

**Central London Investments
Limited**

112A Great Russell Street
Transport Assessment

May 2020

transport planning practice



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1 INTRODUCTION

- 1.1.1 Transport Planning Practice (TPP) is appointed by Central London Investments Limited to prepare a Transport Statement (TS) in support of the Minor Material Amendment (MMA) planning application for the redevelopment of a site at 112a Great Russell Street within the London Borough of Camden (LBC).
- 1.1.2 A planning application for the redevelopment of the existing 140 space car park site, to provide a 166 bedroom hotel was granted (on appeal) on the 4th November 2016 (planning reference 2015/3605/P, appeal reference APP/X5210/W/16/3147078).
- 1.1.3 This MMA to the approved development comprises increasing the total number of hotel rooms to 208, an increase of 42 rooms. The additional rooms will be provided by reconfiguration of the internal layout of the approved hotel. The proposals will not alter the servicing, waste collection and management arrangements of the hotel. The hotel proposals will provide cycle parking in line with the London Plan requirements and remain car-free as per the consented scheme.

1.2 Scope of report

- 1.2.1 The remainder of this report is structured as follows:
- **Section 2: Existing Conditions** - This section describes the site's accessibility by different transport modes and sets out the existing transport conditions in the local area.
 - **Section 3: Proposed Development** - This section outlines the scheme proposal together with the proposed access and servicing arrangements.
 - **Section 4: Trip Generation** - This section estimates the number of trips to and from the proposed hotel and assesses the impacts on the different transport modes.
 - **Section 5: Transport Policy** - This section looks at the relevant transport planning policies at national, regional and local levels.
 - **Section 6: Sustainable Travel** - This section considers the sustainable travel credentials of the site.

- **Section 7: Summary and Conclusions** - This section summarises the conclusions on the transport aspects of the redevelopment proposals.

2 EXISTING CONDITIONS

2.1 Site location

- 2.1.1 The hotel is spread over two basement levels (-4 and -5) at 112a Great Russell Street. 112a Great Russell Street is bound to the west by Tottenham Court Road, to the south by Great Russell Street, to the east by Adeline Place and to the north by Bedford Avenue.
- 2.1.2 Tottenham Court Road is located approximately 40m to the west of the site, and Bloomsbury Street is approximately 150m to the east. Tottenham Court Road Station is located 120m walk to the south of the site. Covent Garden is located approximately a 850m (8-10 minutes¹) walk to the south while Holborn is a 750m (7-9 minutes) walk to the east. A site location plan is provided in Figure 1.
- 2.1.3 The site is surrounded by hotel, office and retail development, with major retail on Tottenham Court Road. Immediately north of the site is St Giles Hotel which is accessed from Bedford Avenue. There is also a YMCA which is accessed from Great Russell Street, adjacent to the pedestrian entrance to the car park. To the east, there are hotels on Great Russell Street. The site is well located with excellent accessibility by public transport, walking and cycling.

2.2 Pedestrian access and walking

- 2.2.1 The main access, encompassing an entrance hall and a check-in desk, will be located off Great Russell Street.
- 2.2.2 The existing crossovers providing access to the entry and exit ramps on Adeline Place will be removed and the footway reinstated, thus improving the pedestrian environment in the immediate vicinity.

2.3 Cycling

- 2.3.1 There are cycle routes in close proximity to the site. The closest signed cycle route is along Bloomsbury Street to the east and New Oxford Street and Charing Cross Road to the south, providing a link with Covent Garden further to the south and Oxford Circus to the west. There is a good network of cycle routes in the area that link to the wider route network. Figure 2 shows the existing cycle network in the vicinity of the development site.

¹ Walk speed of 80-100m per minute

- 2.3.2 There are four Transport for London (TfL) cycle hire docking stations within 400m (4-5 minutes) walk of the site which give access to 127 stands. These are located at Great Russell Street (150m walk, 26 stands), Bayley Street (260m walk, 26 stands), Earnshaw Street (260m walk, 18 stands) and Soho Square (350m walk, 57 stands). Cycle parking in the form of Sheffield type stands is also available on Great Russell Street and Adeline Place.

2.4 Taxis

- 2.4.1 Due to the central location of the site and proximity of Tottenham Court Road and Oxford Street retail and leisure areas, there is a relatively high number of taxis in the local area. These include Black Cabs as well as those provided on mobile applications such as Uber, Bolt and ViaVan.
- 2.4.2 Oxford Street is located to the west, which, due to its busy nature, tends to encourage taxis to use the quieter roads. Taxis serving the St Giles Hotel are able to wait in Bedford Avenue where there is space for two taxis.

2.5 On-street parking restrictions

- 2.5.1 On-street parking in the local area consists mainly of permit parking and pay & display spaces on Great Russell Street, Adeline Place and Bedford Avenue. There is also space for two coaches outside St Giles Hotel on Bedford Avenue. The controlled parking zone CA-C operates between Monday and Saturday from 08.30 to 18.30. Double yellow lines restrict parking on Adeline Place and single yellow lines are in existence on Great Russell Street, however, loading and unloading is not restricted.

2.6 Public Transport accessibility

- 2.6.1 The site is very well located in terms of public transport, being within a short walk of Tottenham Court Road underground station and the high frequency bus routes that operate in the area.

Public Transport Accessibility Level (PTAL)

- 2.6.2 The site has a PTAL rating of 6b indicating excellent accessibility. This has been informed by the TfL Planning Information Database.

