DRAFT TRAVEL PLAN

8-10 Southampton Row, Holborn

Client:	Idé Real Estate
Reference:	INFRA-PB9205-RP002-F0.1
Status:	01/Final
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1 INTRODUCTION AND CONTEXT

1.1 Background

1.1.1 Royal HaskoningDHV has been appointed by Idé Real Estate to prepare a Draft Travel Plan in association with a planning application for a proposed development located at 8-10 Southampton Row in Holborn, Central 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.

1.1.3 This Draft Travel Plan considers travel relating to staff and the proposed hotel development visitors, and has been produced in reference to National, Regional and Local planning guidance including:

- National Planning Policy Framework;
- The London Plan;
- London Borough of Camden Council's Core Strategy 2010 to 2025;
- London Borough of Camden Council's Development Policies 2010 to 2025; and
- TfL Guidance on the Requirements for Travel Plans.

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

1.2 Existing Conditions

1.2.1 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.

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

1.2.3 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.

1.2.4 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.

1.3 Development Scheme Summary

1.3.1 Idé Real Estate is seeking full planning permission for a hotel and residential development consisting of the refurbishment of a Grade II listed Edwardian Baroque building and new eight storey extension.

1.3.2 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.

1.3.3 A gated residential entrance off Catton Street leads to a double height lobby and access to nine apartments designed to current GLA Housing Design Guide standards. Seven of the apartments are south facing with inset balconies, with the remaining two apartments North-East facing with views to Red Lion Square. The residential end of the building also includes a 57sqm rooftop terrace.

1.3.4 The proposed development ground floor layout is shown on **Figure 3**.

1.3.5 Long stay cycle parking will be provided within the development, with separate stores for the hotel and residential uses. Short stay cycle parking will be provided on street, with additional stands provided through a section 106 agreement.

1.3.6 No car parking will be provided on site, with all servicing occuring on street.

1.3.7 It is not intended that the hotel cater for coach party bookings; this would be secured via a Section 106 legal agreement.

1.3.8 The London Borough of Camden were consulted regarding the transport implications of the development. The Council's Transport Section of the pre-application advice is contained as **Appendix A**.

1.4 Format of the Travel Plan

1.4.1 Following this introduction, the format of the Draft Travel Plan is as follows:

- Section 2 sets out the National, Regional, Local policy and the TfL Guidance on the Requirements of Travel Plans;
- Section 3 describes the accessibility of the site by sustainable modes of transport;
- Section 4 describes the base mode split and travel patterns expected at the site;
- Section 5 sets out the objectives and targets of the Travel Plan;
- Section 6 outlines the measures that constitute the Travel Plan, including specific 'hard' and 'soft' measures to promote sustainable modes of transport;
- Section 7 sets out how the Travel Plan will be managed and communicated;
- Section 8 sets out how the Travel Plan will be monitored and reported; and
- Section 9 provides details of the Action Plan.

2 POLICY CONSIDERATIONS

2.1 Background

2.1.1 Reported benefits of Travel Plans include a reduction in traffic congestion, relieving parking pressure, making sites more accessible and improving travel choice. Travel Plans have become an important component of national, regional and local strategies to reduce traffic and cut CO2 emissions which contribute to climate change.

2.1.2 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.

2.2 National Planning Policy Framework

2.2.1 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.

2.2.2 The NPPF superseded the former Planning Policy Guidance (PPG) and Planning Policy Statements (PPS) to provide one simplified, concise, and consolidated policy document.

2.2.3 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.

2.2.4 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).

2.2.5 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.

2.2.6 "*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."*

(NPPF, page 30, paragraph 102)

2.2.7 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)

2.3 The Draft New London Plan Chapter 10 (Transport)

2.3.1 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.

2.3.2 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.

2.4 Camden Local Plan (2017)

2.4.1 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.

2.4.2 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.

2.4.3 It states that in all parts of the borough the Council will encourage the inclusion of self-contained homes within non-residential developments.

2.5 Camden SPD Transport (2018)

2.5.1 Camden's Supplementary Planning Document on Transport Section 3.12 explains that a workplace travel plan specific to each individual site and nature of the business activity should be provided with focus should be on given to active travel and reducing non-essential car travel.

2.5.2 Workplace travel plans are suitable for any organisation that generates a significant number of employee trips including offices, hospitals, hotels, distribution centres, large shops and supermarkets, cinemas and theatres, primary care centres, GP surgeries etc.

2.5.3 A workplace travel plan should address staff travel to and from work and on business. It is also required to address visitor, client and customer travel.

3 ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES

3.1 Introduction

3.1.1 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.

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

3.2 Accessibility on Foot

3.2.1 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.

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

3.2.3 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).

3.2.4 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.

3.2.5 **Figure 5** 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 commuting and sight-seeing. Local facilities and amenities are also highlighted on the plan.

3.2.6 It can be seen from **Figure 5** that the site is located approximately 100m walking distance from Holborn Underground Tube Station, which is served by the Central and Piccadilly lines.

3.2.7 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).

3.2.8 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.

3.2.9 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.

3.2.10 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).

3.2.11 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.

3.2.12 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.

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

3.3 Accessibility by Cycle

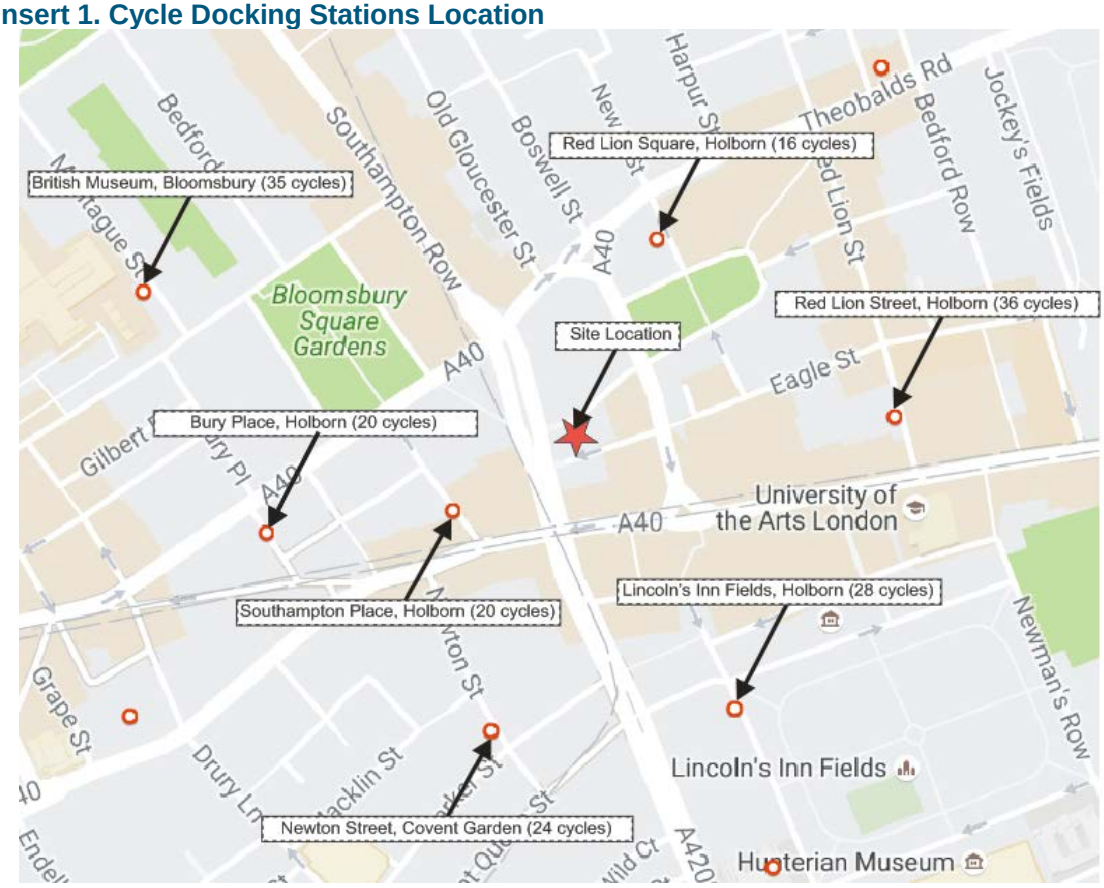
3.3.1 As part of the proposed hotel development, eight long stay parking spaces would be provided within a room on the basement level. In addition, the developer would fund the provision of ten short stay cycle parking spaces on Southampton Row, within the central island adjacent to the site, which would increase the existing provision to 48 short cycle stay spaces in this area.

3.3.2 For the residential element of the development 11 spaces that shall be provided within a dedicated secure covered cycle store on the ground floor. Visitor cycle parking requirements shall be accommodated on-street.

3.3.3 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.

3.3.4 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.

3.3.5 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).

3.3.6 There are also 19 "M" short stay cycle stands located along the central island on Southampton Road, directly across from the site. Each "M" stand can accommodate two cycles, which in total provides parking provision for 38 cycles.

