TRANSPORT, SERVICING AND

DELIVERY STATEMENT

8-10 Southampton Row, Holborn

Client:Idè Real EstateReference:INFRA-PB9205-RP001-F0.1Status:01/FinalDate:18 April 2019









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TABLE OF CONTENTS

| 1 | INTRODUCTION | 1 |
|--|---|--|
| 1.1 | Background | 1 |
| 1.2 | Pre-Application Submission | 1 |
| 1.3 | Scope of Report | 1 |
| 2 | EXISTING SITE AND LOCAL HIGHWAY NETWORK | 2 |
| 2.1 | Site Location and Existing Site Description | 2 |
| 2.2 | Local Highway Network | 2 |
| 2.3 | Road Safety | 3 |
| 3 | DEVELOPMENT PROPOSALS | 5 |
| 3.1 | Proposed Development | 5 |
| 3.2 | Proposed Pedestrian Entrances | 5 |
| 3.3 | Proposed Site Access | 5 |
| 3.4 | Cycle Parking | 5 |
| 3.5 | Coach Parking | 6 |
| 3.6 | Servicing | 7 |
| 4 | TRANSPORT POLICIES | 8 |
| 4.1 | Background | 8 |
| 4.2 | National Planning Policy Framework | 8 |
| 4.3 | The Draft New London Plan Chapter 10 (Transport) | 9 |
| 4.4 | Camden Local Plan (2017) | 9 |
| 4.5 | Camden SPD Transport (2018) | 0 |
| | | 9 |
| 5 | ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES | 3 10 |
| <mark>5</mark> 5.1 | ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES Introduction | 9 10 10 |
| 5 5.1 5.2 | ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES Introduction Accessibility on Foot | 9 10 10 10 |
| 5 5.1 5.2 5.3 | ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES Introduction Accessibility on Foot Accessibility by Cycle | 9 10 10 10 11 |
| 5 5.1 5.2 5.3 5.4 | ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES Introduction Accessibility on Foot Accessibility by Cycle PTAL Assessment | 9 10 10 10 11 13 |
| 5.1 5.2 5.3 5.4 5.5 | ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES Introduction Accessibility on Foot Accessibility by Cycle PTAL Assessment Accessibility by Bus | 9 10 10 10 11 13 13 |
| 5.1 5.2 5.3 5.4 5.5 5.6 | ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES Introduction Accessibility on Foot Accessibility by Cycle PTAL Assessment Accessibility by Bus Accessibility by London Underground Tube | 9 10 10 11 13 13 15 |
| 5.1 5.2 5.3 5.4 5.5 5.6 5.7 | ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES Introduction Accessibility on Foot Accessibility by Cycle PTAL Assessment Accessibility by Bus Accessibility by London Underground Tube Accessibility by Rail | 9 10 10 11 13 13 15 15 |
| 5.1 5.2 5.3 5.4 5.5 5.6 5.7 5.8 | ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES Introduction Accessibility on Foot Accessibility by Cycle PTAL Assessment Accessibility by Bus Accessibility by London Underground Tube Accessibility by Rail Travel Plan | 10 10 10 11 13 13 15 15 15 |





| 6 | TRIP GENERATION | 17 |
|-----|--|----|
| 6.1 | Background | 17 |
| 6.2 | Trip Rates | 17 |
| 7 | CONSTRUCTION TRANSPORT MANAGEMENT | 20 |
| 7.1 | Background | 20 |
| 7.2 | Periods of Construction Activity | 21 |
| 7.3 | Forecast Construction Traffic Movements | 21 |
| 7.4 | Construction Traffic Management Plan | 22 |
| 8 | SUMMARY AND CONCLUSIONS | 24 |
| 8.1 | Summary | 24 |
| 8.2 | Conclusions | 25 |

TABLES

| Table 1: Cycle Parking Requirements – Adopted London Plan | 6 |
|--|----|
| Table 2: Hotel Service Deliveries and Frequencies | 7 |
| Table 3: Person Trip Rates and Proposed Person Trip Generation | 17 |
| Table 4: Proposed Modal Split | 17 |
| Table 5: Proposed Hotel Multi Modal Trip Generation | 18 |

INSERTS

| Insert 1. Cycle Docking Stations Location | 12 |
|---|----|
| Insert 2. Location of the Nearest Bus Stops | 14 |

FIGURES

| Figure 1 | Site Location |
|----------|------------------------------------|
| Figure 2 | Local Highway Network |
| Figure 3 | Proposed Ground Floor Site Layout |
| Figure 4 | Proposed Basement Site Layout |
| Figure 5 | 1km and 2km Walking Catchment Area |
| Figure 6 | 3km and 5km Cycling Catchment Area |
| | |

APPENDICES

| Appendix A | Pre-Application Response – Transport Section |
|------------|--|
| Appendix B | PTAL Output |
| Appendix C | TRICS Output |





1 INTRODUCTION

1.1 Background

- 1.1.1 Royal HaskoningDHV has been appointed by Idè Real Estate to prepare a Transport, Servicing and Delivery Statement to assess the transportation and highway issues associated with a proposed development located at 8-10 Southampton Row in Holborn, London.
- 1.1.2 The proposed development would comprise an eight-storey building, accommodating a hotel reception on ground floor and 85 rooms on floors one to eight, with a public bar on ground floor and a public restaurant on the first floor. The proposals also include nine residential apartments with a dedicated access from Catton Street. The location of the site in a general context is shown on **Figure 1** and **Figure 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 development. This Transport, Servicing and Delivery Statement has been produced to provide supplementary information in association with 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, Servicing and Delivery 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, Servicing and Delivery 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. **Figure 1** shows the location of the site in a general context and **Figure 2** shows the location of the site relative to the local highway network.
- 2.1.2 As can be seen from **Figure 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 will be used for future maintenance for Crossrail's tunnelled railway line, which when operational will link Reading to Abbey Wood and Shenfield, through central London.
- 2.1.4 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 **Figure 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.
- 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. 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.
- 2.2.10 As part of the hotel development to the south, Catton Street is being 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.
- 2.2.11 Catton Street operates one-way westbound for vehicular traffic from Procter Street to Southampton Row, and is subject to a 20mph speed limit, with 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 2013 to December 2017 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 A summary of the serious and fatal incidents that occurred within the timeframe and detailed below:
 - On 09 February 2013 at 21:40:00 a collision occurred at Vernon Place junction with Southampton Row in Camden involving a bus or coach and pedestrian(s). Two adult pedestrians were seriously injured.
 - On 11 April 2013 at 16:55:00 a collision occurred at Theobald's Road junction with Southampton Row in Camden involving a bus or coach. An adult bus/coach occupant was seriously injured.
 - On 15 July 2013 at 09:24:00 a collision occurred at High Holborn 40 metres west of junction with Procter Street in Camden involving a medium goods vehicle and a pedal cycle. An adult pedal cyclist was fatally injured.
 - On 20 August 2013 at 17:50:00 a collision occurred at Kingsway junction with High Holborn in Camden involving a pedal cycle and a motorcycle. An adult pedal cyclist was seriously injured.





- On 05 November 2013 at 18:42:00 a collision occurred at Theobald's Road junction with Southampton Row in Camden involving a bus or coach and a pedal cycle. An adult pedal cyclist was fatally injured.
- On 14 February 2014 at 23:04:00 a collision occurred at High Holborn 47 metres east of junction with Southampton Row in Camden involving a car. An adult car occupant was fatally injured, an adult car occupant was seriously injured, an adult car occupant was slightly injured and an adult pedestrian was slightly injured.
- On 23 May 2014 at 11:30:00 a collision occurred at Vernon Place junction with Southampton Road in Camden involving a pedal cycle and a car. An adult pedal cyclist was seriously injured.
- On 06 February 2015 at 21:18:00 a collision occurred at Bloomsbury Way junction with Bloomsbury Square in Camden involving a medium goods vehicle and a pedal cycle. An adult pedal cyclist was fatally injured.
- On 23 June 2015 at 10:29:00 a collision occurred at Bloomsbury Way junction with Bloomsbury Square in Camden involving a car and pedestrian(s). An adult pedestrian was seriously injured.
- On 19 February 2016 at 23:00:00 a collision occurred at Theobald's Road junction with Old Gloucester Street in Camden involving a pedal cycle and a car. An adult pedal cyclist was seriously injured.
- On 04 May 2016 at 18:00:00 a collision occurred at Theobald's Road junction with Old Gloucester Street in Camden involving a pedal cycle and a car. An adult pedal cyclist was seriously injured.
- On 16 November 2016 at 19:00:00 a collision occurred at Southampton Row junction with High Holborn in Camden involving a pedal cycle and pedestrian(s). An adult pedestrian was seriously injured.
- 2.3.4 It is considered that any movements (by all modes of travel) that will be associated to the proposed hotel and residential development, will have no adverse effect on highway safety on the highway network in the vicinity of the site.





