CANEPARO ASSOCIATES
Transport Planning & Highway Design

SLP Crescent Limited

Crescent Hotel

Transport Statement

December 2022

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Contents

Appendices

INTRODUCTION

1.1 Caneparo Associates has been commissioned by SLP Crescent Limited ('the Applicant') to provide traffic and transportation advice regarding the proposed change of use at Nos. 49-50 Cartwright Gardens ('the site'), located in the London Borough of Camden (LBC).

1.2 The existing site forms of a terrace building with basement, ground and three upper floors, fronting Cartwright Gardens to the northeast. The site consists of a Grade II listed building which, whilst now vacant formally operated as a 27-room hotel.

1.3 The proposed planning application seeks the:

"Refurbishment and change of use hotel (Class C1) to shared living (Sui Generis) with associated internal and external works, landscaping and cycle storage."

1.4 Details of the existing and proposed Architect plans are included at **Appendix A**.

1.5 This report reviews the proposal in traffic and transportation terms and considers the effects of the proposed development in terms of trip generation, parking, access, and servicing / waste collection. It concludes that the proposal is acceptable in traffic and transport terms.

1.6 The remainder of the report is set out as follows;

- Section 2 summarises the existing situation and the highway network;
- Section 3 details the accessibility of the site via various modes of travel;
- Section 4 summarises the relevant transport planning policy;
- Section 5 describes the development proposal;
- Section 6 assesses the multi-modal trip generation of the development;
- Section 7 reviews the effects of the development; and,
- Section 8 summarises and concludes.

EXISTING SITUATION

The Site and Surrounding Area

2.1 The site is located to the southwest of Cartwright Gardens approximately 450m (6-minute walk) north of Russell Square station and 550m (7-minute walk) southeast of London Euston station. The site comprises a 3-storey existing building formally in use as a hotel known as the Crescent Hotel. The site is located within a mixed-use area with surrounding hotel buildings and residential properties situated along Cartwright Gardens.

2.2 Recreational green space is located to the northeast of the site forming of Cartwright Gardens. The site location plan is detailed within **Figure 2.1**.

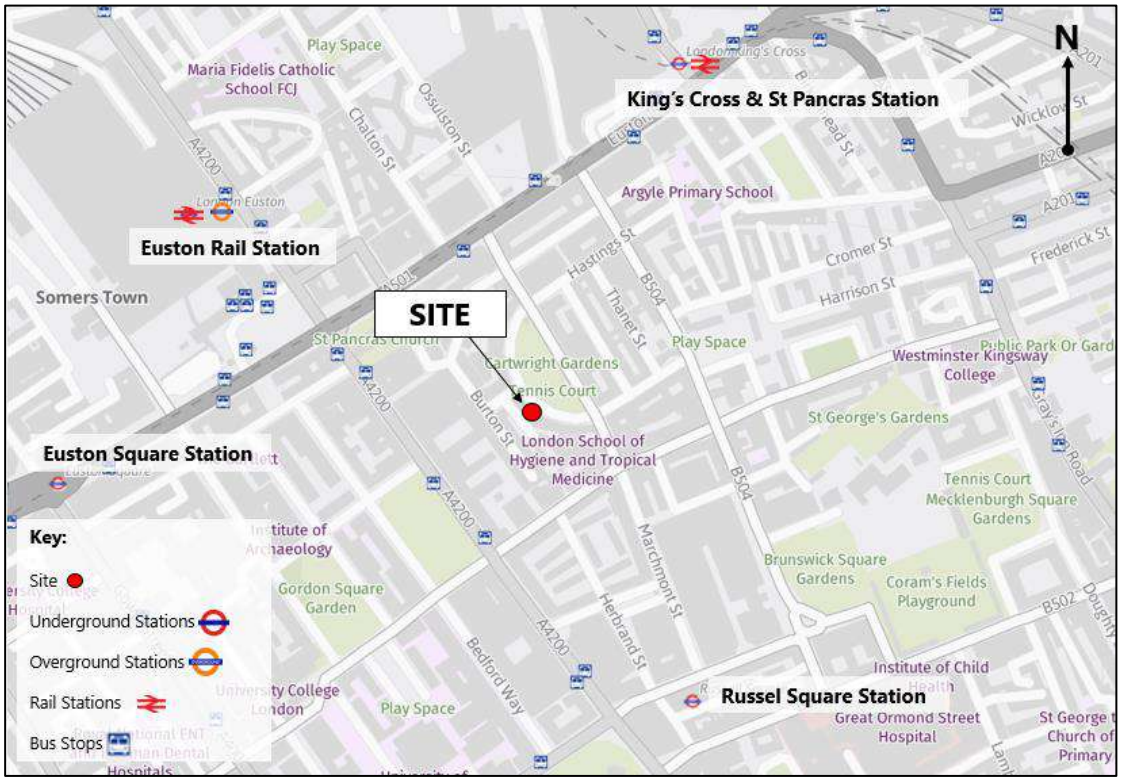


Figure 2.1: Site Location Plan *ArcGIS Pro 2022*

Highway Network

2.3 Cartwright Gardens connects to Mabledon Place/ Cartwright Gardens to the northwest and Marchmont Street / Cartwright Gardens to the south. The semi-circular part on which the site is situated is split from the main road and links around Cartwright Gardens offering two-way traffic flow, subject to a speed limit of 20mph.

2.4 Cartwright Gardens has on-street parking bays located along the eastern side of the carriageway, reducing the width of the carriageway to a single lane for two-way traffic flow. The majority of bays here are for resident permit holders, but an e-scooter/cycle hire bay is included here and the eastern section of Cartwright Gardens has a footway build out in place which accommodates a cycle hire docking station.

2.5 The western side of Cartwright Gardens is controlled by a single yellow line, prohibiting parking within the controlled hours and allowing loading for a maximum of 40 minutes.

Controlled Parking Zone

2.6 The site is located within the London Borough of Camden's Controlled Parking Zone 'CA-D' which is operational Monday – Friday 08:30 – 18:30 and Saturday 08:30 – 13:30, with a 2 hour maximum duration of stay in the area for pay by phone visitor bays.

ACCESSIBILITY

3.1 The site is accessible by all modes of travel being within walking and cycling distance of several local amenities. There are also numerous public transport services available in the vicinity of the site, with regular bus routes that run along Euston Road and nearby National Rail, Overground and London Underground stations.

Active Modes

3.2 The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL have defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ). The 20-minute travel zone from the site is illustrated in **Figure 3.1** and discussed below.

Walking

3.3 Central London areas including Marylebone, Camden Town, Pentonville and Holborn are all located within the 20-minute walking distance of the site. These areas benefit from an array of public transport facilities, retail services, and recreational spaces.

3.4 There are a number of amenities located within a 20-minute walking distance from the site including grocery shops, gyms, restaurants and public transport stations. Walking duration is assumed to be 80m covered per minute. **Table 3.1** below compiles a list of these amenities.