Underground

- 2.6.3 The site is located approximately 170m (2 minutes walk) to the north of Tottenham Court Road station. The station provides interchange between Central Line (Ealing Broadway/West Ruislip to Epping) and Northern Line (Charing Cross branch) services.
- 2.6.4 The Central Line provides access to much of central London and a number of transport hubs including London Liverpool Street, Bank and Oxford Circus. The Central Line also offers interchange with the Piccadilly, Victoria, Circle, Bakerloo, District, Jubilee, and Waterloo & City lines and the Docklands Light Railway.
- 2.6.5 Tottenham Court Road is served by the Charing Cross branch of the Northern Line providing services between Morden in the south and High Barnet/Edgware in the north. This offers interchange with a number of lines including the Victoria, Jubilee and Bakerloo lines.
- 2.6.6 Holborn underground station is located approximately 700m (7-9 minute walk) to the east of the site, providing access to the Piccadilly Line in addition to Central Line services. The Piccadilly Line operates between Cockfosters and Uxbridge/Heathrow Terminal 5.
- 2.6.7 Oxford Circus underground station is located approximately 980m (9-12 minute walk) to the west of the site, providing access to the Bakerloo and Victoria Lines in addition to Central Line services. The Bakerloo Line operates between Harrow & Wealdstone and Elephant & Castle. The Victoria Line operates between Walthamstow Central and Brixton. Table 2.1 provides a summary of the underground services peak frequencies.

Table 2.1 - Underground weekday peak hour maximum frequencies

Underground services	AM peak hour frequency (two-way)	PM peak hour frequency (two-way)
Central Line	56	56
Northern Line	39	41
Piccadilly Line	46	48
Bakerloo Line	35	35
Victoria Line	56	56
Total	232	236

Source: TFL website

Buses

- 2.6.8 There are a number of bus stops within a short walk of the site on Tottenham Court Road (1 minute walk), Bloomsbury Street (2-3 minutes walk) and New Oxford Street (2-3 minutes walk), providing access to 14 frequent bus services with eight of these services operate a 24 hour service. The local bus network is shown in Figure 3. Table 2.2 outlines the peak hour frequencies of the above bus services.

Table 2.2 - Local bus service weekday AM peak hour frequencies

Bus service	Route	AM peak hour frequency (two-way)
1	Tottenham Court Road - Canada Water	14
8	Bow - Oxford Circus	15
14	Putney Heath - Warren Street	18
19	Battersea Bridge - Finsbury Park	14
24	Hampstead Heath - Pimlico	20
25	Ilford - Oxford Circus	20
29	Trafalgar Square - Wood Green	25
38	Clapton - Victoria	30
55	Leyton - Oxford Circus	20
73	Stoke Newington - Victoria	27
98	Holborn - Willesden	16
134	Tottenham Court Road - North Finchley	24
176	Tottenham Court Road - Penge	12
390	Archway - Notting Hill Gate	14
Total		330

Source: TFL website

- 2.6.9 As can be seen, the 14 bus routes in the vicinity of the site provide a combined frequency of approximately 285 services per hour in both directions.

Crossrail

- 2.6.10 Tottenham Court Road station is currently undergoing a major upgrade to increase capacity and prepare for Crossrail. When completed, Crossrail will provide up to 24 services per hour linking Maidenhead and Heathrow Airport in the west to Shenfield and Abbey Wood in the east via central London thus making the site even more accessible than at present.

2.7 Motorcycle

- 2.7.1 The closest motorcycle parking bays are located to the east of the site on Great Russell Street, immediately to the west of its junction with Dyott Street. There is space for up to 14 solo motorcycles parked perpendicular to the footway with rings to secure locks.

3 PROPOSED DEVELOPMENT

- 3.1.1 The existing consented scheme comprises “change of use of part ground floor and basement levels -4 and -5 from Car Park (sui generis) to 166 bedroom hotel (Class C1), including alterations to openings, walls and fascia on ground floor elevations on Great Russell Street and Adeline Place.” The proposals being put forward as part of the MMA, comprises provision of an additional 42 rooms by reconfiguring the approved plans. The principles of the development in respect of transport such as servicing, waste collection, access and parking will remain as per the consented scheme. Cycle parking will be provided in line with the draft London Plan requirements.
- 3.1.2 The proposed ground level plan produced by the scheme’s architects is provided in Appendix A.

3.2 Proposed scheme

- 3.2.1 The proposed development would remain to be served as a budget hotel with the target guest segments are from short-stay markets, providing basic accommodation with no ancillary facilities. There will be no food and beverage outlets or sales of food and beverages items on site. The rooms and public areas are designed to discourage the consumption of food and beverage, as there are no fridges, desks or dining areas in the rooms or public areas. Other facilities typical of more traditional hotels such as a restaurant, conference rooms or gym facilities are not proposed.

3.3 Pedestrian access

- 3.3.1 All public access to the building will be via the existing pedestrian access on Great Russell Street leading to a new lobby.

3.4 Cycle access

- 3.4.1 Nineteen secure and covered cycle parking spaces will be provided within the development for staff and visitors of the hotel, accessible from Adeline Place. This level of provision is in excess of the draft New London Plan standards which requires a minimum of 1 space per 20 bedrooms for staff and 1 space per 50 bedrooms for visitors. This provision also adheres to Camden’s Transport Planning Guidance which states: “the Council will expect developments to provide, as a minimum, the number of cycle parking spaces as set out in the

London Plan. The Council will also seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden". Given the nature of the hotel and the small number of staff that will be on-site at any one time, this level of provision is expected to exceed the future cycle parking demand of the development.

- 3.4.2 In addition, following TfL's request and to support sustainable travel, a contribution has been made towards provision of a new Cycle Hire Docking Station in the vicinity of the hotel. Transport for London is responsible for installation of the docking station and selecting a suitable location in the vicinity of the site for implementing this initiative.

3.5 Vehicular access

- 3.5.1 The existing crossovers providing access to the entry and exit ramps on Adeline Place will be removed and the footway reinstated. It is intended to retain the exit ramp for the transfer of goods (i.e. linen/refuse) between ground and basement levels using a small electric vehicle.

3.6 Car parking

- 3.6.1 There is not proposed to be any car parking on site, due to the limited space and the proximity of the site to excellent high frequency public transport services. This is in line with LBC's policies which encourage car-free developments in areas of excellent public transport accessibility and within a Controlled Parking Zone (CPZ).
- 3.6.2 To ensure that all site users are aware of the travel choices available to them, information regarding sustainable travel choices will be available on the hotel's website.