3 DEVELOPMENT PROPOSALS

3.1 Proposed Development

- 3.1.1 The proposed development would comprise a hotel and residential development consisting of the refurbishment of a Grade II listed Edwardian Baroque building and a new eight storey extension.
- 3.1.2 The hotel entrance and ground floor bar are entered from Southampton Row, leading to the original central staircase which provides the central circulation to the 85 hotel rooms both in the heritage building and new addition.
- 3.1.3 A gated residential entrance off Catton Street leads to a double height lobby and access to nine apartments consisting of six no. one bedroom apartments, one studio apartment and two no. two bedroom apartments designed to current GLA Housing Design Guide standards. Seven of the nine apartments are south facing with inset balconies, and the remaining two are North-East facing with views to Red Lion Square. The residential end of the building also includes a 57sqm rooftop terrace.
- 3.1.4 In total the proposed development would comprise an area of 4,912sqm over eight floors, a basement and sub-basement. The floor area includes 140sqm of public restaurant floorspace and 70sqm of bar floorspace.
- 3.1.5 The proposed development ground floor layout is shown in **Figure 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 **Figure 3**, the pedestrian entrance to the hotel would be taken from the southwest corner of the building fronting Southampton Row and Catton Street. The pedestrian entrance to the public bar and restaurant would be taken from the northwest corner of the building fronting Southampton Row and Fisher Street. Access to the residential units is achieved from Catton Street.

3.3 **Proposed Site Access**

- 3.3.1 There are no vehicular accesses onto the site.
- 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 Cycle parking requirements set out in the adopted London Plan are summarised in **Table 1**.





Table 1: Cycle Parking Requirements – Adopted London Plan

| Proposed Use | Long Stay Standard | Short Stay Standard | Proposed | Requirement |
|---|--|-------------------------|---|---|
| Hotel | 1 space per 20 rooms | 1 space per 50 rooms | 85 Rooms | 4 Long stay 2 Short stay (rounded up) |
| Restaurants and drinking establishments | 1 space per 175sqm | 1 space per 40sqm | 210sqm (restaurant and bar) | 1 Long stay 6 Short stay (rounded up) |
| Residential | 1 space per studio and 1- bedroom unit, 2 spaces per all other dwellings | 1 space per 40 units | 6 1-bed flats 1 studio flat 2 2-bed flats | 11 Long stay <1 Short stay |

- 3.4.2 Eight long stay spaces are to be provided in the hotel basement, providing cycle parking space for hotel and restaurant staff and hotel residents. This provision is in excess of the five spaces required by the adopted London Plan. It is also in excess of the requirements of Camden's Planning Guidance which requires provision in compliance with the adopted London Plan, with an aspiration for an additional 20% provision.
- 3.4.3 **Figure 4** shows the proposed basement floor layout, including the room that would be dedicated for cycle parking.
- 3.4.4 For the residential element of the development 18 spaces shall be provided within a dedicated secure covered cycle store on the ground floor. Visitor cycle parking requirements shall be accommodated on-street.
- 3.4.5 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.
- 3.4.6 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 ten short stay cycles spaces (nine for the hotel and one for the residential) to increase the existing provision on Southampton Row. The contribution for ten short stay cycle spaces (circ. \pounds 2,000) would be provided through a Section 106 Agreement.

3.5 Coach Parking

- 3.5.1 With regards to coach parking, The London Borough of Camden has no specific guidance within the SPD's that accompany the Local Plan. Policy T6.4 of the Draft New London Plan addresses Hotel and leisure uses parking. It states that for hotels on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing. Hotels and leisure uses should be located in accessible locations to encourage walking and cycling and public transport use.
- 3.5.2 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.





3.5.3 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 Street 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 undertaken on-street, on the north site of Catton Street, next to the service entrance.
- 3.6.4 As shown in **Figure 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 2** 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).

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

Table 2: Hotel Service Deliveries and Frequencies

- 3.6.6 The site operator will put into place a servicing strategy to control the hours of delivery/ collection and minimise any impact on local traffic. Most deliveries/collections are to occur on a staggered basis between 08:00 and 18:00, in order to minimise congestion around the site.
- 3.6.7 Additional deliveries will include stationary and guest supplies, these should be no more than once a week. Furthermore, servicing of currently operating hotels in inner city locations tend to be undertaken by smaller to medium size lorries.
- 3.6.8 Given the quantum of development proposed it is anticipated that the number of service or delivery vehicle trips associated with the residential development would be low and restricted to a weekly collection, of refuse plus occasional home delivery services.
- 3.6.9 Such occasional home delivery trips such as supermarket and amazon deliveries are reflected in the residential vehicle trips reported in **Table 5** of this TS.
- 3.6.10 In line with guidance set out in Manual for Streets, the site has been designed to ensure a refuse vehicle can reach within a 25m drag distance of the bin collection point.
- 3.6.11 The likely number of trips to the TfL Crossrail service access would be subject to TfL's operational requirements but are not anticipated to be significant.





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 (2019);
 - The Draft New London Plan;
 - London Borough of Camden Local Plan (2017); and
 - London Borough of Camden Local Plan SPD's.

4.2 National Planning Policy Framework

- 4.2.1 National planning policy for England is set out within the National Planning Policy Framework (NPPF), which was formally adopted in March 2012, and most recently updated in February 2019. The NPPF sets out the government's planning policies and how it is expected they will be applied, providing a framework within which councils can produce their own planning guidance.
- 4.2.2 The NPPF superseded the former Planning Policy Guidance (PPG) and Planning Policy Statements (PPS) to provide one simplified, concise, and consolidated policy document.
- 4.2.3 The NPPF focuses on the need to achieve sustainable development within the three dimensions of economic, social, and environmental. Clear support is provided for a number of sustainable transport policies, including supporting sustainable development, reducing the need to travel, and promoting sustainable transport that can be used instead of a car.
- 4.2.4 The Framework recommends that "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making". For all development proposals, appropriate opportunities to promote sustainable transport should be taken advantage of, based on the type of development and its location (NPPF, page 30, paragraph 103).
- 4.2.5 Effective transport planning is an important aspect to consider when seeking optimal sustainability, and the NPPF acknowledges this within a series of criteria which should be met by new developments.
- 4.2.6 *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
 - the potential impacts of development on transport networks can be addressed;
 - opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - opportunities to promote walking, cycling and public transport use are identified and pursued;





- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."
- 4.2.7 (NPPF, page 30, paragraph 102)
- 4.2.8 Furthermore: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." (NPPF, page 32, paragraph 109).

4.3 The Draft New London Plan Chapter 10 (Transport)

- 4.3.1 The suite of polies within the new London Plan seek to encourage a shift away from car use towards more sustainable travel options to provide a long-term solution to the road congestion challenges that London is presented with as a city. Reliable deliveries and servicing with easy access to workplaces and key attractions are dependent on an increasingly-efficient transport network. Whilst roads will continue to play a key role in this greater priority needs to be given to making them more efficient for those activities that depend on them the most.
- 4.3.2 The focus of the London Plan is the rebalancing the transport system towards walking, cycling and public transport with sustained investment improving street environments to make walking and cycling safer and more attractive.

4.4 Camden Local Plan (2017)

- 4.4.1 Camden Council recognises the unique character and challenges of its Central London location and seeks to support future growth in homes (including affordable housing), offices, shops, hotels and ensure adequate infrastructure, including transport are in place to support such growth.
- 4.4.2 With regards to the proposed residential units, Policy H2 Maximising the supply of self-contained housing from mixed-use schemes, where non-residential development is proposed the Council will promote the inclusion of self-contained homes as part of a mix of uses.
- 4.4.3 It states that in all parts of the borough the Council will encourage the inclusion of self-contained homes within non-residential developments.

4.5 Camden SPD Transport (2018)

- 4.5.1 Camden Council's Supplementary Planning Document on Transport sets out the Council's policies with regard to transport. It states:
 - "A Transport Assessment, Statement or Note is required for all applications that involve a change in the way that the site is accessed from the highway.
 - These must clearly demonstrate what measures will be required in order to mitigate the transport impact of the development."





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:
 - Southwest corner of the site on Southampton Row (hotel entrance);
 - Northwest corner of the site on Southampton Row (bar/restaurant entrance);
 - Centre of Catton Street elevation (TfL service access); and
 - East of Catton Street elevation (residential access).
- 5.2.4 All of the roads within the immediate vicinity of the site have footways on both sides and dropped kerbs at junctions. Street lighting is also present.
- 5.2.5 **Figure 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.
- 5.2.6 It can be seen from **Figure 4** that the site is located approximately 100m walking distance from Holborn Underground Tube Station, which is served by the Central and Piccadilly lines.
- 5.2.7 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).
- 5.2.8 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.





- 5.2.9 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.
- 5.2.10 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).
- 5.2.11 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.
- 5.2.12 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.
- 5.2.13 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, 8 long stay parking spaces would be provided within a room on the basement level. In addition, the developer would fund the provision of 10 short stay cycle parking spaces on Southampton Row, within the central island adjacent to the site, which would increase the existing provision to 46 short cycle stay spaces in this area.
- 5.3.2 For the residential element of the development 18 spaces shall be provided within a dedicated secure covered cycle store on the ground floor. Visitor cycle parking requirements shall be accommodated on-street.
- 5.3.3 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.
- 5.3.4 The location of the nearest docking stations and number of cycles they accommodate is shown on **Insert 1**.