3.3.7 With regard to cycle routes, although the site is not located directly adjacent to any London Cycle Network signed routes, a good network of signed routes and roads is available in the wider Camden area. The routes are shown on **Figure 6**.

3.3.8 There is an existing cycle route located 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 runs north of the Tavistock Place route, along Marchmont Street towards Kentish Town Road (A400).

3.3.9 To the south of the site, an existing cycle route runs along the north bank of the River Thames, between Westminster and London Bridge. The River Thames can be crossed by following a cycle route which runs along Blackfriars Bridge connecting Farrington Street in the vicinity of Fleet Street on the northern side, to London South Bank University, on the southern side.

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

3.3.11 **Figure 6** also 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.

3.3.12 **Figure 6** shows that the 3km cycle catchment covers the majority of Central London, including St Pancras and Fitzrovia on the north bank of the River Thames where the main sightseeing attractions such as Parliament, Big Ben, Piccadilly Circus, Buckingham Palace, Green Park, St James's Park and Covent Garden.

3.3.13 The 5km cycle catchment 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.

3.3.14 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.

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

3.4 PTAL Assessment

3.4.1 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.

3.4.2 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**.

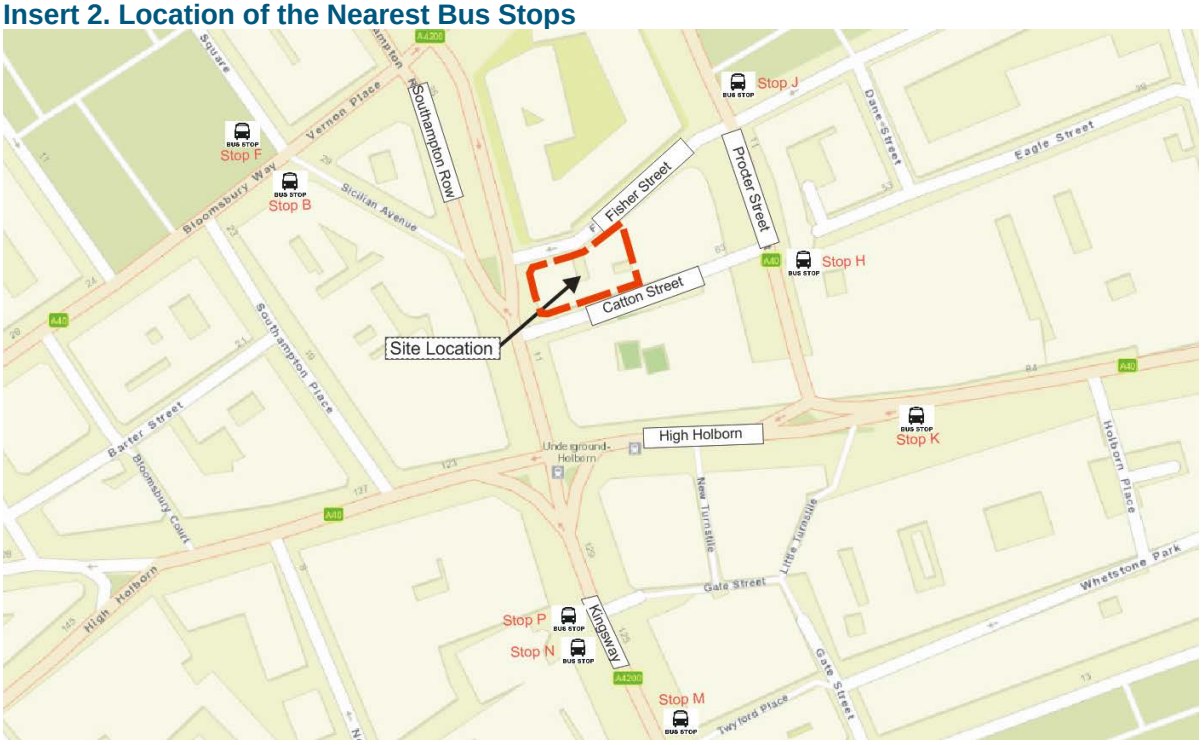
3.4.3 As can be seen from **Appendix B**, the site has a PTAL rate of 6b, which is the highest level of connectivity. With reference to TfL's website (Accessibility & connectivity section) states *"…sites with better connectivity provide opportunities for development at higher densities and for sustainable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

3.5 Accessibility by Bus

3.5.1 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.

3.5.2 The site is well served by public transport and the location of bus stops in the vicinity of the site is shown in **Insert 2**.

Insert 2. Location of the Nearest Bus Stops



3.5.3 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.

3.5.4 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.

3.5.5 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.

3.5.6 The High Holborn bus Stop K (towards Waterloo or Tottenham Court Road) is served by bus routes 8, 521, N8 and N25.

3.5.7 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.

3.5.8 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.

3.5.9 Finally, a PTAL assessment has been carried out to determine the site's connectivity to the existing public transport network. The results of the assessment demonstrated an excellent level of public transport accessibility.

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

3.6 Accessibility by London Underground Tube

3.6.1 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.

3.6.2 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.

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

3.7 Accessibility by Rail

3.7.1 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).

3.7.2 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.

3.7.3 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.

3.7.4 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.

3.7.5 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.

3.7.6 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.

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

3.7.8 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.

3.7.9 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.

3.8 Summary

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

4 BASE MODE SPLIT AND TRAVEL PATTERNS

4.1 Background.

4.1.1 A trip generation exercise has been undertaken to provide a multi-modal trip generation prediction associated with the proposed development.

4.2 Multi Modal Trip Generation

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

4.2.2 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). **Table 1** 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.

Table 1: Person Trip Rates and Proposed Person Trip Generation

Time Period	Arrivals		Departures		Total Trips
	Trip Rate	Trip Generation	Trip Rate	Trip Generation	
AM Peak Hour (0800-0900)	0.099	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

4.2.3 **Table 2** provides a summary of the modal split recorded at the Greenwich hotel, which is also included in **Appendix C**.

Table 2: 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%

4.2.4 The modal split shown in **Table 2** has been applied to the person trip generation shown in **Table 3** 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 3: Proposed Hotel Multi Modal Trip Generation

Mode of Transport	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)			Weekday (0700-2200)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	Arrivals	Departures	Totals
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

4.2.5 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.

4.2.6 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.

4.2.7 Multi-modal trip generation associated with the proposed nine residential units have been calculated using the TRICS database. Sites 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.

4.2.8 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**.

4.2.9 **Table 4** provides a summary of the trip generation for each mode of transport during a weekday morning and evening peak hour and during a weekday from 7am to 10pm.

Table 4: Proposed Residential Multi Modal Trip Generation

Mode of Transport	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)			Weekday (0700-2200)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	Arrivals	Departures	Totals
Bus	0	1	1	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

4.2.10 In terms of residential vehicle trip generation, it is predicted that one car/taxi trip would occur during the weekday morning and evening peak hours, with all other trips being undertaken by non-car modes.

4.3 Development of a Definitive Occupational Base Position

4.3.1 A critical part of the Travel Plan associated with the proposed hotel would be establishing a measured base position against which the impact of the Travel Plan can be judged.

4.3.2 Understanding travel patterns of staff and visitors should be the first task to be conducted as part of the implementation of the final Travel Plan. This would provide a definitive baseline position against which the impact of the Travel Plan can be judged. It is important that the staff and hotel guest occupancy levels at the site are sufficiently high to accurately reflect the overall travel patterns for the site at full occupancy.

4.3.3 The main criteria for the development of this baseline position are as follows:

- The surveys should be conducted within 3 months of opening;
- The surveys should conform to guidance set out in **Section 4.5**.

4.4 Survey Groups and Response Rates

4.4.1 To achieve an accurate statistical appraisal of travel trends, an adequate number of responses would be obtained. As such, a suitable proportion of employees and hotel guests of the site would be included in the survey. A response rate of 50% of all site employees and hotel guests would be targeted.

4.5 Survey Methodology

4.5.1 The primary aim of the surveys would be to gather a sufficient level and range of information to tailor the Travel Plan measures most effectively to the hotel development. It is envisaged that an iTRACE survey, or equivalent, would be undertaken with staff to establish travel mode share. Key information to be extracted from the surveys would be the modal split of employees, who travel regularly to the hotel.