Table 3.1: Approximate Distances to Local Amenities			
Amenity	**Location**	**Distance (metres)**	**Approximate Walking Time (minutes)**
Public Transport Opportunities			
Bus stops	British Library (Stop B)	300m	3-4 minutes
	British Library (Stop C)	350m	4 minutes
Underground / Rail Station	Russell Square Station	450m	6 minutes
	Euston Overground /Rail Station	550m	7 minutes
	King's Cross St Pancras Underground/Rail Station	600m	8 minutes
Facilities and Amenities			
Cafe/ Restaurant	Leigh Street	80m	1 minute
Pharmacy	Leigh Street	170m	2 minutes
Post Office	High Holborn	240m	3 minutes
Waitrose	Handel Street	270m	3-4 minutes
Bank	Euston Road	350m	4-5 minutes

3.5 Footway provision is excellent around the site with footway width being around 3m on Cartwright Gardens, sufficient for two-way passing and wheelchair / pushchair users. At a crossing between Cartwright Gardens and Marchmont Street near the site, there is a dropped kerb and tactile paving offering a desirable crossing point for pedestrians between the carriageway.

Cycling

3.6 Cycling has the potential to replace driving for distances up to 5 miles (8 kilometres), which includes most of Central London and distance towards Haringey, West Hampstead, Homerton, and Stockwell. **Figure 3.1** indicates the Active Travel Zone for the site based on a 20-minute cycle distance.

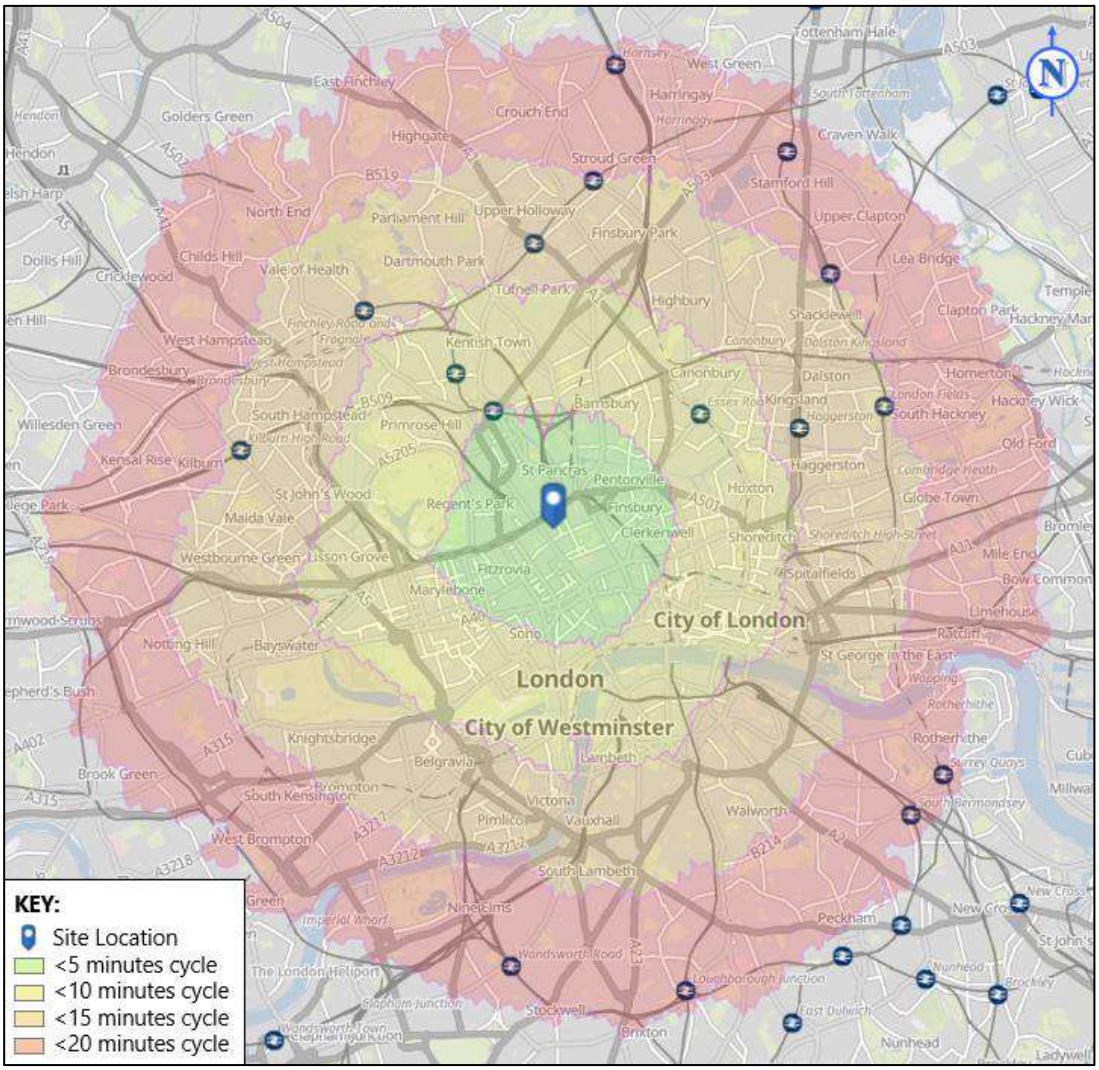


Figure 3.1 Source TfL – 20-minute Cycle Isochrone

3.7 There is good infrastructure for cycling within the vicinity of the site, with a number of cycle-friendly roads in the local area, including Cartwright Gardens, Burton Place and Tavistock Place as outlined by the Camden Cycling Campaign, demonstrated in **Figure 3.2** below.

