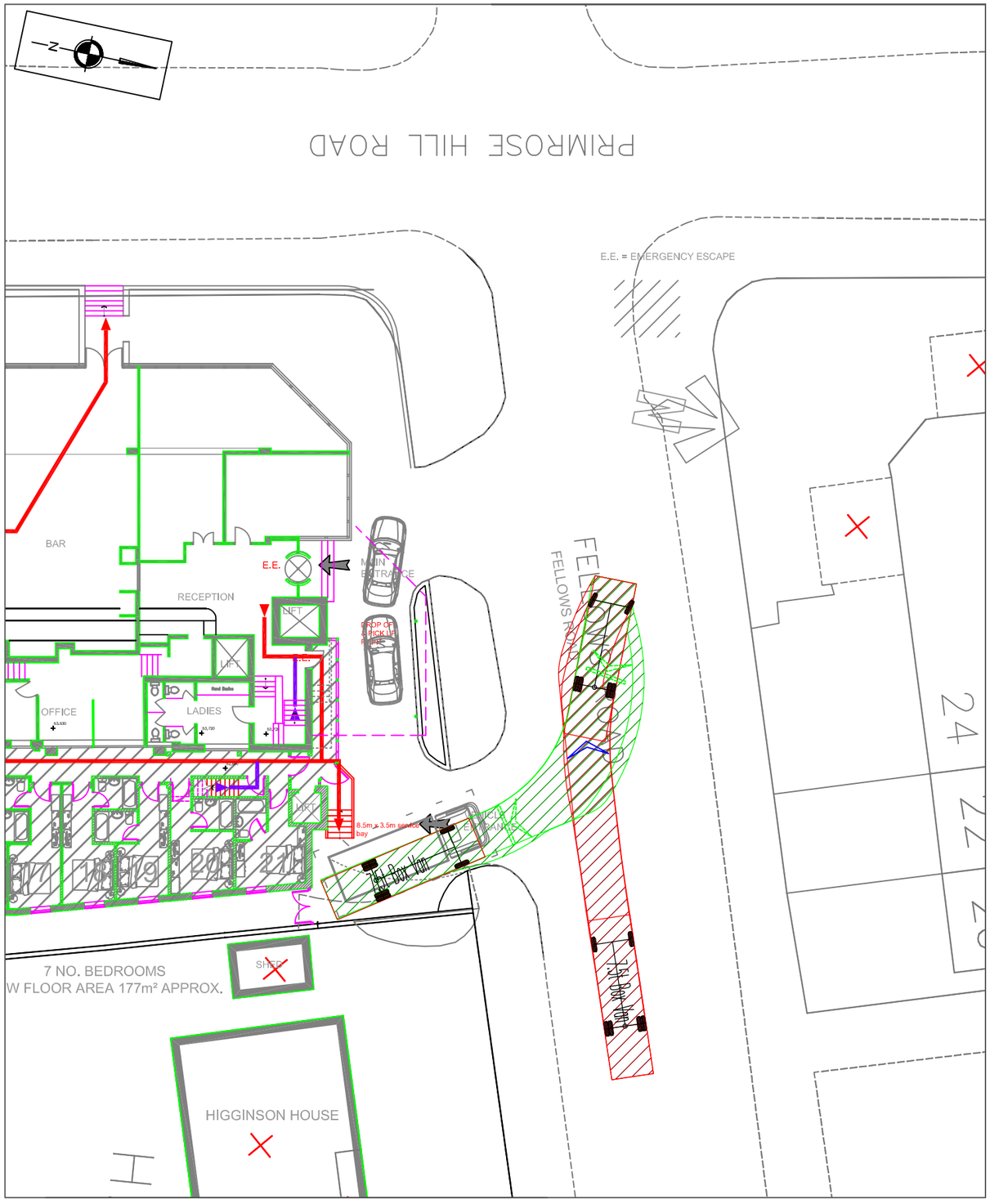
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