3.7 Taxis

- 3.7.1 Taxi pick-up and drop-off is expected to take place from the section of single yellow line on Great Russell Street in close vicinity of the site's main entrance and it could also be undertaken from the double yellow lines in existence on Adeline Place which allows for drop-offs and pick-ups to take place. The closest taxi waiting rank is located outside the St Giles Hotel in Bedford Avenue, where there is space for two taxis.

3.8 Coaches

- 3.8.1 Given the nature and size of the hotel, we do not anticipate that hotel guests will arrive or depart by coach. Group bookings will be limited to a maximum of 8 guests. Group bookings will be restricted through the online booking system and advertised on the hotel's website and any third-party booking sites.

3.9 Servicing, deliveries and waste collection

- 3.9.1 The principles of the servicing, deliveries and waste collection arrangements for the hotel will remain as per the consented scheme. A detailed Servicing Management Plan will be submitted as a standalone document in support of the MMA application.
- 3.9.2 This document outlines in detail the description of the main activities of the hotel, expected number and type of delivery and servicing trips as well as duration of activities, waste storage provision and collection arrangements, loading/unloading at street level as well as how deliveries will be managed internally. Extracts from the Servicing Management Plan, summarising the key points in respect of servicing, deliveries and waste collection are outlined below.
- 3.9.3 The hotel will be serviced using the double yellow lines directly adjacent to the property on Adeline Place. All deliveries will be offloaded, brought to the servicing ramp, and then loaded onto a small electric vehicle (EV), which will remain in the service ramp area. The EV will then transport goods from the ground floor service entrance before depositing the goods in a designated service area at Level -5. Any deliveries attempted by vehicles in any other area will be rejected and the drivers sent to the designated service access ramp off Adeline Place.
- 3.9.4 All deliveries are during the times of 10.00 and 15.00 hours to limit any inconvenience to traffic and residents. Fixed delivery schedules will be agreed in writing with any suppliers delivering to the property to avoid several delivery vehicles arriving at the same time.
- 3.9.5 Hotel Management will manage deliveries at the street level and open and close the gates securing the ramp area. The manager present will act as a banksman, whilst goods enter and exit the property to ensure the safety of pedestrians and cyclists during servicing activities.

- 3.9.6 On average, the hotel is expected to generate a total of 4-6 two-way servicing trips (up to three vehicles) per day. These include daily deliveries of linen, post as well as refuse collection.
- 3.9.7 The waste management strategy for the hotel has been developed in accordance with Camden's Planning Guidance for refuse and recycling storage, this includes the technical waste guidance 2019. The activities undertaken will adhere to meet the set targets within the London Plan and wider National guidance under the EU waste regulations.
- 3.9.8 Refuse and recyclable waste will be stored in the designed bin storeroom located at Basement -5 level until it is due to be collected. Prior to collection, refuse will be transferred from the bin storeroom at basement level to a refuse holding area at ground level, accessible from Adeline Place. As soon as bins have been emptied, the bins will be brought back inside the basement bin storeroom.
- 3.9.9 Monitoring of the SMP will take place as part of the Travel Plan monitoring, by the Council, in accordance with the s106 monitoring contribution.

4 TRIP GENERATION

- 4.1.1 As outlined above, the MMA application, proposes to increase the number of consented hotel rooms from 166 to 208. This section assesses the quantum of trips likely to be generated as a result of the proposed additional 42 hotel rooms.

Assessment of net additional trips

- 4.1.2 The trip rates associated with the hotel use have been determined from a review of the TRICS database, for sites available which are generally comparable in terms of the total number of bedrooms and level of public transport accessibility. The following sites selected are shown in Table 4.1. The full TRICS data is contained is provided in Appendix B.

Table 4.1 - TRICS sites used to derive total person trip rates for C1 Hotel use

Location	Borough	No. of rooms	PTAL
Greenwich High Road	RB Greenwich	151	6a
Waterloo Road	LB Lambeth	297	6b

- 4.1.3 The surveys of the above sites have been used to derive the person trips (i.e. trips undertaken by all modes to and from the site) for the additional 42 hotel rooms proposed. The derived trip rates for the typical AM and PM peak hours, expressed as trips per room and the resultant person trips are summarised in Table 4.2.

Table 4.2 – Predicted hotel trips rates and number of expected trips generated

Mode	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Person trip rates	0.078	0.199	0.277	0.241	0.257	0.498
Person trips (42 rooms)	3	8	11	10	11	21

- 4.1.4 Table 4.2 indicates that the proposed development is expected to generate in the region of 11 and 21 additional trips in the AM and PM peak hours, respectively.

Mode split

- 4.1.1 The 2011 Census Method of Travel to Work for the workday population of Camden 028 Middle Layer Super Output Area (MLSOA) has been used to derive the travel mode share of the proposed development. Given that the proposed development is car-free and the surrounding roads fall within CPZ areas, it is

predicted that visitors and employees will access the site using sustainable modes of transport. The mode share values have been adjusted on a pro-rata basis to reflect this. The resultant mode share is shown in Table 4.3.

Table 4.3 – Mode share, Camden 028 MLSOA

Mode	Mode share	
	Census 2011	Adjusted
Underground	37.2%	39.1%
Train	34.0%	35.7%
Bus	11.5%	12.0%
Taxi	0.2%	0.3%
Motorcycle	1.2%	1.3%
Car driver	4.8%	0.0%
Car passenger	0.4%	0.4%
Bicycle	5.5%	5.8%
On foot	5.0%	5.2%
Other	0.2%	0.2%

- 4.1.2 Table 4.4 shows the expected number of person trips by mode associated with the additional 42 hotel rooms proposed. The trip numbers have been calculated by applying the adjusted mode split from Table 4.3 to the total person trip numbers outlined in Table 4.2.

