TRANSPORT STATEMENT

# 8-10 Southampton Row & 1 Fisher Street, Holborn

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|---|---|
| Client: | Idè Real Estate |
| Reference: | INFRA-PB6701-RP001-F0.1 |
| Revision: | 01/Final |
| Date: | 05 May 2017 |

idé real estate

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# 1 INTRODUCTION

## 1.1 Background

1.1.1 Royal HaskoningDHV has been appointed by Idè Real Estate to prepare a Transport Statement to assess the transportation and highway issues associated with a proposed hotel development located at 8-10 Southampton Row & 1 Fisher Street in Holborn, Central London.

1.1.2 The proposed development would comprise an eight storey building, accommodating a hotel reception on ground floor and 120 rooms on floors one to eight, with a public bar on ground floor and a public restaurant on the first floor. The location of the site in a general context is shown on **Plan 1** and **Plan 2** shows the site relative to the local highway network.

1.1.3 Idè Real Estate is seeking full planning permission and listed building consent for the proposed hotel development. This Transport Statement has been produced to provide supplementary information in support of the planning application.

1.1.4 A Draft Travel Plan has also been prepared for the proposed development, which should be read in conjunction with this Transport Statement.

## 1.2 Pre-Application Submission

1.2.1 A draft Transport Statement was produced in October 2016 and was submitted to the London Borough of Camden as part of a package of information to seek pre-application advice on the proposals. The Council's Transport Section of the pre-application advice is contained as **Appendix A**.

1.2.2 The October 2016 draft Transport Statement has been updated for the current proposed scheme, which has taken account of the pre-application advice.

## 1.3 Scope of Report

1.3.1 This Transport Statement provides the following information:

- An overview of the existing site and a description of the surrounding highway network;
- A description of the proposed development and access strategy;
- A review of Transport Policy;
- An assessment of the accessibility of the site by sustainable modes of travel;
- A multi-modal trip generation calculation associated with the proposed development; and
- An assessment of construction traffic based on the information known at this stage.

# 2 EXISTING SITE AND LOCAL HIGHWAY NETWORK

## 2.1 Site Location and Existing Site Description

2.1.1 The proposed development is to be located on land to the east of Southampton Row (A4200), approximately 100m north of Holborn Underground Tube Station in the London Borough of Camden. **Plan 1** shows the location of the site in a general context and **Plan 2** shows the location of the site relative to the local highway network.

2.1.2 As can be seen from **Plan 2**, the site is bound by Southampton Row (A4200) to the west, Fisher Street to the north, Catton Street to the south and Lion Court Conference Centre fronting Procter Street (A40) bounds the site to the east.

2.1.3 The site is currently occupied by a seven storey building on the west side and a Crossrail shaft on the east side. The existing seven storey building is occupied by the Crossrail offices. The shaft is currently being constructed and will be used for future maintenance for Crossrail's tunnelled railway line, which when completed will link Reading to Abbey Wood and Shenfield, through central London.

2.1.4 It can also be seen from **Plan 2** that the site is located in a densely built up area, with St Martins College of Art and Design to the north, offices (Lion Court Conference Centre) to the east, a hotel development currently under construction (planning application ref: 2007/5204/P) to the south and offices to the west.

2.1.5 In addition the site is located within a 10 minute walk from the British Museum, Sir John Soane's Museum, University of Arts London, The Shaftsbury Theatre and Great Ormond Street Hospital.

## 2.2 Local Highway Network

2.2.1 As can be seen from **Plan 2**, the site is located to the east of Southampton Row (A4200). The A4200 runs in approximately a north/south direction, commencing in Somers Town (approximately 500m northwest of Euston Rail and Underground Tube Station) to the north of the site and terminating to the south onto Aldwych (A4) (approximately 300m east of Covent Garden). In the vicinity of Euston Station, the A4200 crosses the A501 via a four arm traffic signal control junction. The A501 is a major route that continues as the A40 providing a direct route to Junction 18 of the M25 to the west, leading to areas outside of London

2.2.2 In the vicinity of the site, Southampton Row is a dual carriageway road, with the closed Kingsway Tram Tunnel running between the two carriageways, from Vernon Place (A40) north of the site to High Holborn (A40) south of the site. The southbound carriageway runs along the site frontage and has one lane for general traffic and a Bus Lane on the nearside lane, operational Monday to Saturday, from 7am to 10am and from 4pm to 7pm.

2.2.3 Southampton Row is subject to a 20mph speed limit and has footways and street lighting on both sides of the road. Along the site frontage, parking is prohibited at all times on Southampton Row and loading is prohibited Monday to Saturday from 7am to 7pm.

2.2.4 Fisher Street bounds the site to the north and runs in a west/east direction from Southampton Row at its western end to Procter Street (A40) at its eastern end. The road is currently closed along the site frontage, between Southampton Row and the eastern end of the site, due to the Crossrail works. Based on Crossrail's current programme, Fisher Street should be re-opened in September 2017.

2.2.5 Between the eastern end of the site and Procter Street, Fisher Street remains open with pay and display parking along the south side (£4.10 per hour for a maximum of 2 hours Monday to Friday 8:30am to 6:30pm and on Saturday 8:30am to 1:30pm) and parking restrictions on the north side (Monday to Friday 8:30am to 6:30pm and on Saturday 8:30am to 1:30pm). At present however all Traffic Regulation Orders (TRO) are suspended and parking and loading is restricted at any time on this section of Fisher Street in order to allow delivery vehicles clear access to the Crossrail site.

2.2.6 Fisher Street is subject to a 20mh speed limit and has footways and street lighting along both sides.

2.2.7 Procter Street (A40) runs in a north/south direction, parallel with Southampton Row to the east of the site, commencing from Theobalds Road (A40) at its northern end and terminating onto High Holborn (A40) at its southern end. The road is a four lane carriageway one-way southbound, with the middle two lanes for general traffic and the outer lanes are Bus Lanes.

2.2.8 The road is subject to a 20mph speed limit and has footways and street lighting along both sides.

2.2.9 Catton Street bounds the site to the south and runs in a west/east direction from Southampton Row at its western end to Procter Street at its eastern end. The road is currently closed along the site frontage from Southampton Row to approximately 15m east of the site. This section of Catton Street is currently closed as part of the construction works to renovate an existing building into a hotel (planning application ref: 2007/5204/P) directly opposite the site, to the south of Catton Street and east of Southampton Row.

2.2.10 As part of the approved hotel development referred to above, Catton Street will be upgraded along its entire length, which will incorporate the provision of pick-up/set-down parking bays and a servicing area on the south side of the road. The details of the proposed highways works were not available at the time of writing this Transport Statement.

2.2.11 Catton Street is one-way in a westbound direction from Procter Street to Southampton Row, subject to a 20mph speed limit and has footways and street lighting on both sides.

## 2.3 Road Safety

2.3.1 Personal Injury Collision data for the most recent five-year period from January 2012 to December 2016 has been obtained from the CrashMap database, which is an official database providing personal injury collision data in Great Britain.

2.3.2 The collision data was obtained for the roads surrounding the site, covering:

- Link: Southampton Row, between Vernon Place and High Holborn;
- Link: Fisher Street;
- Link: Procter Street; and
- Link: Catton Street.

2.3.3 During the most recent five-year period for which data is available, six collisions have been recorded; four resulting in slight injury and two resulting in serious injury. No collisions resulting in fatal injuries occurred during the considered time period with the collisions occurring at different locations and hence no clusters were identified. One collision occurred on Southampton Row and the remaining five collisions occurred on Procter Street. No collisions occurred on Fisher Street or Catton Street.

2.3.4 It is relevant to note that a TRO was made on 2 December 2013 to implement a 20mph speed limit on the surrounding roads in the vicinity of the site. Three of the recorded collisions (one resulting in serious injury) on Procter Street and the collision on Fisher Street occurred prior to the implementation of the 20mph speed limit.

2.3.5 With reference to casualty type, only one collision involved a pedestrian (2012 collision on Procter Street) and five collisions involved a pedal cycle (four collisions on Procter Street, one of which was serious, and the collision on Southampton Row). No collisions involved a child.

2.3.6 In conclusion only two serious injury collisions within the study area over a 5 year period does not indicate any inherent road safety issues associated with the existing layout of the roads surrounding the site.

# 3 DEVELOPMENT PROPOSALS

## 3.1 Proposed Development

3.1.1 The proposed development would comprise an eight storey building, accommodating a hotel reception on ground floor and 120 rooms on floors one to eight, with a public bar on ground floor and a public restaurant on the first floor.

3.1.2 In total the proposed development would comprise an area of 5,102sqm over eight floors, a basement and sub-basement. The floor area includes 148sqm of public restaurant floorspace and 42sqm of bar floorspace.

3.1.3 The proposed development ground floor layout is shown on **Plan 3**. Full planning permission is being sought for the proposed development.

## 3.2 Proposed Pedestrian Entrances

3.2.1 As it can be seen from **Plan 3**, the pedestrian entrance to the hotel would be taken from the northwest corner of the building fronting Southampton Row and Fisher Street. The pedestrian entrance to the public bar and restaurant would be taken from the southwest corner of the building fronting Southampton Row and Catton Street.

## 3.3 Proposed Site Access

3.3.1 At present there is a vehicular entrance into the site from Fisher Street and Catton Street, located between the existing building and the Crossrail shaft. As it can be seen on **Plan 3**, it is proposed that these existing accesses would be closed and reinstated as footway.

3.3.2 The proposed development does not involve the creation of a new vehicular access as no car parking on site is proposed to cater for the development. **Section 5** of this Transport Statement demonstrates that the site is highly accessible by sustainable modes of transport and providing no car parking on site is in line with London Borough of Camden Council's policy to deter unnecessary car use.

3.3.3 It was originally proposed that the developer would fund a TRO for the provision of two on-street parking bays, for pick-up/set-down, on the south side of Fisher Street in close proximity to the hotel pedestrian entrance. This proposal has now been dropped as with reference to the pre-application advice (**Appendix A**), the Highway Authority confirmed that "*It would be more appropriate for taxis to drop off and pick up passengers from yellow lines. This is what currently happens throughout Central London*."

## 3.4 Cycle Parking

3.4.1 The London Plan states for hotels that there should be a minimum of one long stay space per 20 rooms and one short stay space per 50 rooms. For restaurants and drinking establishments with a gross floor area over 100sqm, the standards are one long stay space per 175sqm and one short stay space per 40sqm.

3.4.2 Based on the Schedule of Accommodation for the proposed development, requires a minimum cycle parking provision of 8 long say spaces and 8 short stay spaces.

3.4.3 In line with the London Plan parking standards, a room in the basement is proposed to provide 16 long stay cycle parking spaces for staff and hotel guests, which is double the provision of long stay spaces required. **Plan 4** shows the proposed basement floor layout, including the room that would be dedicated for cycle parking.

3.4.4 In terms of short stay cycle parking provision, there are currently 19 "M" short stay cycle stands located along the central island on Southampton Row, directly across from the site. Each "M" stand can accommodate two cycles, which in total provides parking provision for 38 cycles.

3.4.5 With reference to the pre-application advice, however the Highway Authority has stated that the existing short stay cycle parking provision on Southampton Row is currently well used and additional provision would need to be accommodated in this area to cater for the proposed hotel development. As part of the proposed development the developer is therefore willing to fund the provision of 8 short stay cycles spaces to increase the existing provision on Southampton Row. The contribution for 8 short stay cycle spaces (circ. £2,000) would be provided through a Section 106 Agreement.

## 3.5 Coach Parking

3.5.1 The London Borough of Camden Council's parking standards also requires the need for coach parking to be considered for hotels above 2,500sqm. In addition, although the London Plan (March 2016) includes no policy in relation to coach parking for hotels, it does state at paragraph 6A.9 "*Developments should provide for one coach parking space per 50 rooms for hotels*."

3.5.2 Based on a proposed hotel accommodating 120 rooms, up to 2 coach parking spaces would be required.

3.5.3 For the proposed development however, no coach parking spaces are proposed as the operator of the hotel would cater for the single business users and top end of the tourist market, as opposed to coach party bookings. In addition there are no meeting rooms or conference facilities proposed that could generate a large number of people.

3.5.4 With reference to the Council's Transport Section of the pre-application advice (see **Appendix A**) confirmed that the proposal not to cater for coach party bookings would need to be secured via a Section 106 legal agreement.

## 3.6 Servicing

3.6.1 The pre-application also initially advised that a short service road currently exists within the site, which links Catton Street with Fisher Street. It was assumed that this service road was an established right of way. The Council therefore stated that the service road would need to be stopped up under a Section 247 of the Town and Country Planning Act.

3.6.2 Further to email correspondence/discussion, the Highway Officer has subsequently confirmed that there is no public right of way linking Catton Street with Fisher and therefore no stopping up application would be required.

3.6.3 As it has now been established that there is no service road within the site, the Highway Officer has accepted that servicing of the proposed hotel would be done from on-street, on the north site of Catton Street, next to the service entrance.

3.6.4 As it can be seen from **Plan 3**, the entrance to the servicing and refuse area is located on Catton Street, approximately at the midpoint of the building footprint.

3.6.5 Although service deliveries would be confirmed by the future hotel operator, **Table 1** provides a summary of the likely vehicles that would likely service the building, along with the frequency of visit. The maximum size of vehicle would be a rigid axle Heavy Goods Vehicles (HGV).

**Table 1: Service Deliveries and Frequencies**

| Service Delivery | Frequency |
|---|---|
| Laundry | Every Day |
| Waste | Every Day, except Sunday |
| Food | Every Day, except Sunday |
| Beverage | 3 Deliveries per week |

3.6.6 As it can be seen from **Table 1**, the proposed development would generate a maximum of four service vehicles per day. Timing of deliveries would also be managed to avoid more than one vehicle arriving at site at the same time.

3.6.7 As stated earlier in this Transport Statement, an approved hotel development (planning application ref: 2007/5204/P) is currently being built directly opposite the site, south of Catton Street. As part of the approved hotel development, highway works to the entire length of Catton Street are to be provided, including parking bays on the south side of Catton Street to serve the approved development, upgrading footway surfacing and providing raised tables at both ends of the road. The highway works will be provided by the London Borough of Camden Council.

3.6.8 Further to discussions with the Highway Officer, the details of the highway works are not known and the works have not commenced on site. It is therefore proposed that the highway works are amended accordingly to include the design of a service bay on the north side of Catton Street to cater for the proposed hotel development. The developer would be willing to fund a TRO for the provision of the service bay.

# 4 TRANSPORT POLICIES

## 4.1 Background

4.1.1 This section sets out the relevant national and local transportation related policies and guidance against which the proposed development should be assessed, comprising the following documents:

- National Planning Policy Framework;
- The London Plan;
- London Borough of Camden Council's Core Strategy 2010 to 2025; and
- London Borough of Camden Council's Development Policies 2010 to 2025

## 4.2 National Planning Policy Framework

4.2.1 The Department for Communities and Local Government published its National Planning Policy Framework (NPPF) on 27th March 2012.

4.2.2 NPPF incorporates sustainable transport policy as a key plan for achieving sustainable development. At the heart of the NPPF is a:

'…*presumption in favour of sustainable development…'* (paragraph 14)

4.2.3 NPPF states at paragraph 15 that policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.

4.2.4 Local authorities will be required to grant permission, using NPPF as guidance, where the Local Plan is absent, silent, indeterminate or where relevant policies are out of date. Local Plans will therefore need to be prepared to take into account the content of NPPF.

4.2.5 With regards to the integration of transport and land-use planning the overarching principle is that planning should (see paragraph 17 of NPPF):

'*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable"*

4.2.6 In terms of promoting sustainable transport, NPPF states at paragraph 29 that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

4.2.7 At paragraph 32 NPPF confirms that 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.

4.2.8 NPPF confirms that development should only be prevented or refused on transport grounds where the residual impacts of development are severe.

4.2.9 NPPF goes on to state at paragraph 35 that Local Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore developments should be located and designed where practical to:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and
- Consider the needs of people with disabilities by all modes of transport.

4.2.10 In respect of car parking provision NPPF states at paragraph 39 that if setting local parking standards for residential and non-residential development, Local Planning Authorities should take into account the following:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

## 4.3 The London Plan

4.3.1 The Mayor's current Spatial Development Strategy, more commonly referred to as the London Plan was published in March 2016. The Plan provides the London wide context within which individual boroughs are required to set their local planning policies.

4.3.2 The site is located within the Central Activity Area (CAZ). In relation to hotel's, policy 4.5 "London's Visitor Infrastructure" states:

"**Strategic**

*A The Mayor will, and boroughs and relevant stakeholders should:*

*b seek to achieve 40,000 net additional hotel bedrooms by 2036, of which at least 10 per cent should be wheelchair accessible*

*c ensure that new visitor accommodation is in appropriate locations:*

*– beyond the Central Activities Zone (CAZ) it should be focussed in town centres and opportunity and intensification areas, where there is good public transport access to central London and international and national transport termini*

***Planning decisions***

*B Developments should:*

*a contribute towards the hotel provision target and ensure that at least 10 per cent of bedrooms are wheelchair accessible*

*b be consistent with the strategic location principles set out above*

*c not result in the loss of strategically important hotel capacity.*

***LDF preparation***

*C LDFs should:*

*d promote and facilitate development of a range of visitor accommodation, such as hotels, bed and breakfast accommodation, self-catering facilities, youth hostels and camping and caravan sites"*

4.3.3 Chapter 6 of the London Plan sets of London's vision and aims for transport. Although there are no policies for hotel development, regarding parking for hotels, paragraph 6A.8 states:

*"Although no maximum standards are set for hotels, the following approach should be taken for applications referred to the Mayor. In locations with a PTAL of 4 –6, onsite provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing."*

4.3.4 Paragraph 6A.9 goes on to state:

*"Developments should provide for one coach parking space per 50 rooms for hotels."*

4.3.5 In terms of cycling, the London Plan states for hotels there should be a minimum of one long stay space per 20 rooms and one short stay space per 50 rooms. For restaurants and drinking establishments with a gross floor area over 100sqm, the standards are one long stay space per 175sqm and one short stay space per 40sqm.