Insert 1. Cycle Docking Stations Location



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

- 5.3.5 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).
- 5.3.6 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.
- 5.3.7 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.
- 5.3.8 In addition, the London Quietway 1 (North) cycle route runs from Covent Garden to Kentish Town. The route uses a series of back roads and quieter streets to avoid the heavier trafficked roads. In the vicinity of the site the London Quietway 1 (North) runs between the Strand via Montague Street to Malet Street from where the proposed route continues towards St Pancras International and Kings Cross where it meets Cycle Super Highway Route 6.
- 5.3.9 To the south of the site, a Cycle Super Highway Route 3 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.





- 5.3.10 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.
- 5.3.11 **Figure 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.
- 5.3.12 **Figure 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.
- 5.3.13 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.
- 5.3.14 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.
- 5.3.15 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 development would have 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 **Insert 2**.









- 5.5.3 The nearest bus stops are located on Procter Street, approximately 80m to the east (Stop H) and next to Red Lion Square Gardens, approximately 150m to the northeast (Stop J) of the site. Stop H (towards Bank or Cannon Street) is served by bus routes 8, 521, N8 and N25. 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 (towards Holborn Circus or Old Street) 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 (towards Waterloo or Tottenham Court Road) is served by bus routes 8, 521, N8 and N25.
- 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 (towards Piccadilly or Oxford Circus) is served by seven bus routes 19, 38, 55, N19, N38, N41 and N55. Bus Stop F (towards Old Street or Angel Islington) is served by ten bus routes 19, 38, 55, 98, N19, N38, N41, N55, N98 and N207.
- 5.5.8 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.





- 5.5.9 With reference to **Section 5.4**, a PTAL assessment has been carried out to determine the sites connectivity to the existing public transport network. The results of the assessment demonstrated an excellent level of public transport accessibility.
- 5.5.10 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 **Figure 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.
- 5.7.4 The Thameslink platforms at St Pancras railway station serve trains to Bedford, Luton, Peterborough, Corby, Nottingham, Cambridge, and St Albans City in the north, and Wimbledon, Sutton, East Croydon, Faversham, 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 intercity services to Yorkshire, the North East and Scotland. Virgin Trains East Coast is the main intercity operator with destinations including Leeds, Newcastle and Edinburgh. Other intercity 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.

5.8 Travel Plan

- 5.8.1 The proposed hotel development would also be supported by a Travel Plan; 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 the sites visitors.

5.9 Summary

5.9.1 In summary, it has been demonstrated 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 comparable hotel site located in the Greater London area and whilst the site characteristics are slightly different to those of the proposed development site, the output is still considered acceptable for comparison.
- 6.2.2 The chosen hotel site is located in Greenwich in South East London and it has a car park on site, in addition to a PTAL rating of 4 (good). The full TRICS output for the site and trip rates are included as **Appendix C** and **Table 3** provides a summary of the person trip rates and trip generation associated with a 85 room hotel during a typical weekday morning and evening peak hour and during a typical weekday from 7am to 10pm.

| Time Deried | A | rrivals | De | Total Trino | |
|-----------------------------|-----------|-----------------|-----------|-----------------|-------------|
| nine Period | Trip Rate | Trip Generation | Trip Rate | Trip Generation | Total Trips |
| AM Peak Hour (0800-0900) | 0.099 | 8 | 0.126 | 11 | 19 |
| PM Peak Hour (1700-1800) | 0.311 | 26 | 0.252 | 21 | 47 |
| Weekday (0700-2200) | 3.879 | 330 | 3.688 | 313 | 643 |

Table 3: Person Trip Rates and Proposed Person Trip Generation

6.2.3 **Table 4** provides a summary of the modal split recorded at the Greenwich hotel, which is also included in **Appendix C**.

Table 4: Proposed Modal Split

| Mode of Transport | Percentage of Total Person Trips |
|---------------------------|----------------------------------|
| Bus | 5.2% |
| Rail (Over & Underground) | 36.6% |
| Walk | 34.1% |
| Cycle | 0.4% |
| Car (drop-off/pick-up) | 23.7% |
| Total | 100% |

6.2.4 The modal split shown in Table 4 has been applied to the person trip generation shown in Table
3. Table 5 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.





| Mode of | AM Peak Hour (0800-0900) | | | PM Peak Hour (1700-1800) | | | Weekday (0700-2200) | | |
|----------------------------|-----------------------------|------------|--------|-----------------------------|------------|--------|------------------------|----------------|--------|
| Transport | Arrival s | Departures | Totals | Arrivals | Departures | Totals | Arrivals | Departure s | Totals |
| Rail (Over & Underground) | 5 | 0 | 5 | 9 | 7 | 16 | 122 | 114 | 236 |
| Bus/Tram | 1 | 0 | 1 | 2 | 2 | 4 | 18 | 16 | 34 |
| Walk | 1 | 1 | 2 | 11 | 6 | 17 | 112 | 101 | 213 |
| Cycle | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 3 |
| Car (drop- off/pick-up) | 1 | 8 | 9 | 4 | 5 | 9 | 54 | 54 | 108 |
| Total | 8 | 9 | 17 | 26 | 21 | 47 | 308 | 286 | 594 |

Table 5: Proposed Hotel Multi Modal Trip Generation

- 6.2.5 It can be seen that approximately one third of the trips would be carried out on foot and approximately 42% 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 24% of all trips would be carried out by car/taxi, which equates to only nine total tips during the weekday morning peak hour and nine trips during the weekday evening peak hour. It should however be considered that this is in part attributed to the presence of a car park on the chosen TRICS site.
- 6.2.7 Multi-modal trip generation associated with the proposed 9 residential units have been calculated with reference to the TRICS database, the industry standard tool for the assessment of development relates trip generation. Site have been selected from the database which match the following criteria as these are considered to provide similar characteristics to the development site:
 - Residential Flats Privately Owned
 - Sites located within Greater London
 - Sites situated in high PTAL areas; and
 - Sites surveyed between 2010-2018.
- 6.2.8 Summaries of the calculated trip generation associated with the proposed use has been detailed within this section of the report with a copy of the associated TRICS outputs provided in **Appendix C**.
- 6.2.9 **Table 5** 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 5: Proposed Residential Multi Modal Trip Generation

| Mode of | AM Peak Hour (0800-0900) | | | PM Peak Hour (1700-1800) | | | Weekday (0700-2200) | | |
|--|-----------------------------|------------|--------|-----------------------------|------------|--------|------------------------|------------|--------|
| Transport | Arrivals | Departures | Totals | Arrivals | Departures | Totals | Arrivals | Departures | Totals |
| Bus | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 3 | 6 |
| Rail (Over & Underground) | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 4 | 8 |
| Walk | 0 | 1 | 1 | 1 | 1 | 2 | 8 | 9 | 17 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Car including Taxi (drop- off/pick-up) | 0 | 1 | 1 | 1 | 0 | 1 | 8 | 6 | 14 |
| Total | 0 | 4 | 4 | 2 | 1 | 3 | 24 | 23 | 47 |

6.2.10 In terms of residential vehicle trip generation, it has been predicted that only 1 total trip would be carried out by car / taxi during the weekday morning and evening peak hour with all other trips being undertaken by non-car modes.





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 document 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.

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 and residential development located at 8-10 Southampton Row 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 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 85 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 southwest corner of the building fronting Catton Street and the pedestrian entrance to the public bar and restaurant would be taken from the northwest corner of the building fronting Fisher Street.
- 8.1.5 A separate entrance would be provided on Catton Street serving the nine proposed residential apartments.
- 8.1.6 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.
- 8.1.7 Long stay cycle parking provision for the hotel use 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. Residential cycle parking would be provided on the ground floor, accessed from the residential entrance.
- 8.1.8 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.
- 8.1.9 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 Officers.





- 8.1.10 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.
- 8.1.11 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.
- 8.1.12 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. 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.
- 8.1.13 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.
- 8.1.14 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.
- 8.1.15 Trip generation calculations have been carried out, which has predicted that almost half the number of trips would be on foot and approximately 40% of trips would be by bus, rail (overground and Tube) and cycle. Approximately only 24% of all trips would by vehicles dropping off and picking up staff, hotel guests and bar/restaurant customers.
- 8.1.16 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.

FIGURES







FIGURE 3: FLOOR PLANS BASEMENT -1



8-10 Southampton Row & Fisher Street **DTM 11** April 2019

FIGURE 4: FLOOR PLANS GROUND FLOOR







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.