Table 4.4 – Proposed multi-modal hotel trips

Mode	Modal split	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)		
		In	Out	Total	In	Out	Total
Underground	39.10%	1	3	4	4	4	8
Train	35.70%	1	3	4	4	4	8
Bus	12.00%	0	1	1	1	1	2
Taxi	0.30%	0	0	0	0	0	0
Motorcycle	1.30%	0	0	0	0	0	0
Car passengers	0.40%	0	0	0	0	0	0
Bicycle	5.80%	0	0	0	1	1	2
On foot	5.20%	1	1	2	0	1	1
Other	0.20%	0	0	0	0	0	0
Total	100%	3	8	11	10	11	21

- 4.1.3 The additional 42 rooms is expected to result in an additional 11 and 21 two-way trips to be generated during the AM and PM peak period, respectively. Given the car-free nature of the development and the site's excellent access to public transport services, the impact of the additional demand on the highway network and public transport services is considered to be insignificant.

5 TRANSPORT POLICY CONTEXT

5.1.1 This section reviews relevant transport policy to provide the context for assessing the planning application from a transport standpoint. The main policy documents in this regard are:-

- National Planning Policy Framework (2019);
- The London Plan (2016);
- Draft New London Plan (2019);and
- London Borough of Camden Local Plan (2017).

5.2 National Policy

National Planning Policy Framework (2019)

5.2.1 The updated NPPF is revised from the original in 2012 and was released in 2019. The document focuses on increasing the delivery of achieving high quality design.

5.2.2 Chapter 9 'Promoting Sustainable Transport' highlights that transport issues should be considered at the earliest stage of development proposals, which include:

- The potential development impacts on the transport network.
- The opportunities arising from transport infrastructure and ensuring changing transport technologies are capitalised on.
- Opportunities to promote walking, cycling and public transport are identified and realised.
- Identify and take into account the environmental impacts of traffic and transport infrastructure, which includes capitalising on opportunities to avoid and mitigate any adverse effects.
- Patterns of movements, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality spaces.

5.3 Regional Policy

The London Plan (2016)

- 5.3.1 The London Plan provides the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The latest version of the London Plan was published in March 2016.
- 5.3.2 Policy 6.3 on 'Assessing Effects of Development on Transport Capacity' states that development proposals should ensure that impacts on transport capacity and the transport network are fully assessed. Transport Assessments should be provided in accordance with TfL guidance and Travel Plans should be provided for applications above the thresholds set out in TfL guidance. This Transport Statement has been prepared in accordance with TfL guidance.
- 5.3.3 Policy 6.9 on 'Cycling' states that the Mayor will work with all relevant partners to bring a significant increase in cycling in London, so that it accounts for at least 5% of modal share by 2026. This will occur by identifying, promoting and implementing a network of cycle routes across London.
- 5.3.4 Policy 6.13 on 'Parking' sets out the maximum parking standards for developments. In addition developments should ensure parking for disabled persons, minimum cycle parking standards are met and provide for the needs of the business with regards to delivery and servicing.
- 5.3.5 For non-residential developments with car parking, a car parking bay designated for Blue Badge holders should be provided, even if no general parking is provided.

Draft New London Plan (2019)

- 5.3.6 The Draft New London Plan will be implemented in 2020 and aims to make effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes and ensure that any impacts on London's transport network are mitigated. Most transport policies in the Draft New London Plan help reinforce those implemented in the current London Plan.
- 5.3.7 Policy T2 'Healthy Streets' states that development proposals should demonstrate how they will deliver improvements to support the 10 Healthy

Streets indicators, reduce dominance of vehicles on London's streets whether stationary or moving and be permeable by foot and cycle to connect to local walking, cycling and public transport networks.

- 5.3.8 Policy T5 'Cycling' sets out that developments must provide secure, integrated and accessible cycle parking in line with the minimum standards outlined in Table 2.1. Staff should also be provided with onsite changing facilities and showers for cyclists.

Table 5.1 - Draft New London Plan minimum cycle parking standards for C1 Hotel use

Use	Long Stay	Short Stay
C1 Hotel	1 space per 20 bedrooms	1 space per 50 bedrooms

- 5.3.9 Policy T6.4 'Hotel and leisure uses parking' states that in locations of a PTAL rating between 4-6, any on-site car parking provision should be limited to operational needs, disabled person parking and parking required for taxis, coaches and delivery and servicing. Parking for sites with a lower PTAL is taken on a case by case basis.

5.4 Local policies

London Borough of Camden Local Plan (2017)

- 5.4.1 The Camden Local Plan replaces the Core Strategy and Development Policies planning documents (adopted in 2010) and sets out the Council's planning policies for the future. It *"ensures that Camden continues to have robust, effective and up-to-date planning policies that respond to changing circumstances and the borough's unique characteristics and contribute to delivering the Camden Plan and other local priorities"*. The Local Plan will cover the period from 2016-2031. The following are the relative transport policies to the development proposals.
- 5.4.2 Policy T1 of the local plan "Prioritising walking, cycling and public transport" aims to promote sustainable transport choices and requires developments to prioritise the needs of pedestrians and cyclists and ensure sustainable travel will be the primary means of travel to and from the site.
- 5.4.3 Policy T2 Parking and car-free development states that the *"Council will limit the availability of parking and require all new developments in the borough to be*

car-free.” It is also stated that the council will “support the redevelopment of existing car parks for alternative uses”.

5.5 Summary

- 5.5.1 Overall, the proposed development is considered to be compliant with transport policy at local, regional and national level. The development is located in an area with excellent accessibility to public transport and local amenities. The proposals seek to encourage sustainable patterns of travel by not providing any on-site car parking and the removal of the car park is positive in reducing car trips.
- 5.5.2 The existing walking and cycling routes are adequate to accommodate the expected demand from the development. The assessments also show that the proposed development is not expected to impact on the wider highway or public transport network and therefore is considered acceptable in transport terms.