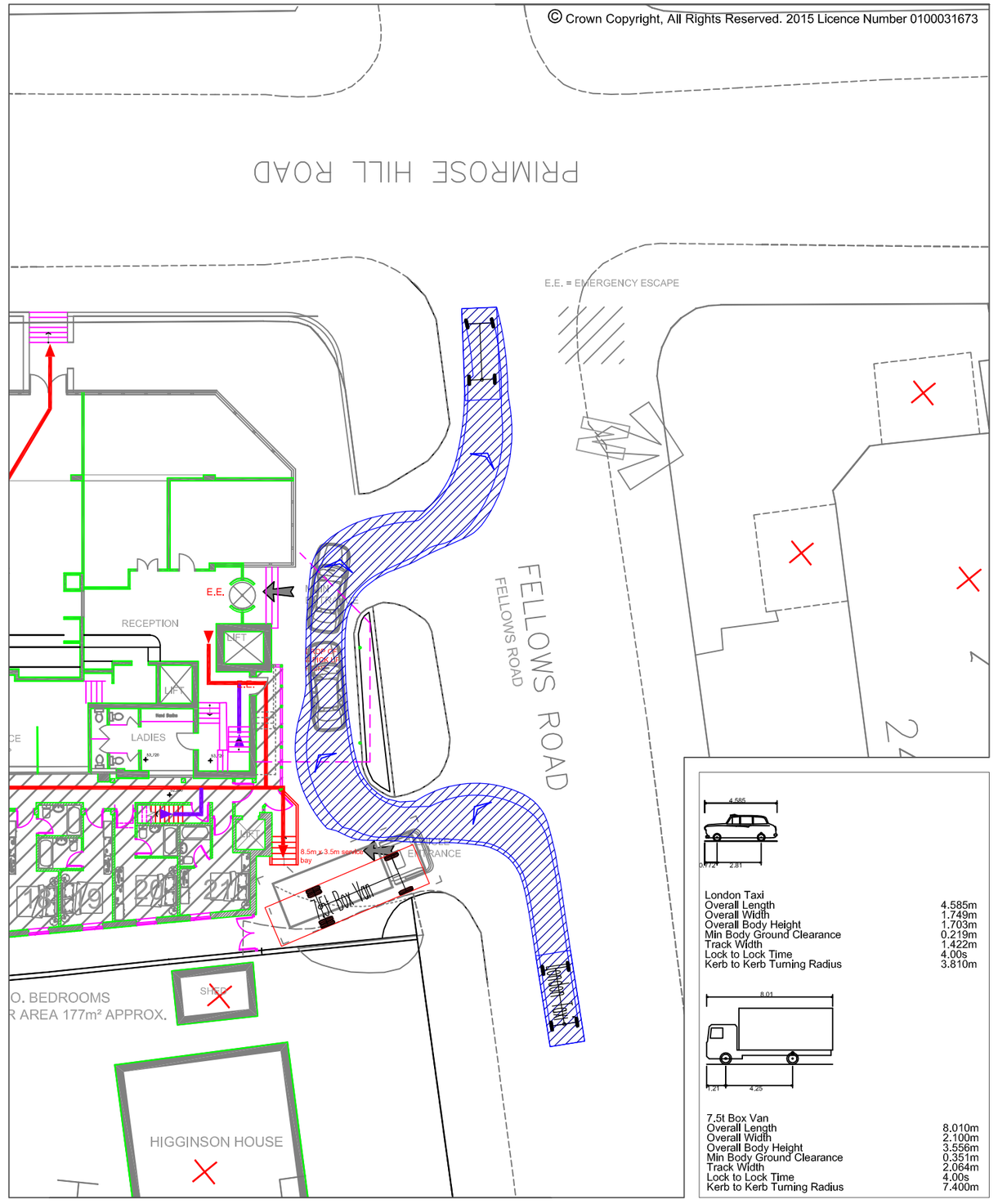
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	ADELAIDE R PRIMROSE HL R	31	167.04	10	2.09	5	7.09	4.23	1	4.23
Bus	PRIMROSE HILL ROAD	C11	110.74	7.5	1.38	6	7.38	4.06	0.5	2.03
Bus	HAVERSTOCK HILL ETON RD	168	424.32	9	5.3	5.33	10.64	2.82	0.5	1.41
LUL	Chalk Farm	'Edgware-Morden'	672.75	9	8.41	4.08	12.49	2.4	0.5	1.2
LUL	Chalk Farm	'Kennington-Edgware'	672.75	14.67	8.41	2.79	11.2	2.68	1	2.68
LUL	Belsize Park	'Morden-Edgware'	889.48	4.67	11.12	7.17	18.29	1.64	0.5	0.82
									Total Grid Cell AI:	**12.37**