Car/Coach Parking

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





| London Central All Star Lanes Holborn | |
|---|---|
| 99 | 2 2 2 2 10n St Novelty A |
| | The Royal College Prince |
| Michael Page, A Recruitment Agency | Red Lion Square Gardens |
| Square Garden AAO Pon | Boom Cycle - Holborn BPP - Lond Holborn Ce |
| No.3 Russell Chambers Stafford House | e Loon St. Ag |
| BILLY DI AND BR | Gymbox Holborn |
| Afree St. Ann Pl | A40 E Univ |
| | A40 Fitness First the |
| High Holborn | 4200 |
| New Oxford St | |
| 1 2 2 2 2 | Sir John Soane's Museum |
| Pearson College London | Lincoln's Inn Fields Campus |
| Coogle 3 | Map data ©2019 Google |

| PTAL output for Base Year 6b | |
|--|------------|
| Carlisle House, 8 Southampton Row London WC1B 4AE, UK Easting: 530515, Northing: 181594 | |
| Grid Cell: 85851 | |
| Report generated: 27/03/2019 | |
| Dayof 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 ReliabilityFactor | 0.75 |
| National Rail Station Max. Walk Access Time (mins) | 12 |
| National Rail Station Max. Walk Access Time (mins) National Rail ReliabilityFactor | 12 0.75 |
| | |



| Calcu | lation data | | | | | | | | | |
|-------|--------------------------------|------------------------|-------------------|----------------|------------------|------------|------------|------|--------|------|
| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | A |
| Bus | HIGH HOLBORN PROCTER ST | 8 | 104.19 | 10 | 1.3 | 5 | 6.3 | 4.76 | 0.5 | 2.38 |
| Bus | HIGH HOLBORN PROCTER ST | 521 | 104.19 | 27 | 1.3 | 3.11 | 4.41 | 6.8 | 1 | 6.8 |
| Bus | HIGH HOLBORN PROCTER ST | 242 | 104.19 | 6.5 | 1.3 | 6.62 | 7.92 | 3.79 | 0.5 | 1.89 |
| Bus | HIGH HOLBORN PROCTER ST | 25 | 104.19 | 8 | 1.3 | 5.75 | 7.05 | 4.25 | 0.5 | 2.13 |
| Bus | HOLBORN STATION KINGSWAY | 59 | 144.04 | 10 | 1.8 | 5 | 6.8 | 4.41 | 0.5 | 2.21 |
| Bus | HOLBORN STATION KINGSWAY | 243 | 144.04 | 11 | 1.8 | 4.73 | 6.53 | 4.6 | 0.5 | 2.3 |
| Bus | HOLBORN STATION KINGSWAY | 91 | 144.04 | 9 | 1.8 | 5.33 | 7.13 | 4.21 | 0.5 | 2.1 |
| Bus | HOLBORN STATION KINGSWAY | 1 | 144.04 | 8 | 1.8 | 5.75 | 7.55 | 3.97 | 0.5 | 1.99 |
| Bus | HOLBORN STATION KINGSWAY | 68 | 144.04 | 9 | 1.8 | 5.33 | 7.13 | 4.21 | 0.5 | 2.1 |
| Bus | HOLBORN STATION KINGSWAY | X68 | 144.04 | 4 | 1.8 | 9.5 | 11.3 | 2.65 | 0.5 | 1.33 |
| Bus | HOLBORN STATION KINGSWAY | 188 | 144.04 | 8 | 1.8 | 5.75 | 7.55 | 3.97 | 0.5 | 1.99 |
| Bus | HOLBORN STATION KINGSWAY | 171 | 144.04 | 7.75 | 1.8 | 5.87 | 7.67 | 3.91 | 0.5 | 1.96 |
| Bus | HOLBORN STATION KINGSWAY | 168 | 144.04 | 9 | 1.8 | 5.33 | 7.13 | 4.21 | 0.5 | 2.1 |
| Bus | BLOOMSBURY SQUARE | 38 | 265.49 | 10 | 3.32 | 5 | 8.32 | 3.61 | 0.5 | 1.8 |
| Bus | BLOOMSBURY SQUARE | 19 | 265.49 | 8 | 3.32 | 5.75 | 9.07 | 3.31 | 0.5 | 1.65 |
| Bus | BLOOMSBURY SQUARE | 55 | 265.49 | 10 | 3.32 | 5 | 8.32 | 3.61 | 0.5 | 1.8 |
| Bus | BLOOMSBURY ST SHAFTESBURY AVE | 24 | 533.72 | 10 | 6.67 | 5 | 11.67 | 2.57 | 0.5 | 1.29 |
| Bus | BLOOMSBURY ST SHAFTESBURY AVE | 134 | 533.72 | 12 | 6.67 | 4.5 | 11.17 | 2.69 | 0.5 | 1.34 |
| Bus | BLOOMSBURY ST SHAFTESBURY AVE | 29 | 533.72 | 15 | 6.67 | 4 | 10.67 | 2.81 | 0.5 | 1.41 |
| Bus | BLOOMSBURY ST SHAFTESBURY AVE | 1/6 | 533.72 | 8.5 | 6.67 | 5.53 | 12.2 | 2.40 | 0.5 | 1.23 |
| Bus | BLOUVISBURT ST SHAFTESBURT AVE | 14 | 533.72 465.14 | 13 | 0.07 | 4.31 | 10.96 | 2.73 | 0.5 | 1.37 |
| Bus | BRITISH MOSEOM | 90 | 400.14 | 9 | 0.74 | 7.17 | 11.10 | 2.09 | 0.5 | 0.04 |
| | | 'BuiolioCor Epping ' | 772.96 | 4.07 | 0.74 | 20.75 | 10.91 | 0.74 | 0.5 | 0.94 |
| | Tottenham Court Road | 'Morden-Edaware' | 773.86 | 4.67 | 9.07 | 7 17 | 40.42 | 1.78 | 0.5 | 0.37 |
| | Tottenham Court Road | 'HighBarnet-Morden' | 773.86 | 0.33 | 9.67 | 01.66 | 101.33 | 0.3 | 0.5 | 0.05 |
| | Tottenham Court Road | 'Kennington-Edgware' | 773.86 | 14.67 | 9.67 | 279 | 12.47 | 2.41 | 0.5 | 12 |
| | Tottenham Court Road | 'HighBarnet-Kenningt' | 773.86 | 5.33 | 9.67 | 6.38 | 16.05 | 1.87 | 0.5 | 0.93 |
| | Tottenham Court Road | 'MillHill-Morden' | 773.86 | 1.67 | 9.67 | 18.71 | 28.39 | 1.07 | 0.5 | 0.53 |
| LUL | Tottenham Court Road | 'MillHillE-Kenningt' | 773.86 | 1.67 | 9.67 | 18.71 | 28.39 | 1.06 | 0.5 | 0.53 |
| LUL | Chancery Lane | WRuislip-NewburvPark | 599.73 | 0.33 | 7.5 | 91.66 | 99.16 | 0.3 | 0.5 | 0.15 |
| LUL | ChanceryLane | 'Hainault-Nacton' | 599.73 | 1.33 | 7.5 | 23.31 | 30.8 | 0.97 | 0.5 | 0.49 |
| LUL | Chancery Lane | 'GrangeHill-Wdfd-WRsp' | 599.73 | 0.67 | 7.5 | 45.53 | 53.02 | 0.57 | 0.5 | 0.28 |
| LUL | Holborn | 'Epping-Ealing ' | 100.57 | 3 | 1.26 | 10.75 | 12.01 | 2.5 | 0.5 | 1.25 |
| LUL | Holborn | 'WRuislip-Epping ' | 100.57 | 3 | 1.26 | 10.75 | 12.01 | 2.5 | 0.5 | 1.25 |
| LUL | Holborn | 'WhiteCity-Epping ' | 100.57 | 0.33 | 1.26 | 91.66 | 92.92 | 0.32 | 0.5 | 0.16 |
| LUL | Holborn | 'Epping-NActon' | 100.57 | 1 | 1.26 | 30.75 | 32.01 | 0.94 | 0.5 | 0.47 |
| LUL | Holborn | 'Northolt-Epping ' | 100.57 | 0.67 | 1.26 | 45.53 | 46.78 | 0.64 | 0.5 | 0.32 |
| LUL | Holborn | 'Debden-WRuislip' | 100.57 | 0.33 | 1.26 | 91.66 | 92.92 | 0.32 | 0.5 | 0.16 |
| LUL | Holborn | 'WhiteCity-Debden' | 100.57 | 0.33 | 1.26 | 91.66 | 92.92 | 0.32 | 0.5 | 0.16 |
| LUL | Holborn | 'Debden-Northolt' | 100.57 | 1 | 1.26 | 30.75 | 32.01 | 0.94 | 0.5 | 0.47 |
| LUL | Holborn | 'RuislipGdns-Debden' | 100.57 | 0.33 | 1.26 | 91.66 | 92.92 | 0.32 | 0.5 | 0.16 |
| LUL | Holborn | 'Loughton-WRuislip' | 100.57 | 1 | 1.26 | 30.75 | 32.01 | 0.94 | 0.5 | 0.47 |
| LUL | Holborn | 'NActon-Loughton' | 100.57 | 0.67 | 1.26 | 45.53 | 46.78 | 0.64 | 0.5 | 0.32 |
| LUL | Holborn | 'RuislipGdns-Loughton' | 100.57 | 0.67 | 1.26 | 45.53 | 46.78 | 0.64 | 0.5 | 0.32 |
| LUL | Holborn | 'Loughton-WhiteCity' | 100.57 | 0.67 | 1.26 | 45.53 | 46.78 | 0.64 | 0.5 | 0.32 |
| LUL | Holborn | 'Loughton-Northolt' | 100.57 | 0.33 | 1.26 | 91.66 | 92.92 | 0.32 | 0.5 | 0.16 |
| LUL | Holborn | 'Ealing-Loughton' | 100.57 | 1 | 1.26 | 30.75 | 32.01 | 0.94 | 0.5 | 0.47 |
| LUL | Holborn | 'Ealing-NewburyPark' | 100.57 | 0.67 | 1.26 | 45.53 | 46.78 | 0.64 | 0.5 | 0.32 |
| LUL | Holborn | 'NActon-NewburyPark' | 100.57 | 0.33 | 1.26 | 91.66 | 92.92 | 0.32 | 0.5 | 0.16 |
| LUL | Holborn | 'Hainault-Ealing ' | 100.57 | 5.33 | 1.26 | 6.38 | 7.64 | 3.93 | 1 | 3.93 |
| LUL | Holborn | 'WRuislip-Hainault' | 100.57 | 3 | 1.26 | 10.75 | 12.01 | 2.5 | 0.5 | 1.25 |
| LUL | Holborn | RuislipGdns-NP-Hain' | 100.57 | 0.67 | 1.26 | 45.53 | 46.78 | 0.64 | 0.5 | 0.32 |
| LUL | Holdorn | Hainault-WhiteCity' | 100.57 | 1.6/ | 1.20 | 18.71 | 19.97 | 1.5 | 0.5 | 0.75 |
| LUL | Holdon | Hainault-NP-Northolt | 100.57 | 1 | 1.20 | 30.75 | 32.01 | 0.94 | 0.5 | 0.47 |
| LUL | Holborn | | 100.57 | 0.67 | 1.20 | 30.75 | 32.01 | 0.94 | 0.5 | 0.47 |
| | Holborn | | 100.57 | 0.07 | 1.20 | 40.00 | 40.78 | 0.04 | 0.5 | 0.32 |
| LUL | | NayLarie-Cucklusters | 100.07 | 0.07 | 1.20 | 0.92 | 10.10 | 2.90 | 0.0 | 1.47 |

