



Z Hotel: 4 Wild Court, WC2B

Transport Statement

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Appendix A – Trip Generation

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1 Introduction

- 1.1 Traffic Dynamics are retained by Z Hotels Ltd to provide traffic and transport advice in relation to their proposal to refurbish a site at 4 Wild Court, WC2B to form a 196 bedroom C1 land use hotel (Gross Internal Area 3,678sqm). The existing site benefits from an unimplemented consent to provide 86 self-contained units (Planning application reference 2010/2282/P). A further consent (Planning application reference 2013/4760/P) allowed the creation of a further 12 units, providing consent for a total of 98 self-contained units. The buildings most recent occupied use was as an education institute (Class D1), with ancillary office space café.
- 1.2 This Transport Statement has been prepared to accompany a planning application submitted to the London Borough of Camden by Planning Resolution on behalf of Z Hotels Ltd. Discussions have been held with LB Camden who support the proposal.
- 1.3 Z Hotels is an established and adept hotel operator, with similar hotels operating at Lower Belgrave Street near Victoria station, Moor Street near Soho and Orange Street near Piccadilly.
- 1.4 The transport implications of the proposed scheme have been discussed with LBC officers via pre-application discussions. This report concludes that the proposed change of use will not realise any material transportation impact.
- 1.5 This Transport Statement examines the effects of the proposal, details the existing conditions, sets out Z Hotels offer and also considers the operational issues at the site such as servicing. The Statement has been prepared following a site visit and the remainder of this report is set out as below;
 - **Section 2** sets out the existing site context and provides a summary of the accessibility of the site by a range of modes of transport;
 - **Section 3** examines relevant transport policy;
 - **Section 4** sets out the development proposals and assesses the transport effects of the proposed development; and
 - **Section 5** summarises and concludes.

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2 Existing Situation

- 2.1 This section considers the context of the site with respect to the surrounding land uses and considers how the site integrates within the immediate vicinity and the wider area.

Existing Site

- 2.2 The site comprises of an eight storey building located on Wild Court. Wild court is a small side street off Kingsway, which is a not through route for vehicles.
- 2.3 The building is currently in D1 (Non-residential institution) use and is occupied by the Kensington School of Business/Kensington College of Business (KCB) with an internal café area and ancillary office space at 1st floor level.
- 2.4 The main entrance to the site is from Wild Court. There is a secondary entrance in Wild Court leading to a Courtyard area and refuse storage area, not used for general access. This secondary entrance also serves as access for people in wheel chairs.
- 2.5 Kingsway is a mixed use area of predominantly office uses above shops, bars and restaurants, though there is an increased proportion of residential and hotel use off the many side streets and between roads running parallel and perpendicular to Kingsway.
- 2.6 The site is bounded on three sides by surrounding buildings. The rear of NO.67 Kingsway, to the east, backs onto the Courtyard of the site, the Kingsway Hall Hotel to the North and the Connaught Rooms to the west. The Middle Yard creates a gap to the rear of the site between Kingsway Hall Hotel and Connaught Rooms.
- 2.7 The site is well located in central London within walking and cycling distance of a large number of employment, leisure, education and shopping facilities as well as being served by excellent public transport connections via three London Underground Stations and many bus routes.

Highway Network

- 2.8 The A4200 Kingsway carriageway runs broadly in a south-east to north-west direction. To the north-west of the site the A4200 provides a direct link to Mornington Crescent and forms a staggered junction with Camden High Street (A4200), Crowndale Road (B512), and Hampstead Road (A400). To the south-east Kingsway joins the A4 Aldwych one-way system, at which point the Strand Underpass joins the A4200 northwards.
- 2.9 In the vicinity of the site, Kingsway carriageway provides one south-east bound lane for general

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traffic and one lane designated for bus services, while providing two lanes plus a designated bus land for north-west bound traffic.