APPENDIX 3

SWEPT PATH ANALYSIS





S C P

Transportation Planning : Infrastructure Design

2 Mount Street, Manchester, M2 5WQ, Tel 0161 832 4400, Fax 0161 832 5111
www.scptransport.co.uk, Email info@scptransport.co.uk

Project Title	BRITANNIA HOTELS. HAMPSTEAD, LONDON
Drawing Title	SWEPT PATH ANALYSIS
Scale	1:250 @ A3
By	BA
Date	16.11.2015
Checked	JNR
Approved/ Unapproved	-
Status	PLANNING

Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No.	SCP/15824/ATR01
Revision	-

APPENDIX 4

TRICS REPORT

Calculation Reference: AUDIT-726002-151113-1159

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	GR	GREENWICH	2 days
	HK	HACKNEY	2 days
	HO	HOUNSLOW	2 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of bedrooms
Actual Range:	82 to 224 (units:)
Range Selected by User:	50 to 300 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 29/11/13

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

Selected survey days:

Monday	1 days
Wednesday	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town Centre	3

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

Selected Location Sub Categories:

Commercial Zone	1
Retail Zone	1
Built-Up Zone	1
High Street	1
No Sub Category	2

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

Filtering Stage 3 selection:

Use Class:

C1	6 days

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

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	4 days

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

Population within 5 miles:

500,001 or More	6 days

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

Car ownership within 5 miles:

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

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

Travel Plan:

No	6 days

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

LIST OF SITES relevant to selection parameters

1 GR-06-A-01 IBIS GREENWICH
STOCKWELL STREET

GREENWICH
Town Centre
No Sub Category
Total Number of bedrooms: 82
Survey date: MONDAY 19/10/09 Survey Type: MANUAL

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

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

3 HK-06-A-01 EXPRESS HOL.INN HACKNEY
OLD STREET

SHOREDITCH
Town Centre
High Street
Total Number of bedrooms: 224
Survey date: THURSDAY 06/11/08 Survey Type: MANUAL

4 HK-06-A-02 HOTEL HACKNEY
GREAT EASTERN STREET

SHOREDITCH
Town Centre
Built-Up Zone
Total Number of bedrooms: 205
Survey date: WEDNESDAY 05/11/08 Survey Type: MANUAL

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

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

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

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

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-06-A-02	parking spaces not comparable
HD-06-A-02	car parking not comparable

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	151	0.025	6	151	0.049	6	151	0.074
08:00 - 09:00	6	151	0.054	6	151	0.079	6	151	0.133
09:00 - 10:00	6	151	0.046	6	151	0.047	6	151	0.093
10:00 - 11:00	6	151	0.041	6	151	0.026	6	151	0.067
11:00 - 12:00	6	151	0.029	6	151	0.038	6	151	0.067
12:00 - 13:00	6	151	0.021	6	151	0.025	6	151	0.046
13:00 - 14:00	6	151	0.031	6	151	0.031	6	151	0.062
14:00 - 15:00	6	151	0.028	6	151	0.023	6	151	0.051
15:00 - 16:00	6	151	0.042	6	151	0.036	6	151	0.078
16:00 - 17:00	6	151	0.042	6	151	0.038	6	151	0.080
17:00 - 18:00	6	151	0.052	6	151	0.055	6	151	0.107
18:00 - 19:00	6	151	0.057	6	151	0.054	6	151	0.111
19:00 - 20:00	6	151	0.060	6	151	0.039	6	151	0.099
20:00 - 21:00	6	151	0.034	6	151	0.025	6	151	0.059
21:00 - 22:00	6	151	0.042	6	151	0.032	6	151	0.074
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.604			0.597			1.201