4.5.2 iTRACE is an online tool that supports the development and monitoring of travel plans in London. It comprises two key elements (see TfL official website, Urban planning & congestion – Travel plans – Monitoring travel plans):

- *"A range of tools including online site audits, online or paper-based employee travel surveys and travel plan templates which organisations may use to develop their travel plan. Use of these tools is not a mandatory requirement to achieve iTRACE compliance, although their use would help ensure this; and*

- *A travel plan project management application for use by local authority planning officers. This facility enables a range of key data related to individual sites (such as contact details, site description, baseline mode split and travel plan targets) with travel plans to be input into the iTRACE database by local authority officers. iTRACE generates automatic reminders at key milestones such as when surveys are required. This enables officers to monitor and keep track of the number, status and effectiveness of travel plans in their borough."*

4.5.3 The following are examples of questions which may be included in the iTRACE travel survey for staff:

- On an average week, what time do you usually arrive and leave work?
- Do you have a disability that would affect your travel options?
- What was the main mode of transport you used to get to work today?
- Why do you use this mode of travel?
- Do you drive or car share for a part of your entire journey to work?
- What could be done to encourage you to travel by other modes of transport to work?

4.5.4 The opportunity to survey hotel visitors with a full iTRACE survey may be limited and it is recommended that the key information such as where they travel from and what mode of transport they used to visit hotel is gathered from guests at hotel check in.

4.5.5 The information obtained from the surveys would be used to appropriately implement the Travel Plan measures and to develop relevant modal shift targets.

5 OBJECTIVES AND TARGETS

5.1 Background

5.1.1 The overall objectives of a Travel Plan are to reduce the number of single occupancy car journeys to and from the site, and to achieve more sustainable travel patterns to and from the site by all staff and visitors.

5.1.2 Since the site has an excellent level of public transport connectivity and no car parking would be provided, the overall aim of the Travel Plan would be to seek to ensure that staff and visitors to have sufficient information to encourage the use of sustainable modes of transport.

5.1.3 In order to guide the Travel Plan, a list of objectives have been set to provide focus on what the Travel Plan is seeking to achieve.

5.2 Objectives

5.2.1 The objectives of the Travel Plan are set out below:

- To influence travel patterns of staff and visitors via the Travel Plan measures;
- To promote the health and environmental benefits associated with travel by foot and by bicycle;
- To encourage staff and visitors to visit the site in a sustainable way; and
- To ensure staff and hotel visitors are aware of travel options to/from the site.

5.3 Targets

5.3.1 A suitable indicator of the success of a Travel Plan is ultimately the mode-split of users of the site. The final Travel Plan targets would be agreed with the London Borough of Camden Council no more than three months following undertaking the baseline travel surveys.

5.3.2 TfL guidance requires targets to be set over a minimum five-year time frame, with interim targets set at year one and year three. The purpose of the Travel Plan target is to provide a benchmark against which the performance of the Travel Plan can be judged. Preliminary targets are defined below, based on the proposed multi-modal trip generation shown in **Table 5**. These would be reviewed post undertaking of the initial Travel Plan survey to ensure that the Travel Plan includes targets that are achievable and realistic.

5.3.3 The Travel Plan objectives would be realised through the achievement of SMART targets. SMART targets are:

- **S**pecific – stating exactly what needs to be achieved;
- **M**easurable – to allow effective monitoring and to identify when the objectives have been achieved;
- **A**chievable – targets that can be achieved within the Travel Plan's duration:
- **R**ealistic – targets that can be achieved by the proposed Travel Plan measures; and

- **T**imed – to be achieved by a set deadline.

5.3.4 Taking into account that the site is located in a highly accessible location with an excellent level of public transport accessibility, the main focus of the Travel Plan is on ensuring that staff and visitors are sufficiently informed to commute and travel to the site using the most time efficient and financially viable sustainable modes of travel.

5.3.5 For the purpose of the Travel Plan, preliminary targets would be set with regard to car travel as follows.

- Reducing the predicted level of staff and hotel visitors traveling to the site by car by 25%. As no parking is to be provided on site, this target is aimed at reducing the number of pick-up/drop-off trips by car.

5.3.6 **Table 5** provides a prediction of trips by travel mode prior to the implementation of a Travel Plan. Taking account of a 25% reduction, **Table 5** summarises the targeted reduced number of car journeys during the weekday morning (8am to 9am) and evening (5pm and 6pm) peak hours and on a weekday between 7am and 10pm.

Table 5: Targeted Reduced Number of Pick-Up/Drop-Off by Car

Mode of Transport	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)			Weekday (0700-2200)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	Arrivals	Departures	Totals
Baseline car trips	1	8	9	4	5	9	54	54	108
Target car trips	1	6	6	3	3	6	40	40	81

6 TRAVEL PLAN MEASURES

6.1 Background

6.1.1 The site is located in a highly sustainable location with an excellent level of public transport accessibility, a significant modal shift is therefore unlikely and so the emphasis would be on educating staff and visitors about sustainable travel and the financial and health benefits that it can provide.

6.1.2 A Travel Plan is an evolving document that would change over time to ensure that it meets the needs of the end user. As such, the measures set out within this section may be refined in order to ensure that they maintain their appropriateness.

6.1.3 The site currently has a good provision of hard infrastructure in place that would facilitate the desired travel choices. These include good public transport links, footway provision and local cycling facilities. In order to make travel to the site as simple as possible for staff and visitors, it is imperative that they are marketed and promoted on site. The strategy to ensure that this takes place is set out below.

6.2 Hard Measures

6.2.1 The site has been designed to facilitate cycling, with suitable cycle parking facilities for staff and visitors.

6.2.2 In line with the London Plan parking standards, a room in the basement is proposed to provide eight long stay cycle parking spaces for staff and hotel guests. **Figure 4** shows the proposed basement floor layout, including the room that would be dedicated for cycle parking.

6.2.3 Walking and cycling would be encouraged by providing changing facilities, lockers and shower facilities for employees.

6.2.4 As many public transport facilities (bus, underground and rail) are located within the vicinity of the site, the site would be developed as a car free development with no on-site car parking provided.

6.2.5 No coach parking spaces are proposed as the operator of the hotel would cater for single business users and the 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. In order to ensure that the hotel would not cater to coach party bookings, the operator would be willing to accept a clause in a Section 106 Agreement that would prohibit this type of booking.

6.3 Soft Measures

Promotion of Walking

6.3.1 Walking to and from work is a viable option for staff living within 2km of the site, a walking distance that has historically been considered appropriate for commuting. It can also be combined as part of a wider journey involving the underground or bus. The proximity of the bus stops, London underground tube and rail stations, make this a viable option.

6.3.2 With reference to **Section 3.2**, it has been demonstrated that there would be significant opportunities also for hotel guests (tourist and business trips) for leisure/sightseeing and commuting trips generated by the proposed development to take place on foot.

6.3.3 In addition, the trip generation exercise (see **Section 5**) has predicted that the proposed hotel development would generate approximately half of the trips by foot.

6.3.4 Details of health benefits of walking to and from work would be communicated to staff. Information on increasing fitness levels and examples such as the number of calories burnt on the journey would help provide incentives to take up this mode.

6.3.5 Public health campaigns encouraging staff to walk for short trips around London would be promoted and encouraged. One of the measures to increase walking would be distribution of maps showing safe and convenient local walking routes to services and the nearest public transport stops for staff.

6.3.6 Hotel guests would also receive maps (at the reception desk upon arrival) showing walking routes to main sightseeing destinations and local services. A plan showing walking routes from the hotel would also be included on the website for the hotel.

6.3.7 The London Borough of Camden Council would also be informed if the adjacent footways are not being adequately maintained.

Promotion of Cycling

6.3.8 Cycling provides a realistic alternative to short car trips under distances of 5km. With reference to **Section 3.3**, it has been demonstrated that there would be significant opportunities for leisure/sightseeing and commuting trips generated by the proposed development to take place via cycle.

6.3.9 Only a small proportion of trips (1.2%) however are predicted to be carried out by cycle (see **Section 5.2**). Cycling would be actively encouraged in a number of ways and this would also be facilitated by the provision of secure cycle parking on site.

6.3.10 The site is conveniently located in the vicinity to cycle docking stations, which are bike hire schemes for short journeys (Santander Cycles hire scheme). Information would be distributed to staff regarding the nearest location of the cycle docking stations and hire fees.

6.3.11 Information would be distributed to hotel guests (at the reception upon arrival) regarding the major sightseeing destinations accessible within acceptable cycling distances from the proposed hotel development. A plan showing cycle routes from the hotel would also be included on the website for the hotel.

6.3.12 Liaison with local cycle companies seeking to negotiate discounts on cycles and cycle equipment for staff would also be carried out.

6.3.13 Any discounts achieved would be informed to staff. Furthermore, to facilitate cycling, staff would be given information about local cycle retailers and workshops. Free cycle training courses (i.e. free Camden Cycle Skills training) would also be communicated to staff for those wanting to take up cycling, to help improve confidence and gain useful on-road cycling skills. This information would be provided to staff to encourage those who are less confident to take up cycling.

6.3.14 Regular cycle promotion days for staff would be carried out. Information about numerous benefits of cycling such as increasing fitness levels and numerous health benefits would help to provide incentives to take up this mode

Promotion of Public Transport

6.3.15 With reference to **Section 3.4**, a PTAL assessment has been carried out to determine the site's connectivity to the existing public transport network. The results of the assessment demonstrated an excellent level of public transport accessibility.