- 2.10 No on-street parking facilities are located on Kingsway, however a number of loading facilities are provided close to the site, either with restrictions on Monday – Friday between 7am – 7pm and Saturday between 8.30am – 1.30pm or Monday – Saturday between 7-11am and 4-7pm.
- 2.11 Great Queen Street is a two-way single lane carriageway providing a link between Kingsway to the north-east and Drury Lane to the south-west.
- 2.12 Various on-street parking and loading facilities are provided on Great Queen Street, including Taxi Only, Loading Only and Disabled Parking bays. In the vicinity of the site there are a number of Pay by Phone bays with restrictions Monday – Saturday between 8.30am – 6.30pm, with a maximum stay of 2 hours. Additionally, Permit Holder Only bays are provided with 24/7 provision and others with restrictions Monday – Saturday between 8.30am and 6.30pm.
- 2.13 Wild Court, is a small side street off Kingsway, which is a not through route for vehicles, but provides three on-street permit holder parking spaces.

Walking

- 2.14 It is widely accepted that walking offers the greatest potential to replace car journeys for distances less than 2km. The site is well located for journeys on foot, with a number of local amenities and public transport services in the vicinity of the site.

Cycling

- 2.15 There is a good network of cycle ways in the local area with a number of roads designated by TfL's Cycle Guide No.7 as appropriate for cycling.
- 2.16 There are a number of local roads which have been designed as 'Routes signed or marked for use by cyclists' including Great Queen Street, Long Acre and Drury Lane. While further roads have been labelled as 'Other roads that have been recommended by cyclist's' including Lincoln's Inn Fields, Newman's Row and Chancery Lane.
- 2.17 There are also a number of London Cycle Hire facilities within walking distance of the site, with the nearest docking station located 150m to the north of the site on Newton Street.

Bus Services

- 2.18 In total 35 bus routes are available within a 640 metre walking distance of the site. A list of the bus

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routes and service frequency, is detailed at **Table 2.1** below.

Table 2.1: Local Bus Services				
Route Number	Route	Frequency (Minutes)		
		Weekday Frequency	Saturday Frequency	Sunday Frequency
1	Canada Water – Tottenham Court Road	6-10	8-12	11-13
8	Bow Church – Tottenham Court Road	4-8	6-10	9-11
9	Battersea Bridge – Finsbury Park	5-8	6-10	9-12
25	Ilford – Oxford Circus	4-10	5-8	5-8
38	Calpton – Victoria	3-6	3-7	4-8
55	Layton – Oxford Circus	5-9	7-11	8-11
59	King’s Cross – Streatham Hill	5-9	6-8	9-12
68	Euston – West Norwood	7-10	6-10	10-13
91	Cround End – Trafalgar Square	6-10	7-10	7-11
98	Willesden – Holborn	5-8	6-10	6-12
168	Hampstead Heath – Old Kent Road	5-8	8-12	10-14
171	Bellingham – Holborn	5-9	7-10	10-14
188	North Greenwich – Russel Square	7-9	7-9	10-14
242	Homerton Hospital – Tottenham Court Road	6-9	5-8	7-12
243	Waterloo – Wood Green	4-8	7-10	8-12
521	London Bridge – Waterloo	2-10	N/A	N/A
X68	Russel Square – West Croydon	AM Peak Only	N/A	N/A

London Underground Services

- 2.19 Holborn Underground Station is the closest underground station to the site, located 145 metres walking distance north on Kingsway. Underground services available from Holborn run on the Central and Piccadilly Lines.
- 2.20 The Central Line runs between West Ruislip in the west and Epping in the north-east, while the Piccadilly Line runs between Heathrow and Uxbridge to the west and Cockfosters to the north. The Central line runs nine services per hour in each direction during peak travel periods, while the Piccadilly Line runs 24 services in each direction during peak periods.
- 2.21 The site is also within suitable walking distance of Temple, Chancery Lane, Covent Garden and Leicester Square Underground Stations. These stations also provide convenient access to services on the Circle, District and Northern Lines.

Public Transport Accessibility Level (PTAL) Rating

- 2.22 The Public Transport Accessibility Level (PTAL) is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service

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availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.

2.23 PTAL is categorised into eight levels, 1a to 6b where 6b represents an excellent level of accessibility and 1a low level of accessibility. The site has a PTAL Level of 6b, demonstrating an excellent level of accessibility to public transport.

Summary

2.24 As demonstrated the site benefits from excellent accessibility to public transport, as well as good links to pedestrian and cycle facilities.