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

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

Parameter summary

Trip rate parameter range selected:	82 - 224 (units:)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	151	0.003	6	151	0.009	6	151	0.012
08:00 - 09:00	6	151	0.009	6	151	0.019	6	151	0.028
09:00 - 10:00	6	151	0.013	6	151	0.019	6	151	0.032
10:00 - 11:00	6	151	0.012	6	151	0.015	6	151	0.027
11:00 - 12:00	6	151	0.010	6	151	0.012	6	151	0.022
12:00 - 13:00	6	151	0.004	6	151	0.002	6	151	0.006
13:00 - 14:00	6	151	0.009	6	151	0.006	6	151	0.015
14:00 - 15:00	6	151	0.011	6	151	0.006	6	151	0.017
15:00 - 16:00	6	151	0.013	6	151	0.007	6	151	0.020
16:00 - 17:00	6	151	0.012	6	151	0.012	6	151	0.024
17:00 - 18:00	6	151	0.028	6	151	0.023	6	151	0.051
18:00 - 19:00	6	151	0.033	6	151	0.029	6	151	0.062
19:00 - 20:00	6	151	0.021	6	151	0.024	6	151	0.045
20:00 - 21:00	6	151	0.014	6	151	0.014	6	151	0.028
21:00 - 22:00	6	151	0.019	6	151	0.018	6	151	0.037
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.211			0.215			0.426

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

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

Parameter summary

Trip rate parameter range selected:	82 - 224 (units:)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	151	0.004	6	151	0.004	6	151	0.008
08:00 - 09:00	6	151	0.002	6	151	0.002	6	151	0.004
09:00 - 10:00	6	151	0.003	6	151	0.003	6	151	0.006
10:00 - 11:00	6	151	0.001	6	151	0.001	6	151	0.002
11:00 - 12:00	6	151	0.001	6	151	0.001	6	151	0.002
12:00 - 13:00	6	151	0.002	6	151	0.002	6	151	0.004
13:00 - 14:00	6	151	0.000	6	151	0.001	6	151	0.001
14:00 - 15:00	6	151	0.000	6	151	0.001	6	151	0.001
15:00 - 16:00	6	151	0.000	6	151	0.000	6	151	0.000
16:00 - 17:00	6	151	0.000	6	151	0.000	6	151	0.000
17:00 - 18:00	6	151	0.001	6	151	0.001	6	151	0.002
18:00 - 19:00	6	151	0.000	6	151	0.000	6	151	0.000
19:00 - 20:00	6	151	0.001	6	151	0.001	6	151	0.002
20:00 - 21:00	6	151	0.000	6	151	0.000	6	151	0.000
21:00 - 22:00	6	151	0.000	6	151	0.000	6	151	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.017			0.032

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

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

Parameter summary

Trip rate parameter range selected:	82 - 224 (units:)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	151	0.002	6	151	0.001	6	151	0.003
08:00 - 09:00	6	151	0.002	6	151	0.003	6	151	0.005
09:00 - 10:00	6	151	0.000	6	151	0.000	6	151	0.000
10:00 - 11:00	6	151	0.001	6	151	0.000	6	151	0.001
11:00 - 12:00	6	151	0.000	6	151	0.000	6	151	0.000
12:00 - 13:00	6	151	0.000	6	151	0.000	6	151	0.000
13:00 - 14:00	6	151	0.000	6	151	0.000	6	151	0.000
14:00 - 15:00	6	151	0.000	6	151	0.000	6	151	0.000
15:00 - 16:00	6	151	0.000	6	151	0.000	6	151	0.000
16:00 - 17:00	6	151	0.001	6	151	0.000	6	151	0.001
17:00 - 18:00	6	151	0.000	6	151	0.000	6	151	0.000
18:00 - 19:00	6	151	0.000	6	151	0.001	6	151	0.001
19:00 - 20:00	6	151	0.000	6	151	0.000	6	151	0.000
20:00 - 21:00	6	151	0.000	6	151	0.000	6	151	0.000
21:00 - 22:00	6	151	0.003	6	151	0.001	6	151	0.004
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.006			0.015