6.3.16 The multi-modal trip generation exercise demonstrated that approximately 20% of trips would be carried out using public transport (bus, rail or underground). To encourage the uptake of public transport by staff and hotel visitors, the following measures would be implemented for staff and visitors:

- Provision of route maps (bus, rail and underground);
- Provision of timetables; and
- Provision of public transport accessibility on the hotel's website, including a note that no car parking is provided.

6.3.17 The additional following measures would be implemented for staff only:

- Provision of season ticket loans;
- Provision of ticket fare information; and
- Information on season tickets/discounts.

6.4 Delivery and Servicing Plan

6.4.1 The measures above are associated with the movement of staff or visitors to the site, however in this case it is equally relevant to target a reduction in the number of service vehicle movements associated with the hotel.

6.4.2 Although service deliveries would be confirmed by the future hotel operator, **Table 6** provides a summary of the likely vehicles that would service the building, along with the frequency of visit. The maximum size of vehicle would be a rigid axle Heavy Goods Vehicles (HGV).

Table 6: Service Deliveries and Frequencies

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

6.4.3 With reference to **Table 6**, and further to confirmation from the future hotel operator, the proposed development would generate a maximum of four service vehicles per day.

6.4.4 The development intends to reduce the impact of site servicing on highway users and local residents. The TPC would therefore monitor timing of deliveries, which would be managed to avoid more than one vehicle arriving at site at the same time. Some suppliers would also be encouraged to deliver outside of the highway network peak times.

6.4.5 Given the quantum of development proposed it is anticipated that the number of service or delivery vehicle trips associated with the residential element of the development would be low and restricted to a weekly collection, of refuse plus occasional home delivery services.

6.4.6 Such occasional home delivery trips such as supermarket and amazon deliveries are reflected in the residential vehicle trips reported in **Table 3**.

6.4.7 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.

6.4.8 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.

7 TRAVEL PLAN MANAGEMENT AND COMMUNICATION

7.1 Background

7.1.1 This section sets out how the Travel Plan would be managed on a day to day basis. In order to ensure effective management the hotel operator would appoint a Travel Plan Coordinator (TPC).

7.2 Travel Plan Coordinator

7.2.1 In order to maximise the benefits of the Travel Plan the TPC would be required to communicate frequently with staff and management and the London Borough of Camden Council where appropriate. It is proposed that the TPC would carry out the following:

- Establish communications between themselves, staff and management and the London Borough of Camden Council's Travel Plan team;
- Oversee the development and implementation of the Travel Plan;
- Establish communication between senior managers and staff as required, ensuring a level of commitment and support is established;
- Raise the awareness of alternative transport options to and from the site;
- Act as a contact point for queries regarding the Travel Plan;
- Conduct the required travel surveys and provide details of current figures in line with the required targets;
- Hold a copy of the Travel Plan and provide a copy of it to members of staff and visitors should they wish to see one;
- Organisation of travel surveys; and
- Arrange and ensure Travel Plan measures are implemented.

7.3 Communication

7.3.1 The Travel Plan would be communicated to the staff to ensure that they are aware of the Travel Plan, its benefits and the options of sustainable travel available to them. Communication would be via one or more of the following mediums:

- Notice boards within communal areas;
- Sustainable travel pack upon commencing employment;
- Newsflashes – posters/emails;
- On the main hotel website; and
- Information would be communicated to the staff via the TPC as and when necessary.

7.4 Staff Travel Pack

7.4.1 A Staff Travel Pack (STP) would be included with the 'new staff information' provided by the hotel operator.

7.4.2 The STP would be provided and funded by the hotel operator. It is envisaged that upon the appointment of new staff they would be briefed on the information in the STP. Furthermore, the hotel operator would provide all employees with a copy of the STP.

7.4.3 A summary version of this STP, detailing public transport timetables and route maps would be sent out on an annual basis to ensure all relevant travel information is kept up to date.

7.4.4 The STP would include the following:

- A mission statement detailing the objective of the Travel Plan;
- Contact details of the Travel Plan Coordinator and a brief introduction about their role and commitment to promoting sustainable travel. The duties that the TPC is responsible for would also be detailed;
- Site location plan highlighting the hotel's proximity to local facilities and public transport services;
- Health, environmental and economic benefits of travelling via sustainable modes;
- Public transport routes, spider maps and timetables;
- Details of ticket fare information, how to obtain season tickets/discounts and season ticket loan for public transport;
- Maps showing safe and convenient local walking routes to services and stops for public transport;
- Details of cycle routes within the local area;
- Details of cycling initiatives and workshops provided by the London Borough of Camden Council;
- Location of the nearest cycle docking stations (Santander Cycles hire scheme) and hire fees;
- Information about local cycle retailers and discounts achieved on cycles and cycle equipment for staff; and
- Details of local taxi services.

7.5 Noticeboard

7.5.1 A Noticeboard would be provided within the site, located in a central area that is easily accessible by staff and hotel guests. The notice board would hold the following information:

- A mission statement of the Travel Plan;

- Contact details of the TPC and brief introduction about them such as their commitment to promoting sustainable travel;
- A location plan of the site and the local facilities and public transport services;
- Public transport route maps and timetables;
- Details of ticket fare information and season ticket load for public transport;
- Local walking and cycling routes;
- Details of local taxi services;
- Details of cycle training information and contact details to register interest;
- Details of cycling initiatives and workshops;
- Details of the nearest cycle docking stations and hire fees; and
- Details of cycle retailers and discounts.

7.5.2 An area would be provided for promotional material to be clearly displayed. This material would include nationwide promotional material such as 'bike to work week' posters (many of which can be obtained from the internet) and local promotional events. A visit from a cycle mechanic, for example, could be arranged by the TPC and advertised on the notice board.

7.6 Hotel Website

7.6.1 An online version of the hotel's Noticeboard would be provided on the hotel's website. This would be funded by the hotel operator on an on-going basis. It would provide the following:

- A digital version of the information on the Noticeboard for anyone wishing to visit the hotel;
- An electronic STP that can be downloaded for employees of the hotel;
- The option of joining a forum to discuss site wide travel issues.

7.6.2 Most of the above information would require updating as details change, such as timetable changes. The TPC would ultimately be responsible for the provision of up to date and relevant information on all the communication methods set out within this section.

7.6.3 The promotional material would be more frequently updated and this would be communicated via the following mediums:

- Noticeboard;
- Hotel Website;
- Email; and
- Postal Drops.

7.7 Summary

7.7.1 The above section highlights the variety of communication methods that would be used within the development. This would ensure maximum exposure of the Travel Plan, its aims and initiatives. It would strengthen its ability to self-market itself throughout the site ensuring that it is highly visible to all site users.

8 TRAVEL PLAN MONITORING

8.1 Background

8.1.1 This section provides information regarding Travel Plan monitoring and reporting to ensure the site achieves the travel plan targets and objectives.

8.2 Monitoring

8.2.1 In order to understand how effective the measures within the Travel Plan are and if the set targets are achievable, regular Travel Plan monitoring would be undertaken.

8.2.2 Monitoring would be undertaken in Year 1 of the site's occupation in order to determine the base position against which the implementation of Travel Plan measures can be judged. The monitoring exercise would be repeated in Year 3 and Year 5 of the site's occupation, so that an assessment can be made in terms of the Travel Plan's success. The outcome of the monitoring procedure allows the TPC to understand if the Travel Plan is effective in meeting adopted targets and to tailor measures as appropriate.

8.2.3 The exact form of the monitoring procedure would be agreed with the London Borough of Camden Council. For the hotel staff it is however suggested that the monitoring exercise would take the form of a staff questionnaire. It is anticipated that a survey compliant with the iTRACE methodology (see **Section 4.5**) would be undertaken.

8.3 Reporting

8.3.1 The outcome of the monitoring process should be reported to the London Borough of Camden Council. If the survey has been undertaken in line with iTRACE, then the reporting can be undertaken on-line through the iTRACE web-page. The TPC would request log-in details from the London Borough of Camden Council to enable on-line reporting to be undertaken.

8.3.2 The information required in the reporting process would include:

- The number of respondents to the questionnaire, and overall number of staff/visitors that were invited to take part in the survey (i.e. the response rate);
- The number of respondents to the questionnaire travelling by each mode of travel (to allow the calculation of the modal split of trips);
- The number of cycle parking spaces available to site occupiers; and
- The number and timing of service vehicle movements.

8.3.3 The results of the monitoring process would enable a review of the Travel Plan to be undertaken, the purpose being to ensure that the measures adopted in the Travel Plan are effective.

9 ACTION PLAN

9.1 Background

9.1.1 The TfL guidelines on the preparation of a Travel Plan requires an Action Plan to be prepared. The purpose of the Action Plan is to identify actions for Travel Plan development, refinement and implementation. With reference to TfL Guidelines on Travel Plan preparation, the Action Plan should be concise and focused on the delivery of the Travel Plan measures.