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| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | A |
|------|---------|------------------------|-------------------|----------------|------------------|------------|------------|------|---------------------|-------|
| LUL | Holborn | 'LHRT4LT-ArnosGrove' | 100.57 | 4.67 | 1.26 | 7.17 | 8.43 | 3.56 | 0.5 | 1.78 |
| LUL | Holborn | 'ArnosGrove-RayLane' | 100.57 | 0.33 | 1.26 | 91.66 | 92.92 | 0.32 | 0.5 | 0.16 |
| LUL | Holborn | 'ArnosGrove-Nthfields' | 100.57 | 3 | 1.26 | 10.75 | 12.01 | 2.5 | 0.5 | 1.25 |
| LUL | Holborn | 'Oakwood-RayLane' | 100.57 | 0.33 | 1.26 | 91.66 | 92.92 | 0.32 | 0.5 | 0.16 |
| LUL | Holborn | 'Nthfields-Cockfoster' | 100.57 | 1 | 1.26 | 30.75 | 32.01 | 0.94 | 0.5 | 0.47 |
| LUL | Holborn | 'Cockfosters-LHRT5' | 100.57 | 3.33 | 1.26 | 9.76 | 11.02 | 2.72 | 0.5 | 1.36 |
| LUL | Holborn | 'Uxbridge-Cockfosters' | 100.57 | 3.67 | 1.26 | 8.92 | 10.18 | 2.95 | 0.5 | 1.47 |
| LUL | Holborn | 'Ruislip-Cockfosters' | 100.57 | 2.33 | 1.26 | 13.63 | 14.88 | 2.02 | 0.5 | 1.01 |
| LUL | Holborn | 'ArnosGrove-Uxbridge' | 100.57 | 1 | 1.26 | 30.75 | 32.01 | 0.94 | 0.5 | 0.47 |
| LUL | Holborn | 'Oakwood-Uxbridge' | 100.57 | 0.33 | 1.26 | 91.66 | 92.92 | 0.32 | 0.5 | 0.16 |
| LUL | Holborn | 'Oakwood-Ruislip' | 100.57 | 0.33 | 1.26 | 91.66 | 92.92 | 0.32 | 0.5 | 0.16 |
| | | | | | | | | | Total Grid Cell Al: | 75.33 |
| | | | | | | | | | | |

APPENDIX C

TRICS Output



Licence No: 703101

Calculation Reference: AUDIT-703101-190327-0335

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:01GREATER LONDONGRGREENWICH

1 days

Include all surveys

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: | 151 to 151 (units:) |
| Range Selected by User: | 82 to 224 (units:) |

Parking Spaces Range: All Surveys Included

Public Transport Provision: Selection by:

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

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

| <u>Selected survey days:</u> | |
|------------------------------|--------|
| Friday | 1 days |

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

| <u>Selected survey types:</u> | |
|-------------------------------|--------|
| 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.

<u>Selected Locations:</u> Edge of 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.

<u>Selected Location Sub Categories:</u> No Sub Category

1

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

LIST OF SITES relevant to selection parameters

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

> Edge of Town Centre No Sub Category Total Number of bedrooms: *Survey date: FRIDAY*

151 *22/11/13*

Survey Type: MANUAL

GREENWICH

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.

HaskoningDHV UK Ltd Wick Road Surrey

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

| | | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|------|----------|-------|------|------------|-------|------|--------|-------|--|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip | |
| Time Range | Days | BEDRMS | Rate | Days | BEDRMS | Rate | Days | BEDRMS | 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 | 151 | 0.020 | 1 | 151 | 0.020 | 1 | 151 | 0.040 | |
| 08:00 - 09:00 | 1 | 151 | 0.013 | 1 | 151 | 0.099 | 1 | 151 | 0.112 | |
| 09:00 - 10:00 | 1 | 151 | 0.046 | 1 | 151 | 0.046 | 1 | 151 | 0.092 | |
| 10:00 - 11:00 | 1 | 151 | 0.026 | 1 | 151 | 0.026 | 1 | 151 | 0.052 | |
| 11:00 - 12:00 | 1 | 151 | 0.060 | 1 | 151 | 0.073 | 1 | 151 | 0.133 | |
| 12:00 - 13:00 | 1 | 151 | 0.013 | 1 | 151 | 0.033 | 1 | 151 | 0.046 | |
| 13:00 - 14:00 | 1 | 151 | 0.033 | 1 | 151 | 0.026 | 1 | 151 | 0.059 | |
| 14:00 - 15:00 | 1 | 151 | 0.020 | 1 | 151 | 0.026 | 1 | 151 | 0.046 | |
| 15:00 - 16:00 | 1 | 151 | 0.066 | 1 | 151 | 0.033 | 1 | 151 | 0.099 | |
| 16:00 - 17:00 | 1 | 151 | 0.040 | 1 | 151 | 0.026 | 1 | 151 | 0.066 | |
| 17:00 - 18:00 | 1 | 151 | 0.046 | 1 | 151 | 0.060 | 1 | 151 | 0.106 | |
| 18:00 - 19:00 | 1 | 151 | 0.066 | 1 | 151 | 0.066 | 1 | 151 | 0.132 | |
| 19:00 - 20:00 | 1 | 151 | 0.132 | 1 | 151 | 0.040 | 1 | 151 | 0.172 | |
| 20:00 - 21:00 | 1 | 151 | 0.033 | 1 | 151 | 0.033 | 1 | 151 | 0.066 | |
| 21:00 - 22:00 | 1 | 151 | 0.026 | 1 | 151 | 0.026 | 1 | 151 | 0.052 | |
| 22:00 - 23:00 | | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | | |
| Total Rates: | | | 0.640 | | | 0.633 | | | 1.273 | |

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.

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Parameter summary

Trip rate parameter range selected: 151 - 151 (units:) Survey date date range: 01/01/11 - 29/11/13 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.

HaskoningDHV UK Ltd Wick Road Surrey

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

| | | ARRIVALS | | DEPARTURES | | | TOTALS | | |
|---------------|------|----------|-------|------------|--------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | BEDRMS | Rate | Days | BEDRMS | Rate | Days | BEDRMS | 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 | 151 | 0.020 | 1 | 151 | 0.000 | 1 | 151 | 0.020 |
| 08:00 - 09:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 09:00 - 10:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 10:00 - 11:00 | 1 | 151 | 0.000 | 1 | 151 | 0.007 | 1 | 151 | 0.007 |
| 11:00 - 12:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 12:00 - 13:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 13:00 - 14:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 14:00 - 15:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 15:00 - 16:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 16:00 - 17:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 17:00 - 18:00 | 1 | 151 | 0.000 | 1 | 151 | 0.007 | 1 | 151 | 0.007 |
| 18:00 - 19:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 19:00 - 20:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 20:00 - 21:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 21:00 - 22:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.020 | | | 0.014 | | | 0.034 |

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.