## 4.4 London Borough of Camden Council's Core Strategy 2010 to 2025

4.4.1 The Core Strategy was adopted in November 2010 and sets out the key elements of the council's planning vision and strategy for the borough and is the central part of the Local Development Framework.

4.4.2 Paragraph 11.1 of the Core Strategy acknowledges the highly sustainable credentials of Camden:

*"Camden benefits from excellent transport provision, including a direct link to continental Europe through St Pancras International; national rail services at King's Cross, St Pancras and Euston; 23 tube stations within the borough or on its boundary, 55 bus routes and 27 night bus routes. These provide excellent accessibility within Camden, to the rest of London and beyond."*

4.4.3 Policy CS11 “Promoting sustainable and efficient travel” sets out the council’s strategic transport objectives, which are to:

- Improve strategic transport infrastructure and support growth;
- Promote sustainable travel;
- Make private transport more sustainable; and
- Promote sustainable movement of freight.

## 4.5 London Borough of Camden Council’s Development Policies 2010 to 2025

4.5.1 The Camden Development Policies was adopted in November 2010 and contributes towards delivering the council’s Core Strategy by setting out the detailed planning policies that the council will use to determine planning applications.

4.5.2 Planning policies DP16 to DP21 sets out the council’s transport related detailed planning policies, which covers:

- DP16: The transport implications of development;
- DP17: Walking, cycling and public transport;
- DP18: Parking standards and limiting the availability of car parking;
- DP19: Managing the impact of parking;
- DP20: Movement of goods and materials; and
- DP21 Development connecting to the highway network.

4.5.3 In terms of the proposed development, Policy DP16 states that the council will ensure that safe pick-up, drop-off and waiting areas are provided. DP17 states that the council will resist development that would be dependent on travel by private vehicles. In terms of parking provision in highly accessible areas such as Holborn, which is located within the CAZ, policies DP18 and DP19 encourages development to be car free.

4.5.4 The council’s parking standards are contained within Appendix 2 of the Camden Development Policies, which have been superseded by the standards contained in the March 2016 London Plan.

# 5 ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES

## 5.1 Introduction

5.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, so as to reduce the dependence on private cars.

5.1.2 In view of the current transport policy requirements, this section considers the accessibility of the proposed development site by non-car modes.

## 5.2 Accessibility on Foot

5.2.1 Walking is generally accepted as the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.

5.2.2 The proposed development is located in Central London and its layout would suitably integrate the proposal with the adjoining streets.

5.2.3 The pedestrian entrances to the proposed development would be at the northwest (hotel entrance) and southwest (bar/restaurant entrance) corners of the site on Southampton Row. All of the roads within the immediate vicinity of the site have footpaths on both sides and dropped kerbs at junctions. Street lighting is also present.

5.2.4 **Plan 4** shows the 1km and 2km walk catchment areas from the centre of the proposed development, which with reference to the Chartered Institution of Highways and Transportation (CIHT) "Providing for Journeys on Foot" are the considered acceptable and preferred maximum walking distances for sight-seeing. Local facilities and amenities are also highlighted on the plan.

5.2.5 It can be seen from **Plan 4** that the site is located approximately 100m walking distance from Holborn Underground Tube Station, which is served by the Central and Piccadilly lines.

5.2.6 The site is located within a 1km walking distance from various sightseeing attractions, gardens and educational establishments such as the Royal College of Anaesthetists (230m to the northeast), British Museum (400m to the northwest), Bloomsbury Square Gardens and the Museum Archives and Libraries (100m to the northwest), Senate House Library (850m to the northwest), University of the Arts London (350m to the southeast), Sir John Soane's Museum (350m to the southeast), Phoenix Theatre (1km to the southwest), Royal Opera House (850m to the south), Novello Theatre (900m to the south), Peacock Theatre, London School of Economics and Political Science, Hunterian Museum (550m to the south), Dominion Theatre (950m to the west), and The Shaftesbury Theatre (650m to the west).

5.2.7 In addition to the above, there are numerous shops, bars, pubs, cafés and restaurants surrounding the site, and as such the potential for hotel guests to undertake trips to/from the site on foot is significant.

5.2.8 The 2km walking catchment area extends to include the majority of Central London, including the whole area of Bloomsbury, the majority of St Pancras located to the north, Fitzrovia to the northwest, Clerkenwell to the east, and Soho to the west with its numerous bars and restaurants.

5.2.9 Three railway stations are accessible within the 2km walking catchment area, these are King's Cross (1.8km to the north), St Pancras International (1.7km to the north) and London Euston railway station (1.5km to the northwest).

5.2.10 Piccadilly Theatre and Piccadilly Circus are located approximately a 1.5km walking distance to the southwest of the site. English National Opera and The National Gallery are approximately 1.2km and 1.3km walking distances to the southwest of the site respectively. Oxford Circus and Hanover Square can be reached approximately 1.6km and 1.8km walking distances to the west of the site.

5.2.11 To the south, the 2km walking catchment area extends along the River Thames to the Playhouse Theatre and Somerset House on the north bank and London Eye, Southbank Centre and National Theatre on the south bank.

5.2.12 In conclusion, it has been demonstrated that the site is highly accessible on foot.

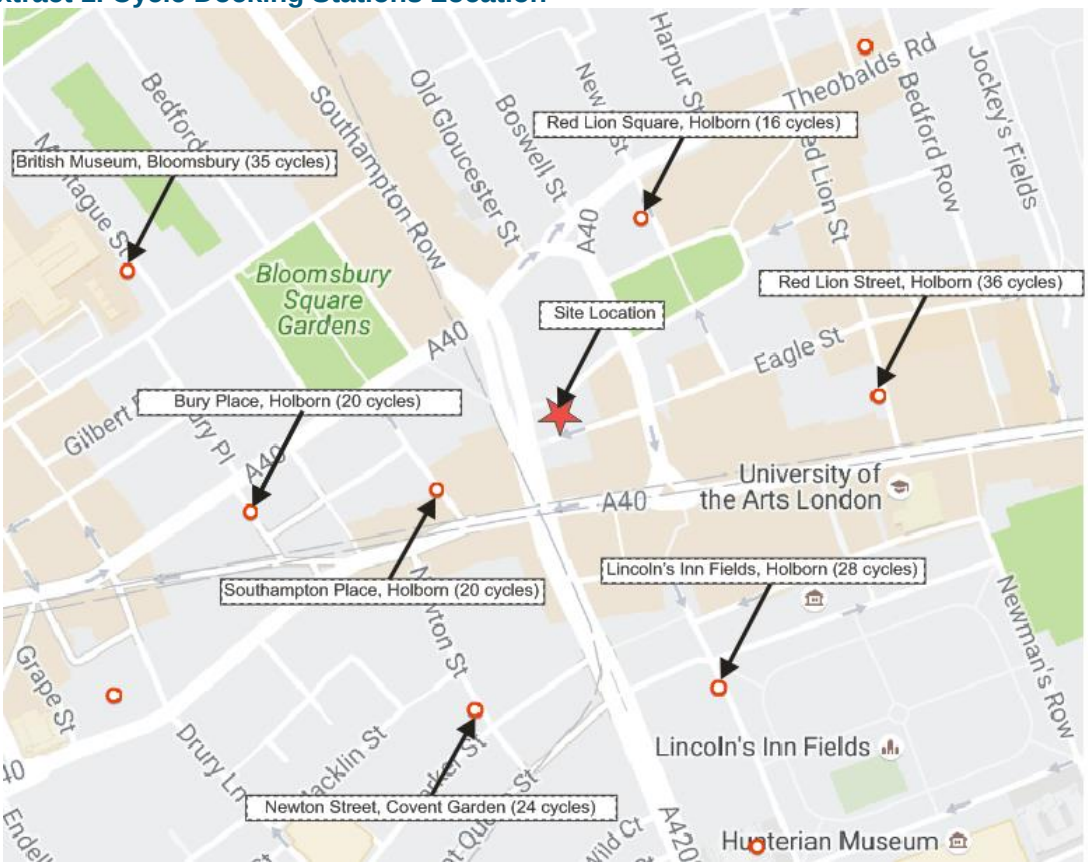
## 5.3 Accessibility by Cycle

5.3.1 As part of the proposed hotel development, 16 long stay parking spaces would be provided within a room on the basement level. In addition the developer would fund the provision of 8 short stay cycle parking spaces on Southampton Row, within the central island adjacent to the site, which would increase the existing provision to 44 short cycle stay spaces in this area.

5.3.2 The site is also conveniently located in the vicinity to cycle docking stations, which are bike hire schemes for short journeys. Hotel guests and staff would be able to hire a bike for the price of £2 for 24hrs and the bike could be returned to any docking station.

5.3.3 The location of the nearest docking stations and number of cycles they accommodate is shown on **Extract 1**.

**Extract 1. Cycle Docking Stations Location**




*Source: The background map is extracted from TfL official website, Find a docking station section.*

5.3.4 The nearest cycle docking station is located only 140m walking distance to the southwest of the site at Southampton Place. The current availability of cycles is updated online and can be checked on TfL's official website (see link: https://tfl.gov.uk/modes/cycling/santander-cycles/find-a-docking-station).

5.3.5 The site is not directly adjacent to any London Cycle Network signed routes, however a good network of signed routes and roads is available in the wider Camden area.

5.3.6 There is an existing cycle route in St Pancras area along Tavistock Place and Regent Square to the north of the site, running in approximately a northeast/southwest direction. Another route commences perpendicular to it, at Cartwright Gardens, and runs along Ossulston Street, Goldington Street and then continues further to the north until A400 Kentish Town Road.

5.3.7 To the south of the site, an existing cycle route runs along the north bank of River Thames, between Westminster and London Bridge. The River Thames can be crossed by following a cycle route which runs along Blackfriars Bridge connecting Temple area on the north bank with London South Bank University.

5.3.8 It is generally accepted that cycling has the potential to replace short car journeys, particularly those under 5 kilometres. 3km and 5km cycling catchment areas have therefore been considered for this report.

5.3.9 **Plan 5** illustrates the 3km (15 minutes) and 5km (25 minutes) cycling catchment from the site, recognised as acceptable cycling distances at a speed of 3.3m/s.

5.3.10 **Plan 5** shows that the 3km cycle catchment includes the majority of Central London Area, including St Pancras and Fitzrovia on the north bank of the River Thames where the main sightseeing attractions such as Westminster Bridge, Parliament, Big Ben, Piccadilly Circus, Buckingham Palace, Green Park, St James's Park, Covent Garden and many other attractions, shops, restaurants, bars and pubs are located.

5.3.11 The 5km cycle catchments extends to include Regents Park to the north of the site, the majority of Newington area to the south (south of River Thames), Hyde Park to the west of the site and numerous other attractions located in the Central London area.

5.3.12 With regard to the above it is considered that there would be significant opportunities for leisure/sightseeing and commuting trips generated by the proposed development to take place via cycle.

5.3.13 In conclusion, it has been demonstrated that the site is highly accessible by cycle.

## 5.4 PTAL Assessment

5.4.1 Web-based Connectivity Assessment Toolkit (WebCAT) has been used to measure the Public Transport Access Level (PTAL) of the proposed development, which is the most widely recognised way to measure connectivity to the public transport network in London. The result of the PTAL assessment is graded from 0 to 6 (including sub-divisions 1a, 1b, 6a and 6b), where a PTAL of 0 indicates extremely poor access to the location by public transport, and a PTAL of 6b indicates excellent access by public transport. PTAL values are influenced by the walking distance to nearby rail, tube or bus stations and bus stops and by the frequency of services at these stations and stops.

5.4.2 Transport for London's (TfL) official website has been used to determine the PTAL rating for the proposed development and the calculation output is included in **Appendix B**.

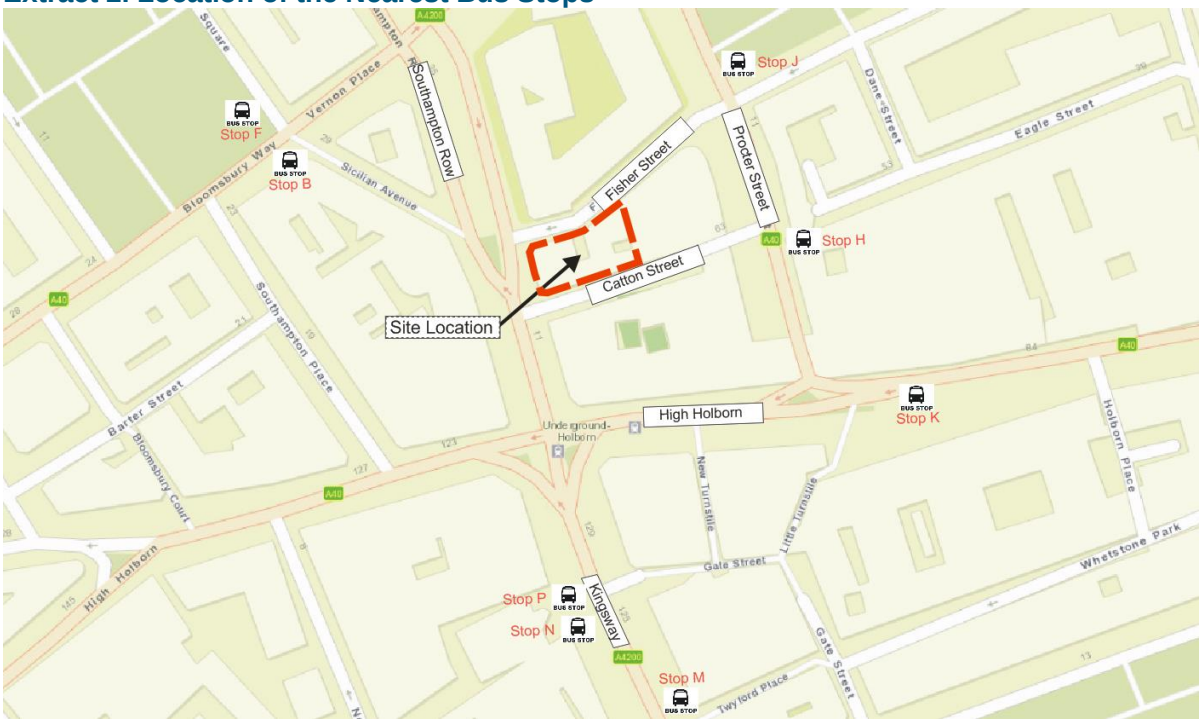
5.4.3 As can be seen from **Appendix B**, the site has a PTAL rate of 6b, which is the highest level of connectivity. With reference to TfL's website (Accessibility & connectivity section) states *"…sites with better connectivity provide opportunities for development at higher densities and for sustainable development that reduces the need to travel by car"*. The PTAL assessment demonstrates that the proposed hotel development would be suitable on the site located adjacent to Southampton Row in Holborn, Central London as it has an excellent level of public transport accessibility.

## 5.5 Accessibility by Bus

5.5.1 The Institution of Highways and Transportation document 'Guidelines for Planning for Public Transport in Developments' (1999) recommends that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.

5.5.2 The site is well served by public transport and the location of bus stops in the vicinity of the site is shown on Error! Reference source not found..

**Extract 2. Location of the Nearest Bus Stops**




5.5.3 The nearest bus stops are located on Procter Street, approximately 80m to the east (Stop H) and 150m northeast (Stop J) of the site. Stop H is served by bus routes 25 (24hr daily service towards Ilford), 242 (24hr daily service towards Homerton University Hospital), and N8 (towards Hainault). Stop J is served by bus routes 98 and N98 towards Willesden.

5.5.4 Additional bus stops are located on Kingsway (A4200) immediately south of the junction with High Holborn. Bus stops P and N provide northbound services and Stop M provides southbound services. One more bus stop (Stop K providing westbound services) is located on High Holborn, to the east of the junction with Kingsway. The bus stops are within approximately 200m walking distance from the site.

5.5.5 The Kingsway Stop P is served by seven bus routes 1, 171, 243, 521, N1, N68 and N171. Bus Stop N is also served by seven bus routes 59, 68, 91, 168, 188, N91 and X68. Bus Stop M is served by 14 bus routes, which are 1, 59, 68, 91, 168, 171, 188, 243, 521, N1, N68, N91, N171 and X68.

5.5.6 The High Holborn bus Stop K is served by bus route 8, in addition to three bus routes which also stop at bus Stop H (25, 242 and N8), and bus route 521 which also stops at bus Stop M.

5.5.7 There are further bus stops (Stop B and Stop F providing eastbound services) located on Theobalds Road (A40), approximately 170m to the north of the site. Bus Stop B is served by six bus routes 19, 38, 55, N19, N38 and N41. Bus Stop F is served by nine bus routes 19, 38, 55, 98, N19, N38, N41, N98 and N207.

5.5.8 A summary of the bus routes available within a 200m walking distance from the site and their frequencies is included as **Appendix C**.

5.5.9 The aforementioned bus routes provide direct connections to numerous destinations within the Central London area in addition to covering wider geographic areas and such destinations as Hampstead Heath, Crouch End, Wood Green, North Greenwich, Bermondsey, Catford, Bellingham, West Croydon, Tulse Hill, and Streatham Hill.