3 Planning Policy

- 3.1 This section summarises the relevant transport policies at national, regional and local level which will be considered.

National Planning Policy Framework

- 3.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.
- 3.3 Chapter 4 – 'Promoting Sustainable Transport' sets out central government national transport policy: "Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."
- 3.4 Chapter 4 – 'Promoting Sustainable Transport' continues by stating: "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. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

The London Plan (2015)

- 3.5 The Further Alterations to the London Plan (FALP) were adopted in March 2015. It is a requirement that local policies, as set out in Unitary Development Plans (UDPS) and emerging Local Development Frameworks (LDFs), should be in accordance with it. The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.
- 3.6 Policy 6.1 Strategic Approach states that:

"The Mayor will work with all relevant partners to encourage the closer integration of transport and development . . . encouraging patterns and nodes of development that reduce the need to travel, especially by car."

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3.7 Policy 6.13 Parking states that:

“The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.”

3.8 The proposals are well located to a wide choice of travel modes and the absence of dedicated on-site car parking provision will help to discourage car ownership and use.

3.9 The relevant London Plan cycle parking standards for the proposed development are summarised in **Table 3.1**.

Table 3.1: London Plan Cycle Parking Requirements		
Route Number	Long Stay	Short Stay
C1 Hotels	1 space per 20 bedrooms	1 space per 50 bedrooms

Camden Transport Strategy

3.10 Camden’s Transport Strategy was published in August 2011 as part of the Local Implementation Plan. It sets out the direction the Council are taking in relation to local transport and puts in place the associated objectives. The objectives relevant to the planning application site are as follows:

- ‘Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a low carbon and low waste borough.
- Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden.
- Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement’.

Policy Summary

The main objectives of all development is to promote sustainability, reduce reliance on the car and minimise impacts on road users. With zero parking this development in this highly accessible area meets these policy objectives. The proposed cycle parking facilities will contribute towards encouraging this travel mode. The development proposals are therefore considered to be in accordance with national, regional and local transport planning policy guidance.

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4 Proposed Development & Traffic Generation

Future Operation

- 4.1 It is proposed to refurbish the existing building at 4 Wild Court in order to provide a modern hotel with a total of 196 bedrooms.
- 4.2 Each room will be equipped with broadband internet access and digital services. All bedrooms will include ensuite bathrooms, comfort cooling and other bedroom amenities such as Sky television and features that would be expected from a modern city hotel.
- 4.3 Overall the site is extremely well located in terms of its accessibility to London Underground and public transport which makes the proposed hotel ideally suited to capitalise on this location.
- 4.4 The hotel's target market due to its budget pricing structure is generally split into two categories. The first category being for corporate clientele namely business persons, who are conducting their activities within this part of the West End and specifically Central London. The second category being leisure travellers, who demand a high level of service and associated facilities. The site is ideally located within proximity to many of the main central London tourist attractions, as well as primary shopping areas, restaurants and other attractions on offer.
- 4.5 The proposed hotel will incorporate ancillary facilities including a small coffee shop for use by hotel residents. No other facilities such as a spa/gym, meeting rooms or a restaurant/bar are proposed, because such facilities already exist within the immediate vicinity of the site's location.

Car Parking

- 4.6 The footprint of the building represents the site boundary. On this basis it is therefore not possible to provide standard or disabled car parking spaces.
- 4.7 Notwithstanding this, given the location of the site and the excellent public transport links, it is considered highly unlikely that a significant proportion of staff or guests would choose to drive to the site if parking spaces were provided. At the same time, in addition to the operation of the Central London Congestion Charge there are limited long term parking opportunities in terms of on-street provision surrounding the site. Providing no standard car parking spaces on site is therefore unlikely to result in an adverse effect.

Cycle Parking

- 4.8 It is accepted that adequate cycle parking provision, in addition to the TfL Cycle Hire scheme, should

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be made for staff that may wish to cycle to and from the site in line with TfL's FALP standards. 16 long stay secure cycle parking spaces will be provided inside the building on the lower ground floor, with four short term cycle parking spaces provided within the internal courtyard of the building. However, it is considered highly unlikely that any guests would travel to or from the hotel by bicycle on their arrival or departure.