6 SUSTAINABLE TRAVEL

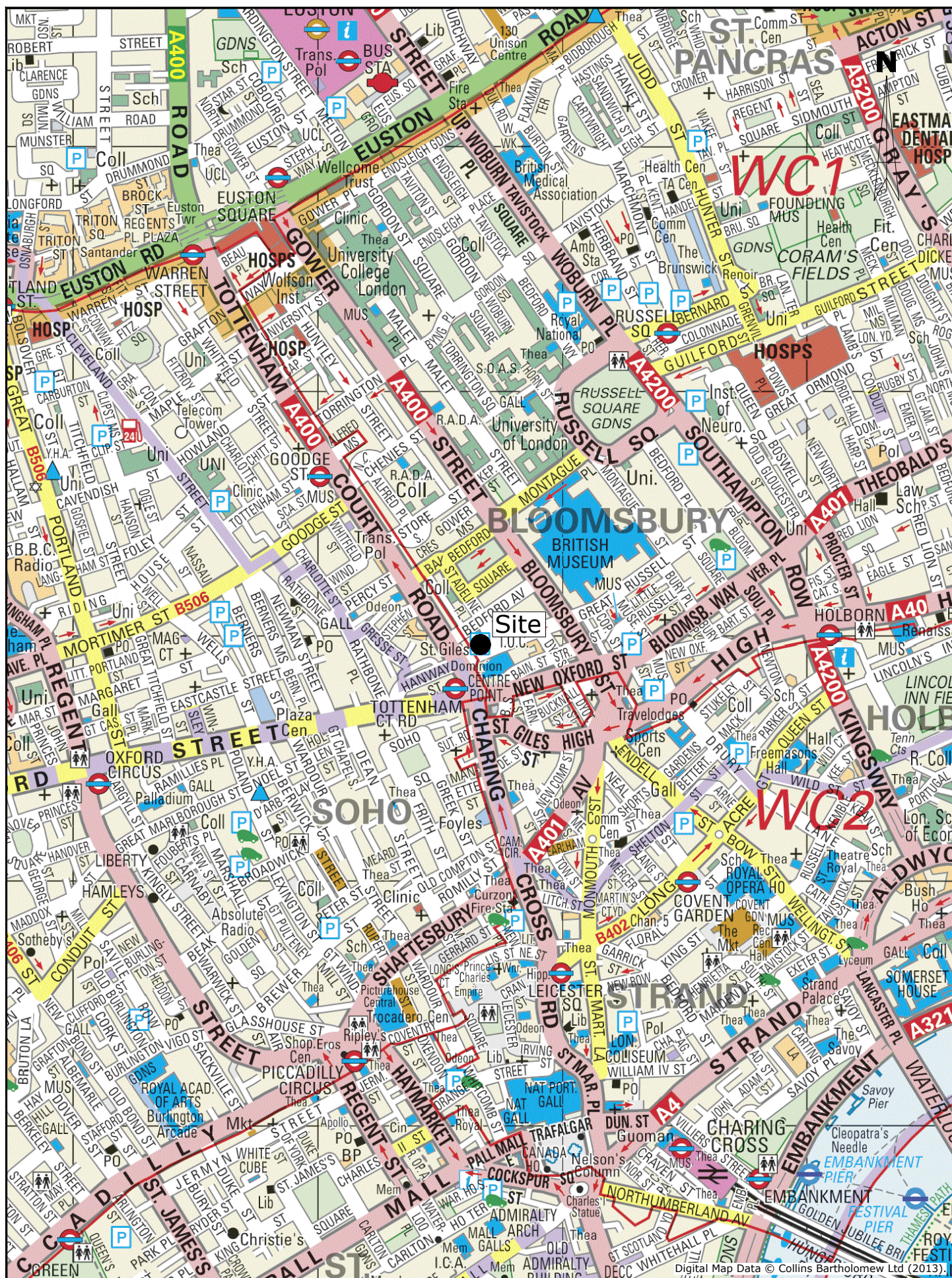
- 6.1.1 The site has excellent accessibility to public transport and a range of local amenities. This is expected to encourage use of more sustainable modes of travel by guests and employees on the site. The lack of car parking provision on site, and the cost of parking in local car parks will further serve to discourage use of cars.
- 6.1.2 To ensure that all site users are aware of the travel choices available to them, information regarding sustainable travel choices will be available on the hotel's website. The website will be used to promote the use of sustainable modes of travel and make users aware of the benefits of using these modes, including health, environmental and cost benefits. The provision of cycle parking on site will encourage greater use of this mode by staff.

7 SUMMARY AND CONCLUSIONS

- 7.1.1 Transport Planning Practice (TPP) is appointed by Central London Investments Limited to prepare a Transport Statement (TS) in support of the Minor Material Amendment (MMA) planning application for the redevelopment of a site at 112a Great Russell Street within the London Borough of Camden (LBC).
- 7.1.2 The site has an existing consent to provide a 166 bedroom hotel, granted (on appeal) by LBC on 4th November 2016 (planning reference 2015/3605/P, appeal reference APP/X5210/W/16/3147078). This MMA to the approved development comprises increasing the total number of hotel rooms to 208, equating to an addition of 42 rooms. The additional rooms will be provided by reconfiguration of the internal arrangement and the overall principles of the development in respect of access, servicing, waste collection and parking will remain as per the consented scheme.
- 7.1.3 The site is very well located in terms of public transport, being within a short walk of Tottenham Court Road underground station and the high frequency bus routes that operate in the area. TfL's PTAL calculator indicates that the site has a PTAL of 6b, which indicates excellent accessibility.
- 7.1.4 All car parking would be removed from the site as part of the proposed redevelopment. Vehicles would be able to drop off and pick up passengers from Great Russell Street and Adeline Place. The existing crossovers providing access to the entry and exit ramps on Adeline Place will be removed and the footway reinstated.
- 7.1.5 The development will be car-free and cycle parking will be provided in excess of the draft New London Plan requirements.
- 7.1.6 All servicing, deliveries and waste collection will take place off Adeline Place as per the consented scheme. The scheme will generate on average a total demand of 2-3 deliveries and waste collection vehicles per day. The servicing, delivery and waste collection arrangements for the hotel will be highly managed to minimise any impact on the local and wider highway network. A detailed Servicing Management Plan has been included as part of the MMA application, outlining in detail the servicing management strategy for the development.