5.5.10 With reference to **Section 5.4**, a PTAL assessment has been carried out to determine the site's connectivity to the existing public transport network. The results of the assessment demonstrated an excellent level of public transport accessibility. The combined daytime frequency of bus services accessible from the site is approximately 165 buses per hour.

5.5.11 It has therefore been demonstrated that the site is highly accessible by bus.

## 5.6 Accessibility by London Underground Tube

5.6.1 It can be seen from **Plan 2** that the site is located approximately a 100m walking distance from the Holborn Underground Tube Station, which is served by the Central and Piccadilly lines. On the Central line the station is between Tottenham Court Road and Chancery Lane stations and on the Piccadilly line it is between Covent Garden and Russel Square stations.

5.6.2 Holborn Underground Tube Station provides a direct link between the site and Heathrow Airport, King's Cross railway station, Ealing Broadway and Liverpool Street railway stations. The frequency of the tube services on the both lines varies between 2 and 6 minutes throughout the day.

5.6.3 It has therefore been demonstrated that the site is highly accessible by Tube.

## 5.7 Accessibility by Rail

5.7.1 There are three railway stations located within a 2km walking catchment area from the centre of the site; St Pancras International (1.7km to the north), King's Cross (1.8km to the north) and London Euston railway station (1.5km to the northwest).

5.7.2 St Pancras railway station is a central London railway terminus and is widely known for its Victorian architecture. The station is located approximately 1.7km walking distance to the north of the site.

5.7.3 The station is a southern terminus for Midland Main Line trains operated by East Midlands Trains to/from the East Midlands and Yorkshire, including Leicester, Corby, Nottingham, Kettering, Derby and Sheffield. Occasional trains also run to Melton Mowbray, Lincoln, Leeds, York and Scarborough. The Monday to Saturday off-peak timetable has five services per hour (one to Corby, two to Nottingham, and two to Sheffield).

5.7.4 The Thameslink platforms at St Pancras railway station serve trains to Bedford, Luton and St Albans City in the north, and Wimbledon, Sutton, East Croydon, Gatwick Airport and Brighton in the south.

5.7.5 Southeastern runs high-speed trains from St Pancras railway station on High Speed 1 to Kent and the South East to Faversham, Margate, Ramsgate, Canterbury West, Dover Priory, Folkestone Central, Ashford, Ebbsfleet International and other destinations in Kent.

5.7.6 St Pancras railway station serves such international destinations as Paris Gare du Nord (17 trains every day in each direction), Brussels-Midi (10 trains every day in each direction), and Marne-la-Vallee for Disneyland Paris (one train in each direction per day). Extra services run to Paris on Fridays and Sundays. Additional weekend leisure-oriented trains run to the French Alps during the skiing season and to Avignon in the summer.

5.7.7 King's Cross railway station is located approximately 1.8km walking distance to the north of the site. The station is the southern terminus of the East Coast Main Line, providing high speed inter-city services to Yorkshire, the North East and Scotland. Virgin Trains East Coast is the main inter-city operator with destinations including Leeds, Newcastle and Edinburgh. Other inter-city operators serving the station include Hull Trains and Grand Central. King's Cross is also a terminus for Great Northern which provides commuter services to North London, Hertfordshire, Cambridgeshire, Bedfordshire and Norfolk.

5.7.8 London Euston railway station is the southern terminus of the West Coast Main Line, and the main gateway from London to the West Midlands, the North West, North Wales and parts of Scotland. Virgin Trains provides high-speed intercity services to these regions. The most important long-distance destinations are Birmingham, Liverpool, Manchester and Glasgow.

5.7.9 London Midland trains operate services from London Euston to Hertfordshire, Buckinghamshire, Bedfordshire, Northamptonshire and Warwickshire as well as long-distance services to the West Midlands, Staffordshire and Cheshire. Euston is also the terminus for suburban services on the Watford DC Line (commuter railway line to Watford Junction) operated by London Overground.

5.7.10 The railway station is also connected to Euston Underground Tube Station.

## 5.8 Travel Plan

5.8.1 The proposed hotel development would also be supported by a Travel Plan and a Draft Travel Plan has also been submitted as part of the planning application. This Transport Statement should be read in conjunction with the Draft Travel Plan that has been prepared as a separate document.

5.8.2 The Travel Plan would be targeted towards the future guests and staff working in the hotel development. The location of the site in Central London with excellent connections to public transport network would help to reduce the need to travel by single occupancy private car and would encourage staff and guests to make walking, cycling and travel by public transport the natural choice for day-to-day trips by staff and trips by site's visitors.

## 5.9 Summary

5.9.1 In summary, it can be stated that the site is highly accessible to a range of facilities and destinations by walking, cycling and public transport in accordance with national and local transport policies.

# 6 TRIP GENERATION

## 6.1 Background

6.1.1 This section provides an assessment of the multi-modal trip generation associated with the proposed development.

## 6.2 Trip Rates

6.2.1 The Trip Rate Information Computer System (TRICS) database was interrogated to assess the trip generation associated with the proposed hotel development. The search identified only one hotel site located in the Greater London area that is similar to the proposal in terms of providing zero on-site parking.

6.2.2 The hotel site is located adjacent to Great Eastern Road, Shoreditch in the London Borough of Hackney, which is also highly accessible by sustainable modes of travel and has a PTAL rating of 6b. The full TRICS output for the site and trip rates are included as **Appendix D** and **Table 2** provides a summary of the person trip rates and trip generation associated with a 120 room hotel during a typical weekday morning and evening peak hour and during a weekday from 7am to 10pm.

**Table 2: Person Trip Rates and Proposed Person Trip Generation**

| Time Period | Arrivals | | Departures | | Total Trips |
|---|---|---|---|---|---|
| | Trip Rate | Trip Generation | Trip Rate | Trip Generation | |
| AM Peak Hour (0800-0900) | 0.180 | 22 | 0.532 | 64 | 86 |
| PM Peak Hour (1700-1800) | 0.546 | 66 | 0.385 | 47 | 113 |
| Weekday (0700-2200) | 4.291 | 515 | 4.219 | 507 | 1,022 |

6.2.3 **Table 3** provides a summary of the modal split recorded at the Shoreditch hotel, which is also included in **Appendix D**.

**Table 3: Proposed Modal Split**

| Mode of Transport | Percentage of Total Person Trips |
|---|---|
| Bus | 2.1% |
| Rail (Over & Underground) | 14.1% |
| Walk | 51.5% |
| Cycle | 1.2% |
| Car (drop-off/pick-up) | 31.1% |
| Total | 100% |

6.2.4 The modal split shown in **Table 3** has been applied to the person trip generation shown in **Table 2**. **Table 4** provides a summary of the trip generation for each mode of transport during a weekday morning and evening peak hour and during a weekday from 7am to 10pm.

**Table 4: Proposed Multi Modal Trip Generation**

| Mode of Transport | AM Peak Hour (0800-0900) | | | PM Peak Hour (1700-1800) | | | Weekday (0700-2200) | | |
|---|---|---|---|---|---|---|---|---|---|
| | Arrivals | Departures | Totals | Arrivals | Departures | Totals | Arrivals | Departures | Totals |
| Bus | 0 | 1 | 1 | 1 | 1 | 2 | 11 | 11 | 22 |
| Rail (Over & Underground) | 3 | 9 | 12 | 9 | 7 | 16 | 73 | 71 | 144 |
| Walk | 12 | 33 | 45 | 34 | 24 | 58 | 265 | 261 | 526 |
| Cycle | 0 | 1 | 1 | 1 | 1 | 2 | 6 | 6 | 12 |
| Car (drop-off/pick-up) | 7 | 20 | 27 | 21 | 14 | 35 | 160 | 158 | 318 |
| Total | 22 | 64 | 86 | 66 | 47 | 113 | 515 | 507 | 1,022 |

6.2.5 It can be seen that approximately half of the trips would be carried out on foot and approximately 20% would be carried out using public transport (bus, rail or underground). Few trips are predicted to be carried out by cycle.

6.2.6 In terms of vehicle trip generation it has been predicted that approximately 30% of all trips would be carried out by car/taxi, which equates to only 27 total tips during the weekday morning peak hour and 35 trips during the weekday evening peak hour.

# 7 CONSTRUCTION TRANSPORT MANAGEMENT

## 7.1 Background

7.1.1 The construction phase of the proposed development would generate vehicle movements. Whilst only a temporary phase in the lifespan of a site, construction traffic includes the movement of Heavy Goods Vehicles (HGVs). Therefore, it is important that all potential traffic impacts, but particularly HGVs, be identified and measures implemented to manage their effects wherever practicable.

7.1.2 In estimating the number of construction-related vehicle movements, consideration must be given to the following vehicle trips:

- Workforce movements to/from the site;
- Deliveries made to the site;
- Removal of material from the site; and
- Trips made by associated trades.

7.1.3 The first principles approach is the best where the necessary information is available; the main benefit being the site-specific nature of the data generated. However, at the time of writing this Transport Statement, the degree of certainty required for such calculations is not available, as the construction methods and programme would not be finalised until the contractor has been appointed.

7.1.4 The construction activities at the site would likely to take place over a period of 24 months and would involve certain activities taking place and structures being installed as part of the construction period, which would influence the number and type of vehicles used. The construction value of the proposed development is circa £26.5M.

7.1.5 Full construction logistics and the associated method statements are usually prepared by the main contractor as part of the detailed programming for the operation of the site. This would encompass all activities including site security, staff, transport management, materials handling, transportation, plant, stores, deliveries etc. Of all these activities, the delivery of construction materials is usually the biggest, although the removal of demolition and other spoil would also be required. The construction activities taking place could include:

- Implementation of secure site fencing & temporary site facilities
- Disconnection of services, demolition of structures, breaking out foundations and ground slabs
- Archaeological/ecological surveys and investigation
- Excavation of foundations
- Piling and ground slab construction
- Structure erection and roof / wall cladding
- Installation of internal mechanical and electrical services

- Fitting out and facilities work
- External works and landscaping

7.1.6 The varieties of activities that will take place during construction require the use of a wide range of vehicle types. These may be identified and grouped according to their size:

- Cars/pick-up trucks/3.5-ton vans (Light Vehicles)
- 7.5-ton box van/panel vans (Light Goods Vehicles)
- Low loader and articulated trucks (Heavy Goods Vehicles)
- Ready mix concrete truck (Heavy Goods Vehicles)
- Mobile crane (Heavy / Special Vehicles)
- Skip lorry / 32-ton tipper trucks (Heavy Goods Vehicles)

7.1.7 The traffic flows generated will vary throughout the various phases of construction. The likely number of Heavy Goods Vehicles (HGVs) and construction staff movements associated with the overall construction phase of the development would be confirmed once a contractor has been appointed.

## 7.2 Periods of Construction Activity

7.2.1 The peak traffic generation for a construction site generally occurs outside the traditional weekday morning and evening peak hours, frequently starting at 07:00 and finishing as late as 19:00. Specific site activities may spread trips across the construction site's operating period.

## 7.3 Forecast Construction Traffic Movements

7.3.1 In estimating the number of construction-related vehicle movements, consideration has been given to the following vehicle trips:

- Workforce movements to/from the site;
- Deliveries made to the site;
- Removal of material from the site; and
- Trips made by associated trades.

7.3.2 Construction programme managers would be able to calculate vehicle movements based upon the site construction programme, once this is known. Movement calculations require simple, but fundamental data which have implications for the quantity and type of vehicle movements:

- materials (quantity and bulk);
- construction programme (construction process, timescale, phases and occupations); and
- site logistics (access, on-site storage capacity, load consolidation etc.).

7.3.3 From these, the nature and number of vehicles required can be calculated. Trips calculated will relate to optimised vehicle loadings; in reality consideration should be given to calculating trips based on an average 80 percent vehicle loading to reflect part loads, missed orders/deliveries etc., which result in an increase in trips.

7.3.4 A simple 'Ready Reckoner' was devised by the Building Research Establishment (BRE) in the 2003 report 'Construction Site Transport. This provided a summary of indicators for construction site transport, using the M4I environmental performance indicator (www.m4i.org.uk) on transport as a starting point to construct two calculations, both of which relate to project value.

7.3.5 The calculations relate to the generation of vehicle movements to a site, per £100,000 project value. Factors considered include workforce movements, delivery of materials and plant to site and movement of waste off-site. This alternative methodology has been used to validate the first principle calculations obtained from considering the likely bulk material transport requirements.

7.3.6 Constructing Excellence recorded 'Commercial Vehicle Movement KPI' as part of the UK Construction Industry Key Performance Indicators. This uses a measure of the total number of commercial vehicle one-way movements onto a site (collected from security or other gate records, contractor notes and waste transfer notes) against the total project value. For inclusion, sites used in the assessment were entirely non-operational, i.e. being constructed without any elements of the site being occupied which would skew the data.

7.3.7 Based on data collected in 2016, the total recorded movements onto a site per £100,000 of project value were 18.1 one-way trips, or 36.2 two-way trips assuming all trips arrive and depart the site. For deliveries of materials, the indicator simply considers the final delivery journey to site, therefore not accounting for off-site storage, consolidation of loads or other factors.

7.3.8 Based on 24 months of construction activity, to provide a robust assessment, with an average of 250 working days per year, the construction activities at site would generate around 9,953 construction trips in total, equating to 19 two-way total vehicle movements per day using the BRE formula and an indicative scheme value of £26.5M.

7.3.9 The construction traffic would therefore have minimal impact on existing traffic movements, except where temporary road closures or re-routing is required. It should be noted that Fisher Street is currently closed as part of the Crossrail construction works and Catton Street is currently closed due to construction work taking place at the approved hotel development site located south of Catton Street and east of Southampton Row. Both construction sites generate HGV movements per day.

## 7.4 Construction Traffic Management Plan

7.4.1 To facilitate site access and construction activities, a range of traffic management measures would be used to maintain access and servicing where reasonably possible within the constraints of the works and the need to ensure the safety of the public.

7.4.2 These would include provision of temporary roads/footpaths/access points as appropriate to serve each development plot, temporary parking restrictions, creation of special signing and/or temporary parking provision. Some traffic management proposals may require temporary Traffic Regulation Orders under the Road Traffic Regulation Act 1988, for which a minimum of 28 days' notice is usually required by the relevant local authorities.

7.4.3 The detailed construction proposals to be submitted would include information identifying the potential, where practicable, for the transport of large, bulky and heavy materials by rail or barge in order to mitigate heavy construction traffic generation. A range of measures would be employed through the detailed Construction Traffic Management Plan (CTMP).

***Supply Chain Optimisation***

7.4.4 The logistics industry has developed a range of techniques to maximise efficiencies within the supply chain. The CTMP would include details in this regard, such as the detail of any relevant 'Just in Time' delivery processes and the procurement strategy, along with details of storage, distribution and back loading activities to maximise load optimisation.

***Delivery logistics***

7.4.5 Delivery booking (deliveries by pre-arranged time slots), will be used where practicable so that materials only arrive on site when needed (scheduled), or as part of a 'smoothing' operation, to enable the peaks and troughs in demand to be evened out over a period of time, or to avoid certain time periods such as morning and evening peaks, or school start and finish times.

***Route mapping***

7.4.6 Routing and scheduling arrivals may make it possible to reduce trips to a site, by providing a more organised, logistical style method of operation. Routes would be confirmed as suitable prior to the commencement of development. At this stage, it is considered that the main route to the site is likely to use Euston Road (A501), A4200, Theobald's Road (A40) and Procter Street (A40).

***Programme Compression***

7.4.7 The CTMP would consider the opportunities to compress the programme of works wherever practicable, thereby causing greater disruption over a shorter time period, or overlapping certain activities, to reduce the timeframe over which disruption occurs.

***Management of Bulk Transport Movements***

7.4.8 Wheel washing facilities would be used where necessary to mitigate the transfer of material from the wheels of transport vehicles onto the public highway. Similarly, loads of loose bulk materials would be covered where practicable to minimise loss of material during transport.

***Construction Methodology and Safe Methods of Work***

7.4.9 Construction methods would be considered to minimise the disruption caused be the construction process. This may involve the use of off-site prefabrication and on-site concrete mixing to minimise external site trips. The main contractor for each phase of the works would be required to prepare Safe Methods of Work statement for all major activities involving the transport of materials and construction traffic.

# 8 SUMMARY AND CONCLUSIONS

## 8.1 Summary

8.1.1 Royal HaskoningDHV has been appointed by Ide Real Estate to prepare a Transport Statement to assess the transportation and highway issues associated with a proposed hotel development located at 8-10 Southampton Row & 1 Fisher Street in Holborn, Central London.

8.1.2 The site is bound by Southampton Row (A4200) to the west, Fisher Street to the north, Catton Street to the south and Lion Court Conference Centre fronting Procter Street (A40) bounds the site to the east.

8.1.3 The site is currently occupied by a seven storey building on the west side and a Crossrail shaft on the east side. The existing seven storey building is occupied by the Crossrail offices. The shaft is currently being constructed and will be used for future maintenance for Crossrail's tunnelled railway line that when completed will link Reading to Abbey Wood and Shenfield, through central London.

8.1.4 The proposed development would comprise an eight storey building, accommodating a hotel reception on ground floor and 120 rooms on floors one to eight, with a public bar on ground floor and a public restaurant on the first floor. The pedestrian entrance to the hotel would be taken from the northwest corner of the building fronting Fisher Street and the pedestrian entrance to the public bar and restaurant would be taken from the southwest corner of the building fronting Catton Street.

8.1.5 The proposed development does not involve the creation of a new vehicular access as no car parking on site is proposed to cater for the development. Drop-off/pick-up is proposed from Fisher Street.