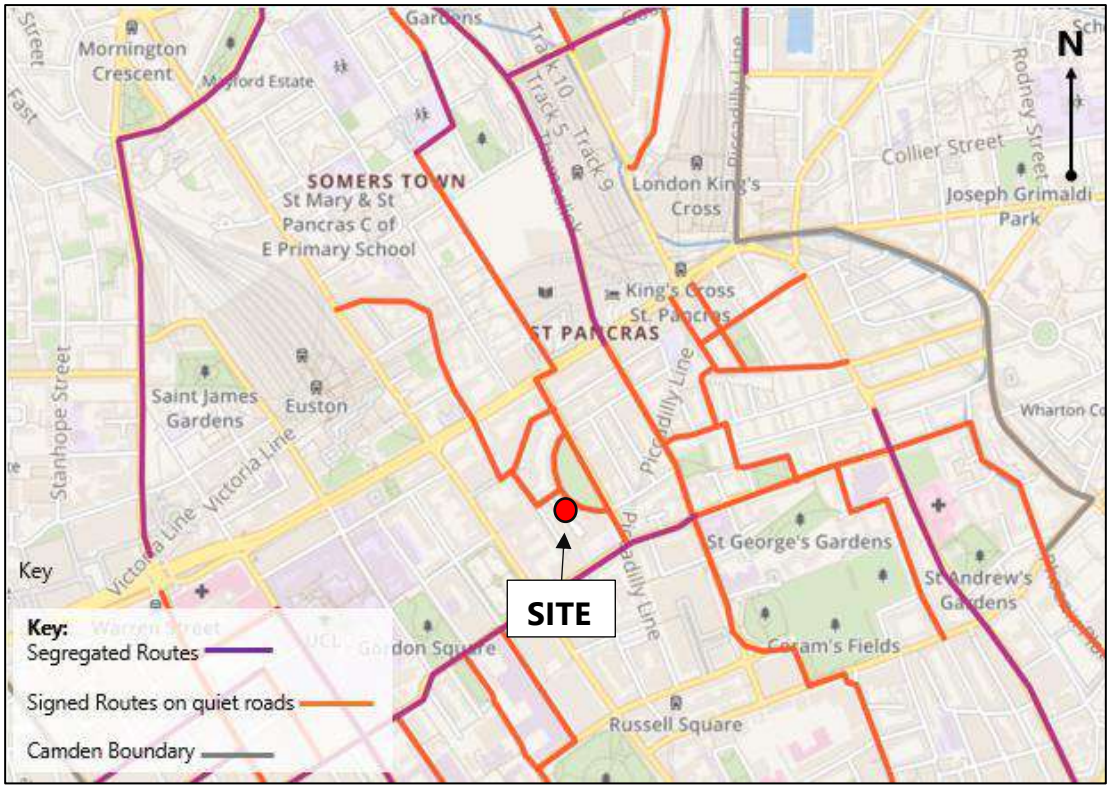


Figure 3.2. Camden Cycling Campaign Map

3.8 According to TfL's strategic cycle network, approximately 300m east of the site there is the Cycleway 6 cycle route operating along Judd Street, providing access between King's Cross and Kentish Town, passing by the British Library, Camden Market and Regent's Canal.

3.9 The site also benefits from a number of cycle hire docking stations within close proximity to the site. **Table 3.2** summarises the local cycle hire docking stations with their approximate travel distances from the site.

Table 3.2 Nearby Cycle Hire Docking Stations

Location	Number of Cycle Docks	Walking Distance (metres)	Approximate Walking Time (minutes)
Cartwright Gardens, Bloomsbury	17	70m	<1
Tavistock Place, Bloomsbury	17	300m	3-4
Endsleigh Gardens, Euston	19	350m	4
Coram Street, Bloomsbury	27	500m	6

Public Transport

Public Transport Accessibility Level (PTAL)

3.10 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

3.11 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.

3.12 The site's PTAL rating is 6b, which demonstrates that there is an excellent level of access to public transport facilities surrounding the site. The PTAL output is included at **Appendix B**.

Bus Services

3.13 The site benefits from a wide range of bus services which operate across Central London. The nearest east and westbound bus stops to the site are located on Euston Road (British Library Stop B & C) approximately 300-350m north of the site.

3.14 A list of these bus routes, and further bus services operating from other local bus stops, is provided in **Table 3.3.**

Table 3.3 Local Bus Services

Route Number	Route	Frequency (in minutes)		
		Weekday Frequency	Saturday Frequency	Sunday Frequency
18	Sudbury & Harrow Road Station – Euston Station	4 – 8	4 – 8	6 – 8
30	Portman Street / Selfridges - Hackney Wick / Trowbridge Road	9 - 12	9 - 12	11 - 14
59	Telford Avenue - Euston Bus Station	6 – 10	7 - 10	10 - 12
68	St Julian's Farm Road - Euston Bus Station	6 - 10	9 - 12	10 - 14

73	Holles Street - Stoke Newington Common	5 - 9	5 - 8	6 - 9
91	Tottenham Lane YMCA / Whitehall - Trafalgar Square	8 - 10	8 – 12	9 - 11
168	Royal Free Hospital - Dunton Road	8 - 12	8 - 12	10 - 14
390	Archway Station - Victoria Bus Station	8 – 11	6 - 10	8 - 12
476	Northumberland Park – King's Cross Station	8 – 12	9 - 13	9 - 13
N73	Holles Street - Walthamstow Bus Station	30 - 31	14 - 16	30 - 31
N91	Cockfosters Station - Whitehall / Trafalgar Square	29 - 32	29 - 30	29 - 32
N205	Cleveland Terrace - Drapers Field	30	19 - 20	30

Underground Services

3.16 The site benefits from a range of London Underground services within a 20-minute walk, including Russell Square, Holborn, Tottenham Court Road and Kings Cross St Pancras. The two nearest underground stations to the site are Russell Square which is located approximately 450m north of the site and King's Cross St Pancras, approximately 600m northeast from the site. The available Underground services from these stations are set out in **Table 3.4**.

Table 3.4: Underground Services

Station	Route	Walk Distance
Russell Square	Piccadilly Line: Cockfosters / Uxbridge / Heathrow Airport	450m
King's Cross St Pancras Underground	Circle Line: King's Cross / Edgware Road / Liverpool Street	600m
	Metropolitan Line: Watford / Amersham / Chesham / Uxbridge / Aldgate	
	Hammersmith & City Line: Hammersmith / Barking	
	Northern Line: Edgware / High Barnet / Kennington	
	Victoria Line: Brixton / Walthamstow Central	
	Piccadilly Line: Cockfosters / Uxbridge / Heathrow Airport	

Overground Services

3.17 Euston Station is located approximately 550m north of the site and offer an Overground services between Watford Junction, providing a service in each direction every 15 minutes.

Rail Services

3.18 Euston Rail Station also offers National Rail services to Watford Junction, Crewe, Birmingham New Street, Milton Keynes Central, Liverpool Lime Street, Tring, Northampton, Edinburgh, Manchester Piccadilly and Glasgow Central. Services to these destinations operate on the following lines: Grand Central, Great Northern, Hull Trains, LNER, Thameslink and Lumo.

3.19 King's Cross and St Pancras Stations are situated 600m away from the Site. These stations offer both National Rail and international services to destination both within the UK and further afield.

The following operators run services from King's Cross rail station:

- Thameslink and Great Northern;
- London North Eastern Railway;
- Hull Trains; and
- Grand Central.

3.20 The following operators run services from St Pancras International rail station:

- East Midland Railway;
- Eurostar;
- Thameslink; and
- Southeastern.

Car Club

3.21 There are a number of car clubs located within the vicinity of the site, which are operated by Enterprise, these are all detailed below:

- Marchmont Street, Bloomsbury - 1 vehicle (210m from the site); and
- Belgrove Street – 1 vehicle (650m from the site)

PLANNING POLICY

National Transport Policy

National Planning Policy Framework (July 2021)

4.1 The revised National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

4.2 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy. The Chapter notes at Paragraph 104 that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) *"the potential impacts of development on transport networks can be addressed;*

b) *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;*

c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*

d) *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*

e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

4.3 Paragraph 111 states that:

"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."