9.2 Action Plan

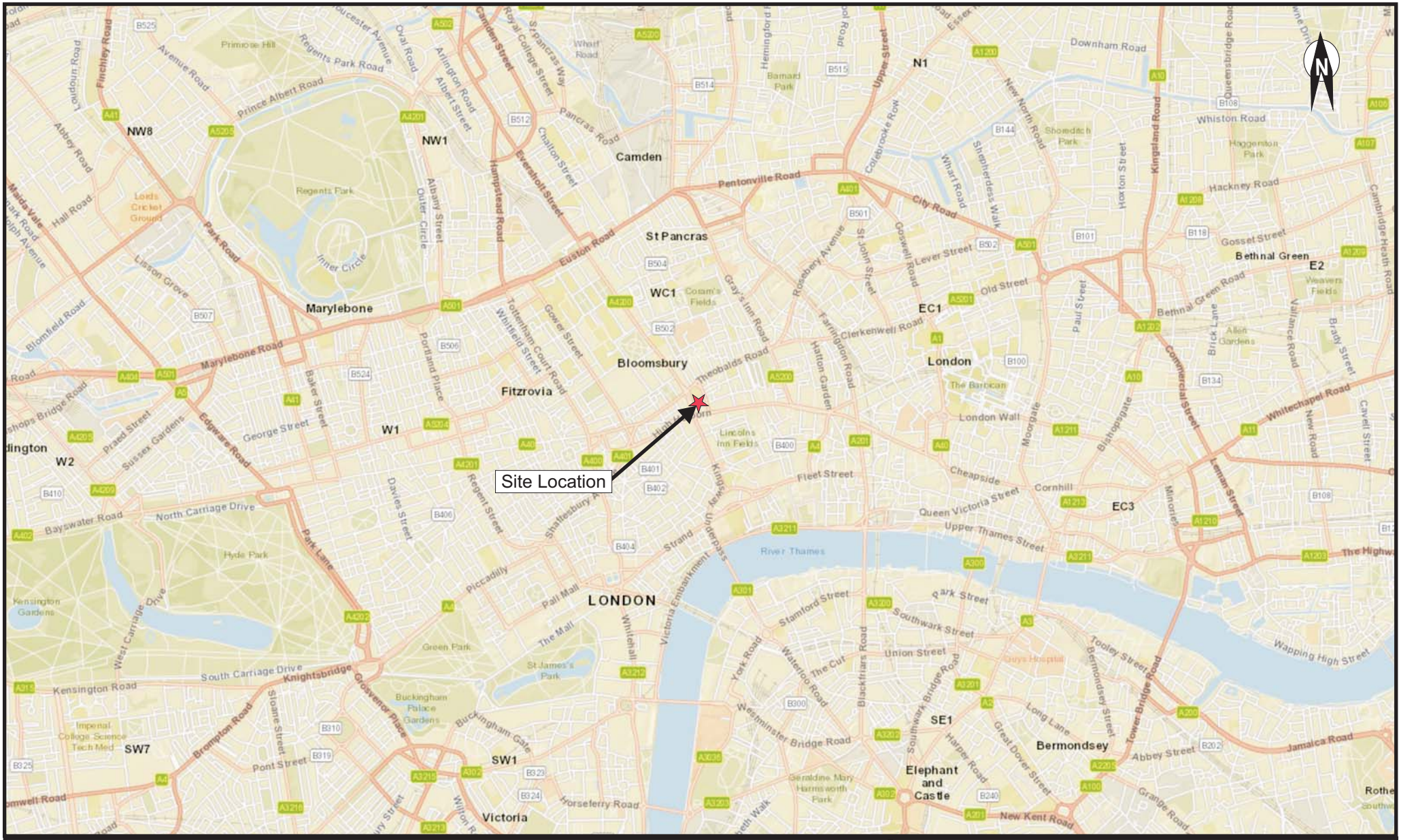
9.2.1 The Action Plan for the proposed hotel development is provided below.

Action	Responsibility	Timescale	Notes
Appoint Travel Plan Coordinator	Hotel Operator	Within 3 months prior to occupation	The Travel Plan Coordinator is to be provided a copy of this Draft Travel Plan
Carry Out Baseline Travel Surveys	Travel Plan Coordinator	Within 3 months post opening	The surveys should conform to guidance set out in **Section 4.5** of this Draft Travel Plan
Prepare a final Travel Plan for submission to the London Borough of Camden Council	Travel Plan Coordinator	Agree the content of the final Travel Plan with the London Borough of Camden Council within 6 months of site occupation	The document can be prepared by the TPC or by an appointed external organisation, on the TPC's behalf. The commitment made within this Draft Travel Plan should be in context with the level of travel demand anticipated
Communicate the objectives of the Travel Plan to staff and visitors and initiate 'measures' designed to encourage sustainable travel patterns	Travel Plan Coordinator	On-going	Measures can be initiated in advance of agreeing the content of the final Travel Plan with the London Borough of Camden Council
Year 1 of site occupation – Monitor travel demand and travel mode split	Travel Plan Coordinator	Within 9 months of occupation – the content of the questionnaire would be agreed with the London Borough of Camden Council	Circulate a Travel Questionnaire or undertake alternative survey methodology (to be agreed), to establish existing travel patterns and mode split & undertake survey of service vehicle activity. An iTRACE survey or equivalent should be undertaken to allow a comparison to be made with the results of the Baseline Travel Surveys
Year 1 of site occupation – Report outcome of Travel Plan monitoring to the London Borough of Camden Council	Travel Plan Coordinator	Within 12 months of occupation	Prepare a report identifying the results of the questionnaire survey, and confirming the travel initiatives that are currently being undertaken to encourage sustainable travel patterns. This could involve entering data into the iTRACE website. Provide the London Borough of Camden Council with a copy of the report

Action	Responsibility	Timescale	Notes
Travel Plan Review	Travel Plan Coordinator	On-going, further to Travel Plan monitoring procedure	The TPC would review the 'measures' undertaken as part of the Travel Plan, to ensure that the most effective measures are being utilised to encourage sustainable travel
Years 3 and 5 of site occupation – Monitor travel demand and travel mode split	Travel Plan Coordinator	Monitoring should be undertaken at time of the year which is broadly consistent with the timing of the Year 1 travel survey	Circulate a Travel Questionnaire to staff to establish their travel patterns and mode split. The questionnaire should allow a comparison to be made with the results of the Year 1 survey. Repeat survey of service vehicle activity
Years 3 and 5 of site occupation – Report outcome of Travel Plan monitoring to the London Borough of Camden Council	Travel Plan Coordinator	Within 3 months of the Year 3 or Year 5 travel survey	Prepare a report identifying the results of the questionnaire survey, and confirming the travel initiatives that are currently being undertaken to encourage sustainable travel patterns. This could involve entering data into the iTRACE website. Provide the London Borough of Camden Council with a copy of the report

FIGURES

Royal HaskoningDHV



Southampton Row, Holborn

Figure 1: Site Location

Job No: PB9205

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53 Portland Street, Manchester M1 3LF
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Email: info@manchester.royalhaskoning.com
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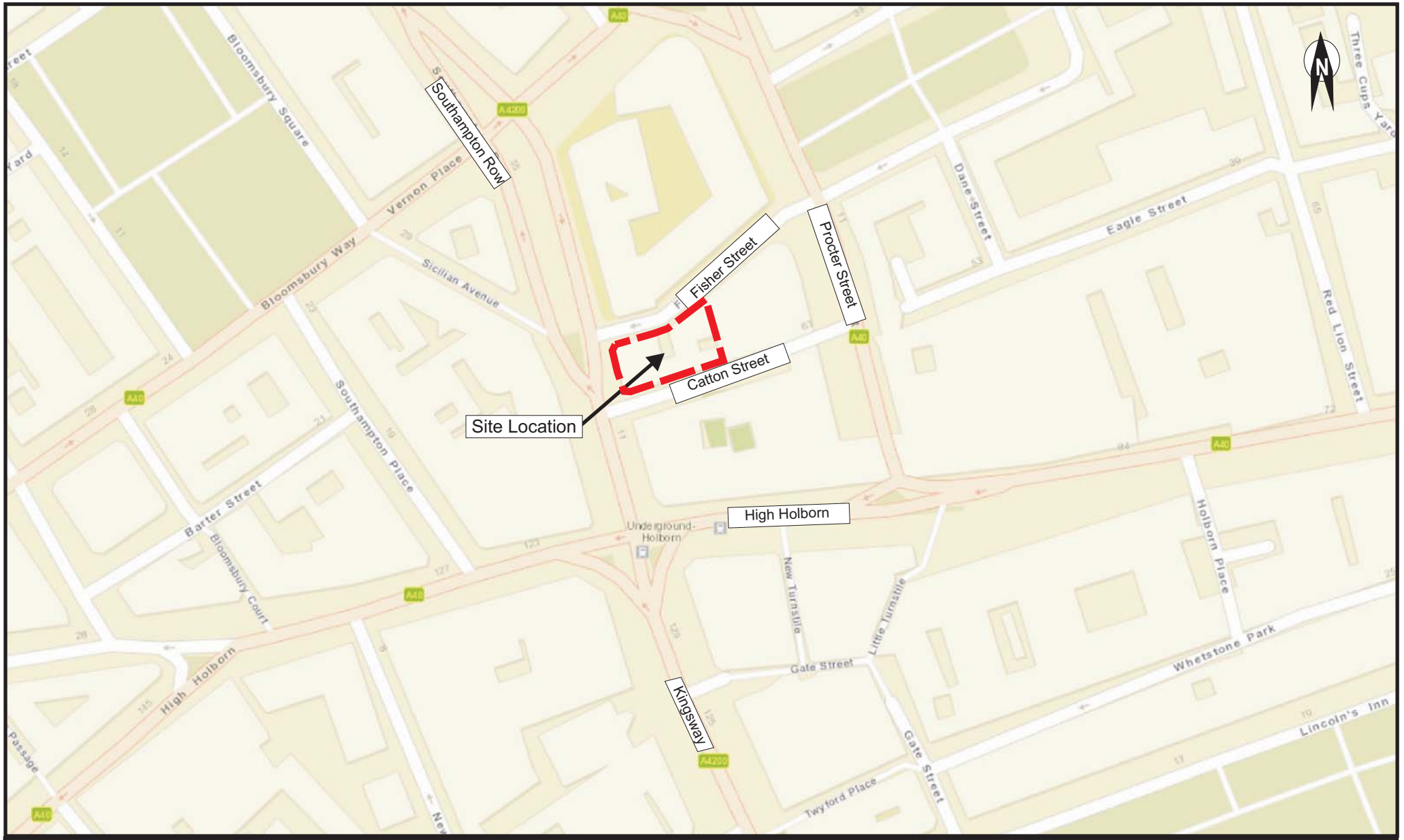