8.1.6 Long stay cycle parking provision is proposed on the basement level and funding for additional short stay parking would be provided on the central reserve on Southampton Row, opposite the site.

8.1.7 No coach parking spaces are proposed as the operator of the hotel would cater for the single business users and top end of the tourist market, as opposed to coach party bookings. In addition there are no meeting rooms or conference facilities proposed that could generate a large number of people. The proposal to not cater for coach party bookings would be secured via a Section 106 legal agreement.

8.1.8 An on-street service bay is proposed on the north side of Catton Street, next to the service entrance. The developer would be willing to fund a TRO for the provision of the service bay. The design of the service bay is subject to agreement with London Borough of Camden Council's Highway Officer's and would be incorporated into the improvement works that will be carried out on Catton Street associated with the approved hotel development located to the south of Catton Street, directly opposite the site (planning application ref: 2007/5204/P).

8.1.9 An assessment of the accessibility of the site by sustainable modes of transport has been carried out. The site is located within a 1km walking distance from various sightseeing attractions, gardens and educational establishments such as the Royal College of Anaesthetists, British Museum, Bloomsbury Square Gardens and the Museum Archives and Libraries, Senate House Library, University of the Arts London, Sir John Soane's Museum, Phoenix Theatre, Royal Opera House, Novello Theatre, Peacock Theatre, London School of Economics and Political Science, Hunterian Museum, Dominion Theatre, and The Shaftesbury Theatre. In addition there are numerous shops, bars, pubs, cafés and restaurants surrounding the site.

8.1.10 In terms of cycling, there are a number of docking stations in the vicinity of the site where hotel guests and staff could hire a cycle. A 3km cycle catchment from the site includes the majority of Central London Area, including St Pancras and Fitzrovia on the north bank of the River Thames where the main sightseeing attractions such as Westminster Bridge, Parliament, Big Ben, Piccadilly Circus, Buckingham Palace, Green Park, St James's Park, Covent Garden and many other attractions, shops, restaurants, bars and pubs are located. The 5km cycle catchment extends further to include Regents Park to the north of the site, the majority of Newington area to the south, Hyde Park to the west of the site and numerous other attractions located in the Central London area.

8.1.11 A PTAL assessment was carried out, which determined the site is in a rating 6b location, which is the highest level achievable. In the vicinity of the site there are bus stops located on Procter Street, High Holborn and Kingsway. The combined daytime frequency of bus services accessible from the site is approximately 165 buses per hour. In addition Holborn Underground Tube Station, which is on the Central and Piccadilly Lines, is located approximately 100m from the site. There are also three rail stations (Euston, St Pancras and Kings Cross) located within 2km of the site, which can be accessed as part of a longer journey by public transport.

8.1.12 The assessment has demonstrated that the proposed development would be highly accessible by sustainable mode of travel, which supports the provision of no car parking on site.

8.1.13 Aside from the existing highly accessible credentials of the site a Travel Plan would be implemented to encourage staff and hotel guests to travel by sustainable modes of transport.

8.1.14 Trip generation calculations have been carried out, which has predicted that almost half the number of trips would be on foot and approximately 20% of trips would be by bus, rail (overground and Tube) and cycle. Approximately only 30% of all trips would by vehicles dropping off and picking up staff, hotel guests and bar/restaurant customers.

8.1.15 In order to manage heavy good vehicle traffic during the construction phase, a Construction Traffic Management Plan is proposed. Although the contractor has not been appointed at this stage, the information to be included with the Construction Management Plan has been identified.

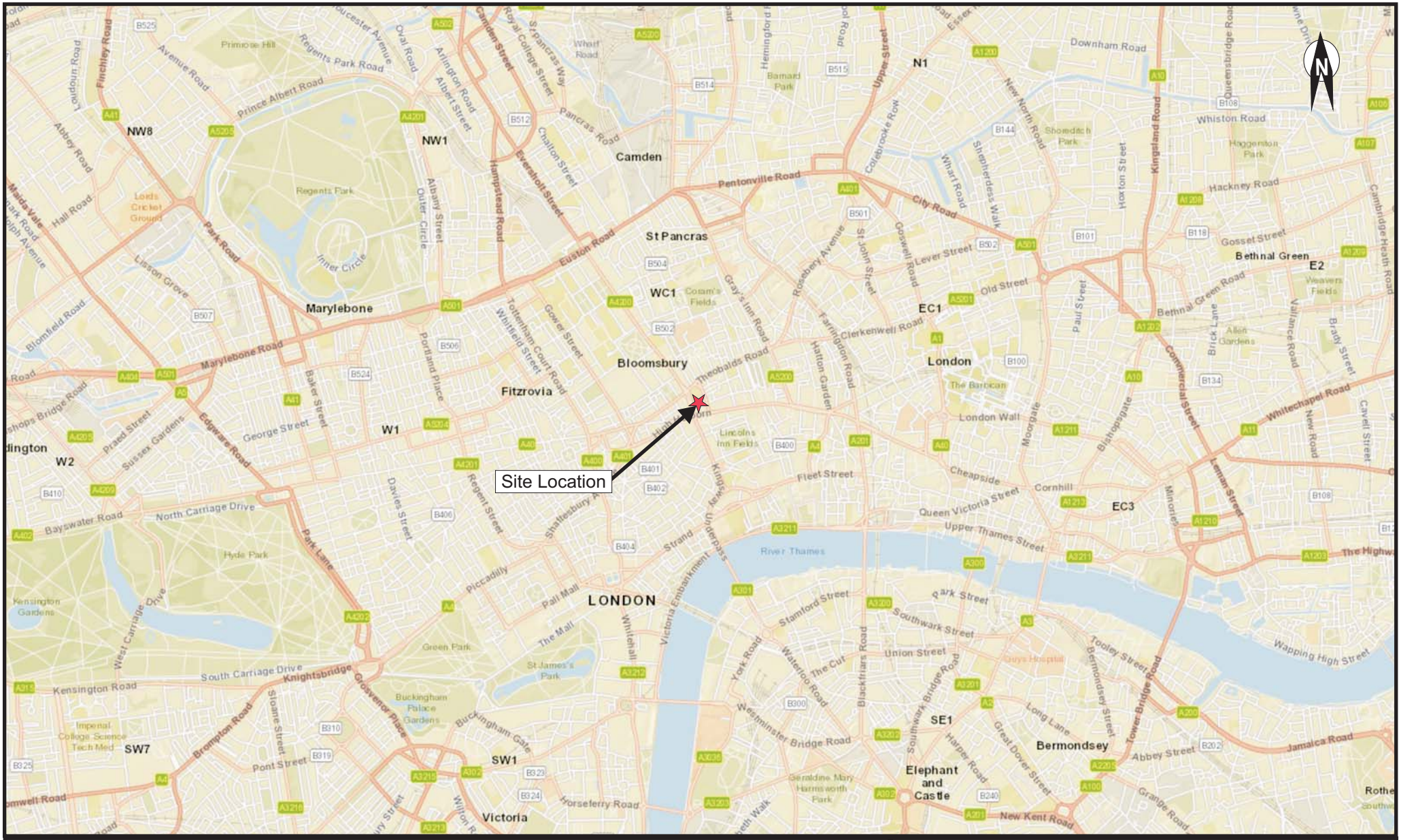
## 8.2 Conclusions

8.2.1 The proposed development is located in a sustainable location which is highly accessible on foot, by cycle and by public transport, including bus, Tube and rail.

8.2.2 It has also been demonstrated that the proposed development would be in line with NPPF in that the residual impacts would not be severe.

8.2.3 In view of the above positive findings it has been demonstrated that the proposed development is acceptable in highway, traffic and transportation terms.

# PLANS




Southampton Row, Holborn

Plan 1: Site Location

Job No: PB6701

**HASKONINGDHV UK LTD.**

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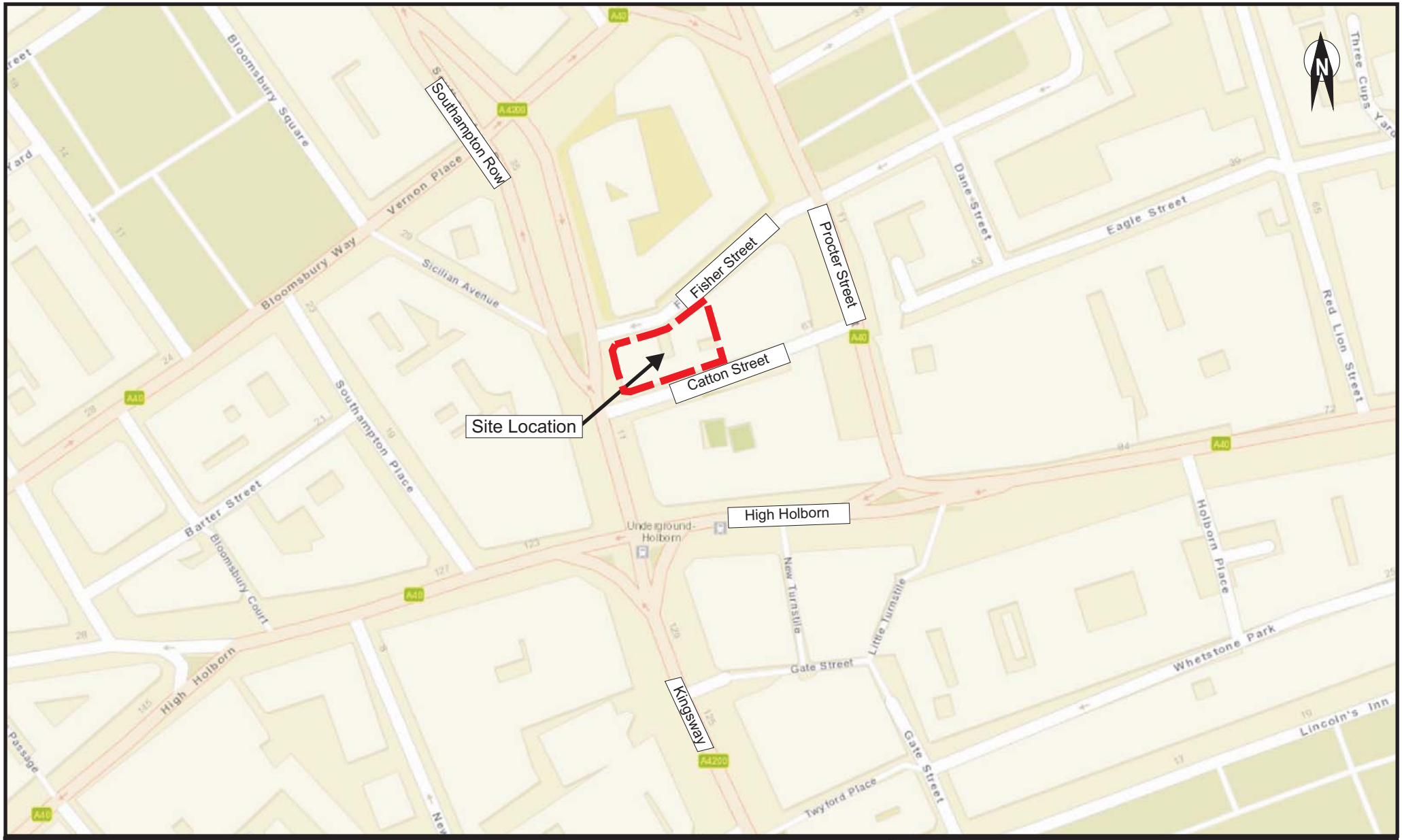


Southampton Row, Holborn

Plan 2: Local Highway Network

Job No: PB6701

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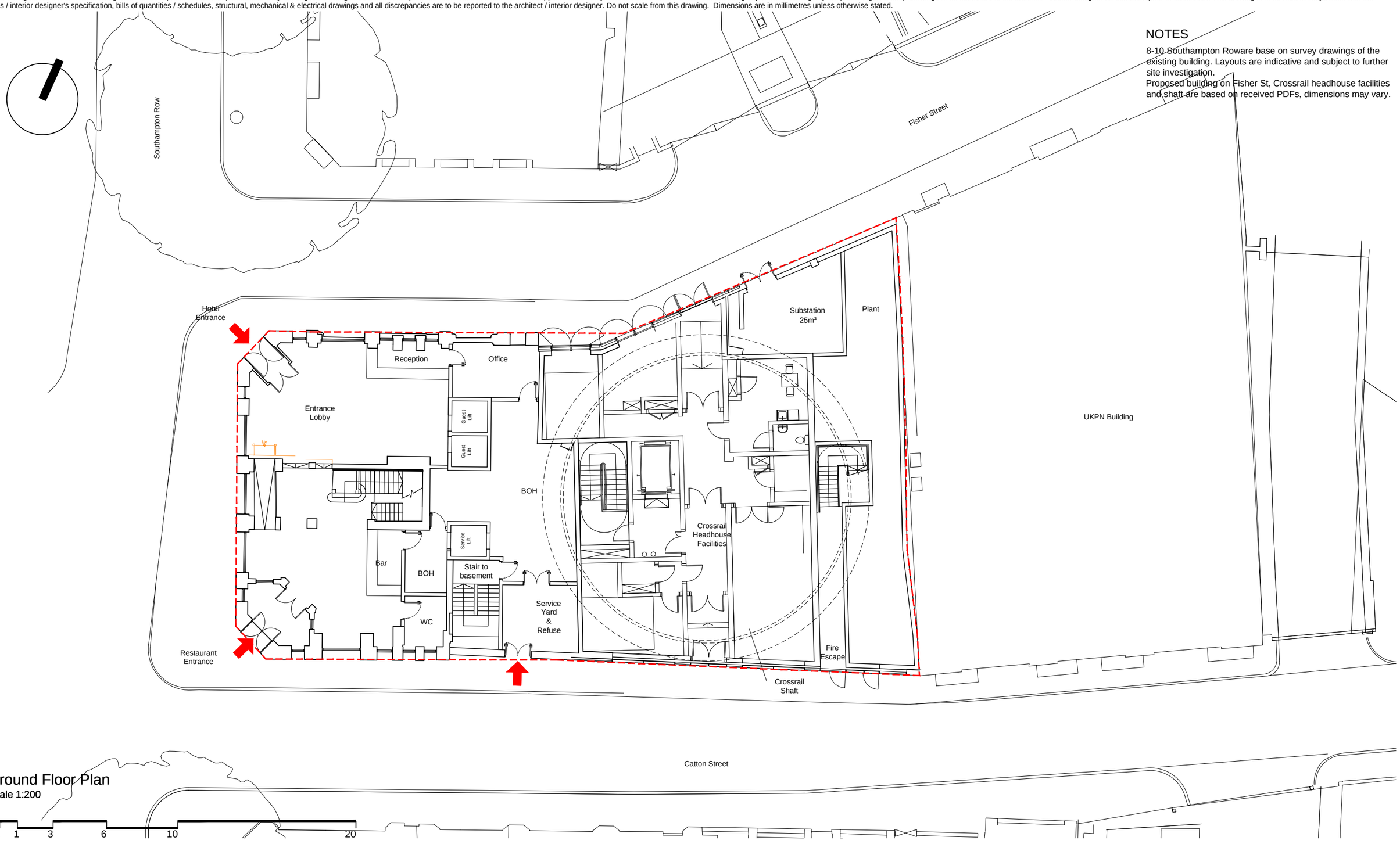
## NOTES

8-10 Southampton Roware base on survey drawings of the existing building. Layouts are indicative and subject to further site investigation.
Proposed building on Fisher St, Crossrail headhouse facilities and shaft are based on received PDFs, dimensions may vary.