4.4 Paragraph 112 highlights what developments should provide which are listed below:

a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

4.5 The Chapter concludes at Paragraph 113 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".

Regional Transport Policy

The London Plan (2021)

4.6 The London Plan (2021) is a Spatial Development Strategy which sets out the framework for development in London over the subsequent 20-25 years. The transport aspects of the London Plan relevant to the proposed development are as follows.

4.7 Paragraph 10.1.1 of Chapter 10 states the following with regards to transport:

'The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way'.

4.1 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

B. 'When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.'

4.2 In regard to cycle parking, **Table 4.2** below sets out the cycle parking minimum standards for student accommodation use, though there is no standard that directly applies to the proposed co-living use for the site, student accommodation provision is considered the most comparable.

Table 4.2: Cycle Parking minimum standards (Higher cycle parking area)		
Use Class	**Long-stay**	**Short-stay**
Student Accommodation	0.75 spaces per bedroom	1 space per 40 bedrooms

4.3 Policy T6 Car Parking:

"B. Car-free developments should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite')."

4.4 Paragraph 10.7.3 states the requirements for deliveries and servicing activity for developments: *"to reduce the pressure on London's streets, developments should provide for deliveries and servicing off-street where possible, and through dedicated loading bays if not. Where loading in the carriageway is unavoidable and the impacts can be made acceptable, it should be designed to minimise the impact on people walking or cycling and other road users. Improved on-site storage can also reduce the need for deliveries during peak hours."*

4.5 Paragraph 4.1.9 states the following:

"All other net non-self-contained communal accommodation should count towards meeting housing targets on the basis of a 1.8:1 ratio, with one point eight bedrooms/units being counted as a single home".

4.6 This ratio is pertinent to the proposals as there are no parking policies associated with co-living developments. As such, 1.8/2 co-living units should equate to 1 residential unit.

4.7 With reference to shared housing, Policy H16 states that:

"*Large-scale Purpose-built Shared Living sets out that developments should:*

• *ensure mixed and inclusive neighbourhoods*

• *be in well-connected areas to local service and employment by walking, cycling and public transport*

• *be of acceptable quality, well-managed and integrated into their surroundings*

• *make affordable housing contribution".*

The Mayor's Transport Strategy (March 2018)

4.8 The Mayor's Transport Strategy (MTS) was published in March 2018 and is a policy document developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The document outlines the Mayor's vision and how TfL and its partners will achieve the vision.

4.9 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The document includes three key themes as set out overleaf, all of which are considered and addressed by the proposed development.

1. Healthy streets and healthy people – creating streets and networks to encourage active and sustainable travel, reducing car dependency.
2. A good public transport experience – shifting journeys by private car to the public transport network.
3. New homes and jobs – unlocking growth through new homes and jobs, brought about through planning a city that encourages walking, cycling and public transport use.

Local Guidance

Camden Local Plan (2017)

4.10 The Camden Local Plan (2017) sets out the policies for delivering the Council's vision for the borough in helping to improve and promote sustainable development. Those policies specific to transport and highways are detailed below.

4.11 Policy T1 'Prioritising walking, cycling and public transport', sets out the Council's aims to encourage active and sustainable travel.

'Walking - In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

a) improve the pedestrian environment by supporting high quality public realm improvement works;

b) make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;

c) are easy and safe to walk through ('permeable');

d) are adequately lit;

e) provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and

f) contribute towards bridges and water crossings where appropriate.

Cycling - In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

g) provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;

h) provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning Camden Local Plan | Transport 301 document Camden Planning

Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;

i) makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

j) is easy and safe to cycle through ('permeable'); and k. contribute towards bridges and water crossings suitable for cycle use where appropriate.

Public Transport - In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort.'

4.12 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.'* This includes the following:

'a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;

b. limit on-site parking to:

i. spaces designated for disabled people where necessary, and/or

ii. essential operational or servicing needs;

c. support the redevelopment of existing car parks for alternative uses; and

d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.'

4.13 Policy T3 Transport Infrastructure sets out the policy to encourage public transport improvements, where the borough will:

'a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and

b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance.'

Camden's Planning Guidance - Transport (January 2021)

4.14 The Transport guidance document forms part of the Supplementary Planning Documents (SPD) which accompany the Camden Local Plan 2017.

4.15 The guidance states that a Transport Statement should *'demonstrate how the development will impact transport on a micro (site and surroundings), local neighbourhood and a network (London-wide) scale'*. This Transport Statement has been prepared in accordance with Camden's Planning Guidance for Transport.

4.16 On car-free parking, Paragraph 5.2 states that:

"*Over the duration of the Plan period, the Council will therefore seek to capitalise on opportunities arising from development, to achieve a net reduction in its overall stock of parking spaces throughout the borough*".

4.17 Cycle parking is further mentioned to reinforce provisions within the existing London Plan (2021) to ensure residential developments have access to appropriate facilities:

"*As stated in the Local Plan Policy T1, the Council will expect developments to provide, as a minimum, the number of cycle parking spaces as set out in the London Plan*."

Summary

4.18 The site is located in an area of excellent accessibility that benefits from a range of existing public transport opportunities and local facilities within suitable walking and cycling distances. It will also be car free and, therefore, is suitable for the proposed use and in accordance with current policy guidance at a local, regional, and national level. This also corresponds to the Healthy Streets policies.

4.19 With regard to cycle parking taking account of the co-living use proposed and the constraints of the listed building and the steps needed to access the building, only a limited amount of cycle parking can be offered, which can be supplemented by additional on-street cycle hangar capacity if deemed necessary by the London Borough of Camden.

DEVELOPMENT PROPOSAL

5.1 The proposal seeks a change of use of the building (Class C1) to a shared-living development (Sui Generis). The building will be refurbished with sensitive, minor internal alterations to convert the existing 27-bedrooms hotel into a 31-bed, shared-living accommodation with en-suites, kitchen facilities and communal space.

5.2 The Architect's Layout Plans are shown at **Appendix A**.

Access

5.3 Pedestrian access will be retained from the site's frontage via Cartwright Gardens, utilising the two stair accesses into the building as per the existing situation, given the building's heritage status. There will be no vehicular access into the site as per the existing situation. Cyclists will utilise the same stepped access as pedestrians into the building given the constrained of the listed building.

Car Parking

5.4 The development will remain car free as per the existing situation which aligns with the London Plan (2021), Policy T6 that '*car-free development should be the starting point for all development proposals in places that are (or planned to be) well-connected by public transport with developments elsewhere designed to provide the minimum necessary parking ('car-lite')* and Camden's Local Plan (2017) Policy T2 which states '*the council will limit the availability of parking and require all new developments in the borough to be car-free'*. Furthermore, Policy T6.1 states that *'large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.'*

5.5 The car-free proposal is considered a significant benefit of the scheme and reflects the site's accessibility to public transport (PTAL 6b), excellent pedestrian environment and cycle route provision.