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Figure 2: Local Highway Network

Job No: PB9205

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FIGURE 3: **FLOOR PLANS** BASEMENT -1

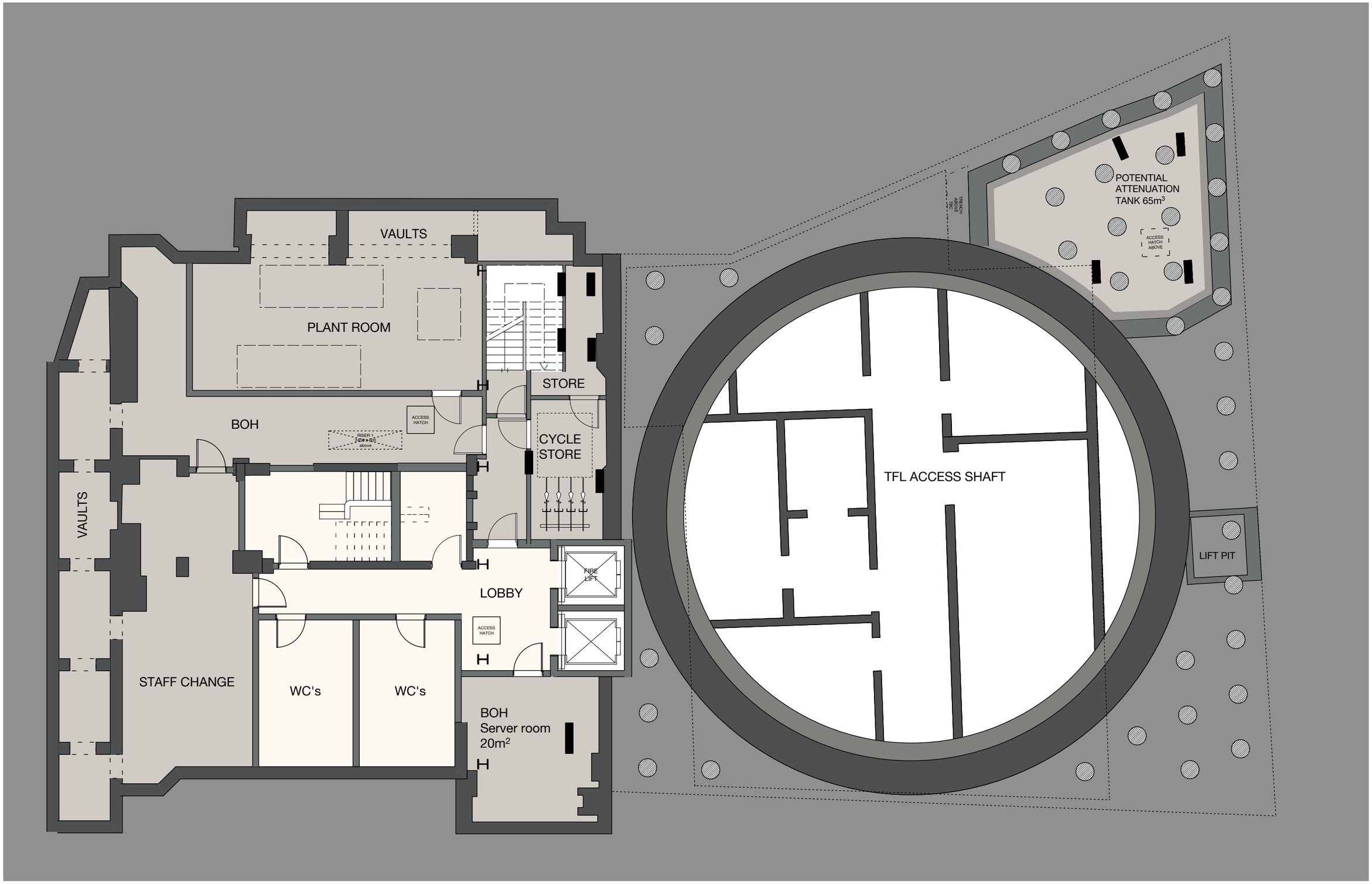
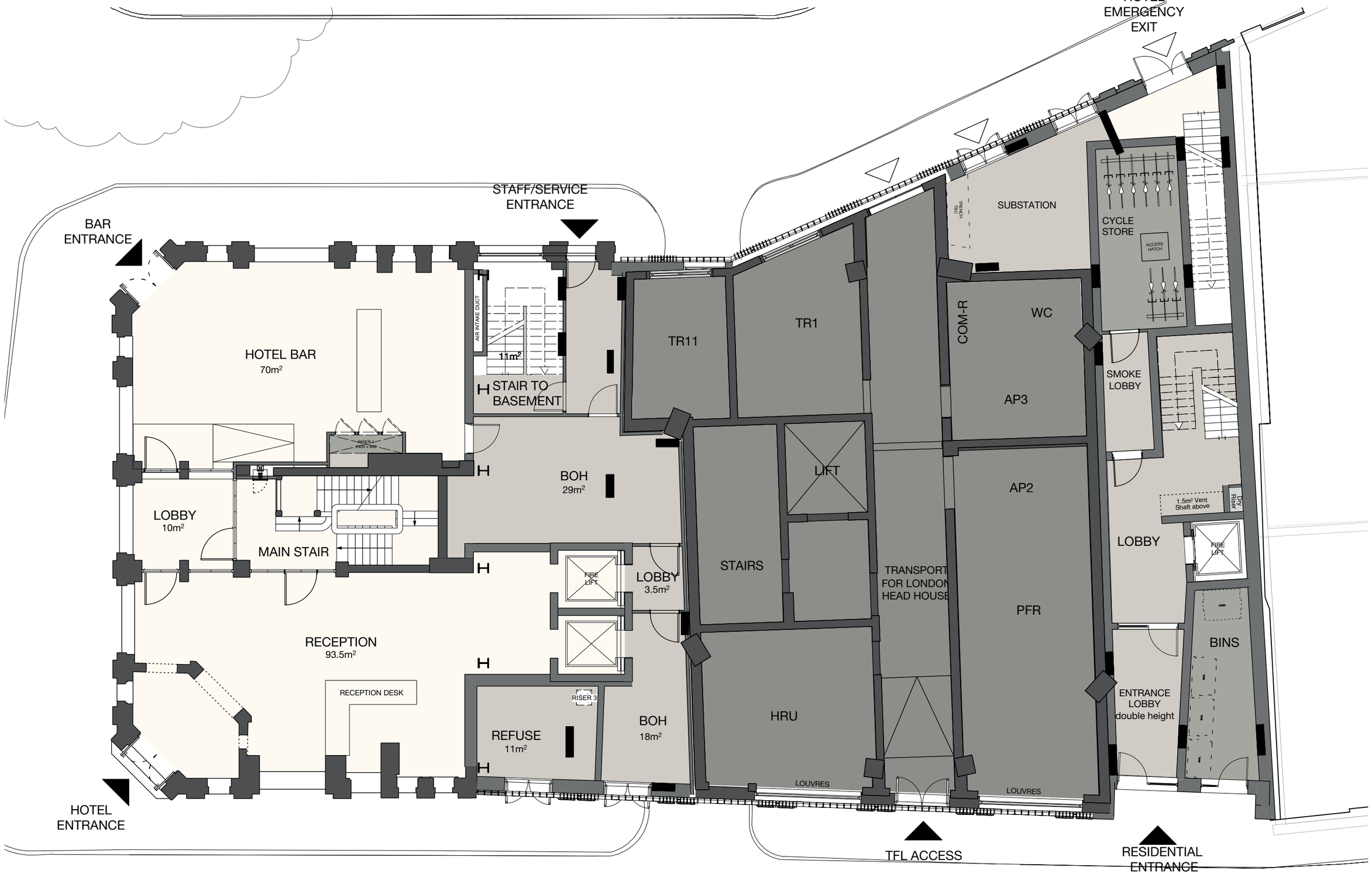