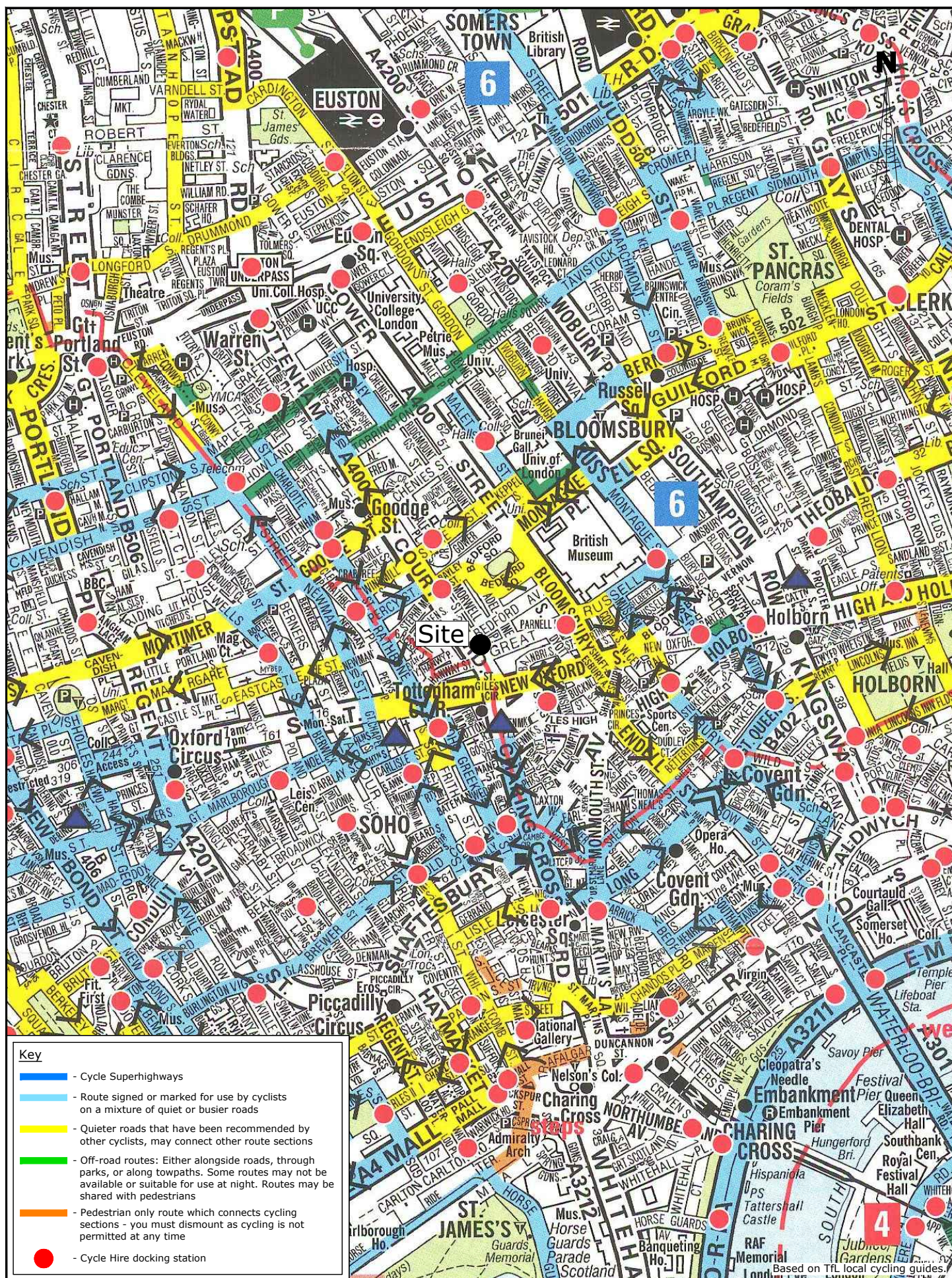
- 7.1.7 The proposals are in line with current policy which encourages car-free developments in areas of high accessibility. National, regional and local policies have been reviewed and it is considered that the proposals are in compliance.
- 7.1.8 The additional 42 rooms is expected to result in an additional 11 and 21 two-way trips to be generated during the AM and PM peak period, respectively. Given the car-free nature of the development and the site's excellent access to public transport services, the impact of the additional demand on the highway network and public transport services is considered to be insignificant.
- 7.1.9 The proposed development is compatible with transport policies and would not give rise to any adverse transport impact. There is therefore no transport reason why the development should not proceed.