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

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

Parameter summary

Trip rate parameter range selected:	82 - 224 (units:)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	151	0.006	6	151	0.001	6	151	0.007
08:00 - 09:00	6	151	0.002	6	151	0.000	6	151	0.002
09:00 - 10:00	6	151	0.004	6	151	0.001	6	151	0.005
10:00 - 11:00	6	151	0.001	6	151	0.001	6	151	0.002
11:00 - 12:00	6	151	0.000	6	151	0.000	6	151	0.000
12:00 - 13:00	6	151	0.001	6	151	0.000	6	151	0.001
13:00 - 14:00	6	151	0.002	6	151	0.002	6	151	0.004
14:00 - 15:00	6	151	0.002	6	151	0.001	6	151	0.003
15:00 - 16:00	6	151	0.000	6	151	0.001	6	151	0.001
16:00 - 17:00	6	151	0.000	6	151	0.000	6	151	0.000
17:00 - 18:00	6	151	0.001	6	151	0.001	6	151	0.002
18:00 - 19:00	6	151	0.002	6	151	0.003	6	151	0.005
19:00 - 20:00	6	151	0.000	6	151	0.001	6	151	0.001
20:00 - 21:00	6	151	0.001	6	151	0.001	6	151	0.002
21:00 - 22:00	6	151	0.000	6	151	0.001	6	151	0.001
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.014			0.036