Taxis

- 4.9 A hotel of the scale and nature of that proposed at Wild Court is likely to generate some taxi arrivals/departures throughout a typical day.
- 4.10 The hotel entrance will be located on Kingsway. As currently occurs for the existing occupied space taxis are able to pick-up and drop-off on Kingsway and Wild Court.

Coach Parking

- 4.11 Z Hotels caters largely for single business users and the short stay tourist market. The business model and operational/marketing approach adopted by Z Hotels therefore seeks to exclude coach parties. This practise is found to be successful within their other existing London hotels at Victoria, Leicester Square and Soho. Arrivals by coach therefore are not anticipated.
- 4.12 For this reason no dedicated provision is proposed for coaches. This decision is further supported by the fact that road openings and junctions within the immediate vicinity of the hotel and indeed much of central London have relatively tight radii which preclude the use of coaches.
- 4.13 On the basis of the above, it is not considered necessary or appropriate to provide space for coaches to pick-up/set-down and wait. Further, the hotel through their operational processes will decline coach party bookings.

Servicing

- 4.14 It is noted that LBC prefer that servicing takes place from an off-street position wherever possible. While this is a sensible approach, in reality given the buildings footprint, design constraints and central London location, it is unrealistic to provide a dedicated facility. It should also be noted that currently servicing takes place without such a facility for the building's existing use.
- 4.15 Given the location, existing use of on-street kerbside space and kerbside restrictions which permit loading and unloading, it is proposed that servicing, as now, shall continue to take place from Double Yellow Lines immediately adjacent the site on Wild Court for Light Goods Vehicles and dedicated loading bays already provided on Kingsway. Discussions have been held with London

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Borough of Camden highway officers who support this arrangement and understand the requirement for such servicing from an on-street position.

- 4.16 It is expected that a minimal number of hotel deliveries, approximately three to four per day will occur. The first delivery results from the pick-up and drop-off of hotel linen, the second from a supplier who consolidates hotel supplies and the third will consist of supplies to the hotel based coffee shop. All deliveries to the hotel will occur between 07.00 – 10.30am, but will avoid the AM peak (08:00 – 09:00) wherever possible.
- 4.17 In future, as at present it is proposed that all refuse is collected on-street. Waste from the hotel will be managed via a 'just in time' operation and collection will conform to the guidelines set out in the document Manual for Streets. Because a restaurant is not provided as part of the hotel, food waste is expected to be kept to a minimum. All waste will be stored within the site and will likely be collected three times per week.
- 4.18 In future significant rationalisation will occur due to one operator being present at the site, as opposed to multiple users from the same floorspace. Furthermore future servicing numbers will reduce the chance of delivery overlap thereby improving efficiency.

Travel Plan & Delivery & Servicing Plan

- 4.19 As part of the planning application submission, the applicant has provided a draft Travel Plan and draft Delivery & Servicing Plan as standalone documents.

Trip Generation: C1 Hotel Use

- 4.20 In order to determine the trip generation of the proposed hotel the TRAVL database was interrogated for comparable sites.
- 4.21 The search revealed only one site that was directly comparable in as much as no standard car parking was provided on site, being the Montague Hotel, located adjacent to the British Museum, in the London Borough of Camden.
- 4.22 Whilst the survey provided a modal split for staff and guests, the way in which the survey was carried out at this site meant that the resulting data was not compatible with that recorded from other hotel sites within London.
- 4.23 In order to provide a robust set of person trip rates the hotel sites within TRAVL were filtered to remove hotel sites with a PTAL rating of less than 3. The resulting average trip rates during the weekday AM and PM peak periods and throughout the day are shown in **Table 4.1**. The relevant

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TRAVL output is included at **Appendix A**.

Time Period	Trip Rates (per 100 sqm GFA)		Trip Generation (Persons)*		
	In	Out	In	Out	2 Way
Weekday AM Peak (08:00 – 09:00)	0.335	0.949	13	35	48
Weekday PM Peak (17:00 – 18:00)	0.874	0.495	33	18	51
Weekday (07:00 – 00:00)	8.688	8.222	320	302	622

Table 4.1: Trip Rates and Person Trip Generation of Proposed Hotel

*Based on GIA information

4.24 **Table 4.2** provides the modal split recorded at the Montague Hotel. Applying this to the predicted person trips produces the number of trips by mode during the weekday peak hours and throughout the day as shown in **Table 4.3**.