Figures



Site location plan

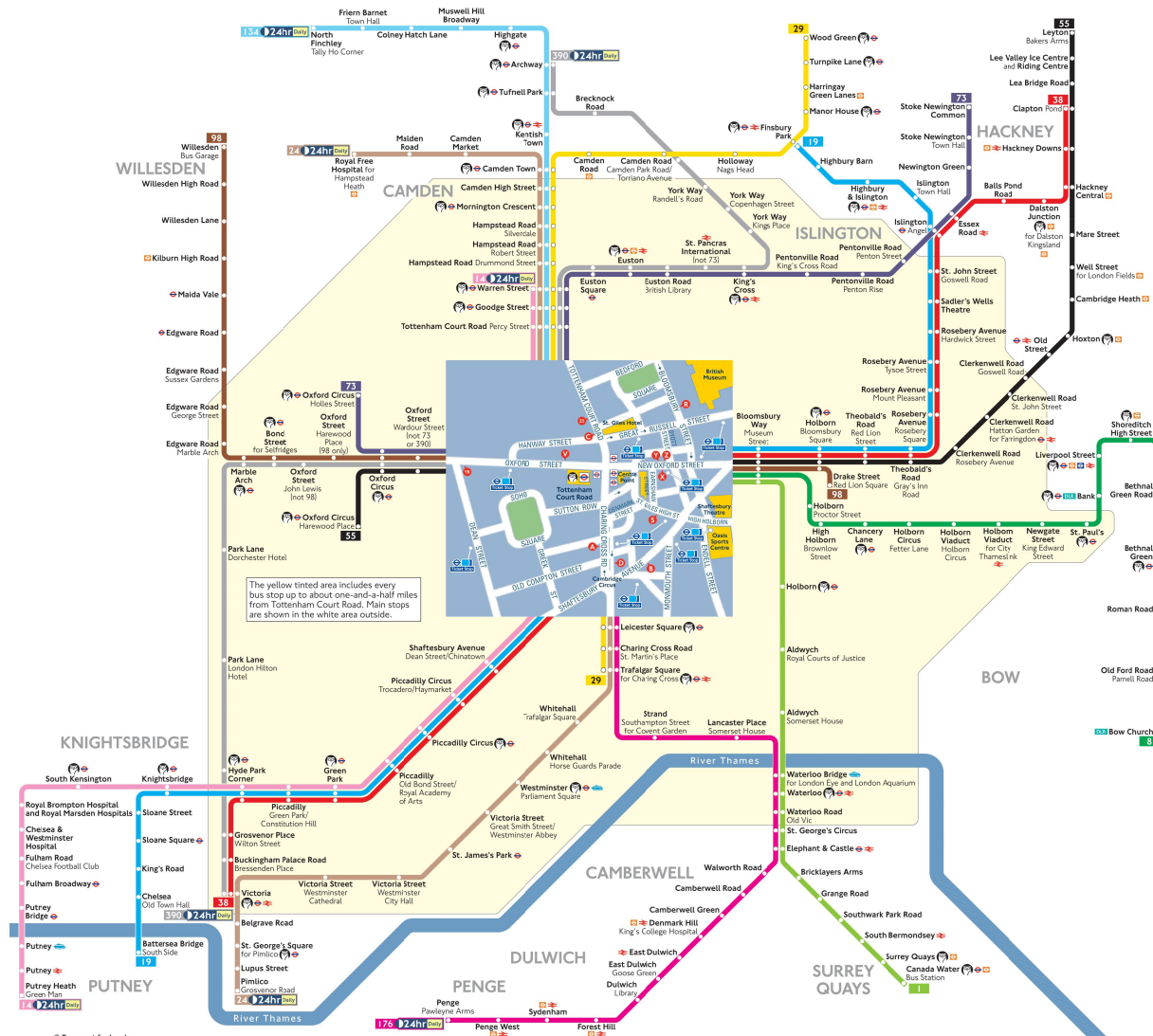
Figure 1



Local cycle network

Figure 2

Buses from Tottenham Court Road



© Transport for London
Information correct from 1 December 2018

Route finder

Bus route	Towards	Bus stops
1	Canada Water	Z
8	Bow Church	Z
14	Putney Heath	B R
19	Battersea Bridge	B
24	Finsbury Park	A Y
24	Hampstead Heath	A C
29	Pimlico	D R S
29	Trafalgar Square	D R S
38	Wood Green	A C
38	Clapton	A Y
55	Victoria	B
55	Leyton	V Y
73	Oxford Circus	X Y
73	Oxford Circus	R X Y
98	Stoke Newington	V
98	Holborn	V Z
134	Willesden	X Y
134	North Finchley	C
176	Penge	D S
590	Archway	V
590	Victoria	R X Y

Key

- Connections with London Underground
- Connections with London Overground
- Connections with TFL Rail
- Connections with National Rail
- Connections with DLR
- Connections with river boats
- Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TFL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TFL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TFL 798 (0.8 pt)
Based on TFL bus route maps.

Local bus network

Figure 3

Appendix A

Floor plans



Project Stage
For Planning

Client
Criterion Capital Ltd.