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

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

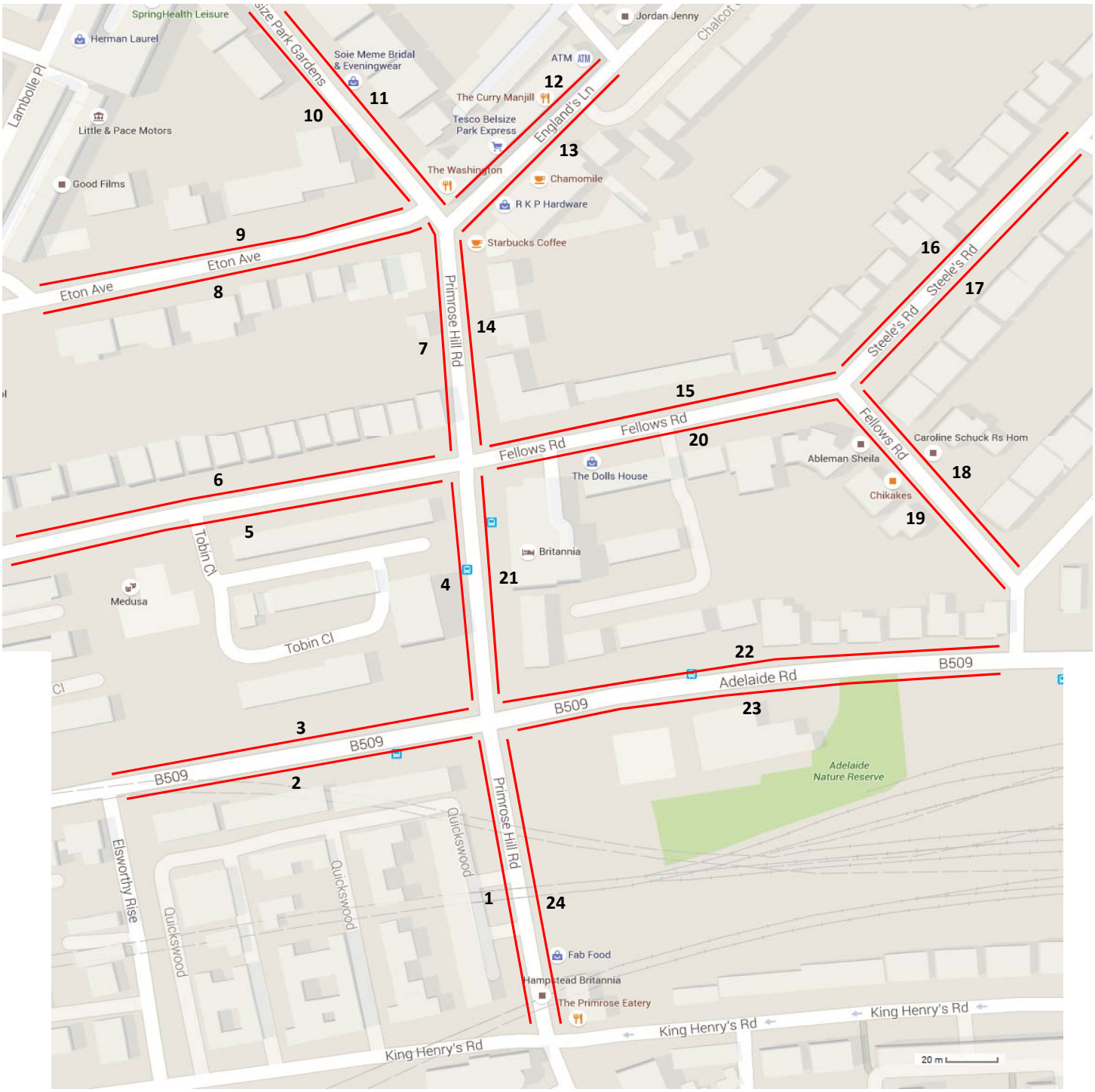
Parameter summary

Trip rate parameter range selected:	82 - 224 (units:)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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

APPENDIX 5

SCOPE OF PARKING BEAT SURVEY


SpringHealth Leisure
Herman Laurel
Soie Meme Bridal & Eveningwear
Jordan Jenny
ATM
The Curry Manjill
Tesco Belsize Park Express
Little & Pace Motors