## Ground Floor Plan

Scale 1:200

0 1 3 6 10 20

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architecture

# Plan 3

| rev | amendments | date | by |
|---|---|---|---|
| P0 | ISSUED FOR PRE APPLICATION | 31.10.16 | RA |

| project | drawing title | scale | date | drawn by | checked by |
|---|---|---|---|---|---|
| PRE APPLICATION | Ground Floor Plan | 1:200 @ A3<br>NTS @ A4 | 31.10.16 | RA | WY |

| client | drawing status | job no. | drawing no. | revision |
|---|---|---|---|---|
| Idé Real Estate | PRE APPLICATION | 1365 | A-100-002 | P0 |

## NOTES

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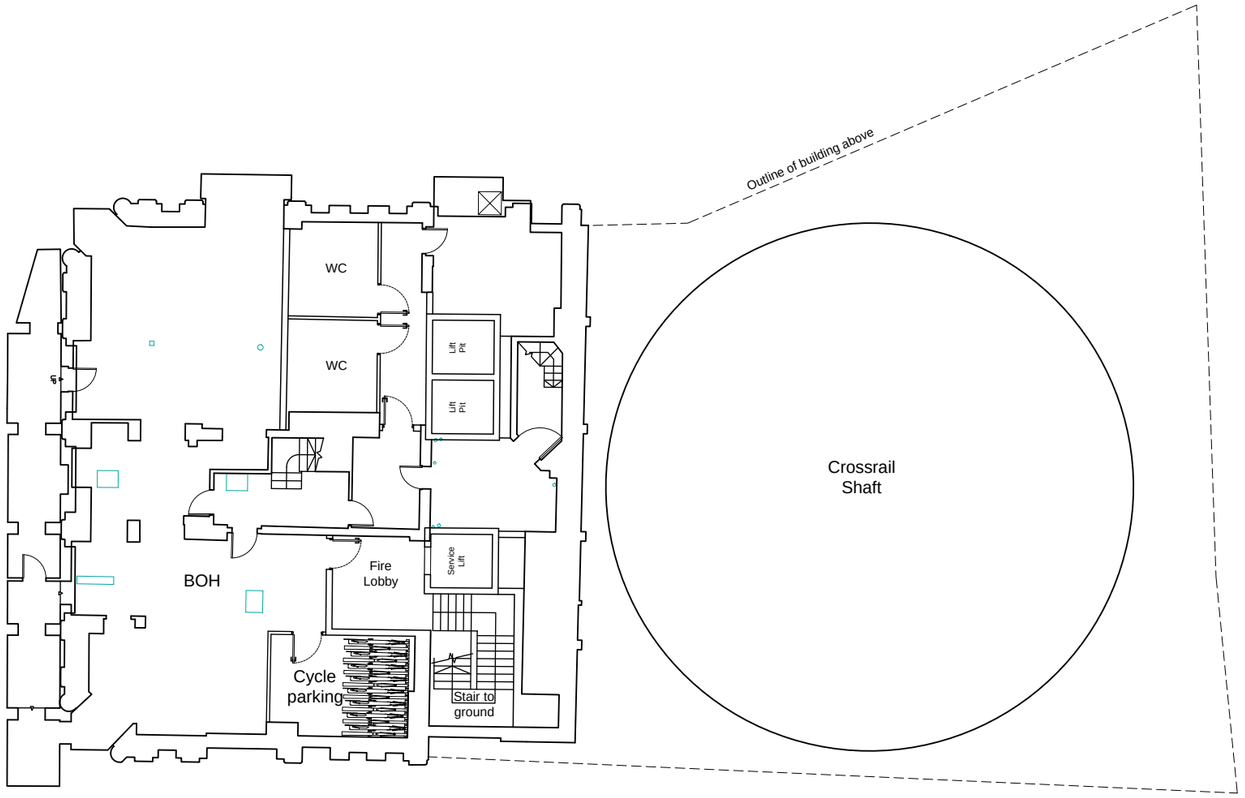


# Basement Floor Plan

Scale 1:200

0 1 3 6 10 20

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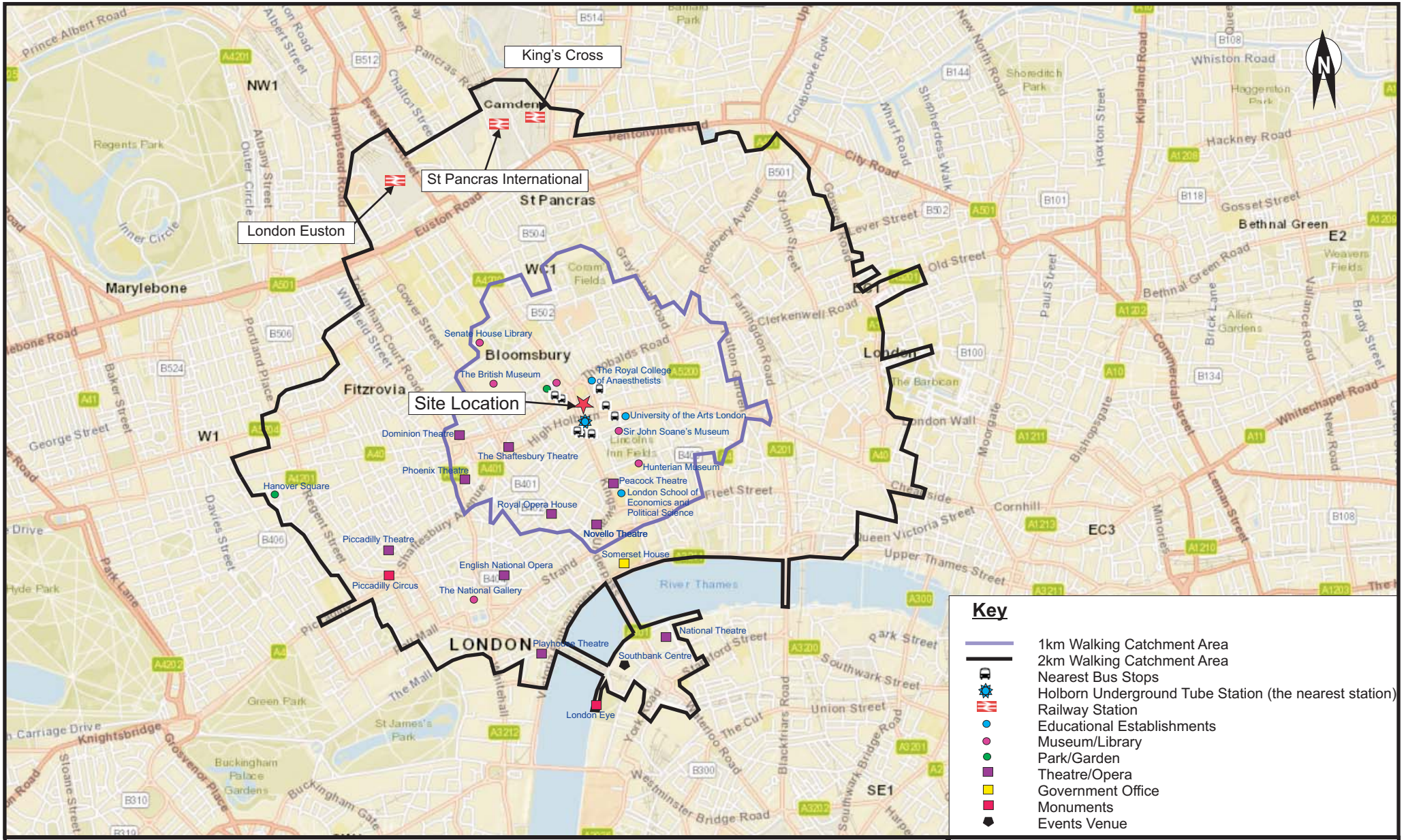
architecture

**Plan 4**

| rev | amendments | date | by |
|---|---|---|---|
| P0 | ISSUED FOR PRE APPLICATION | 31.10.16 | RA |

| project | drawing title | scale | date | drawn by | checked by |
|---|---|---|---|---|---|
| Holborn Fisher Street | Basement Floor Plan | 1:200 @ A3<br>NTS @ A4 | 31.10.16 | RA | WY |

| client | drawing status | job no. | drawing no. | revision |
|---|---|---|---|---|
| Idé Real Estate | PRE APPLICATION | 1365 | A-100-001 | P0 |




Southampton Row, Holborn

Plan 5: 1km and 2km Walking Catchment Area

Job No: PB6701


**HASKONINGDHV UK LTD.**
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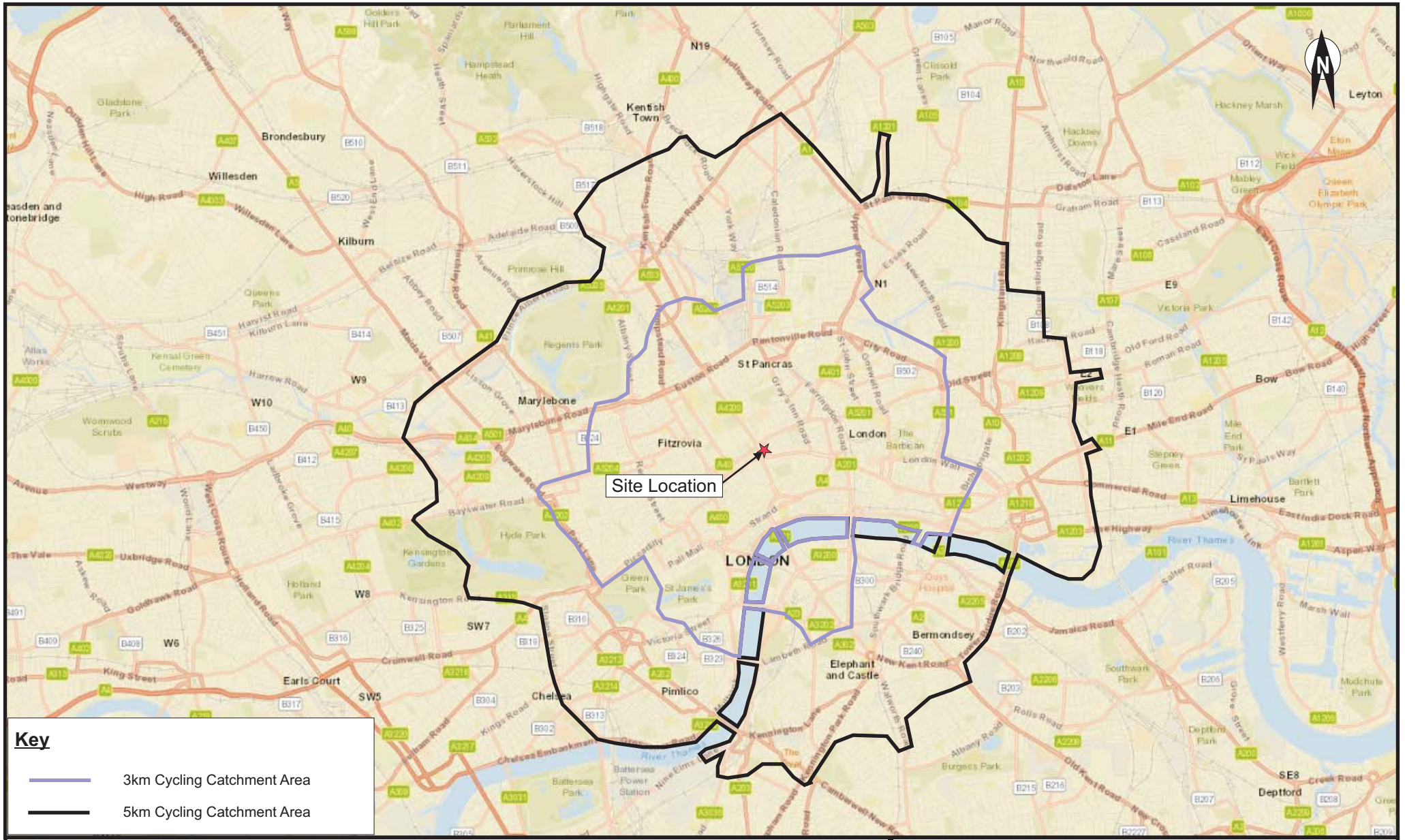


Southampton Row, Hulborn

Plan 6: 3km and 5km Cycling Catchment Area

Job No: PB6701

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Enhancing Society Together

# APPENDICES

# APPENDIX A

## Pre-Application Response - Transport Section

It is also regrettable that the proposed materials are now seeking to blend in with; rather than compliment and contrast with those existing surrounding the site. The change in material to the top storeys and the glass break in between further enhances the bulk and massing of the building exceeding the limits of the site.

It would be useful to have visuals/elevations/sections to appreciate the impact and understand the connection between the two buildings. The visual break does seem to help create a divide, but there is further work required here to ensure not only a definitive break but visually connect and interestingly juxtapose the two architectural styles. The blank return elevations of the new build which face in to the link recesses bring very little to the overall scheme and should ensure enhancement and little harm to the setting of the listed building. Each elevational treatments understandably will need to correlate and be informed by the interior anatomy, however that currently proposed appears to lack some interest and originality to the scheme overall.

Very little detail has been provided to understand the ground floor elevation to Fisher and Catton Street and therefore it is difficult to comment in detail. It is appreciated that the proposed use does limit the interest and activity here however careful design and material detailing would bring enhancement to the streetscape. It was suggested at the meeting if there was opportunity to pick up references of the tram station nearby; however that may be interpreted by the architects.

Subject to the above comments being taken into consideration, the proposed scheme could result in enhancement to and reinstatement of key historic elements, detailing and materials of the listed building, which could be supported subject to further information, justification and a site visit. The proposed rear building however cannot be supported in its current form and additional work is required here to ensure its impact is far less on the designated heritage assets and wider context. This would be through design, scale, massing and materials. There is an opportunity here (as with the previous proposal) to create a unique building of high quality and curious architecture.

During our site visit in January, it would be useful to agree key views at the site visit; suggestions would be to include those as the previous scheme plus any others within the wider context if the scheme adds further bulk and height to that previously proposed.

The Design and Access Statement required to accompany the application should cover works approved via the Heritage Deed and any subsequent applications to appreciate the position we are currently in (mostly relating to the LB and its rear elevation).

**Transport**

During our meeting we touched briefly on transport. One of our Transport Planners had reviewed the Transport Statement that was provided with the pre-application submission.

<u>Car/Coach Parking</u>

It is welcomed that the development would not provide any off street car parking and were a residential use to come forward on the site units would be secured as car free via a Section 106 legal agreement to ensure there would be no additional strain on on-street car parking and the development would promote sustainable modes of transport in this highly accessible location.

The proposal suggests that the hotel element of the development would be 'coach free'. This would need to be secured via a Section 106 legal agreement.

Cycle Parking

With regard to the number of cycles, type of parking and space standards, we would expect provision in line with the London Plan standards. This should be designed in line with the Camden Planning Guidance 7 (Transport) section 9.

In respect of long stay parking, this is proposed within the basement cycle store. Although our preference would be for this to be located at ground level, as long as step-free access is provided via a suitably sized lift, (similar to a service lift), this would need to be demonstrated on the proposed plans. We would require a more detailed basement plan to be submitted in support of any subsequent planning application. This should indicate the dimensions of the cycle store while also stating how many cycle parking spaces would be provided. It should also show clearly the type of cycle parking facility to be provided (e.g. 'Sheffield' stands or 'Josta' two-tier racks).

Short stay cycle parking facilities should be provided within the site boundary as per Camden development policies and the London Plan. Paragraph 3.4.3 of the Transport Statement suggests that short stay cycle parking facilities would not be provided and that visitors would need to make use of existing cycle parking facilities located nearby on the public highway. This is not acceptable. These existing cycle parking facilities are already well used and their availability cannot be assumed. You would need to review the proposed strategy for short stay cycle parking. We would expect provision to be made within the site boundary. If it can be demonstrated that this is not possible, we would seek to secure an appropriate financial contribution to provide additional cycle parking facilities on the public highway (approx. £250 per cycle parking stand).

Servicing

The Transport Statement suggests that the Council should provide 2 dedicated taxi bays on Fisher Street. Please be advised we would not support this as it would encourage and promote trips by taxi to the detriment of more sustainable modes of transport. It would be more appropriate for taxis to drop off and pick up passengers from yellow lines. This is what currently happens throughout Central London.

The Transport Statement suggests that the Council should provide a dedicated loading bay on Catton Street. This isn't something we would support as we do not have information on what impact this would have on Catton Street. Our concern would be it would obstruct traffic flow while placing cyclists and pedestrians at risk. A development of this scale should accommodate an on-site loading bay (minimum dimensions of 9.5m long by 3.5m wide). We discussed this briefly during our meeting and it was agreed your transport consultant would discuss in more detail with our transport planner, Steve Cardno.

Other Transport considerations

The proposed ground floor plans suggest that some doors would open outwards on to the public highway (e.g. Fisher Street elevation). This would be contrary to development policy DP21. The plans should be amended slightly so that all doors open inwards. This would remove any impact on pedestrian movement, comfort and safety.

The proposal suggests that a travel plan and a servicing management plan would be submitted in support of any subsequent planning application. We consider these strategies should be outlined in the Transport Statement. At this stage it is considered a travel plan, associated monitoring contribution of approx. £6,122, and a servicing management plan would need to be secured as section 106 planning obligations.

A draft construction management plan (CMP) should be submitted in support of any subsequent planning application. The Council's CMP pro-forma should be used. This is available on the planning obligations webpage at the hyperlink below: http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/planning-obligations-section-106/

A CMP and associated implementation support contribution would need to be secured as section 106 planning obligations. The level of CMP implementation support contribution required would be determined during the assessment of any subsequent planning application.

The Council would seek to secure financial contributions for highway works directly adjacent to the site, and pedestrian, cycling and environmental improvements in the local area if planning permission is granted. The level of financial contributions required would be determined during the assessment of any subsequent planning application.

It is my understanding that a short service road currently exists within the site. This links Catton Street with Fisher Street. It is assumed that this is an established right of way. The proposal would appear to extinguish this right of way. A stopping up order would therefore be required (e.g. Section 247 of the Town and Country Planning Act). This issue needs to be discussed in the Transport Statement. It also needs to be shown more clearly on the existing and proposed plans.

**Other material considerations**

Below I have addressed other material considerations which would be of consideration.

Housing

With the advice provided within the land use section in mind, should you decide to propose residential on the site I thought it would be useful to provide some advice in respect of affordable housing and the type of housing to be provided.