FIGURE 4: **FLOOR PLANS** GROUND FLOOR



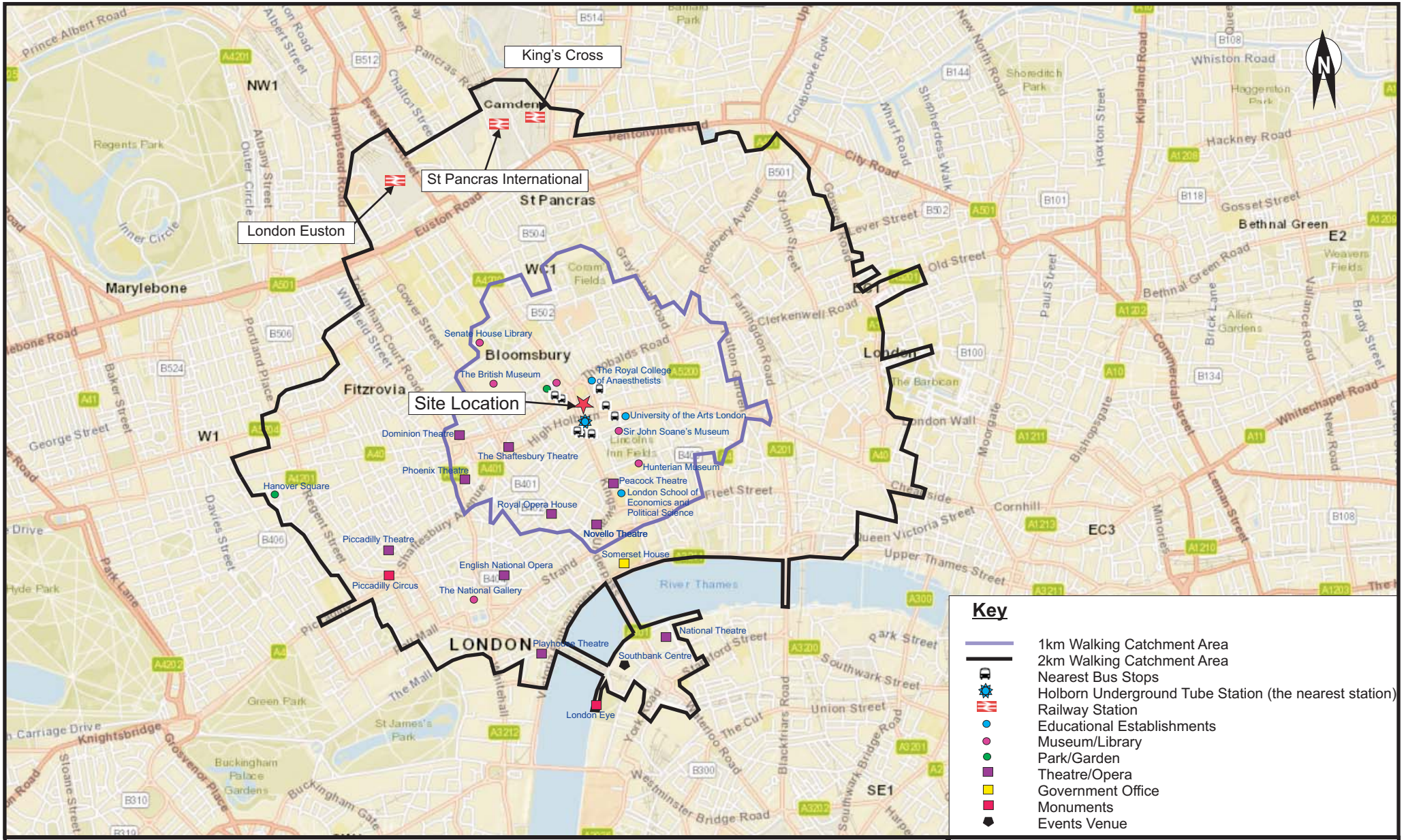


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Figure 5: 1km and 2km Walking Catchment Area

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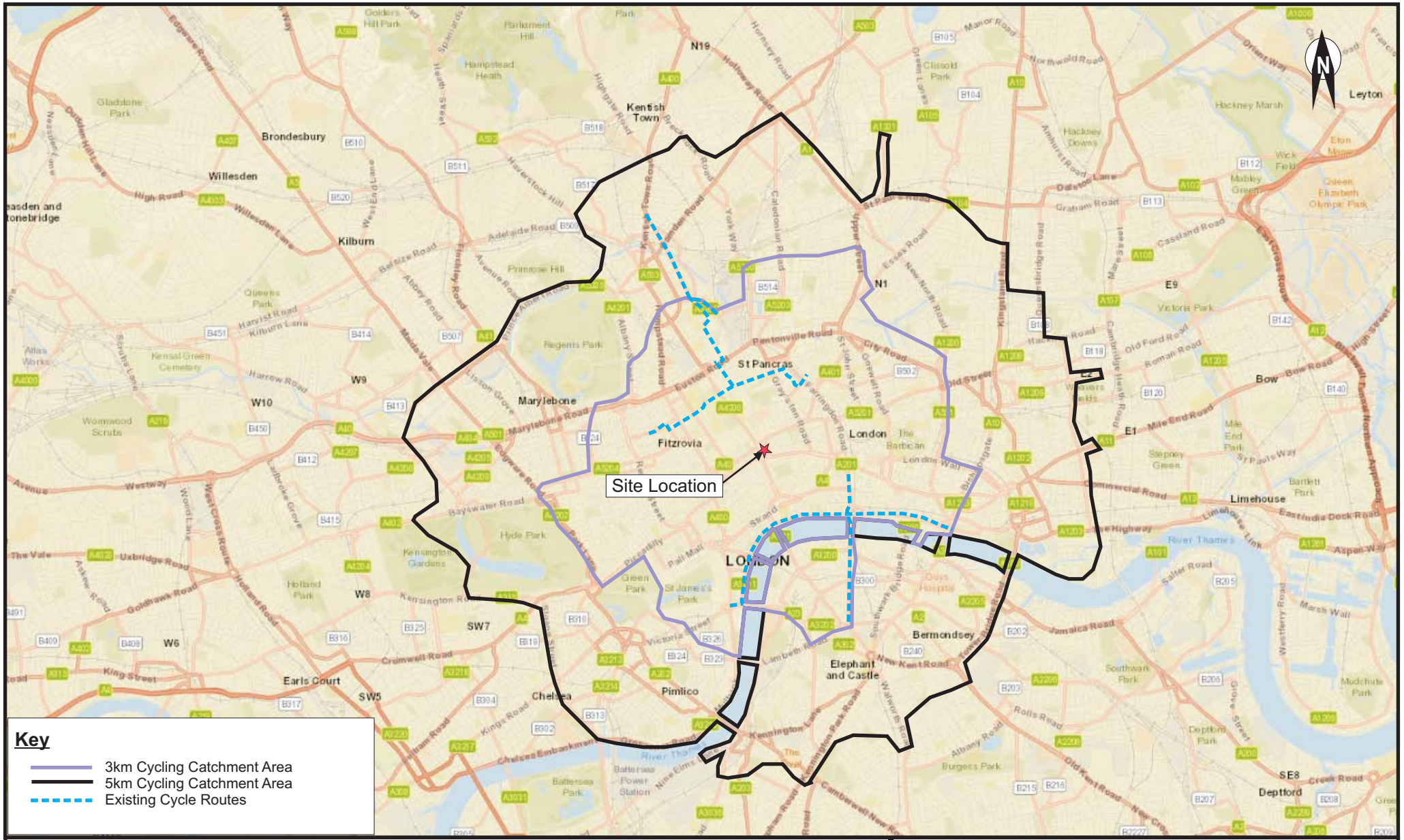

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Figure 6: 3km and 5km Cycling Catchment Area