Good Films
The Washington
Chamomile
R K P Hardware
Starbucks Coffee
Eton Ave
Primrose Hill Rd
England's Ln
Steele's Rd
Fellows Rd
Caroline Schuck Rs Hom
Ableman Sheila
The Dolls House
Chikakes
Britannia
Medusa
Tobin Cl
Adelaide Rd
B509
Adelaide Nature Reserve
Elsworthy Rise
Quickswood
Fab Food
Hampstead Britannia
The Primrose Eatery
King Henry's Rd
20 m
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2
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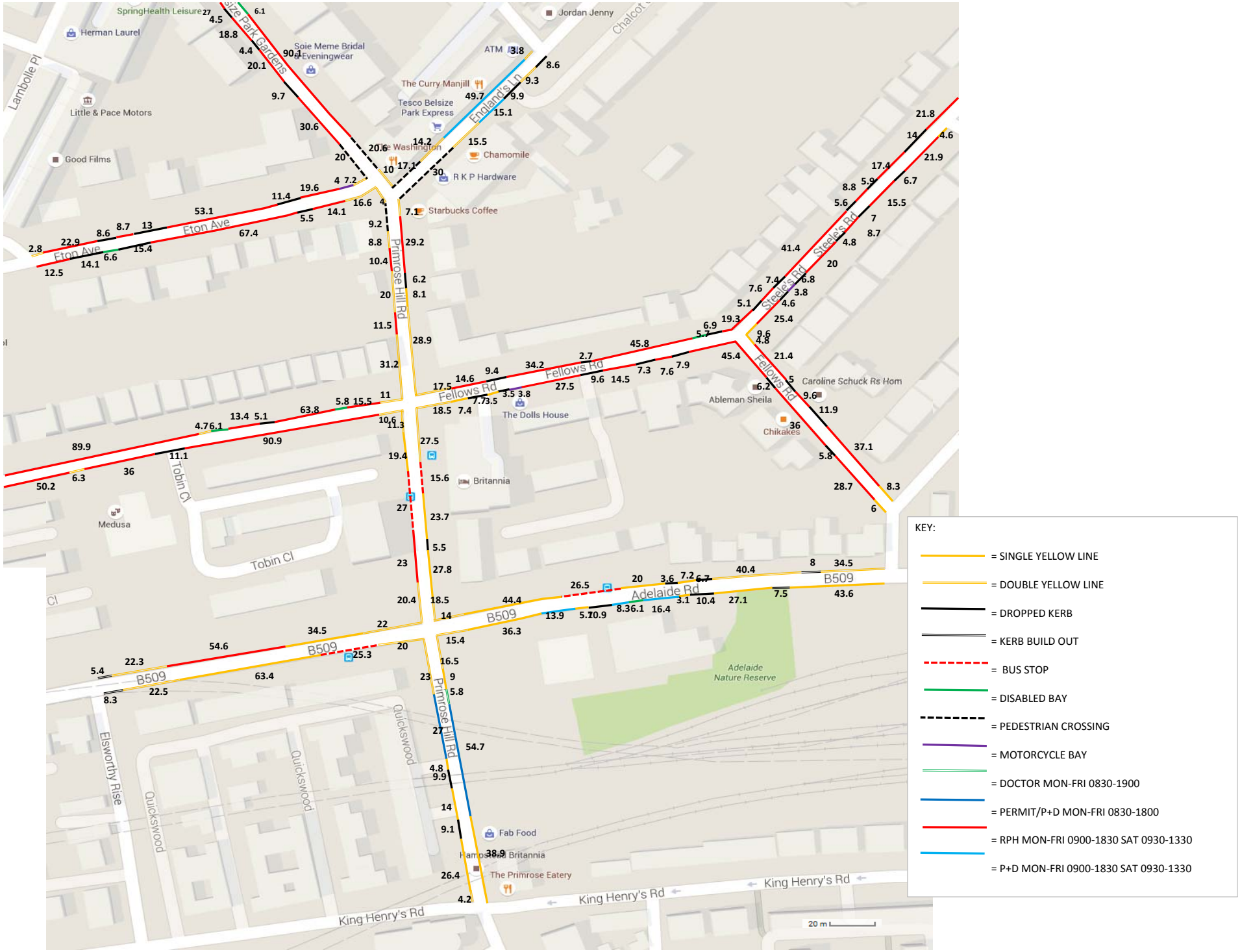
24