*Affordable Housing*

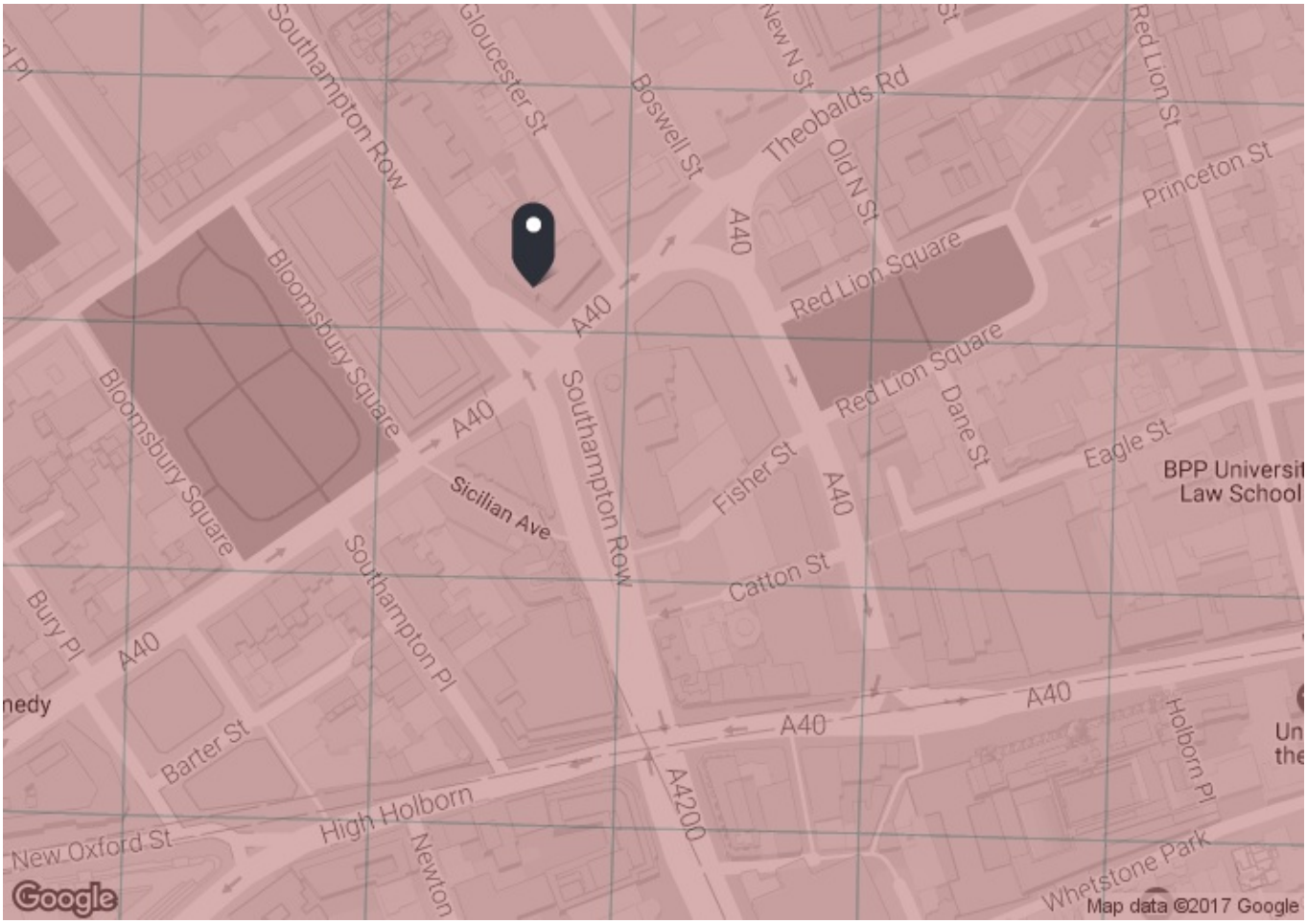
Our preference would always be the provision of affordable units on site. Given the arrangement of the site, I consider it would potentially be possible to accommodate affordable units on site. The policy target would be the provision of 50% of affordable housing. Any development which does not meet the policy target of 50% should be supported with a viability statement to justify the level of provision. This would be independently reviewed at the applicants' expense to ensure the viability is sound.

With regard to the content of the affordable housing, CS6 notes that are guidelines are for 60% social rented housing and 40% intermediate affordable.

# APPENDIX B

## PTAL Output

TRANSPORT FOR LONDON




**PTAL output for Base Year**
**6b**

**Grange Holborn Hotel**
50 - 60 Southampton Row, London WC1B 4AR, UK
Easting: **530459**, Northing: **181712**

Grid Cell: 86866

Report generated: 28/04/2017

**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 | CONWAY HALL | 243 | 230.24 | 11 | 2.88 | 4.73 | 7.61 | 3.94 | 0.5 | 1.97 |
| Bus | HIGH HOLBORN PROCTER ST | 521 | 319.42 | 27 | 3.99 | 3.11 | 7.1 | 4.22 | 1 | 4.22 |
| Bus | HIGH HOLBORN PROCTER ST | 25 | 319.42 | 8 | 3.99 | 5.75 | 9.74 | 3.08 | 0.5 | 1.54 |
| Bus | S'HAMPTON ROW/T'BALDS RD | 59 | 200.39 | 10 | 2.5 | 5 | 7.5 | 4 | 0.5 | 2 |
| Bus | S'HAMPTON ROW/T'BALDS RD | 91 | 200.39 | 9 | 2.5 | 5.33 | 7.84 | 3.83 | 0.5 | 1.91 |
| Bus | S'HAMPTON ROW/T'BALDS RD | 68 | 200.39 | 9 | 2.5 | 5.33 | 7.84 | 3.83 | 0.5 | 1.91 |
| Bus | S'HAMPTON ROW/T'BALDS RD | X68 | 200.39 | 4 | 2.5 | 9.5 | 12 | 2.5 | 0.5 | 1.25 |
| Bus | S'HAMPTON ROW/T'BALDS RD | 188 | 200.39 | 8 | 2.5 | 5.75 | 8.25 | 3.63 | 0.5 | 1.82 |
| Bus | S'HAMPTON ROW/T'BALDS RD | 168 | 200.39 | 9 | 2.5 | 5.33 | 7.84 | 3.83 | 0.5 | 1.91 |
| Bus | BLOOMSBURY SQUARE | 8 | 215.79 | 10 | 2.7 | 5 | 7.7 | 3.9 | 0.5 | 1.95 |
| Bus | BLOOMSBURY SQUARE | 242 | 215.79 | 6.5 | 2.7 | 6.62 | 9.31 | 3.22 | 0.5 | 1.61 |
| Bus | BLOOMSBURY SQUARE | 38 | 215.79 | 10 | 2.7 | 5 | 7.7 | 3.9 | 0.5 | 1.95 |
| Bus | BLOOMSBURY SQUARE | 1 | 215.79 | 8 | 2.7 | 5.75 | 8.45 | 3.55 | 0.5 | 1.78 |
| Bus | BLOOMSBURY SQUARE | 19 | 215.79 | 8 | 2.7 | 5.75 | 8.45 | 3.55 | 0.5 | 1.78 |
| Bus | BLOOMSBURY SQUARE | 171 | 215.79 | 7.5 | 2.7 | 6 | 8.7 | 3.45 | 0.5 | 1.72 |
| Bus | BLOOMSBURY SQUARE | 55 | 215.79 | 10 | 2.7 | 5 | 7.7 | 3.9 | 0.5 | 1.95 |
| Bus | BLOOMSBURY ST SHAFTESBURY AVE | 24 | 629.95 | 10 | 7.87 | 5 | 12.87 | 2.33 | 0.5 | 1.17 |
| Bus | BLOOMSBURY ST SHAFTESBURY AVE | 134 | 629.95 | 12 | 7.87 | 4.5 | 12.37 | 2.42 | 0.5 | 1.21 |
| Bus | BLOOMSBURY ST SHAFTESBURY AVE | 29 | 629.95 | 15 | 7.87 | 4 | 11.87 | 2.53 | 0.5 | 1.26 |
| Bus | BLOOMSBURY ST SHAFTESBURY AVE | 176 | 629.95 | 8.5 | 7.87 | 5.53 | 13.4 | 2.24 | 0.5 | 1.12 |
| Bus | BLOOMSBURY ST SHAFTESBURY AVE | 14 | 629.95 | 13 | 7.87 | 4.31 | 12.18 | 2.46 | 0.5 | 1.23 |
| Bus | BRITISH MUSEUM | 98 | 448.68 | 9 | 5.61 | 5.33 | 10.94 | 2.74 | 0.5 | 1.37 |
| LUL | Tottenham Court Road | 'Morden-Edgware ' | 870.1 | 4.67 | 10.88 | 7.17 | 18.05 | 1.66 | 0.5 | 0.83 |
| LUL | Tottenham Court Road | 'HighBarnet-Morden ' | 870.1 | 0.33 | 10.88 | 91.66 | 102.54 | 0.29 | 0.5 | 0.15 |
| LUL | Tottenham Court Road | 'Kennington-Edgware ' | 870.1 | 14.67 | 10.88 | 2.79 | 13.67 | 2.19 | 0.5 | 1.1 |
| LUL | Tottenham Court Road | 'HighBarnet-Kenningt ' | 870.1 | 5.33 | 10.88 | 6.38 | 17.25 | 1.74 | 0.5 | 0.87 |
| LUL | Tottenham Court Road | 'MillHill-Morden ' | 870.1 | 1.67 | 10.88 | 18.71 | 29.59 | 1.01 | 0.5 | 0.51 |
| LUL | Tottenham Court Road | 'MillHillE-Kenningt ' | 870.1 | 1.67 | 10.88 | 18.71 | 29.59 | 1.01 | 0.5 | 0.51 |
| LUL | Chancery Lane | 'NActon-Loughton ' | 836.49 | 0.67 | 10.46 | 45.53 | 55.98 | 0.54 | 0.5 | 0.27 |
| LUL | Chancery Lane | 'Loughton-Northolt ' | 836.49 | 0.33 | 10.46 | 91.66 | 102.12 | 0.29 | 0.5 | 0.15 |
| LUL | Chancery Lane | 'Hain-NP-RuislipGdns ' | 836.49 | 0.67 | 10.46 | 45.53 | 55.98 | 0.54 | 0.5 | 0.27 |
| LUL | Holborn | 'Epping-Ealing ' | 339.73 | 3 | 4.25 | 10.75 | 15 | 2 | 0.5 | 1 |
| LUL | Holborn | 'Epping-Wruislip ' | 339.73 | 3 | 4.25 | 10.75 | 15 | 2 | 0.5 | 1 |
| LUL | Holborn | 'RuislipGar-Epping ' | 339.73 | 1 | 4.25 | 30.75 | 35 | 0.86 | 0.5 | 0.43 |
| LUL | Holborn | 'WhiteCity-Epping ' | 339.73 | 0.33 | 4.25 | 91.66 | 95.91 | 0.31 | 0.5 | 0.16 |
| LUL | Holborn | 'Epping-NActon ' | 339.73 | 1 | 4.25 | 30.75 | 35 | 0.86 | 0.5 | 0.43 |
| LUL | Holborn | 'Epping-Northolt ' | 339.73 | 0.33 | 4.25 | 91.66 | 95.91 | 0.31 | 0.5 | 0.16 |
| LUL | Holborn | 'Debden-WRuislip ' | 339.73 | 0.33 | 4.25 | 91.66 | 95.91 | 0.31 | 0.5 | 0.16 |
| LUL | Holborn | 'WhiteCity-Debden ' | 339.73 | 0.33 | 4.25 | 91.66 | 95.91 | 0.31 | 0.5 | 0.16 |
| LUL | Holborn | 'Debden-Northolt ' | 339.73 | 1 | 4.25 | 30.75 | 35 | 0.86 | 0.5 | 0.43 |
| LUL | Holborn | 'RuislipGdns-Debden ' | 339.73 | 0.33 | 4.25 | 91.66 | 95.91 | 0.31 | 0.5 | 0.16 |
| LUL | Holborn | 'Loughton-WRuislip ' | 339.73 | 1 | 4.25 | 30.75 | 35 | 0.86 | 0.5 | 0.43 |
| LUL | Holborn | 'RuislipGdns-Loughton' | 339.73 | 0.67 | 4.25 | 45.53 | 49.77 | 0.6 | 0.5 | 0.3 |
| LUL | Holborn | 'Loughton-WhiteCity' | 339.73 | 0.67 | 4.25 | 45.53 | 49.77 | 0.6 | 0.5 | 0.3 |
| LUL | Holborn | 'Ealing-Loughton ' | 339.73 | 1 | 4.25 | 30.75 | 35 | 0.86 | 0.5 | 0.43 |
| LUL | Holborn | 'Ealing-NewburyPark' | 339.73 | 0.67 | 4.25 | 45.53 | 49.77 | 0.6 | 0.5 | 0.3 |
| LUL | Holborn | 'WRuislip-NewburyPark' | 339.73 | 0.33 | 4.25 | 91.66 | 95.91 | 0.31 | 0.5 | 0.16 |
| LUL | Holborn | 'NActon-NewburyPark' | 339.73 | 0.33 | 4.25 | 91.66 | 95.91 | 0.31 | 0.5 | 0.16 |
| LUL | Holborn | 'Hainault-Ealing ' | 339.73 | 5.33 | 4.25 | 6.38 | 10.63 | 2.82 | 0.5 | 1.41 |
| LUL | Holborn | 'Hainault-Nacton ' | 339.73 | 1.33 | 4.25 | 23.31 | 27.55 | 1.09 | 0.5 | 0.54 |
| LUL | Holborn | 'Hainault-WRuislip ' | 339.73 | 3.33 | 4.25 | 9.76 | 14.01 | 2.14 | 0.5 | 1.07 |
| LUL | Holborn | 'Hainault-WhiteCity' | 339.73 | 1.67 | 4.25 | 18.71 | 22.96 | 1.31 | 0.5 | 0.65 |
| LUL | Holborn | 'Hainault-NP-Northolt' | 339.73 | 1 | 4.25 | 30.75 | 35 | 0.86 | 0.5 | 0.43 |
| LUL | Holborn | 'GrangeHill-WD-Eal ' | 339.73 | 1 | 4.25 | 30.75 | 35 | 0.86 | 0.5 | 0.43 |
| LUL | Holborn | 'GrangeHill-Wdfd-Whit' | 339.73 | 0.67 | 4.25 | 45.53 | 49.77 | 0.6 | 0.5 | 0.3 |
| LUL | Holborn | 'GrangeHill-Wdfd-WRsp' | 339.73 | 0.67 | 4.25 | 45.53 | 49.77 | 0.6 | 0.5 | 0.3 |
| LUL | Holborn | 'Cockfosters-LHRT4LT ' | 339.73 | 4.67 | 4.25 | 7.17 | 11.42 | 2.63 | 0.5 | 1.31 |
| LUL | Holborn | 'RayLane-Cockfosters ' | 339.73 | 3.67 | 4.25 | 8.92 | 13.17 | 2.28 | 0.5 | 1.14 |

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| LUL | Holborn | 'LHRT4LT-ArnosGrove' | 339.73 | 4.67 | 4.25 | 7.17 | 11.42 | 2.63 | 0.5 | 1.31 |
| LUL | Holborn | 'ArnosGrove-RayLane' | 339.73 | 0.33 | 4.25 | 91.66 | 95.91 | 0.31 | 0.5 | 0.16 |
| LUL | Holborn | 'ArnosGrove-Nthfields' | 339.73 | 3 | 4.25 | 10.75 | 15 | 2 | 0.5 | 1 |
| LUL | Holborn | 'Oakwood-RayLane' | 339.73 | 0.33 | 4.25 | 91.66 | 95.91 | 0.31 | 0.5 | 0.16 |
| LUL | Holborn | 'Nthfields-Cockfoster' | 339.73 | 1 | 4.25 | 30.75 | 35 | 0.86 | 0.5 | 0.43 |
| LUL | Holborn | 'LHRT5-Cockfosters' | 339.73 | 6 | 4.25 | 5.75 | 10 | 3 | 1 | 3 |
| LUL | Holborn | 'Uxbridge-Cockfosters' | 339.73 | 3.67 | 4.25 | 8.92 | 13.17 | 2.28 | 0.5 | 1.14 |
| LUL | Holborn | 'Ruislip-Cockfosters' | 339.73 | 2.33 | 4.25 | 13.63 | 17.87 | 1.68 | 0.5 | 0.84 |
| LUL | Holborn | 'ArnosGrove-Uxbridge' | 339.73 | 1 | 4.25 | 30.75 | 35 | 0.86 | 0.5 | 0.43 |
| LUL | Holborn | 'Oakwood-Uxbridge' | 339.73 | 0.33 | 4.25 | 91.66 | 95.91 | 0.31 | 0.5 | 0.16 |
| LUL | Holborn | 'Oakwood-Ruislip' | 339.73 | 0.33 | 4.25 | 91.66 | 95.91 | 0.31 | 0.5 | 0.16 |
| | | | | | | | | | **Total Grid Cell AI:** | **65.84** |