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Mode of Transport	Percentage of Total Person Trips
Bus	5.7%
Rail	0.0%
London Underground	29.9%
Walk/Public Transport	48.4%
Car	2.4%
Coach	6.3%
Taxi	7.3%

Table 4.2: Modal Split recorded at the Montague Hotel

Mode of Transport	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00 – 18:00)			Weekday (07:00-00:00)		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
Bus	1	1	2	2	1	3	18	17	35
Rail	0	0	0	0	0	0	0	0	0
London Underground	4	10	14	10	5	15	96	90	186
Walk/Public Transport	7	16	23	16	9	25	155	146	301
Car	1	1	2	1	1	2	8	7	15
Coach	1	2	3	2	1	3	20	20	40
Taxi	1	3	4	2	1	3	24	22	46

Table 4.3 Predicted trips generated by Hotel by Mode of Transport

- 4.25 It can be seen that over 90% of trips to/from the hotel will be made using public transport.
- 4.26 The modal split recorded at the Montague Hotel suggests that approximately 6% of trips to the proposed hotel would be made by coach. However, the Montague Hotel has substantial facilities for hosting meetings/conferences, with five separate rooms.
- 4.27 In addition, the Montague Hotel data suggests that a small proportion of guests would arrive by car. People that wish to travel to that hotel by car are directed to publicly available car parking nearby, as

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could be the case at Wild Court.

Trip Generation: Extant Planning Application & Comparison

- 4.28 The extant planning application was accompanied by a Transport Statement that took into account trip generation of the then proposal, however the trip generation was not particularly adventurous in content, and centred around the fact that the then proposed floorspace use would greatly reduce trip attraction when compared to D1 education and ancillary office space. It is important to note that consent was granted for the previous scheme and therefore the previous transport consultant's trip generation argument was seen as credible.
- 4.29 From the above trip generation data for the proposed hotel use it can be seen that the vast majority of trips to the site will be undertaken by public transport, walking or cycling and can therefore be classified as 'sustainable'.
- 4.30 While an exercise has not been undertaken to compare the proposed trip generation against the former D1 education and café use, or the extant consented Halls of Residence scheme, it is argued that the proposed hotel trip generation will be very similar to that of the extant consent. Further given that no off-street car parking is provided and opportunities for 'long stay' parking are not available on-street it is strongly argued that guests, visitors and staff will not drive to the proposed hotel and all users will arrive on foot, by bike or public transport.

Summary

- 4.31 It can be seen that the proposed change of use to C1 land use will result in a reduction of both person, servicing and car borne trips to the site when compared to the last occupied use of the building, and also that the proposed change of use will provide comparable trips and servicing to the extant planning consent.

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5 Conclusions

- 5.1 Traffic Dynamics is retained by Z Hotels to provide traffic and transport advice in relation to their proposal to refurbish the site at 4 Wild Court, WC2B to provide a 196 bedroom hotel. The hotel is expected to cater for the tourism market as well as business users.
- 5.2 The planning application site is well located in the centre of London and enjoys an exceptionally high level of public transport accessibility of 6b. There are numerous public transport nodes within walking distance.
- 5.3 The planning application proposal will result in a significant reduction in the number of person trips likely to be attracted to/from the site on a typical day. With this in mind, person trips on local bus, train and London Underground services will reduce as a result. This represents a benefit of the scheme.
- 5.4 The planning application proposal will result in a significant reduction in the number of delivery related vehicle movements generated by the site. This represents a benefit of the scheme.
- 5.5 Cycle parking provision in compliance with TfL FALP standards is proposed, as set out previously. The provision of such cycle parking together with the excellent public transport accessibility of the site will ensure that all reasonable endeavours will be made to encourage sustainable travel choices.
- 5.6 Given the proximity of the site to an excellent range of public transport services it is not proposed to provide any standard vehicle parking it is considered that the lack of car parking at the proposed hotel would not have an adverse impact upon the local highway network or proposed operation.
- 5.7 Therefore, upon consideration of the above and based on justification within this report there are no traffic or transport reasons to prevent the proposed change of use occurring.
- 5.8 It is therefore considered that the proposed development is acceptable in traffic and transport terms.