APPENDIX 6

EXISTING PARKING RESTRICTIONS


Eton Ave
Primrose Hill Rd
Fellows Rd
Steele's Rd
England's Ln
Tobin Cl
Quickswood
Elsworthy Rise
B509
Adelaide Rd
King Henry's Rd
Britannia
The Dolls House
Chikakes
Ableman Sheila
Caroline Schuck Rs Hom
Starbucks Coffee
Chamomile
R K P Hardware
The Curry Manjill
Tesco Belsize Park Express
Soie Meme Bridal & Eveningwear
Jordan Jenny
Herman Laurel
Little & Pace Motors
Good Films
SpringHealth Leisure
Medusa
Fab Food
The Primrose Eatery
Adelaide Nature Reserve
KEY:
= SINGLE YELLOW LINE
= DOUBLE YELLOW LINE
= DROPPED KERB
= KERB BUILD OUT
= BUS STOP
= DISABLED BAY
= PEDESTRIAN CROSSING
= MOTORCYCLE BAY
= DOCTOR MON-FRI 0830-1900
= PERMIT/P+D MON-FRI 0830-1800
= RPH MON-FRI 0900-1830 SAT 0930-1330
= P+D MON-FRI 0900-1830 SAT 0930-1330

APPENDIX 7

PARKING BEAT SURVEY RESULTS

K&M TRAFFIC SURVEYS

DATE: 4th & 6th NOVEMBER 2015

DAY : WEDNESDAY & FRIDAY

LOCATION: BRITTANIA, HAMPSTEAD, LONDON

					WEDNESDAY 4th NOVEMBER 2015	FRIDAY 6th NOVEMBER 2015
					TIME : 0400	TIME : 0400
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES= 1 SPACE	PARKED	PARKED
PRIMROSE HILL RD	1	DOUBLE YELLOW	27.2			
		SINGLE YELLOW	45.2			
		DROPPED KERB	19			
		PERMIT/ P+D MON-FRI 830-1800 MAX 4H	27	5	3	3
B509	2	DOUBLE YELLOW	42.5			
		BUSTOP	25.3			
		SINGLE YELLOW	63.4	12.68		
		KERB BUILD OUT	8.3			
	3	KERB BUILD OUT	5.4			
		DOUBLE YELLOW	44.3			
		RPH MON-FRI 0900-1830 SAT 0930-1330	54.6	10	10	9
		SINGLE YELLOW	34.5			
PRIMROSE HILL RD	4	DOUBLE YELLOW	31.7			
		RPH MON-FRI 0900-1830 SAT 0930-1330	23	4	4	4
		BUSTOP	27			
		SINGLE YELLOW	19.4		3	3
FELLOWS RD	5	DOUBLE YELLOW	16.9			
		RPH MON-FRI 0900-1830 SAT 0930-1330	177.1	35	32	33
		DROPPED KERB	11.1			
	6	RPH MON-FRI 0900-1830 SAT 0930-1330	182.7	35	29	31
		DOUBLE YELLOW	15.7			
		DISABLED	11.9	2	2	2
PRIMROSE HILL RD	7	DOUBLE YELLOW	64			
		RPH MON-FRI 0900-1830 SAT 0930-1330	21.9	4	4	4
		PED CROSSING MARKINGS	9.2			
ETON AVE	8	DOUBLE YELLOW	16.6			
		RPH MON-FRI 0900-1830 SAT 0930-1330	94.3	17	17	14
		DROPPED KERB	35			
		DISABLED	6.6	1	1	1
	9	DOUBLE YELLOW	10			
		RPH MON-FRI 0900-1830 SAT 0930-1330	104.3	18	19	18
		DROPPED KERB	33			
		MOTOR CYCLE BAY	4			
BELSIZE PARK	10	PED CROSSING MARKINGS	20			
		RPH MON-FRI 0900-1830 SAT 0930-1330	96.5	18	16	16
		DROPPED KERB	18.6			
	11	DISABLED	6.1	1	1	1
		RPH MON-FRI 0900-1830 SAT 0930-1330	90.1	18	16	16
		PED CROSSING MARKINGS	20.6			
		DOUBLE YELLOW	10			
ENGLANDS LANE	12	PED CROSSING MARKINGS	17.1			
		DOUBLE YELLOW	20.9			
		P+D MON-FRI 9-1830 SAT 930-1330 MAX 4H	49.7	9	1	1
	13	DROPPED KERB	18.5			
		DOUBLE YELLOW	24.8			
		P+D MON-FRI 9-1830 SAT 930-1330 MAX 4H	15.1	3	2	1
		PED CROSSING MARKINGS	30			
PRIMROSE HILL RD	14	DOUBLE YELLOW	7.1			
		RPH MON-FRI 0900-1830 SAT 0930-1330	29.2	5	5	5
		DROPPED KERB	6.2			
		SINGLE YELLOW	8.1		1	2
	15	DOUBLE YELLOW	46.4			
		RPH MON-FRI 0900-1830 SAT 0930-1330	113.9	20	18	18
		DROPPED KERB	19			

					WEDNESDAY 4th NOVEMBER 2015 TIME : 0400	FRIDAY 6th NOVEMBER 2015 TIME : 0400
		DISABLED	5.7	1	1	1
STEELES RD	16	DROPPED KERB	38			
		RPH MON-FRI 0900-1830 SAT 0930-1330	97	17	21	20
	17	SINGLE YELLOW	14.2			
		RPH MON-FRI 0900-1830 SAT 0930-1330	91.5	17	16	13
		DROPPED KERB	29.9			
		MOTOR CYCLE BAY	3.8			
FELLOWS RD	18	SINGLE YELLOW	13.1			
		RPH MON-FRI 0900-1830 SAT 0930-1330	68.1	12	12	12
		DROPPED KERB	16.9			
	19	DROPPED KERB	12			
		RPH MON-FRI 0900-1830 SAT 0930-1330	110.1	21	19	17
		SINGLE YELLOW	6			
	20	DROPPED KERB	36			
		RPH MON-FRI 0900-1830 SAT 0930-1330	49.6	8	10	9
		MOTOR CYCLE BAY	3.8			
		SINGLE YELLOW	10.9		2	1
		DOUBLE YELLOW	18.5		1	
PRIMROSE HILL RD	21	DOUBLE YELLOW	46			
		BUSTOP	15.6			
		SINGLE YELLOW	51.5		1	
		DROPPED KERB	5.5			
ADELAIDE RD	22	DOUBLE YELLOW	88.9			
		SINGLE YELLOW	71.6			
		BUSTOP	26.5			
		DROPPED KERB	10.3			
		KERB BUILD OUT	8			
	23	SINGLE YELLOW	115.8			
		KERB BUILD OUT	7.5			
		DROPPED KERB	21.3			
		P+D MON-FRI 9-1830 SAT 930-1330 MAX 4H	38.6	6	5	6
		DISABLED	6.1	1	0	0
		DOUBLE YELLOW	15.4			
PRIMROSE HILL RD	24	DOUBLE YELLOW	16.5			
		SINGLE YELLOW	47.9			
		DOCTOR MON-FRI 830-1900	5.8	1	0	0
		PERMIT/ P+D MON-FRI 830-1800 MAX 4H	54.7	10	7	5
Available spaces Observed						