5.6 The site is located within a CPZ which is operational Monday – Friday, 08:30 – 18:30 and Saturday 08:30 – 13:30, with a 2-hour maximum duration of stay for any pay by phone parking. All surrounding local roads to the site also fall within a CPZ, which would naturally prevent future residents of the units from parking on-street. Furthermore, the applicant is willing to enter into a permit free agreement preventing the right for future occupiers of the unit from obtaining a parking permit.

5.7 It is not feasible to offer an accessible car parking space within the site boundary given the constraints of the listed building. In the future, if demand warrants the need for an accessible space, the Applicant is willing to negotiate with the Council in regard to providing this on-street.

Cycle Parking

5.8 The minimum cycle parking standards within the London Plan states that for Sui Generis uses the most relevant standards should be applied to the development, e.g. room in large-scale purpose-built shared living should use C3 residential standards for cycle parking. Based on this the development would require the provision of 31 long-stay and 2 short-stay spaces.

5.9 Student accommodation cycle parking requirements were also reviewed which would require the provision of 23 long-stay and 1 short-stay cycle parking spaces. Given the constraints within the existing Grade II listed building, it is not feasible to accommodate cycle parking demand associated with residential uses and given the nature of the shared-living rooms being more comparable to a student accommodation, these standards have been applied to the development.

5.10 Long-stay cycle parking options have been reviewed within the development, although given the heritage status of the development it is not considered feasible to offer a dedicated cycle store within the site without seeking major alterations to the existing structure of the building. Based on this, the Proposed Development seeks to provide 10 cycle lockers which will be provided with foldable bikes and will be located within the basement courtyard and ground floor laundry room for occupiers of the development to use.

5.11 The Applicant is also willing to support LBC with regard to the provision of a cycle hangar to be located on-street on Cartwright Gardens if deemed necessary which could offer a further 6 cycle parking spaces for occupiers of the shared-living units.

5.12 Although the proposed number of cycle parking falls slightly short of the recommended provision outlined within the London Plan (23 long-stay spaces for student accommodation), given the proposed use and lack of specific policy standards for this use, the proposal to offer foldable bike lockers available for residents to use is considered a practical alternative and is complementary to the shared living model proposed for the site. The bikes allow people who may not own a bike the opportunity to use cycling as a means of travel without the need to own a bike themselves and offer the potential for greater utilisation as one bike could be used several times a day by different users.

5.13 As such, the provision of shared cycles operates in a similar fashion to car clubs which are well documented in their ability to provide notable reductions in car ownership where each car club parking space replaces the use of a number 10.5 cars from the road. As such, by assuming each shared cycle hire space could provide the equivalent of 5 cycle parking spaces (half of the benefit of car clubs), the proposed 10 spaces would provide the equivalent of 50 conventional cycle spaces.

5.14 Due to constraints within the development, short-stay cycle parking is unable to be provided within the site. Therefore, visitors will be required to make use of surrounding short-stay cycle parking within the area when visiting the development, such as the two existing Sheffield stands to the north of Cartwright Gardens. Visitors will also be able to make use of cycle hires within the area with the nearest cycle hire docking station being location approximately 70m from the site. If the LBC require further short-stay provision this can be supported by the Applicant.

Servicing and Waste

5.15 Deliveries and servicing will continue to be undertaken on-street, as per the existing situation, utilising the length of single yellow line across the site's frontage on Cartwright Gardens. A combined service box for letters and packages will be located within the lobby area which postal services will have access to.

5.16 Waste will be stored in sacks within vault B-09 located at basement level ahead of collection. Waste will be deposited in sacks kerbside ahead of daily collections by the Council. This method of collection will operate as per the existing situation at the hotel and surrounding residential properties.

Delivery Servicing Plan

5.17 The proposed development's servicing strategy will be secured through the implementation of a robust Delivery and Servicing Plan (DSP), which will set out the measures required to control deliveries and servicing.

5.18 This will provide LBC with enforcement powers should these measures/restrictions not be adhered to, which represents a greater level of control than is currently the case for the existing hotel use and is thus deemed to be a net benefit of the scheme.

5.19 The proposed development will expect to receive a reduced number of large deliveries to that of the existing hotel. The deliveries will be minimal and therefore will have no impact on the local highway network. Deliveries are likely to be undertaken by small vehicles / mopeds and bicycles which will mostly be associated with postal deliveries, online shopping and take-away orders which are likely to occur on an ad-hoc basis.

5.20 Our site observations indicate that this section of Cartwright Gardens is lightly trafficked and parked and so there will be no impact on the movement of traffic flow or access to parked vehicles.

5.21 The DSP outlines the measures that will be implemented with regards to servicing and delivery activity, including:

- Sets out the number, type and profile of delivery and servicing vehicles;
- Outlines measures to ensure deliveries do not take place during peak hours;
- Details the management strategy for deliveries and servicing;
- Details the measures to be implemented to reduce deliveries over a five year period;
- Identifies contact details for personnel responsible for the management of the DSP; and
- Summarises the measures to monitor and review the DSP.

5.22 A DSP has been submitted separately as part of this planning application; it is anticipated that the DSP will be secured by planning condition for implementation prior to occupation of the development.

MULTI-MODAL TRIP GENERATION ASSESSMENT

6.1 This section of the report considers the multi-modal trip generation of the proposed development and the potential effect on local public transport.

Trip Generation Methodology

6.2 A multi-modal trip generation assessment has been undertaken for the existing hotel and proposed shared-living use to establish the change in trips resulting from the development proposals. The trip generation by each mode of transport to and from the site has been forecast for the typical weekday AM peak hour (08:00-09:00), PM peak hour (17:00-18:00) and daily periods. The trip rates have been derived from the Trip Rate Information Computer System (TRICS) database considering the characteristics of the site such as location, PTAL rating and size of development.

Existing Trip Generation

6.3 The following parameters were selected within the TRICS database to obtain the person trip rates for the existing 25-bedroom hotel:

- Land Use: 06 – Hotel
- Regions – Inner London / Central Active Zone
- Urban Category: Town Centre / Edge of Town Centre
- No. of Bedroom Range: 297 and below
- PTAL: 4 and above.

6.4 The TRICS output file is contained within **Appendix C**, whilst the AM, PM and daily person trip rates are shown within **Table 6.1** below, alongside the estimated trip generation for the existing hotel.

Table 6.1: Existing Hotel Use Total Person Trip Rates & Trip Generation

Time Period	Trip Rates (per room)			Trip Generation (25 rooms)		
	In	Out	Total	In	Out	Total
AM Peak (08:00-09:00)	0.078	0.199	0.277	2	5	7
PM Peak (17:00-18:00)	0.241	0.257	0.498	6	6	12
Daily	3.116	3.508	6.624	78	88	166

6.5 The total person trips included within Table 6.1 have been applied to a modal split taken from the TRICS database. **Table 6.2** indicates the multi-modal trip generation for the existing hotel space.