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

| | | ARRIVALS | | DEPARTURES | | | TOTALS | | |
|---------------|------|----------|-------|------------|--------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | BEDRMS | Rate | Days | BEDRMS | Rate | Days | BEDRMS | 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 | 151 | 0.000 | 1 | 151 | 0.073 | 1 | 151 | 0.073 |
| 08:00 - 09:00 | 1 | 151 | 0.013 | 1 | 151 | 0.013 | 1 | 151 | 0.026 |
| 09:00 - 10:00 | 1 | 151 | 0.040 | 1 | 151 | 0.139 | 1 | 151 | 0.179 |
| 10:00 - 11:00 | 1 | 151 | 0.099 | 1 | 151 | 0.033 | 1 | 151 | 0.132 |
| 11:00 - 12:00 | 1 | 151 | 0.119 | 1 | 151 | 0.159 | 1 | 151 | 0.278 |
| 12:00 - 13:00 | 1 | 151 | 0.033 | 1 | 151 | 0.060 | 1 | 151 | 0.093 |
| 13:00 - 14:00 | 1 | 151 | 0.020 | 1 | 151 | 0.060 | 1 | 151 | 0.080 |
| 14:00 - 15:00 | 1 | 151 | 0.060 | 1 | 151 | 0.040 | 1 | 151 | 0.100 |
| 15:00 - 16:00 | 1 | 151 | 0.020 | 1 | 151 | 0.113 | 1 | 151 | 0.133 |
| 16:00 - 17:00 | 1 | 151 | 0.066 | 1 | 151 | 0.033 | 1 | 151 | 0.099 |
| 17:00 - 18:00 | 1 | 151 | 0.126 | 1 | 151 | 0.066 | 1 | 151 | 0.192 |
| 18:00 - 19:00 | 1 | 151 | 0.066 | 1 | 151 | 0.132 | 1 | 151 | 0.198 |
| 19:00 - 20:00 | 1 | 151 | 0.238 | 1 | 151 | 0.106 | 1 | 151 | 0.344 |
| 20:00 - 21:00 | 1 | 151 | 0.132 | 1 | 151 | 0.179 | 1 | 151 | 0.311 |
| 21:00 - 22:00 | 1 | 151 | 0.285 | 1 | 151 | 0.060 | 1 | 151 | 0.345 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.317 | | | 1.266 | | | 2.583 |

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.

HaskoningDHV UK Ltd Wick Road Surrey

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

| | | ARRIVALS | |] | DEPARTURES | | | TOTALS | | |
|---------------|------|----------|-------|------|------------|-------|------|--------|-------|--|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip | |
| Time Range | Days | BEDRMS | Rate | Days | BEDRMS | Rate | Days | BEDRMS | 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 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | |
| 08:00 - 09:00 | 1 | 151 | 0.013 | 1 | 151 | 0.000 | 1 | 151 | 0.013 | |
| 09:00 - 10:00 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | 1 | 151 | 0.000 | |
| 10:00 - 11:00 | 1 | 151 | 0.007 | 1 | 151 | 0.000 | 1 | 151 | 0.007 | |
| 11:00 - 12:00 | 1 | 151 | 0.040 | 1 | 151 | 0.026 | 1 | 151 | 0.066 | |
| 12:00 - 13:00 | 1 | 151 | 0.007 | 1 | 151 | 0.007 | 1 | 151 | 0.014 | |
| 13:00 - 14:00 | 1 | 151 | 0.013 | 1 | 151 | 0.007 | 1 | 151 | 0.020 | |
| 14:00 - 15:00 | 1 | 151 | 0.000 | 1 | 151 | 0.007 | 1 | 151 | 0.007 | |
| 15:00 - 16:00 | 1 | 151 | 0.020 | 1 | 151 | 0.033 | 1 | 151 | 0.053 | |
| 16:00 - 17:00 | 1 | 151 | 0.007 | 1 | 151 | 0.020 | 1 | 151 | 0.027 | |
| 17:00 - 18:00 | 1 | 151 | 0.020 | 1 | 151 | 0.026 | 1 | 151 | 0.046 | |
| 18:00 - 19:00 | 1 | 151 | 0.020 | 1 | 151 | 0.013 | 1 | 151 | 0.033 | |
| 19:00 - 20:00 | 1 | 151 | 0.046 | 1 | 151 | 0.026 | 1 | 151 | 0.072 | |
| 20:00 - 21:00 | 1 | 151 | 0.000 | 1 | 151 | 0.026 | 1 | 151 | 0.026 | |
| 21:00 - 22:00 | 1 | 151 | 0.013 | 1 | 151 | 0.000 | 1 | 151 | 0.013 | |
| 22:00 - 23:00 | | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | | |
| Total Rates: | | | 0.206 | | | 0.191 | | | 0.397 | |

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.

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

| | | ARRIVALS | |] | DEPARTURES | | | TOTALS | | |
|---------------|------|----------|-------|------|------------|-------|------|--------|-------|--|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip | |
| Time Range | Days | BEDRMS | Rate | Days | BEDRMS | Rate | Days | BEDRMS | 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 | 151 | 0.046 | 1 | 151 | 0.099 | 1 | 151 | 0.145 | |
| 08:00 - 09:00 | 1 | 151 | 0.053 | 1 | 151 | 0.000 | 1 | 151 | 0.053 | |
| 09:00 - 10:00 | 1 | 151 | 0.033 | 1 | 151 | 0.185 | 1 | 151 | 0.218 | |
| 10:00 - 11:00 | 1 | 151 | 0.020 | 1 | 151 | 0.219 | 1 | 151 | 0.239 | |
| 11:00 - 12:00 | 1 | 151 | 0.066 | 1 | 151 | 0.199 | 1 | 151 | 0.265 | |
| 12:00 - 13:00 | 1 | 151 | 0.053 | 1 | 151 | 0.026 | 1 | 151 | 0.079 | |
| 13:00 - 14:00 | 1 | 151 | 0.066 | 1 | 151 | 0.007 | 1 | 151 | 0.073 | |
| 14:00 - 15:00 | 1 | 151 | 0.106 | 1 | 151 | 0.040 | 1 | 151 | 0.146 | |
| 15:00 - 16:00 | 1 | 151 | 0.053 | 1 | 151 | 0.132 | 1 | 151 | 0.185 | |
| 16:00 - 17:00 | 1 | 151 | 0.166 | 1 | 151 | 0.053 | 1 | 151 | 0.219 | |
| 17:00 - 18:00 | 1 | 151 | 0.106 | 1 | 151 | 0.086 | 1 | 151 | 0.192 | |
| 18:00 - 19:00 | 1 | 151 | 0.172 | 1 | 151 | 0.132 | 1 | 151 | 0.304 | |
| 19:00 - 20:00 | 1 | 151 | 0.338 | 1 | 151 | 0.106 | 1 | 151 | 0.444 | |
| 20:00 - 21:00 | 1 | 151 | 0.093 | 1 | 151 | 0.053 | 1 | 151 | 0.146 | |
| 21:00 - 22:00 | 1 | 151 | 0.060 | 1 | 151 | 0.000 | 1 | 151 | 0.060 | |
| 22:00 - 23:00 | | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | | |
| Total Rates: | | | 1.431 | | | 1.337 | | | 2.768 | |

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.

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 | | |
|---------------|----------|--------|-------|------------|--------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | BEDRMS | Rate | Days | BEDRMS | Rate | Days | BEDRMS | 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 | 151 | 0.093 | 1 | 151 | 0.205 | 1 | 151 | 0.298 |
| 08:00 - 09:00 | 1 | 151 | 0.099 | 1 | 151 | 0.126 | 1 | 151 | 0.225 |
| 09:00 - 10:00 | 1 | 151 | 0.139 | 1 | 151 | 0.397 | 1 | 151 | 0.536 |
| 10:00 - 11:00 | 1 | 151 | 0.152 | 1 | 151 | 0.291 | 1 | 151 | 0.443 |
| 11:00 - 12:00 | 1 | 151 | 0.285 | 1 | 151 | 0.470 | 1 | 151 | 0.755 |
| 12:00 - 13:00 | 1 | 151 | 0.119 | 1 | 151 | 0.166 | 1 | 151 | 0.285 |
| 13:00 - 14:00 | 1 | 151 | 0.152 | 1 | 151 | 0.113 | 1 | 151 | 0.265 |
| 14:00 - 15:00 | 1 | 151 | 0.192 | 1 | 151 | 0.132 | 1 | 151 | 0.324 |
| 15:00 - 16:00 | 1 | 151 | 0.172 | 1 | 151 | 0.331 | 1 | 151 | 0.503 |
| 16:00 - 17:00 | 1 | 151 | 0.291 | 1 | 151 | 0.139 | 1 | 151 | 0.430 |
| 17:00 - 18:00 | 1 | 151 | 0.311 | 1 | 151 | 0.252 | 1 | 151 | 0.563 |
| 18:00 - 19:00 | 1 | 151 | 0.364 | 1 | 151 | 0.364 | 1 | 151 | 0.728 |
| 19:00 - 20:00 | 1 | 151 | 0.841 | 1 | 151 | 0.278 | 1 | 151 | 1.119 |
| 20:00 - 21:00 | 1 | 151 | 0.278 | 1 | 151 | 0.318 | 1 | 151 | 0.596 |
| 21:00 - 22:00 | 1 | 151 | 0.391 | 1 | 151 | 0.106 | 1 | 151 | 0.497 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.879 | | | 3.688 | | | 7.567 |

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

Licence No: 703101

Calculation Reference: AUDIT-703101-190327-0302

Land Use : 03 - RESIDENTIAL Category : C - FLATS PRIVATELY OWNED MULTI-MODAL VEHICLES

TRIP RATE CALCULATION SELECTION PARAMETERS:

Selected regions and areas: 01 GREATER LONDON

| GREATER LONDON | | | | | | | | |
|----------------|------------|--------|--|--|--|--|--|--|
| EN | ENFIELD | 1 days | | | | | | |
| ΗK | HACKNEY | 1 days | | | | | | |
| IS | ISLINGTON | 4 days | | | | | | |
| SK | SOUTHWARK | 2 days | | | | | | |
| WH | WANDSWORTH | 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 dwellings |
|-------------------------|---------------------|
| Actual Range: | 9 to 157 (units:) |
| Range Selected by User: | 9 to 493 (units:) |

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision: Selection by:

Date Range: 01/01/11 to 19/09/18

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.