# APPENDIX C

## Bus Routes and Frequencies Summary Table

**Bus Services Available from the Site**

| Service Number | The Nearest Bus Stop | Route | Frequency | | |
|---|---|---|---|---|---|
| | | | Monday to Friday | Saturday | Sunday |
| 1 | M | New Oxford Street – Canada Water Bus Station | First Bus 0548, then every 6-10mins until 1900, then every 8-11mins until 2000 then every 10-13mins until 0000. Last Bus 0004 | First Bus 0548, then approximately every 12 mins until 1000, then every 8-10mins until 2000, then every 12-13mins until 0000.<br>Last Bus 0005 | First Bus 0548, 0608, 0628, 0648, 0703, 0718, 0733, 0748, then every 11-12mins. Last Bus 0004 |
| | P | Canada Water Bus Station – Tottenham Court Road | First Bus 0529, 0559, 0631, 0642, 0653, then every 6-9mins until 2000, then every 9-12mins until 0000, 0004, 0015, 0027, 0039. Last Bus 0051 | First Bus 0557, 0628, 0643, 0658, then every 10-13mins until 0900, then every 7-10mins until 2000, then every 9-12mins until 0005, 0017, 0029, 0041. Last Bus 0053 | First Bus 0629, 0649, 0709, 0729, 0744, 0759, 0814, 0829, 0841, 0853, then every 10-13mins until 0003, 0015, 0027, 0039. Last Bus 0051 |
| 8 | K | Bow Church – Tottenham Court Road Station | First Bus 0531, 0551, then every 6-10mins until 0800, then every 4-8mins until 2100, then every 9-10mins until 0001, 0011, 0021, 0031, 0041. Last Bus 0051 | First Bus 0604, then every 10-11 mins until 0700, then every 6-10mins until 0006, then every 10mins until 0056 | First Bus 0604, then every 15mins until 0800, then every 8-12mins until 0051 |
| 19 | B | Finsbury Park Interchange – Parkgate Road | First Bus 0545, 0555, then every 9-12mins until 0700, then every 6-10mins until 0002, 0009, 0020, 0032. Last Bus 0044 | First Bus 0544, 0556, then every 10-14mins until 0900, then every 6-10mins until 0004, 0014, 0025, 0037. Last Bus 0049 | First Bus 0559, then every 15mins until 1001, then every 8-11mins until 0001, 0011, 0021, 0032, 0044 |
| | F | Battersea Bridge – Finsbury Park Interchange | First Bus 0554, then every 7-10mins until 0900, then every 5-9mins until 2100, then every 7-11mins until 0004, 0013, 0022, 0030, 0040, 0050 | First Bus 0553, 0605, 0620, 0632, 0644, 0656, then every 7-11mins until 0104 | First Bus 0554, then every 20mins until 0900, then every 11-13mins until 1000, then every 7-11mins until 0008, 0018, 0028, 0038, 0048 |
| 25 | H | Holles Street – Hainault Street | 0003, 0009, 0015, 0020, 0026, 0033, 0040, 0048, 0054, then every 5-9mins until 1800, then every 4-8mins until 0000 | 0005, 0011, 0017, 0022, 0028, 0034, 0040, 0051, 0057, then every 5-9mins until 0000 | 0003, 0009, 0015, 0020, 0025, 0031, 0037, 0041, 0050, 0056, then every 4-7mins until 0500, then every 5-9mins until 0600, then every 4-8mins until 0000 |
| 38 | B | Clapton Pond – Victoria Bus Station | First Bus 0548, 0556, then every2-6 mins until 2355 | First Bus 0640, 0647, 0653, 0659, then every 3-7mins until 0900, then every 2-6mins until 2300, then every 5mins until 2356 | First Bus 0640, 0648, 0656, then every 5-8mins until 0900, then every 2-6mins until 2353 |
| | F | Victoria Bus Station – Lea Bridge Roundabout | First Bus 0631, 0639, 0646, 0652, 0657, then every 2-6mins until 0103 | First Bus 0630, 0638, 0645, 0653, then every 6-8mins until 0800, then every 3-7mins until 0106 | First Bus 0630, 0638, 0645, 0653, then every 4-8mins until 0103 |
| 55 | B | Lea Bridge Road/Bakers Arms – Oxford Circus | First Bus 0435, 0506, 0537, 0550, then every 12-14mins until 0700, then every 5-8mins until 2100, then every 9-11mins until 0039 | First Bus 0536, 0551, then every 15mins until 0700, then every 10-12mins until 0800, then every 7-11mins until 0057 | First Bus 0535, 0550, then every 15mins until 0700, then every 10-14mins until 0900, then every 8-11mins until 0002, 0012, 0022, 0032, 0042 |
| | F | Holles Street – Leyton Green | First Bus 0502, 0517, 0532, 0547, then every 5-7mins until 2000, then every 7-11mins until 0109 | First Bus 0502, 0517, 0532, 0547, 0602, 0617, 0632, 0647, then every 10-13mins until 0800, then every 6-10mins until 0900, then every 7-11mins until 0106, 0118 | First Bus 0503, 0518, 0533, 0548, then every 10-15 mins until 1000, then every 8-11mins until 0102, 0112 |
| 59 | M | Wharfdale Road/London Canal Museum – Streatham Hill/Telford Avenue | First Bus 0443, 0455, then every 11-13mins until 0700, then every 5-9mins until 2006, 2013, 2019, 2029, 2040, 2051, then every 11-13mins until 0103. Last Bus 0115 | First Bus 0506, 0536, 0548, then every 10-13mins until 0906, 0917, 0925, 0933, 0940, 0946, 0952, 0958, then every 7-10mins until 2100, then every 11-12mins until 0103. Last Bus 0115 | First Bus 0533, 0545, 0557, then every 10-13mins until 0101. Last Bus 0113 |
| | N | Telford Avenue – King's Cross Station/York Way | First Bus 0431, 0446, 0459, then every 12-13mins until 0600, then every 8-12mins until 0700, then every 4-8mins until 1902, 1910, 1917, 1925, 1934, 1944, 1956, then every 11-12mins until 0003, 0015, 0026. Last Bus 0037 | First Bus 0431, then every 10-13mins until 0800, then every 6-10mins until 1900, then every 10-12mins until 0003, 0014, 0026. Last Bus 0038 | First Bus 0501, 0513, 0525, 0537, 0549, then every 10-12mins until 0003, 0015, 0026. Last Bus 0038 |
| 68 | M | Euston Station – Ernest Avenue | First Bus 0525, 0540, 0552, then every 6-10mins until 2100, then every 11-13mins until 0000. Last Bus 0012 | First Bus 0525, 0540, 0555, 0610, 0625, 0640, 0655, 0710, 0723, 0738, 0750, then every 9-12mins until 0900, then every 6-10mins until 2000, then every 12-13mins until 0000. Last Bus 0012. | First Bus 0529, 0544, 0559, 0614, 0629, 0644, 0658, 0712, 0726, 0741, 0756, 0811, 0826, 0841, 0855, then every 10-13mins until 0000. Last Bus 0012 |
| | N | St Julian's Farm Road – Euston Bus Station | First Bus 0555, then every 12-13mins until 0700, then every 8-11mins until 0800, then every 6-10mins until 1900, then every 5-8mins until 2000, then every 7-11mins until 2100, then every 10-13mins until 0006, 0017, 0031, 0047. Last Bus 0047 | First Bus 0552, 0607, 0622, 0637, 0652, 0710, 0728, 0742, 0754, then every 7-11mins until 2000, then every 10-12mins until 0000, 0009, 0020, 0035, 0051. Last Bus 0111 | First Bus 0552, 0607, 0622, 0637, 0652, 0710, 0728, 07 |

| Service Number | The Nearest Bus Stop | Route | Frequency | | |
|---|---|---|---|---|---|
| | | | Monday to Friday | Saturday | Sunday |
| 91 | M | Tottenham Lane YMCA – Whitehall/Trafalgar Square | First Bus 0532, 0552, then every 6-10mins until 0004, 0014, 0022, 0032. Last Bus 0042 | First Bus 0532, 0552, then every 12-14mins until 0900, then every 7-10mins until 0004, 0013, 0022, 0032. Last Bus 0042 | First Bus 0632, 0652, 0712, 0732, 0744, 0756, 0808, 0823, 0838, 0850, then every 12-14mins until 1000, then every 7-11mins until 0004, 0022. Last Bus 0042 |
| | N | Northumberland Avenue/Trafalgar Square | First Bus 0538, 0548, 0558, then every 6-10mins until 0008. Last Bus 0018 | First Bus 0538, 0550, then every 8-12mins until 0008. Last Bus 0018 | First Bus 0658, then every 8-12mins until 0008. Last Bus 0018 |
| 98 | J | Red Lion Square - Pound Lane | First Bus 0610, 0625, 0635, 0645, 0653, then every 6-8mins until 2000, then every 9-12mins until 0005 | First Bus 0610, 0625, 0640, 0655, then every 7-10mins until 1903, 1910, 1918, 1925, 1933, 1945, 1955, then every 9-12mins until 0005 | First Bus 0740, 0755, then every 8-12mins until 0005 |
| 168 | M | Royal Free Hospital – Dunton Road | First Bus 0523, 0535, 0547, 0559, then every 10-12mins until 0700, then every 5-8mins until 2000, then every 8-10mins until 0007, 0017. Last Bus 0027 | First Bus 0523, 0535, 0547, 0559, then every 8-12mins until 0900, then every 6-10mins until 0007, 0017. Last Bus 0027 | First Bus 0523, 0538, 0553, 0608, 0623, 0638, 0653, 0708, 0723, 0735, 0747, 0759, then every 9-12mins until 0007, 0017. Last Bus 0027 |
| | N | Dunton Road – South End Green | First Bus 0559, then every 8-12mins until 0700, then every 6-8mins until 0906, 0914, 0922, 0927, 0937, 0943, 0950, 0957, then every 6-10mins until 0001, 0011, 0021, 0031. Last Bus 0041 | First Bus 0559, then every 9-12mins until 0900, then every 6-10mins until 0001, 0011, 0021, 0031. Last Bus 0041 | First Bus 0559, 0614, 0629, 0644, 0659, 0714, 0729, 0744, 0756, then every 8-12mins until 0001, 0011, 0021, 0031. Last Bus 0041 |
| 171 | M | Museum Street – Catford Garage | First Bus 0502, 0522, 0542, 0554, 0606, 0617, 0629, 0640, 0648, 0655, then every 5-9mins until 0800, then every 7-10mins until 2000, then every 12-13mins until 2310, 2322, 2334, 2346. Last Bus 2358 | First Bus 0501, 0531, 0601, 0631, 0646, 0702, 0715, 0730, 0745, then every 8-12mins until 0900, then every 7-10mins until 1900, then every 10-12mins until 2308, 2320, 2333, 2345. Last Bus 2357 | First Bus 0501, 0601, 0631, 0701, 0729, 0744, 0759, 0814, 0829, 0843, 0856, 0912, 0927, 0941, 0952, then every 10-12mins until 2309, 2321, 2333, 2345. Last Bus 2357 |
| | P | Newquay Road – Holborn Station | Terminus Stop | | |
| 188 | M | Russell Square Station – North Greenwich Station | 0006, 0018, 0030, 0049, 0119, 0149, 0219, 0249, 0319, 0349, 0419, 0448, 0503, 0518, 0533, 0548, 0603, 0618, 0629, 0639, 0650, 0657, then every 7-10mins until 2000, then every 11-12mins until 2307, 2318, 2330, 2342, 2354 | 0007, 0019, 0031, 0051, 0121, 0151, 0221, 0251, 0319, 0349, 0419, 0448, 0503, 0518, 0533, 0548, 0604, 0619, 0634, 0646, 0658, then every 10-12mins until 0900, then every 7-10mins until 1900, then every 11-12mins until 2307, 2319, 2331, 2343, 2355 | 0005, 0017, 0029, 0051, 0121, 0151, 0221, 0251, 0320, 0350, 0419, 0449, 0509, 0529, 0549, 0604, 0619, 0634, 0649, 0704, 0719, 0734, 0749, 0804, 0819, 0834, 0846, 0858, then every 10-12mins until 2306, 2318, 2329, 2341, 2353 |
| | N | North Greenwich Station – Russell Square Station | 0010, 0022, 0034, 0046, 0058, then every 12mins until 0210, 0233, 0303, 0333, 0403, 0433, 0503, 0528, 0543, 0559, 0616, 0633, 0649, 0705, 0720, 0732, 0741, 0749, 0757, then every 7-9mins until 2000, then every 9-12mins until 0000 | 0103, 0115, 0127, 0139, 0151, 0203, 0215, 0232, 0302, 0332, 0402, 0432, 0502, 0523, 0538, 0553, 0608, 0625, 0642, 0658, 0714, 0730, 0743, 0756, then every 10-13mins until 1000, then every 7-9mins until 2000, then every 9-12mins until 0003, 0015, 0027, 0039, 0051 | 0009, 0021, 0033, 0045, 0057, then every 11-12mins until 0206, 0234, 0304, 0334, 0404, 0434, 0504, 0524, 0544, 0605, 0627, 0648, 0708, 0728, 0743, 0758, 0813, 0829, 0845, 0857, then every 10-14mins until 0000 |
| 242 | H | New Oxford Street – Homerton Hospital | First Bus 0118, 0138, 0158, 0218, 0238, 0258, 0318, 0338, 0358, 0418, 0438, 0458, 0518, 0538, 0548, 0558, then every 8-11mins until 0700, then every 6-10mins until 0059 | At 03, 18, 33 and 48 mins between 0200 and 0600, then every 12mins until 0800, 0812, 0820, 0828, 0836, 0843, 0849, 0857, then every 6-10mins until 0008, 0018, 0028, 0038, 0048, 0103, 0118, 0133, 0148 | First Bus 0204, 0219, 0234, 0249, 0304, 0319, 0334, 0348, 0405, 0422, 0428, 0453, 0508, 0523, 0538, 0548, 0603, 0618, 0633, 0648, 0703, 0718, 0731, 0744, 0756, then every 9-12mins until 0118. Last Bus 0138 |
| 243 | M | Redvers Road – Waterloo Station/Mepham Street | 0007, 0018, 0028, 0038, 0049, 0112, 0141, 0211, 0241, 0311, 0341, 0411, 0440, 0509, 0530, 0546, 0601, 0611, 0620, 0631, 0637, 0642, 0649, 0654, 0702, 0707, 0714, 0722, 0732, 0740, 0748, 0755, then every 5-8mins until 2000, then every 8-12mins until 0000 | 0100, 0112, 0124, 0136, 0147, 0202, 0216, 0231, 0246, 0259, 0313, 0327, 0342, 0356, 0411, 0425, 0440, 0452, 0505, 0519, 0534, 0549, 0609, 0624, 0639, 0647, 0655, then every 12-13mins until 1000, then every 7-11mins until 2000, then every 10-12mins until 0003, 0014, 0026, 0038, 0049 | 0112, 0124, 0136, 0147, then every 15mins until 0609, 0629, 0649, 0709, 0730, 0747, then every 9-12mins until 0004, 0015, 0026, 0037, 0049 |
| | P | Waterloo Station/Tenison Way – Wood Green Station | 0003, 0015, 0026, 0037, 0048, 0059, then at 20 and 50 mins between 0100 and 0400, 0510, 0530, 0551, 0606, 0621, 0631, 0641, 0651, 0657, then every 5-8mins until 2000, then every 7-10mins until 2100, then every 10-12mins until 0000 | 0002, 0013, 0025, 0037, 0049, then every 15 mins between 0101 and 0346, 0401, 0415, 0430, 0445, 0458, then every 12mins until 0613, 0625, 0640, 0655, then every 10-12mins until 0900, then every 7-11mins until 2100, then every 11-12mins until 0000 | 0005, 0015, 0026, 0037, 0048, 0059, 0116, 0131, 0146, then every 15mins between 0201 and 0346, 0401, 0415, 0430, 0445, 0458, then every 12mins until 0613, 0628, 0648, 0708, 0728, 0748, 0808, 0823, 0838, 0850, then every 110-12mins until 0000 |

| Service Number | The Nearest Bus Stop | Route | Frequency | | |
|---|---|---|---|---|---|
| | | | Monday to Friday | Saturday | Sunday |
| 521 | K | London Bridge Station – Waterloo Station/Mepham Street | First Bus 0645, 0655, then every 3-6mins until 0800, then every 1-3mins until 1100, then every 6-10mins until 1600, then every 2-5mins until 2002, 2009, 2017, 2025, 2037, 2048, then every 10-12minns until 0011. Last Bus 0023 | n/a | n/a |
| | P | Waterloo Station/Tenison Way – London Bridge Station | First Bus 0634, 0644, 0649, 0654, 0659, then every 2-5mins until 1100, then every 10mins until 1600, then every 2-5mins until 2000, then every 8-12mins until 0000 | n/a | n/a |
| N171 | M | Museum Street – Catford Garage | First Bus 0502, 0522, 0542, 0554, then every 5-9mins until 0800, then every 7-10mins until 2000, then every 12-13mins until 2310, 2322, 2334, 2346. Last Bus 2358 | First Bus 0501, 0531, 0646, 0702, 0715, 0730, 0745, then every8-12mins until 0900, then every 7-10mins until 1900, then every 10-12mins until 2308, 2320, 2333, 2345. Last Bus 2357 | First Bus 0501, 0531, 0646, 0702, 0715, 0730, 0745, then every8-12mins until 0900, then every 7-10mins until 1900, then every 10-12mins until 2308, 2320, 2333, 2345. Last Bus 2357 |
| | P | Newquay Road – Holborn STation | Terminus Stop | | |
| X68 | M | Southampton Row – West Croydon Bus Station | First Bus 1555, then every 20mins until 1902 | n/a | n/a |
| | N | West Croydon Bus Station – Russell Square | First Bus 0638, 0655, then every 20mins until 0944 | n/a | n/a |