Table 6.2: Existing Multi-Modal Trip Generation – Hotel Use (25 rooms)										
Mode	**Modal Split**	**AM Peak (08:00-09:00)**			**PM Peak (17:00-18:00)**			**Daily**		
		In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground/rail	40%	1	2	3	2	2	4	31	35	66
Bus	5%	0	0	0	1	1	2	4	4	8
Taxi	9%	0	0	1	0	0	0	7	8	15
Motorcycle	0%	0	0	0	0	0	0	0	0	0
Car Driver	6%	0	0	0	0	0	0	5	6	10
Car Passenger	0%	0	0	0	0	0	0	0	0	0
Bicycle	0%	0	0	0	0	1	1	0	0	0
On Foot	40%	1	2	3	2	3	5	31	35	66
Total	100%	**2**	**5**	**7**	**6**	**6**	**12**	**78**	**88**	**166**

6.6 The existing hotel building can be expected to generate of the order of a total of 166 movements across the day of which the majority will be undertaken by public transport (74 daily movements). Across the AM peak the existing hotel is estimated to receive 3 movements by public transport and 6 movements by public transport across the PM peak.

Proposed Co-Living Trip Generation

6.7 The TRICS database was interrogated for Co-living developments, there is only one surveyed site: The Collective, Old Oak Common Co-living development (BT-16-B-01) situated within the London Borough of Brent. This single site has been used to determine the predicted trip generation of the proposed 31 Co-living units.

6.8 A summary of the total person trip rates has been included in **Table 6.3** which have been pro-rated based on the proposed development, with the TRICS output included at **Appendix D**.

Table 6.3: Total Person Trip Rates and Flows (Based on The Collective, Old Oak Common)						
Time Period	**Person Trip Rates (Per Unit)**			**Flows (Based on 31 Units)**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
07:00-08:00	0.020	0.253	0.273	1	8	8
08:00-09:00	**0.036**	**0.309**	**0.345**	**1**	**10**	**11**
09:00-10:00	0.062	0.125	0.187	2	4	6
10:00-11:00	0.075	0.075	0.149	2	2	5
11:00-12:00	0.065	0.085	0.151	2	3	5
12:00-13:00	0.047	0.080	0.127	1	2	4
13:00-14:00	0.049	0.067	0.116	2	2	4
14:00-15:00	0.056	0.045	0.102	2	1	3
15:00-16:00	0.055	0.045	0.100	2	1	3
16:00-17:00	0.100	0.033	0.133	3	1	4
17:00-18:00	**0.193**	**0.051**	**0.244**	**6**	**2**	**8**
18:00-19:00	0.285	0.031	0.316	9	1	10
19:00-20:00	0.098	0.022	0.120	3	1	4
20:00-21:00	0.051	0.015	0.065	2	0	2
Daily*	1.312	1.36	2.672	41	42	83

**Estimated by applying a 1.1 factor to the total to cover the overnight period*

6.9 **Table 6.3** demonstrates that there is predicted to be approximately 83 daily trips, which covers a 24-hour period through applying a 1.1 factor to the 14-hour flow (07:00-21:00).

6.10 Reference has been made to 2011 Method of Travel to Work Census data, with a focus on residents who currently live in *'Camden 025 Middle Super Output Area (MSOA)'*, in which the site is located. This is a good indicator as to how future residents would travel to work as it is based on travel habits for existing residents in the area. **Table 6.4** below provides a multi-modal assessment, which applies the total person trip generation from **Table 6.3** to the method of travel to work data, which has been adjusted to reflect the car-free nature of the proposals.

Table 6.4: Estimated Multi-Modal Trip Generation – Estimated Co-living Use										
Mode	Modal Split	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Underground/Rail	33%	0	3	4	2	0	2	13	14	27
Bus	17%	0	2	2	1	0	1	7	7	14
Taxi	1%	0	0	0	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0	0	0	0
Car Driver	0%	0	0	0	0	0	0	0	0	0
Car Passenger	0%	0	0	0	0	0	0	0	0	0
Bicycle	8%	0	1	1	0	0	1	3	3	6
On foot	41%	0	4	5	2	0	3	17	17	34
Total	100%	**1**	**10**	**11**	**6**	**1**	**7**	**41**	**42**	**83**

6.11 The proposed multi-modal trip generation indicates that the development is expected to generate 6 two-way movements in the AM peak and 3 trips in the PM peak by public transport. The site is also expected to generate 6 trips in the AM peak and 4 in the PM peak associated with active modes.

Sensitivity Test

6.12 A sensitivity test was undertaken using the TRICS database to identify whether the single co-living site (The Collective, Old Oak Common Co-living development (BT-16-B-01) is justifiable to determine the trip generation of the proposed share-living units. The TRICS database was interrogated under the parameters 'Residential – Flats Privately Owned' for sites within Greater London in Town Centre and Edge of Town Centre locations. Site were selected with a PTAL of 4 and above and the no. of bedrooms were selected as opposed to no. of units, to be comparable with trip rates associated with the proposed shared living number of rooms.

6.13 The TRICS output file is contained within **Appendix E**, whilst the AM, PM and daily person trip rates are shown within **Table 6.5** below, alongside the estimated trip generation for the proposed shared living development.

Table 6.5: Sensitivity Test - Total Person Trip Rates & Trip Generation						
Time Period	Trip Rates (per room)			Trip Generation (25 rooms)		
	In	Out	Total	In	Out	Total
AM Peak (08:00-09:00)	0.067	0.217	0.284	2	7	9
PM Peak (17:00-18:00)	0.138	0.101	0.239	4	3	7
Daily	1.452	1.509	2.961	45	47	92

6.14 The trip rates and trip generation above demonstrates a similar number of person trips in the AM and PM peak to that of the Co-living trip generation in Table 6.3 above. As the Co-living trip rates are slightly higher during the AM and PM peak by 1 – 2 additional trips, presenting a 'worse-case' review of the proposed trip generation, it is considered that the trip rates within Table 6.3 are acceptable and have been used the determine the net change in trips compared with the existing use.

Net Change

6.15 The net change has been calculated by subtracting the proposed multi-modal trip generate from the existing multi-modal trip generation which has been presented in **Table 6.6** below.

Table 6.6: Net Change

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground/Rail	0	1	1	0	-2	-3	-18	-21	-38
Bus	0	1	2	1	0	1	3	3	6
Taxi	0	0	-1	-1	-1	-1	-7	-8	-15
Motorcycle	0	0	0	0	0	0	0	0	0
Car Driver	0	0	0	0	0	-1	-5	-5	-10
Car Passenger	0	0	0	0	0	0	0	0	0
Bicycle	0	1	1	0	0	0	3	3	6
On foot	0	2	2	0	-2	-2	-14	-18	-32
Total	-1	5	4	0	-5	-5	-37	-46	-83

6.16 The proposed development is expected to generate an overall reduction in trips across the day, generating a total of 83 fewer daily trips. The development is expected to receive a significant reduction in taxi trips due to the change of use which is expected to reduce by 15 two-way trips across the day. This is expected to have an overall positive impact on the local highway network and a reduction in vehicular traffic will be generated on the local network.