Include all surveys

| 1 days |
|--------|
| 4 days |
| 3 days |
| 1 days |
| |

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

| Selected survey types: | |
|------------------------|--------|
| Manual count | 9 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.

> 6 3

| <u>Selected Locations:</u> | |
|------------------------------------|--|
| Edge of Town Centre | |
| Suburban Area (PPS6 Out of Centre) | |

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: | |
|-----------------------------------|---|
| Development Zone | 1 |
| Residential Zone | 5 |
| Built-Up Zone | 3 |

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.

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|-------------|---|--|--|-------------|------------------------|--|-------------|-------------------|
| HaskoningDH | V UK Ltd | Wick Roa | d Surrey | | | | Licence No | o: 703101 |
| <u>LIST</u> | OF SITES | relevant to | selection para | ometers | | | | |
| 1 | EN-03-C NORTH C PALMERS | -03 IRCULAR R GREEN | BLOCKS OF | FLATS | | ENFIELD | | |
| 2 | Suburban Residenti Total Nun Sa HK-03-C GREEN LA FINSBUR | a Area (PPS al Zone nber of dwo <i>urvey date.</i> -03 ANES Y PARK | 6 Out of Centr ellings: • <i>WEDNESDAY</i> BLOCK OF F | e) :LATS | 18 <i>08/11/17</i> | <i>Survey Type: MANU</i> HACKNEY | IJAL | |
| 3 | MANOR F Suburbar Residenti Total Nun Sa I S-03-C- FLORENC ISLINGTO | IOUSE a Area (PPS al Zone nber of dwo <i>wrvey date.</i> 03 E STREET DN | 6 Out of Centr ellings: • <i>WEDNESDAY</i> BLOCK OF F | e) :LATS | 10 <i>24/09/14</i> | <i>Survey Type: MANL</i> I SLINGTON | IJAL | |
| 4 | Suburban Residenti Total Nun Sa I S-03-C- CITY ROA ISLINGTO | n Area (PPS al Zone nber of dwe <i>urvey date.</i> 04 ND DN | 6 Out of Centr ellings: • <i>THURSDAY</i> BLOCK OF F | e) TLATS | 9 21/11/13 | <i>Survey Type: MANL</i> I SLINGTON | IJAL | |
| 5 | Edge of T Developm Total Nun Sa I S-03-C- LEVER ST FINSBUR | own Centre nent Zone nber of dwe <i>urvey date.</i> 05 REET Y | e ellings: · <i>THURSDAY</i> BLOCK OF F | LATS | 157 <i>14/07/16</i> | <i>Survey Type: MANU</i> I SLINGTON | IJAL | |
| 6 | Edge of T Built-Up Z Total Nun Sa I S-03-C- CALEDON HOLLOW | own Centre Zone nber of dwe <i>wrvey date.</i> O6 IIAN ROAD AY | e ellings: · <i>WEDNESDAY</i> BLOCK OF F | LATS | 15 <i>29/06/16</i> | <i>Survey Type: MANU</i> I SLINGTON | IJAL | |
| 7 | Edge of T Residenti Total Nun SK-03-C PARK STF SOUTHW | own Centre al Zone nber of dwe <i>wrvey date.</i> -01 REET ARK | e ellings: <i>MONDAY</i> BLOCK OF F | LATS | 14 <i>27/06/16</i> | <i>Survey Type: MANU</i> SOUTHWARK | IJAL | |
| | Edge of T Built-Up Z Total Nun Sa | own Centre Zone nber of dwe <i>wrvey date.</i> | e ellings: • <i>FRIDAY</i> | | 53 <i>19/09/14</i> | Survey Type: MANU | IJAL | |

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|---------|-------|----------------------|---------------------|-------------------------|------------------------------|--------------------|
| | | | - | | - | Page 3 |
| Haskoni | ingDH | V UK Ltd Wick Road | d Surrey | | | Licence No: 703101 |
| | | | | | | |
| | LIST | OF SITES relevant to | selection paramet | t <u>ers (Cont.)</u> | | |
| | _ | | | | | |
| | 8 | SK-03-C-02 | BLOCK OF FLAT | S | SOUTHWARK | |
| | | | | | | |
| | | BERIVIONDSEY | | | | |
| | | Edge of Town Centre | | | | |
| | | Built-Up Zone | | | | |
| | | Total Number of dwe | ellinas: | 29 | | |
| | | Survey date: | THURSDAY | 23/04/15 | Survey Type: MAN | <i>UAL</i> |
| | 9 | WH-03-C-01 | BLOCKS OF FLA | ATS | WANDSWORTH | |
| | | AMIES STREET | | | | |
| | | CLAPHAM JUNCTION | | | | |
| | | Edge of Town Centre | 9 | | | |
| | | Residential Zone | | | | |
| | | Total Number of dwe | ellings: | 30 | | |
| | | Survey date: | WÊDNESDAY | 09/05/12 | Survey Type: MAN | 'UAL |

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.

HaskoningDHV UK Ltd Wick Road Surrey

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL VEHICLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|--------|-------|------------|--------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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 | 9 | 37 | 0.024 | 9 | 37 | 0.072 | 9 | 37 | 0.096 |
| 08:00 - 09:00 | 9 | 37 | 0.039 | 9 | 37 | 0.075 | 9 | 37 | 0.114 |
| 09:00 - 10:00 | 9 | 37 | 0.054 | 9 | 37 | 0.042 | 9 | 37 | 0.096 |
| 10:00 - 11:00 | 9 | 37 | 0.042 | 9 | 37 | 0.051 | 9 | 37 | 0.093 |
| 11:00 - 12:00 | 9 | 37 | 0.036 | 9 | 37 | 0.033 | 9 | 37 | 0.069 |
| 12:00 - 13:00 | 9 | 37 | 0.039 | 9 | 37 | 0.033 | 9 | 37 | 0.072 |
| 13:00 - 14:00 | 9 | 37 | 0.057 | 9 | 37 | 0.048 | 9 | 37 | 0.105 |
| 14:00 - 15:00 | 9 | 37 | 0.024 | 9 | 37 | 0.042 | 9 | 37 | 0.066 |
| 15:00 - 16:00 | 9 | 37 | 0.045 | 9 | 37 | 0.018 | 9 | 37 | 0.063 |
| 16:00 - 17:00 | 9 | 37 | 0.048 | 9 | 37 | 0.054 | 9 | 37 | 0.102 |
| 17:00 - 18:00 | 9 | 37 | 0.057 | 9 | 37 | 0.030 | 9 | 37 | 0.087 |
| 18:00 - 19:00 | 9 | 37 | 0.048 | 9 | 37 | 0.042 | 9 | 37 | 0.090 |
| 19:00 - 20:00 | 5 | 47 | 0.034 | 5 | 47 | 0.034 | 5 | 47 | 0.068 |
| 20:00 - 21:00 | 5 | 47 | 0.034 | 5 | 47 | 0.026 | 5 | 47 | 0.060 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.581 | | | 0.600 | | | 1.181 |

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.

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Parameter summary

Trip rate parameter range selected:9 - 157 (units:)Survey date date range:01/01/11 - 19/09/18Number of weekdays (Monday-Friday):9Number of Saturdays:0Number of Sundays:0Surveys automatically removed from selection:0Surveys 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.

HaskoningDHV UK Ltd Wick Road Surrey

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL CYCLISTS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|--------|-------|------------|--------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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 | 9 | 37 | 0.003 | 9 | 37 | 0.021 | 9 | 37 | 0.024 |
| 08:00 - 09:00 | 9 | 37 | 0.003 | 9 | 37 | 0.030 | 9 | 37 | 0.033 |
| 09:00 - 10:00 | 9 | 37 | 0.006 | 9 | 37 | 0.012 | 9 | 37 | 0.018 |
| 10:00 - 11:00 | 9 | 37 | 0.012 | 9 | 37 | 0.006 | 9 | 37 | 0.018 |
| 11:00 - 12:00 | 9 | 37 | 0.003 | 9 | 37 | 0.000 | 9 | 37 | 0.003 |
| 12:00 - 13:00 | 9 | 37 | 0.006 | 9 | 37 | 0.009 | 9 | 37 | 0.015 |
| 13:00 - 14:00 | 9 | 37 | 0.006 | 9 | 37 | 0.003 | 9 | 37 | 0.009 |
| 14:00 - 15:00 | 9 | 37 | 0.006 | 9 | 37 | 0.003 | 9 | 37 | 0.009 |
| 15:00 - 16:00 | 9 | 37 | 0.003 | 9 | 37 | 0.000 | 9 | 37 | 0.003 |
| 16:00 - 17:00 | 9 | 37 | 0.006 | 9 | 37 | 0.009 | 9 | 37 | 0.015 |
| 17:00 - 18:00 | 9 | 37 | 0.012 | 9 | 37 | 0.006 | 9 | 37 | 0.018 |
| 18:00 - 19:00 | 9 | 37 | 0.009 | 9 | 37 | 0.000 | 9 | 37 | 0.009 |
| 19:00 - 20:00 | 5 | 47 | 0.017 | 5 | 47 | 0.009 | 5 | 47 | 0.026 |
| 20:00 - 21:00 | 5 | 47 | 0.021 | 5 | 47 | 0.000 | 5 | 47 | 0.021 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.113 | | | 0.108 | | | 0.221 |

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.