Project
GRS

Title
Proposed Plan Ground Floor Planning

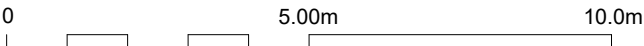
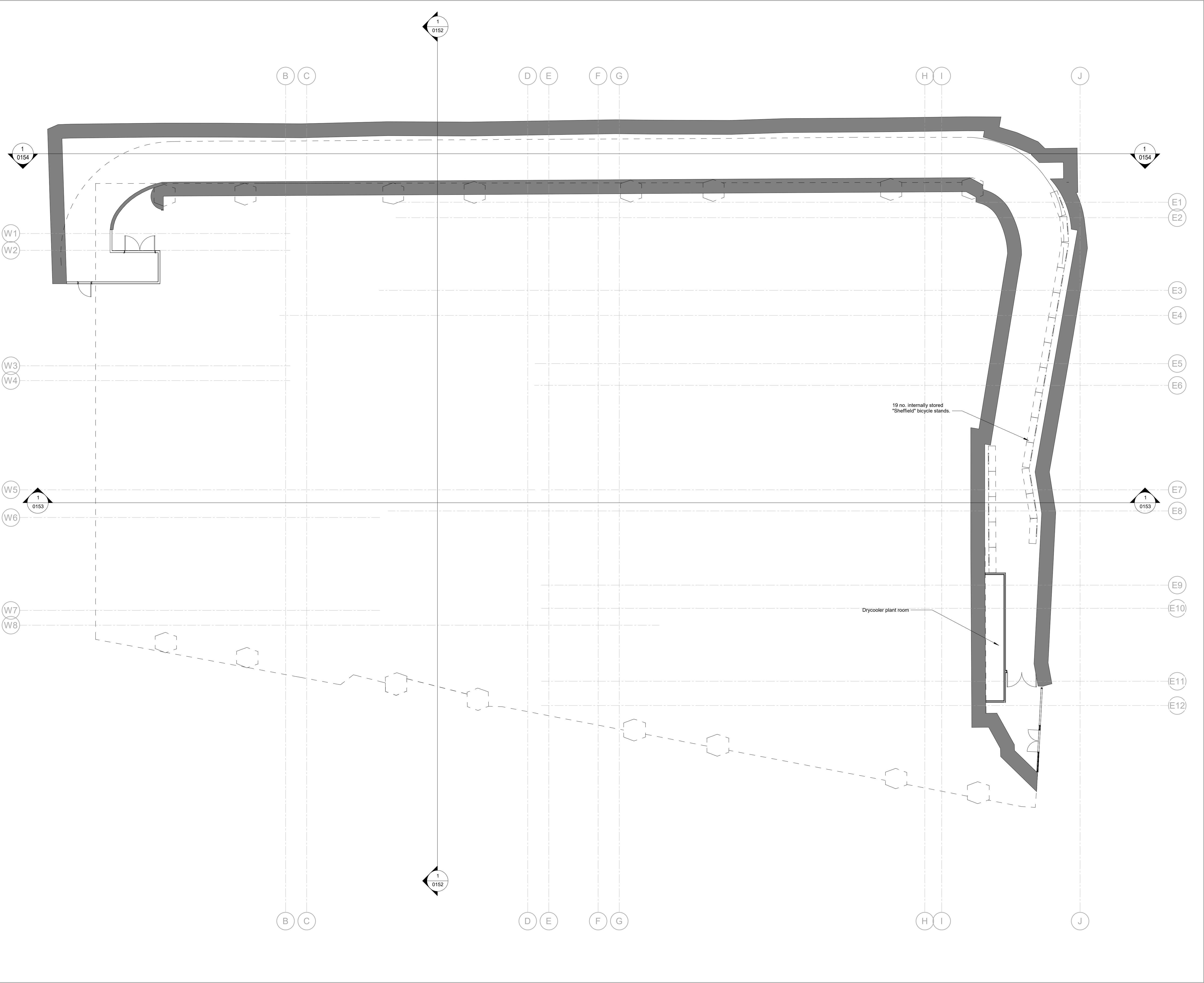
REV	DATE	PURPOSE	BY
P1	27/03/20	For Planning	MH

Drawing No.
GRS-0103

Rev.
P1

Project No.	Scale	1 : 125 @ A1 1 : 250 @ A3	
003	Drawn	Checked	Date
	MH	MH	03/26/20

Do not scale from this drawing. All dimensions should be checked and confirmed on site before the commencement of work. All discrepancies must be reported. Subcontractors must verify all dimensions on site before making a shop drawing or commencing manufacturing. This drawing is subject to copyright. ©



Project Stage
For Planning

Client
Criterion Capital Ltd.

Project
GRS

Title
Proposed Plan B5 Ramp Planning

REV	DATE	PURPOSE	BY
P1	27/03/20	For Planning	MH

Drawing No. **GRS-0104** Rev. **P1**

Project No.	Scale	1 : 125 @ A1 1 : 250 @ A3	
003	Drawn	Checked	Date
	MH	MH	03/26/20

Do not scale from this drawing. All dimensions should be checked and confirmed on site before the commencement of work. All discrepancies must be reported. Subcontractors must verify all dimensions on site before making a shop drawing or commencing manufacturing. This drawing is subject to copyright. ©

Appendix B

TRICS output

Calculation Reference: AUDIT-237601-200317-0322

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
LB	LAMBETH	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 297 (units:)
Range Selected by User:	82 to 297 (units:)

Parking Spaces Range:	All Surveys Included
-----------------------	----------------------

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/11 to 23/11/18
-------------	----------------------

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:

Friday	2 days
--------	--------

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

Selected survey types:

Manual count	2 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 undertaken using machines.

Selected Locations:

Town Centre	1
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:

Built-Up Zone	1
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.

Secondary Filtering selection:

Use Class:

C1	2 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000

2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

500,001 or More

2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.5 or Less

1 days

0.6 to 1.0

1 days

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

Yes

1 days

No

1 days

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

4 Good

1 days

6b (High) Excellent

1 days

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

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*
- 2 LB-06-A-01 HAMPTON BY HILTON LAMBETH
WATERLOO ROAD
LAMBETH
- Town Centre
Built-Up Zone
Total Number of bedrooms: 297
Survey date: FRIDAY 23/11/18 *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-06-A-02	NA

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	297	0.027	1	297	0.071	1	297	0.098
07:00 - 08:00	2	224	0.083	2	224	0.194	2	224	0.277
08:00 - 09:00	2	224	0.078	2	224	0.199	2	224	0.277
09:00 - 10:00	2	224	0.065	2	224	0.373	2	224	0.438
10:00 - 11:00	2	224	0.116	2	224	0.411	2	224	0.527
11:00 - 12:00	2	224	0.190	2	224	0.279	2	224	0.469
12:00 - 13:00	2	224	0.103	2	224	0.188	2	224	0.291
13:00 - 14:00	2	224	0.185	2	224	0.158	2	224	0.343
14:00 - 15:00	2	224	0.221	2	224	0.123	2	224	0.344
15:00 - 16:00	2	224	0.188	2	224	0.266	2	224	0.454
16:00 - 17:00	2	224	0.277	2	224	0.170	2	224	0.447
17:00 - 18:00	2	224	0.241	2	224	0.257	2	224	0.498
18:00 - 19:00	2	224	0.275	2	224	0.281	2	224	0.556
19:00 - 20:00	2	224	0.438	2	224	0.234	2	224	0.672
20:00 - 21:00	2	224	0.346	2	224	0.183	2	224	0.529
21:00 - 22:00	2	224	0.283	2	224	0.121	2	224	0.404
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.116			3.508			6.624

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.