6.17 Furthermore, the proposal is also expected to receive an overall reduction in underground/ rail trips across the day (38 fewer trips) with a minor increase of 6 additional bus trips across the day which is considered negligible given the wide range of bus services which operated within proximity to the site.

6.18 In summary a hotel use may be expected to have a higher frequency of trips with some guests arriving and departing the hotel and returning to their room more often during the day than for a shared-living use and so no increase in trip generation is expected to arise due to the proposals.

EFFECTS OF THE DEVELOPEMT

7.1 This section of the report assesses the potential impacts of the development in transport and traffic terms and as set out below it should be noted that the current proposals should give rise to less demand for travel than the existing hotel use.

Impact on Active Travel

7.2 The proposed development is expected to generate a minor decrease in active travellers, approximately 2 movements in the PM peak and 32 movements across the day. Despite this the development is expected to receive an overall increase in trips by bicycle (6 movements across the day) which are considered negligible and will have no impact on the existing active travel infrastructure and surrounding highway network.

Impact on Public Transport

7.3 The majority of the forecast trip generation of the proposal will be by public transport. The additional trips generated by each public transport mode have been reviewed against the level of service for each mode based on the information included in Section 3 and **Table 6.4**.

7.4 In total, the site has access to circa 12 bus services within the peak hour when reviewing the PTAL rating. When positioned against the additional 6 bus two-way trips across the day, this amounts to 0.5 passenger per bus service. This is negligible and will have no impact on bus services which operate near to the site.

7.5 The development is expected to receive a reduction in trips by rail / underground which overall will have a positive impact on the public transport services.

Impact on Highway Network

7.6 Overall, the development will result in improvements to the local highway network with a reduction in taxi (-15) and car driver (-10) trips across the day expected to be associated with the shared-living space in comparison to a hotel use. This will have a positive impact on the local highway network as less vehicles will be on the road, therefore reducing vehicular traffic.

Servicing and Waste Collection

Servicing

7.7 The site is anticipated to generate a very low number of deliveries for the Proposed Development. To determine the number of deliveries expected to be generated by the development the assumptions have been based on the number of deliveries generated by residential flats which indicates 100 units generate in the region of 12-15 deliveries a day. Based on this it can be assumed that the proposed 31 shared living rooms will generate approximately 4 – 5 deliveries per day which is negligible and will fall within the daily fluctuations of deliveries to surrounding developments.

Waste Storage and Collection

7.8 Waste will be stored and collected similar to that of the existing hotel. Once of the vault at basement level will be used to store bagged waste which will be managed by the maintenance team of the development. Sacked waste will then be deposited kerbside at the correct times of the day for daily collection by LB Camden.

7.9 In this area residential units receive a daily waste and recycling collection service. It is anticipated that the proposed co living units will be added to this waste collection service.

SUMMARY AND CONCLUSION

Summary

8.1 Caneparo Associates is commissioned by SLP Crescent Limited ('the Applicant') to provide traffic and transportation advice with regard to the proposed change of use of Nos. 49-50 Cartwright Gardens ('the site'), located in the London Borough of Camden (LBC).

8.2 The proposed planning application seeks the change of use of the existing C1 hotel building to provide 31-bed, shared living development (Sui Generis).

8.3 The proposal has been assessed taking into consideration planning policy and existing conditions, and can be summarised as follows:

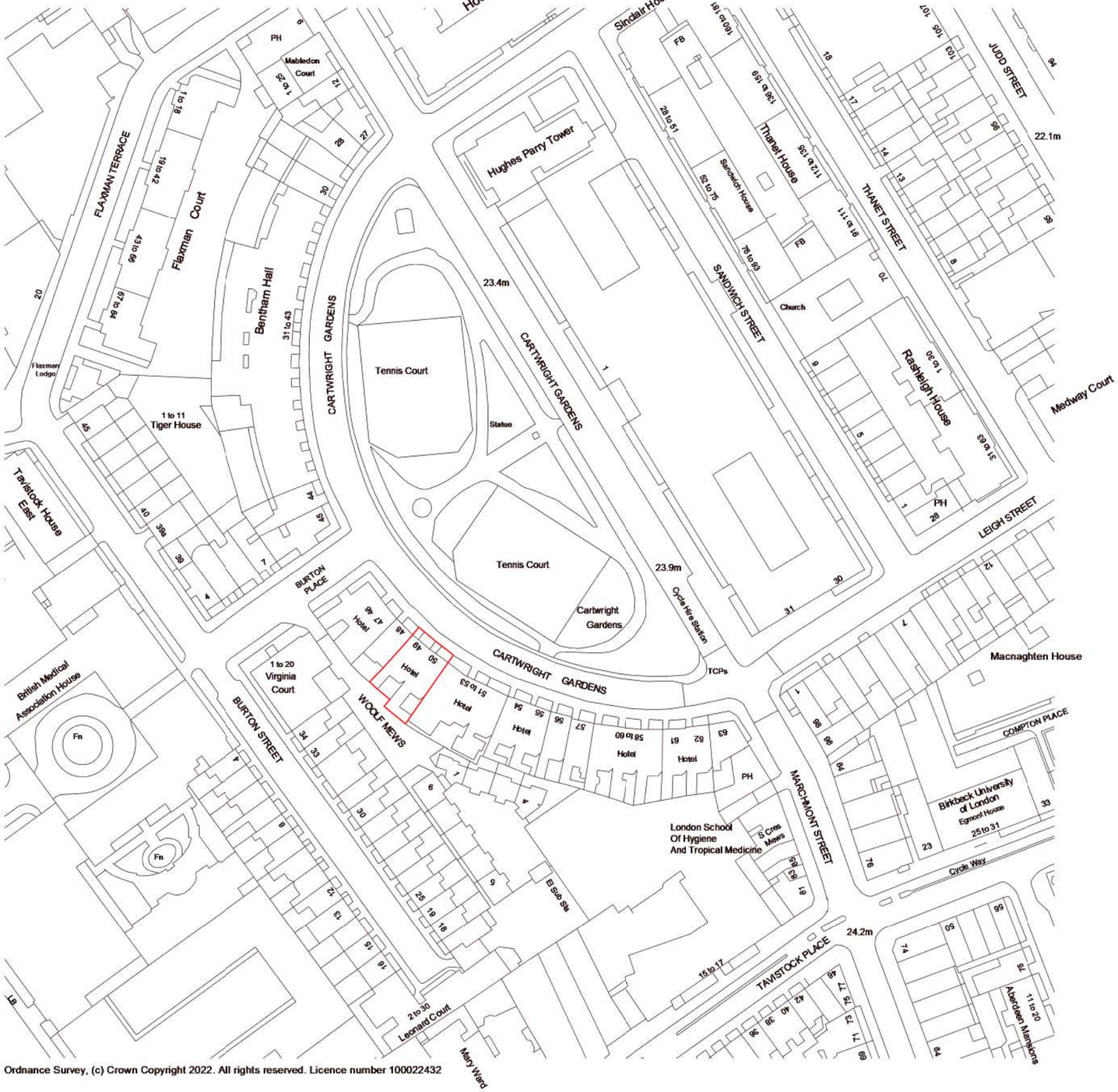
- The site is considered appropriate for car-free development with a range of public transport services surrounding the site and good provision for walking and cycling on local roads;
- The proposals are not expected to result in an overall increase in trips in comparison to the existing hotel use and so will not give rise to any material change to local public transport services or the highway network;
- The scheme will be car free, and the Applicant will enter into a car-free agreement, therefore preventing future site users and residents from parking on-street;
- Foldable bikes will be provided for future occupiers / residents to use which will be located within the site at basement and ground floor level and if deemed necessary the applicant is happy to support the implementation of a cycle hangar on-street which could be provided through a contributions to the Council to offer further cycle parking for the development. Given the Grade II listed status of the building, its constrained nature and the steps needed to access both the main entrance and the lightwell area it is not considered viable to add additional cycle parking with level access within the site area;
- Deliveries and servicing will continue to be undertaken on-street on Cartwright Gardens, and the net change in daily vehicles will be minimal; and