HaskoningDHV UK Ltd Wick Road Surrey

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI - MODAL PEDESTRIANS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|--------|-------|------------|--------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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 | 9 | 37 | 0.027 | 9 | 37 | 0.072 | 9 | 37 | 0.099 |
| 08:00 - 09:00 | 9 | 37 | 0.051 | 9 | 37 | 0.140 | 9 | 37 | 0.191 |
| 09:00 - 10:00 | 9 | 37 | 0.042 | 9 | 37 | 0.099 | 9 | 37 | 0.141 |
| 10:00 - 11:00 | 9 | 37 | 0.039 | 9 | 37 | 0.063 | 9 | 37 | 0.102 |
| 11:00 - 12:00 | 9 | 37 | 0.063 | 9 | 37 | 0.042 | 9 | 37 | 0.105 |
| 12:00 - 13:00 | 9 | 37 | 0.066 | 9 | 37 | 0.042 | 9 | 37 | 0.108 |
| 13:00 - 14:00 | 9 | 37 | 0.033 | 9 | 37 | 0.054 | 9 | 37 | 0.087 |
| 14:00 - 15:00 | 9 | 37 | 0.039 | 9 | 37 | 0.054 | 9 | 37 | 0.093 |
| 15:00 - 16:00 | 9 | 37 | 0.084 | 9 | 37 | 0.048 | 9 | 37 | 0.132 |
| 16:00 - 17:00 | 9 | 37 | 0.107 | 9 | 37 | 0.066 | 9 | 37 | 0.173 |
| 17:00 - 18:00 | 9 | 37 | 0.078 | 9 | 37 | 0.075 | 9 | 37 | 0.153 |
| 18:00 - 19:00 | 9 | 37 | 0.110 | 9 | 37 | 0.075 | 9 | 37 | 0.185 |
| 19:00 - 20:00 | 5 | 47 | 0.064 | 5 | 47 | 0.069 | 5 | 47 | 0.133 |
| 20:00 - 21:00 | 5 | 47 | 0.064 | 5 | 47 | 0.060 | 5 | 47 | 0.124 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.867 | | | 0.959 | | | 1.826 |

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL BUS/TRAM PASSENGERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|--------|-------|------------|--------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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 | 9 | 37 | 0.009 | 9 | 37 | 0.048 | 9 | 37 | 0.057 |
| 08:00 - 09:00 | 9 | 37 | 0.003 | 9 | 37 | 0.093 | 9 | 37 | 0.096 |
| 09:00 - 10:00 | 9 | 37 | 0.012 | 9 | 37 | 0.051 | 9 | 37 | 0.063 |
| 10:00 - 11:00 | 9 | 37 | 0.021 | 9 | 37 | 0.021 | 9 | 37 | 0.042 |
| 11:00 - 12:00 | 9 | 37 | 0.015 | 9 | 37 | 0.012 | 9 | 37 | 0.027 |
| 12:00 - 13:00 | 9 | 37 | 0.030 | 9 | 37 | 0.009 | 9 | 37 | 0.039 |
| 13:00 - 14:00 | 9 | 37 | 0.021 | 9 | 37 | 0.006 | 9 | 37 | 0.027 |
| 14:00 - 15:00 | 9 | 37 | 0.024 | 9 | 37 | 0.018 | 9 | 37 | 0.042 |
| 15:00 - 16:00 | 9 | 37 | 0.033 | 9 | 37 | 0.015 | 9 | 37 | 0.048 |
| 16:00 - 17:00 | 9 | 37 | 0.033 | 9 | 37 | 0.006 | 9 | 37 | 0.039 |
| 17:00 - 18:00 | 9 | 37 | 0.051 | 9 | 37 | 0.009 | 9 | 37 | 0.060 |
| 18:00 - 19:00 | 9 | 37 | 0.039 | 9 | 37 | 0.003 | 9 | 37 | 0.042 |
| 19:00 - 20:00 | 5 | 47 | 0.034 | 5 | 47 | 0.009 | 5 | 47 | 0.043 |
| 20:00 - 21:00 | 5 | 47 | 0.017 | 5 | 47 | 0.009 | 5 | 47 | 0.026 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.309 | | | 0.651 | | | |

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

HaskoningDHV UK Ltd Wick Road Surrey

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL TOTAL RAIL PASSENGERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|--------------------|----------|--------|-------|------------|--------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | 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 | 9 | 37 | 0.012 | 9 | 37 | 0.060 | 9 | 37 | 0.072 |
| 08:00 - 09:00 | 9 | 37 | 0.012 | 9 | 37 | 0.116 | 9 | 37 | 0.128 |
| 09:00 - 10:00 | 9 | 37 | 0.000 | 9 | 37 | 0.045 | 9 | 37 | 0.045 |
| 10:00 - 11:00 | 9 | 37 | 0.012 | 9 | 37 | 0.036 | 9 | 37 | 0.048 |
| 11:00 - 12:00 | 9 | 37 | 0.018 | 9 | 37 | 0.018 | 9 | 37 | 0.036 |
| 12:00 - 13:00 | 9 | 37 | 0.021 | 9 | 37 | 0.027 | 9 | 37 | 0.048 |
| 13:00 - 14:00 | 9 | 37 | 0.036 | 9 | 37 | 0.027 | 9 | 37 | 0.063 |
| 14:00 - 15:00 | 9 | 37 | 0.021 | 9 | 37 | 0.021 | 9 | 37 | 0.042 |
| 15:00 - 16:00 | 9 | 37 | 0.012 | 9 | 37 | 0.006 | 9 | 37 | 0.018 |
| 16:00 - 17:00 | 9 | 37 | 0.018 | 9 | 37 | 0.015 | 9 | 37 | 0.033 |
| 17:00 - 18:00 | 9 | 37 | 0.054 | 9 | 37 | 0.009 | 9 | 37 | 0.063 |
| 18:00 - 19:00 | 9 | 37 | 0.069 | 9 | 37 | 0.009 | 9 | 37 | 0.078 |
| 19:00 - 20:00 | 5 | 47 | 0.099 | 5 | 47 | 0.004 | 5 | 47 | 0.103 |
| 20:00 - 21:00 | 5 | 47 | 0.030 | 5 | 47 | 0.004 | 5 | 47 | 0.034 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: 0.414 | | | | | | 0.397 | | | 0.811 |

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.

HaskoningDHV UK Ltd Wick Road Surrey

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI - MODAL TOTAL PEOPLE Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|--------------|--------|-------|------------|--------|-------|--------|--------|-------|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Range | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | Rate |
| 00:00 - 01:00 | | | | | | | | | L |
| 01:00 - 02:00 | | | | | | | | | I |
| 02:00 - 03:00 | | | | | | | | | L |
| 03:00 - 04:00 | | | | | | | | | L |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | L |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 9 | 37 | 0.075 | 9 | 37 | 0.293 | 9 | 37 | 0.368 |
| 08:00 - 09:00 | 9 | 37 | 0.110 | 9 | 37 | 0.499 | 9 | 37 | 0.609 |
| 09:00 - 10:00 | 9 | 37 | 0.131 | 9 | 37 | 0.260 | 9 | 37 | 0.391 |
| 10:00 - 11:00 | 9 | 37 | 0.128 | 9 | 37 | 0.197 | 9 | 37 | 0.325 |
| 11:00 - 12:00 | 9 | 37 | 0.134 | 9 | 37 | 0.119 | 9 | 37 | 0.253 |
| 12:00 - 13:00 | 9 | 37 | 0.176 | 9 | 37 | 0.137 | 9 | 37 | 0.313 |
| 13:00 - 14:00 | 9 | 37 | 0.152 | 9 | 37 | 0.137 | 9 | 37 | 0.289 |
| 14:00 - 15:00 | 9 | 37 | 0.125 | 9 | 37 | 0.140 | 9 | 37 | 0.265 |
| 15:00 - 16:00 | 9 | 37 | 0.209 | 9 | 37 | 0.087 | 9 | 37 | 0.296 |
| 16:00 - 17:00 | 9 | 37 | 0.230 | 9 | 37 | 0.149 | 9 | 37 | 0.379 |
| 17:00 - 18:00 | 9 | 37 | 0.254 | 9 | 37 | 0.140 | 9 | 37 | 0.394 |
| 18:00 - 19:00 | 9 | 37 | 0.272 | 9 | 37 | 0.134 | 9 | 37 | 0.406 |
| 19:00 - 20:00 | 5 | 47 | 0.253 | 5 | 47 | 0.133 | 5 | 47 | 0.386 |
| 20:00 - 21:00 | 5 | 47 | 0.176 | 5 | 47 | 0.090 | 5 | 47 | 0.266 |
| 21:00 - 22:00 | | | | | | | | | I |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | Rates: 2.425 | | | | | 2.515 | | | 4.940 |

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.