Appendix A

TRAVL - Average Trip Rate by Mode and Time									
List of Surveys:									
Name			Address			Postcode	Survey Date		
Battersea Travelodge			200 York Road			SW11 3SA	23/03/2000		
Croydon Park Hotel			7 Altyre Road			CR9 5AA	06/05/1997		
Days Inn Hotel			54 Kennington Road			SE1 7BJ	28/05/2002		
Elm Hotel			1 Elm Road			HA9 7JA	29/04/1994		
Euston Travel Inn			141 Euston Road			NW1 2AU	14/01/1999		
Express Holiday Inn			196 High Street			E15 2NE	06/06/2006		
Ibis Hotel			30 Stockwell Street			SE10 9JN	27/01/1997		
Number of sites considered		7							
Counts By Mode:									
Mode:	All Modes								
TimeBand		No of Sites	Trip Rate	Trip Rate Out	Total Trip Rate			In	Out
06:00-06:30		1	0.000	0.000	0.000		07:00	0.168	0.390
06:30-07:00		1	0.169	0.000	0.169		08:00	0.335	0.949
07:00-07:30		7	0.073	0.146	0.219		09:00	0.278	0.823
07:30-08:00		7	0.095	0.244	0.340		10:00	0.278	0.773
08:00-08:30		7	0.124	0.410	0.534		11:00	0.205	0.276
08:30-09:00		7	0.211	0.539	0.750		12:00	0.348	0.287
09:00-09:30		7	0.140	0.396	0.536		13:00	0.373	0.337
09:30-10:00		7	0.138	0.427	0.564		14:00	0.326	0.416
10:00-10:30		7	0.194	0.503	0.696		15:00	0.435	0.230
10:30-11:00		7	0.084	0.270	0.354		16:00	0.755	0.419
11:00-11:30		7	0.138	0.138	0.275		17:00	0.874	0.495
11:30-12:00		7	0.067	0.138	0.205		18:00	0.783	0.929
12:00-12:30		7	0.191	0.118	0.309		19:00	0.668	0.644
12:30-13:00		7	0.157	0.169	0.326		20:00	0.674	0.458
13:00-13:30		7	0.227	0.146	0.374		21:00	0.685	0.373
13:30-14:00		7	0.146	0.191	0.337		22:00	0.686	0.260
14:00-14:30		7	0.166	0.174	0.340		23:00	0.517	0.163
14:30-15:00		7	0.160	0.242	0.402				
15:00-15:30		7	0.208	0.112	0.320			8.388	8.222
15:30-16:00		7	0.227	0.118	0.345				
16:00-16:30		7	0.421	0.197	0.618				
16:30-17:00		7	0.334	0.222	0.556				
17:00-17:30		7	0.458	0.256	0.713				
17:30-18:00		7	0.416	0.239	0.654				
18:00-18:30		7	0.432	0.418	0.851				
18:30-19:00		7	0.351	0.511	0.862				
19:00-19:30		7	0.368	0.402	0.769				
19:30-20:00		7	0.300	0.242	0.542				
20:00-20:30		7	0.303	0.261	0.564				
20:30-21:00		7	0.371	0.197	0.567				
21:00-21:30		7	0.334	0.185	0.520				
21:30-22:00		7	0.351	0.188	0.539				
22:00-22:30		6	0.250	0.118	0.368				
22:30-23:00		6	0.436	0.142	0.578				
23:00-23:30		6	0.277	0.095	0.372				
23:30-24:00		6	0.240	0.068	0.307				
Managed by MVA Ltd on behalf of the Association of London Government						Page 1 of 2			
Printed On	09/08/2007	Assessment : sr2 (Predictor Type : Gross Floor Area (100 sq m)), TRAVL Version: 8.05							
Mode:	All Modes								
TimeBand		No of Sites	Trip Rate	Trip Rate Out	Total Trip Rate				
	Peak Period	All Modes							
In	17:00-17:30				0.458				
Out	08:30-09:00				0.539				
Total	18:30-19:00				0.862				
Managed by MVA Ltd on behalf of the Association of London Government						Page 2 of 2			