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APPENDIX A

Pre-Application Response

Transport Section

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

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

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

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

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

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

Transport

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

<u>Car/Coach Parking</u>

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

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

Cycle Parking

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

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

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

Servicing

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

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

Other Transport considerations

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

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

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

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

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

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

Other material considerations

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

Housing

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

Affordable Housing

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

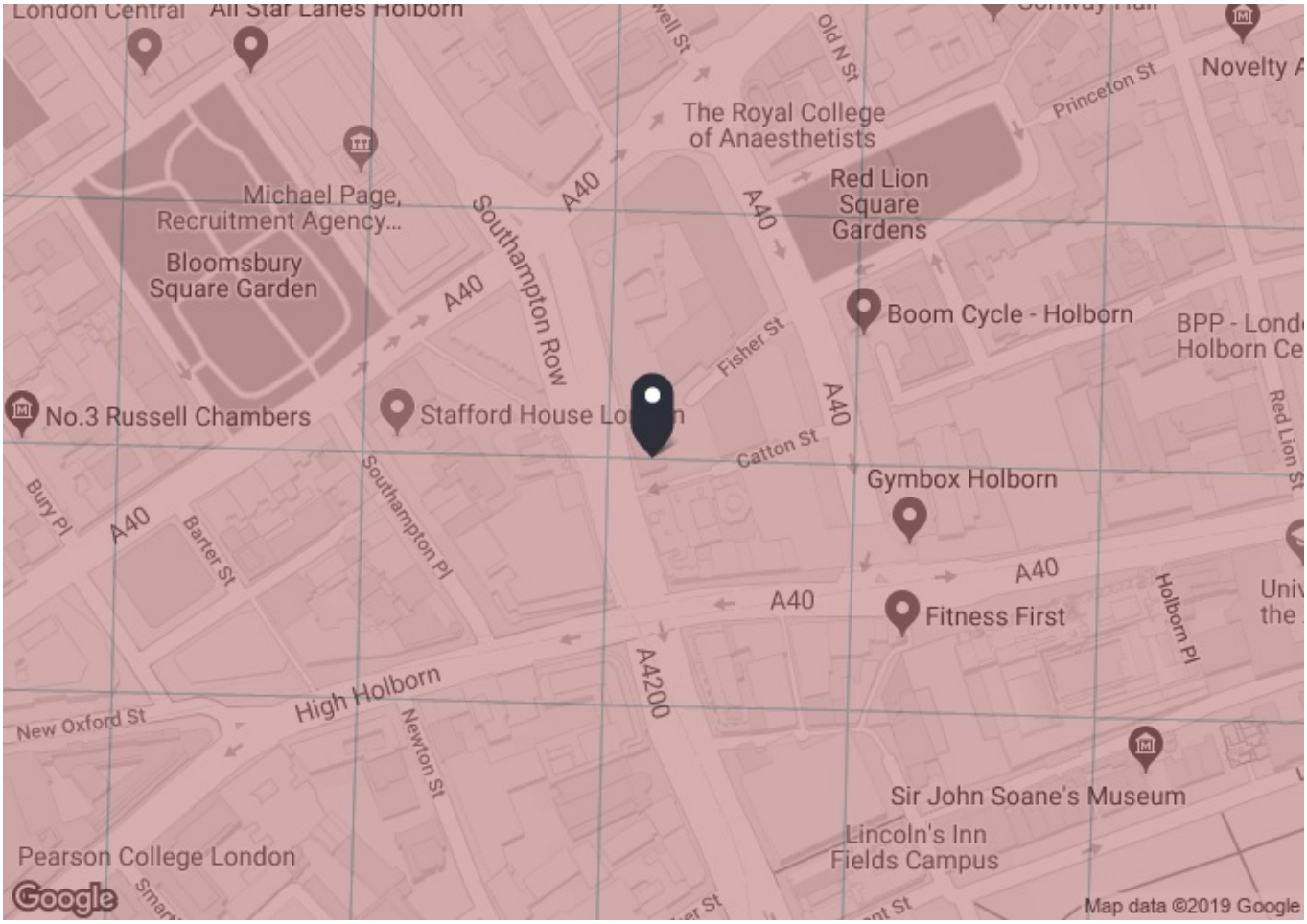
With regard to the content of the affordable housing, CS6 notes that are guidelines are for 60% social rented housing and 40% intermediate affordable.

APPENDIX B

PTAL Output

Royal HaskoningDHV

TRANSPORT FOR LONDON



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

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	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	176	533.72	8.5	6.67	5.53	12.2	2.46	0.5	1.23
Bus	BLOOMSBURY ST SHAFTESBURY AVE	14	533.72	13	6.67	4.31	10.98	2.73	0.5	1.37
Bus	BRITISH MUSEUM	98	465.14	9	5.81	5.33	11.15	2.69	0.5	1.35
LUL	Covent Garden	'Cockfosters-LHRT4LT '	699.22	4.67	8.74	7.17	15.91	1.89	0.5	0.94
LUL	Tottenham Court Road	'RuislipGar-Epping '	773.86	1	9.67	30.75	40.42	0.74	0.5	0.37
LUL	Tottenham Court Road	'Morden-Edgware '	773.86	4.67	9.67	7.17	16.85	1.78	0.5	0.89
LUL	Tottenham Court Road	'HighBarnet-Morden '	773.86	0.33	9.67	91.66	101.33	0.3	0.5	0.15
LUL	Tottenham Court Road	'Kennington-Edgware '	773.86	14.67	9.67	2.79	12.47	2.41	0.5	1.2
LUL	Tottenham Court Road	'HighBarnet-Kenningt '	773.86	5.33	9.67	6.38	16.05	1.87	0.5	0.93
LUL	Tottenham Court Road	'MillHill-Morden '	773.86	1.67	9.67	18.71	28.39	1.06	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-NewburyPark'	599.73	0.33	7.5	91.66	99.16	0.3	0.5	0.15
LUL	Chancery Lane	'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	Holborn	'Hainault-WhiteCity '	100.57	1.67	1.26	18.71	19.97	1.5	0.5	0.75
LUL	Holborn	'Hainault-NP-Northolt'	100.57	1	1.26	30.75	32.01	0.94	0.5	0.47
LUL	Holborn	'GrangeHill-WD-Eal '	100.57	1	1.26	30.75	32.01	0.94	0.5	0.47
LUL	Holborn	'GrangeHill-Wdfd-Whit'	100.57	0.67	1.26	45.53	46.78	0.64	0.5	0.32
LUL	Holborn	'RayLane-Cockfosters '	100.57	3.67	1.26	8.92	10.18	2.95	0.5	1.47

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
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 AI:	**75.33**

APPENDIX C

TRICS Output

Royal HaskoningDHV

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:
01 GREATER LONDON
GR GREENWICH 1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 151 to 151 (units:)
Range Selected by User: 82 to 224 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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.

Selected survey days:
Friday 1 days

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

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

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

Selected Locations:
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.

Selected Location Sub Categories:
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
GREENWICH HIGH ROAD
GREENWICH

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

Parameter summary

Trip rate parameter range selected:	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.

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		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	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.

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

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		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	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.

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

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		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	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.

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

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		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	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.

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

Calculation Reference: AUDIT-703101-190327-0302

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
	HK	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: Include all surveys

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.

Selected survey days:

Monday	1 days
Wednesday	4 days
Thursday	3 days
Friday	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.

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

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.

LIST OF SITES relevant to selection parameters

1 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

2 HK-03-C-03 BLOCK OF FLATS HACKNEY
GREEN LANES
FINSBURY PARK
MANOR HOUSE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *24/09/14* *Survey Type: MANUAL*

3 IS-03-C-03 BLOCK OF FLATS ISLINGTON
FLORENCE STREET
ISLINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: THURSDAY *21/11/13* *Survey Type: MANUAL*

4 IS-03-C-04 BLOCK OF FLATS ISLINGTON
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total Number of dwellings: 157
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

5 IS-03-C-05 BLOCK OF FLATS ISLINGTON
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

6 IS-03-C-06 BLOCK OF FLATS ISLINGTON
CALEDONIAN ROAD
HOLLOWAY

Edge of Town Centre
Residential Zone
Total Number of dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

7 SK-03-C-01 BLOCK OF FLATS SOUTHWARK
PARK STREET
SOUTHWARK

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 53
Survey date: FRIDAY *19/09/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS	SOUTHWARK
	Edge of Town Centre Built-Up Zone Total Number of dwellings:	29	
	Survey date: THURSDAY	*23/04/15*	*Survey Type: MANUAL*
9	WH-03-C-01 AMIES STREET CLAPHAM JUNCTION	BLOCKS OF FLATS	WANDSWORTH
	Edge of Town Centre Residential Zone Total Number of dwellings:	30	
	Survey date: WEDNESDAY	*09/05/12*	*Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

Parameter summary

Trip rate parameter range selected:	9 - 157 (units:)
Survey date date range:	01/01/11 - 19/09/18
Number of weekdays (Monday-Friday):	9
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.

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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:			0.342			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.

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

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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									
22:00 - 23:00									
23:00 - 24:00									
Total 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.

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