| Night Services | | | | | |
|---|---|---|---|---|---|
| **Service Number** | **Bus Stop** | **Route** | **Monday – Thursday Nights/Tuesday-Friday Morning** | **Friday Night/Saturday Morning Saturday Night/Sunday Morning** | **Sunday Night/Monday Morning** |
| N1 | M | New Oxford Street – Titmuss Avenue | First Bus 0028, then at 28 and 58 mins past each hour. Last Bus 0528 | 0024, 0044, 0104, 0124, 0144, then at 07, 27, 47 mins past each hour until 0508. Last Bus 0528 | 0028, 0058, then at 28, 58 mins past each hour until 0528 |
| | P | Titmuss Avenue – Tottenham Court Road | First Bus 0116, 0146, 0216, 0247, 0317, 0352, 0424, 0457, 0528. Last Bus 0601 | Friday Night First Bus 0143, then 3 services each hour until 0606.<br>Saturday Night First Bus 0124, 0144, the 3 services each hour until 0607 | 0116, 0146, 0216, 0247, 0317, 0352, 0424, 0457, 0528, 0601 |
| N8 | H | Holles Street – The Lowe | First Bus 0015, 0034, 0054, then at 14, 34, 54 mins past each hour until 0513. Last Bus 0533 | First Bus 0012, then every 6-8mins until 0506, 0513, 0521, 0528. Last Bus 0536 | First Bus 0015, 0034, 0054, then at 14, 34, 54 mins past each hour until 0513. Last Bus 0533 |
| N19 | B | Finsbury Park Interchange – Clapham Junction Station | First Bus 0100, then at 28, 57 mins past each hour until 0459, 0530 | First Bus 0110, 0128, 0149, then every 20mins until 0523 | First Bus 0059, 0128, then every 30mins until 0530 |
| | F | Clapham Junction Station - Finsbury Park Interchange | First Bus 0110, 0142, then at 09, 39 mins past each hour until 0508, 0540 | First Bus 0119, 0139, 0158, then every 20min until 0401, 0417, 0436, 0455, 0514, 0533 | First Bus 0113, 0144, 0210, then every 30mins until 0509, 0540 |
| N38 | B | Walthamstow Bus Station – Victoria Bus Station | First Bus 0003, then every 11-15mins until 0508, 0521, 0532, 0543 | First Bus 0008, then every 6mins until 0607, 0615, 0625, 0633 | First Bus 0003, then every 11-15mins until 0508, 0521, 0532, 0543 |
| | F | Victoria Bus Station – Walthamstow Bus Station | First Bus 0108, then every 10-15mins until 0604, 0614, 0625 | First Bus 0107, then every 4-6mins until 0603, 0613, 0623 | First Bus 0108, 0120, 0132, 0144, 0154, then every 10-12mins until 0604, 0614, 0625 |
| N41 | B | Tottenham Hale Bus Station or Tottenham Hale Bus Station - Trafalgar Sq / Charing Cross Stn or Trafalgar Sq / Charing Cross Stn | First Bus 0041, then every 30mins until 0444 | First Bus 0046, then every 20mins until 0444 | First Bus 0041, then every 30mins until 0444 |
| | F | Trafalgar Sq / Charing Cross Stn or Trafalgar Sq / Charing Cross Stn - Tottenham Hale Bus Station or Tottenham Hale Bus Station | First Bus 0123, 0153, then every 30min until 0522 | First Bus 0131, then every 20mins until 0525 | First Bus 0123, 0153, then every 30min until 0522 |
| N68 | M | New Oxford Street – Old Coulsdon/Tudor Rose | First Bus 0023, 0053, then at 23, 53 mins past each hour until 0453 | First Bus 0025, 0039, 0054, then 3 services each hour until 0453 | First Bus 0025, 0039, 0054, then 3 services each hour until 0453 |
| | P | Old Coulsdon/Tudor Rose – St Giles High Street | First Bus 0137, 0205, 0233, 0301, 0334, 0404, 0438, 0513. Last Bus 0545 | Friday Night First Bus 0136, 0156, then 3 services each hour until 0402, 0422, 0439, 0459, 0519. Last Bus 0539<br>Saturday Night First Bus 0140, 0158, then 3 services each hour until 0402, 0421, 0438, 0459, 0516. Last Bus 0536 | First Bus 0137, then 2 services each hour until 0513. Last Bus 0545 |
| N91 | M | Cockfosters Station – Whitehall/Trafalgar Square | First Bus 0103, then 2 services each hour until 0522. Last Bus 0542 | First Bus 0045, then 4 services each hour until 0502, 0522. Last Bus 0542 | First Bus 0013, 0033, 0103, 0131, 0159, then 2 services each hour until 0430, 0502, 0522. Last Bus 0542 |
| | N | Northumberland Avenue/Trafalgar Square – Cockfosters Station | First Bus 0028, 0058, then 2 services each hour until 0528 | First Bus 0030, 0045, then every 15mins until 0413, 0428, 0448, 0508. Last Bus 0528 | First Bus 0028, then every 30mins until 0458. Last Bus 0528 |
| N98 | J | Red Lion Square – Stanmore Station | First Bus 0015, 0030, 0045,, then every 15mins until 0600 | First Bus 0015, then every 15mins until 0100, then every 10mins until 0555 | First Bus 0015, 0030, 0045,, then every 15mins until 0600 |
| N207 | F | Uxbridge Station – Bloomsbury Square | Terminus Stop | | |

# APPENDIX D

## TRICS Output

Calculation Reference: AUDIT-703103-170428-0419

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
01 GREATER LONDON
HK HACKNEY 1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 205 to 205 (units: )
Range Selected by User: 82 to 224 (units: )

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 05/11/08

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

Selected survey days:
Wednesday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Town Centre 1

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:
Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:
C1 1 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:
50,001 to 100,000 1 days

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

Population within 5 miles:
500,001 or More 1 days

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

Car ownership within 5 miles:
0.5 or Less 1 days

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 1 | 205 | 0.141 | 1 | 205 | 0.283 | 1 | 205 | 0.424 |
| 08:00 - 09:00 | 1 | 205 | 0.180 | 1 | 205 | 0.532 | 1 | 205 | 0.712 |
| 09:00 - 10:00 | 1 | 205 | 0.263 | 1 | 205 | 0.259 | 1 | 205 | 0.522 |
| 10:00 - 11:00 | 1 | 205 | 0.224 | 1 | 205 | 0.151 | 1 | 205 | 0.375 |
| 11:00 - 12:00 | 1 | 205 | 0.151 | 1 | 205 | 0.185 | 1 | 205 | 0.336 |
| 12:00 - 13:00 | 1 | 205 | 0.205 | 1 | 205 | 0.205 | 1 | 205 | 0.410 |
| 13:00 - 14:00 | 1 | 205 | 0.327 | 1 | 205 | 0.322 | 1 | 205 | 0.649 |
| 14:00 - 15:00 | 1 | 205 | 0.376 | 1 | 205 | 0.263 | 1 | 205 | 0.639 |
| 15:00 - 16:00 | 1 | 205 | 0.210 | 1 | 205 | 0.200 | 1 | 205 | 0.410 |
| 16:00 - 17:00 | 1 | 205 | 0.434 | 1 | 205 | 0.351 | 1 | 205 | 0.785 |
| 17:00 - 18:00 | 1 | 205 | 0.546 | 1 | 205 | 0.385 | 1 | 205 | 0.931 |
| 18:00 - 19:00 | 1 | 205 | 0.410 | 1 | 205 | 0.322 | 1 | 205 | 0.732 |
| 19:00 - 20:00 | 1 | 205 | 0.278 | 1 | 205 | 0.341 | 1 | 205 | 0.619 |
| 20:00 - 21:00 | 1 | 205 | 0.263 | 1 | 205 | 0.215 | 1 | 205 | 0.478 |
| 21:00 - 22:00 | 1 | 205 | 0.283 | 1 | 205 | 0.205 | 1 | 205 | 0.488 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 4.291 | | | 4.219 | | | 8.510 |

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: | 205 - 205 (units: ) |
| Survey date date range: | 01/01/08 - 05/11/08 |
| Number of weekdays (Monday-Friday): | 1 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

| | |
|---|---|
| Site Reference: | HK-06-A-02 Multi-Modal Site |
| Created: | Version: 2009(b)v6.4.1 08/01/09 |
| Latitude/Longitude: | 51.5245, -0.0806 |
| Land Use Type: | 06 - HOTEL, FOOD & DRINK/A - HOTELS |
| Region/Area | GREATER LONDONHACKNEY |
| Version/Creation Date: | 2009(b)v6.4.1 08/01/09 |
| Description: | HOTEL |
| Street: | GREAT EASTERN STREET |
| District: | |
| Town: | SHOREDITCH |
| Post Code: | EC2A 3HU |
| Planning Authority: | |
| Location: | Town Centre |
| Location Sub Category: | Built-Up Zone |
| Use Class: | C1 |
| Population within 500m: | 3795 |
| Population within 1 Mile: | 50,001 to 100,000 |
| Population within 5 Miles: | 500,001 or More |
| Car ownership within 5 Miles: | 0.5 or Less |

Public Transport Provision Summary

| Day | Period | Total buses/trams within 400m | Total Trains within 1000m | Total Services |
|---|---|---|---|---|
| Monday-Friday | 0700-1900 | 3720 | 2112 | 5832 |
| Monday-Friday | 0700-1000 | 936 | 528 | 1464 |
| Monday-Friday | 1600-1900 | 936 | 528 | 1464 |
| Saturday | 0700-1900 | 3264 | 1656 | 4920 |
| Sunday | 0700-1900 | 2544 | 1680 | 4224 |

| | |
|---|---|
| Is site associated with a travel plan: | No |
| If not, are there any plans to implement a Travel Plan in the future? | No |
| Is survey data available before the implementation of the Travel Plan? | |
| Is the location of the site hilly or flat: | Flat |
| Urban Regeneration: | No |
| PTAL Rating: | |
| Gross floor area | 7268 sqm |
| Number of bedrooms | 205 |
| Total Employees | 40 |
| No. of developments for this Site: | 1 |
| No. of survey Days for this Site: | 1 |

Comments

The site is located in east London on Great Eastern Street in the Old Street area of Shoreditch.
The site is located just off the A10 which provides access north through London to the M25 and just to the west of the Old Street roundabout which provides access in all directions through London. The site also provides easy access to Whitechapel via Commercial Street to the south. Local roads lead in all directions.
There are two access points into the site for pedestrians through the front and back entrances, with a staff and deliveries entrance to the rear of the site on Willow Street.
The site is adjacent to shops, bars and offices with various city centre developments in the surrounding area.
There is bus stop outside the site on Great eastern Street.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

| Destination (town/area) | Number per hour | Approx. journey time |
|---|---|---|
| Friern Barnet Library | 9 | 56 |
| Lewisham | 9 | 46 |
| Clapham Junction | 9 | 54 |
| Edmonton Green | 9 | 49 |

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

| Destination (town/area | Number per hour | Approx. journey time |
|---|---|---|
| Liverpool Street Station | 12 | 7 |
| Hammersmith | 8 | 34 |
| Alexandra Palace Rail | 6 | 18 |
| High Barnet | 6 | 40 |

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the bus services shown there are many other frequent services running to various parts of south and north-east London.

There are also many additional rail services to those shown in the table above. These services run to West Ruislip, Chesham, Seven Sister, Tottenham Hale, and Walthamstow.

Design features encouraging non-car modes

12. Pedestrians

There are good pedestrian crossing facilities in the local area.

13. Pedal cycles

There is some cycle parking located behind the hotel, situated on a footway.

14. Public transport

There are good rail and bus services available in the local area.

Design features encouraging non-car modes

| Road Network Distance to Local Developments | |
|---|---|
| Year of Analysis | 2008 |
| Nearest Primary School | 0.4 kilometres |
| Nearest Secondary School | 1.7 kilometres |
| Nearest Local Shop/Corner Shop | 0.8 kilometres |
| Nearest Main Supermarket | 0.1 kilometres |
| Nearest Doctors Surgery | 0.8 kilometres |
| Nearest Hospital with Minor Injuries/A & E | 2.0 kilometres |
| Nearest Sports/Leisure Centre | 1.1 kilometres |

| Census Data | |
|---|---|
| Year of Census | 2001 |
| Census Output Area/Data Zone | |
| Number of people employed within Census Output Area | 209 |
| Number of households within Census Output Area | 131 |
| Number of people living within Census Output Area | 446 |
| Area of Census Output Area (hectares) | 8.00 |
| Population density within Census Output Area (per hectare) | 53.48 |

| | | |
|---|---|---|
| Site reference: | HK-06-A-02 | Multi-Modal survey site |
| Trade name: | THE HOXTON | |
| Site area (h/a): | 0.07 | |
| Gross floor area (sqm) | 7402 | |
| GFA not in use (sqm) | 134 | |
| Open since | 2006 | |
| Total Employees | 40 | |
| Full Time Employees | 15 37% | |
| Part Time Employees | 25 63% | |
| Approximate % of total employees working standard 9-5 hours or similar | 20% | |
| Percentage Split of Employee Gender | | |
| Male | 40% | |
| Female | 60% | |
| GFA per employee | 264.357 | |
| Number of bedrooms | 205 | |
| Name of nearest site | HOLIDAY INN | |
| Distance to nearest similar site | 1 Km | |

OPENING TIMES (24 Hour format)

| | | | |
|---|---|---|---|
| Mon to Thurs | 00:00 | to | 24:00 |
| Friday | 00:00 | to | 24:00 |
| Saturday | 00:00 | to | 24:00 |
| Sunday | 00:00 | to | 24:00 |

Conference Facilities:

Comments

The site also has 6 meeting rooms, The Hoxton Grille Restaurant, free Wifi and holds yoga classes on Tuesday evenings.

The nearest site is 0.5km away.

Multi-Modal survey site

On-Site parking

| | |
|---|---|
| Total no. of parking spaces | 0 |

Number of spaces

Comments about the management of the site car park, along with enforcement measures

There is a delivery door at the rear of the site however there is no specified parking for vehicles.
The hotel have a contract with a local car park, they own serveral spaces.

Off-Site parking details

| | |
|---|---|
| Is there off-site parking available | Yes |
| Off-Site parking included in the counts | Yes |
| Free On-Street parking available nearby | No |
| If prepared to pay, easy to find somewhere to park off-site all day | Yes |

Parking restrictions

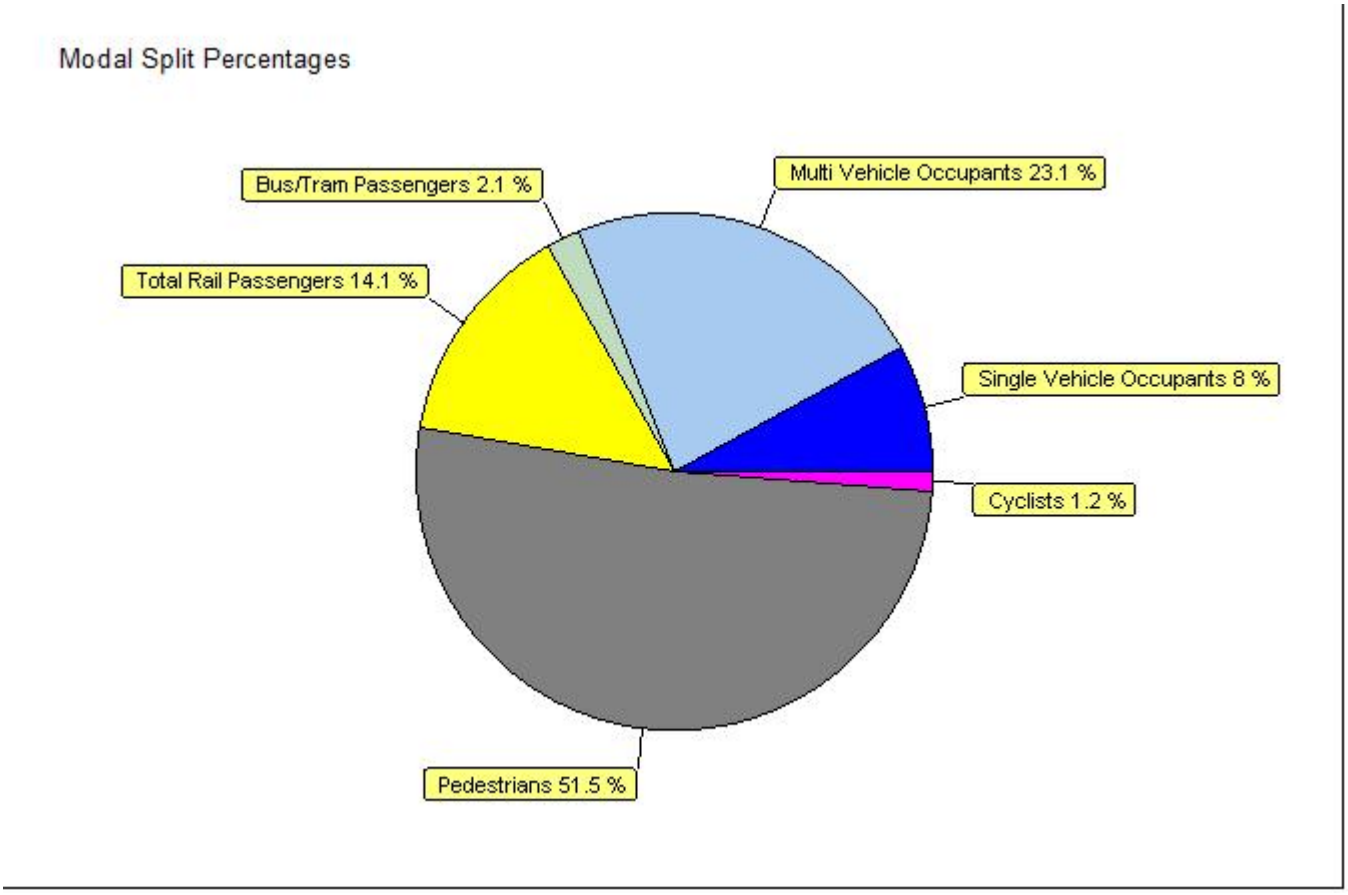
| | |
|---|---|
| Area subject to parking restrictions (controlled parking zone - CPZ) | Yes, Most of the Area |
| Permitted on-street parking for non-residents available within this CPZ | Yes, at Special Times of the Day |
| If yes, time limited for non-residents | Yes |
| Charges for non-residents parking if permitted | Yes, All Day |
| Average charge per hour | 200 |
| Maximum parking duration | 2 |

Off-Street parking

| | |
|---|---|
| Off-Street parking available | Yes, Public Off-Street Parking is Available |
| Approx. available spaces | 45 |
| Parking located within a control parking zone (CPZ) | Yes |
| Charges for this Off-Street parking | Yes, All Day |
| Charge amount | 1650 |
| Charge period | Day |

Park & Ride

| | |
|---|---|
| Park & Ride Type Facility providing relevant means of accessing the site | No |




Time Range/Peak Period Selection
Direction: Totals / Use All Times