- Internal waste storage will be provided, and the waste collection strategy is in accordance with the local residential collection regime guidance, with collection undertaken on-street daily.

Conclusion

8.4 In conclusion, it is considered that the development proposal is appropriate for the location, will not result in an impact to the operation of the highway or local public transport networks, and is in accordance with relevant adopted national, regional, and local policy guidance.

Appendix A



1 **Site Location Plan**
1 : 1250

N

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Rev	Status	Date	Check	Description
P02	A2	19/12/22	WS	ISSUED FOR PLANNING
P01	A2	13/12/22	AO	Draft planning issue

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Title
Site Location Plan

Job No	Scale at A3	Classification	Status Revision
4701	1 : 1250	PM_10_20_30	A2 P02

Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number
CRSH-HMA-XX-ZZ-D-A-00000

ISO 14001 : 2015 ISO 9001 : 2015 RIBA Chartered Practice
Please consider the environment before printing this document

1 **Existing Plan - Level -1 - Lower Ground**
1 : 50

2 **Existing Plan - Level 0 - Ground**
1 : 50

0.5 0 0.5 1 1.5 2 2.5
SCALE 1:50 m

Rev.	Status	Date	Check	Description
P02	A2	19/12/22	WS	ISSUED FOR PLANNING
P01	A2	13/12/22	AO	Draft planning issue

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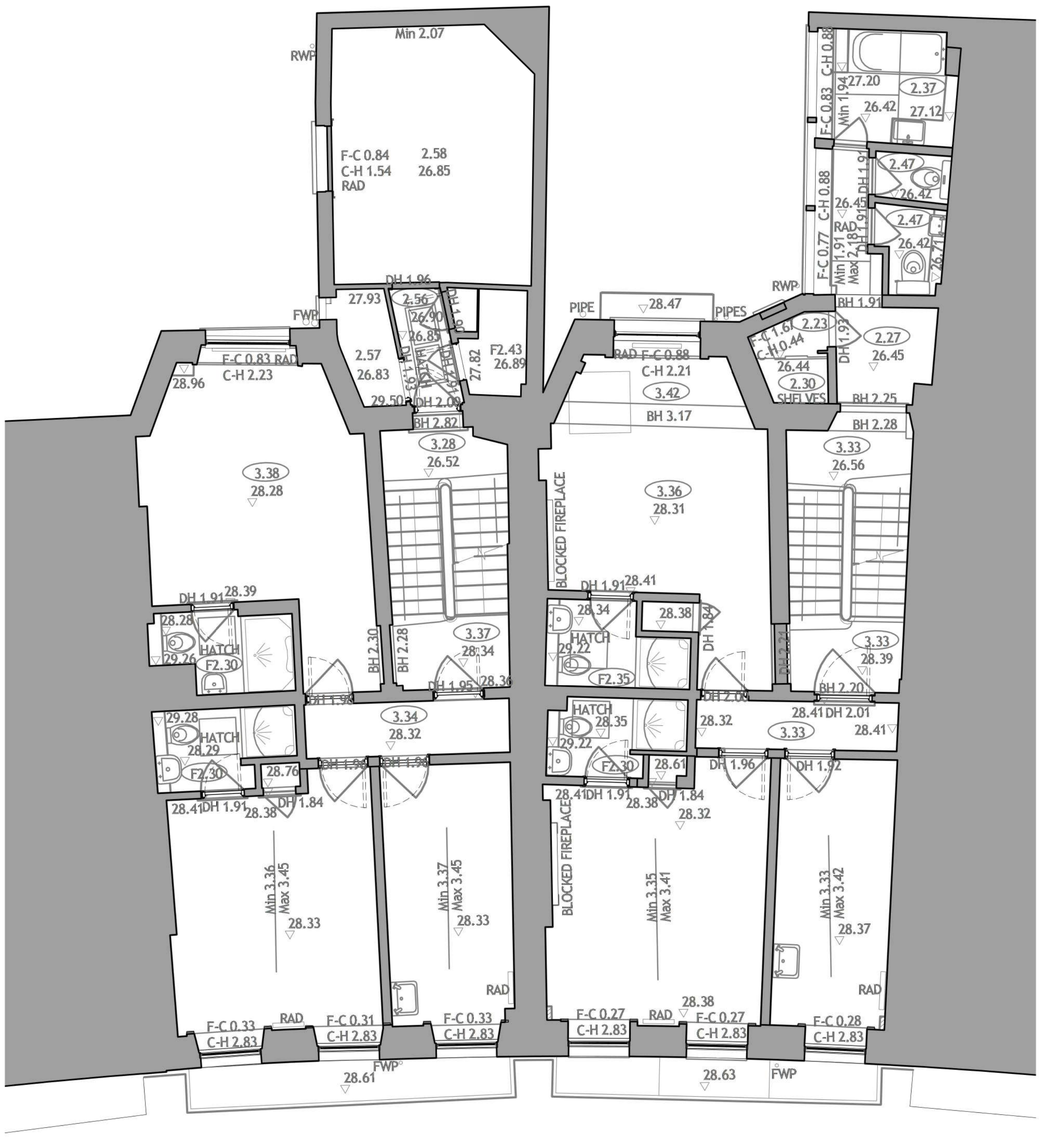
Title
Existing Lower Ground and Ground Level

Job No	Scale at A1	Classification	Status Revision
4701	1 : 50	PM_40_40_34	A2 P02

Project Code - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number
CRSH-HMA-XX-ZZ-D-A-00001



1 **Existing Plan - Level 1**
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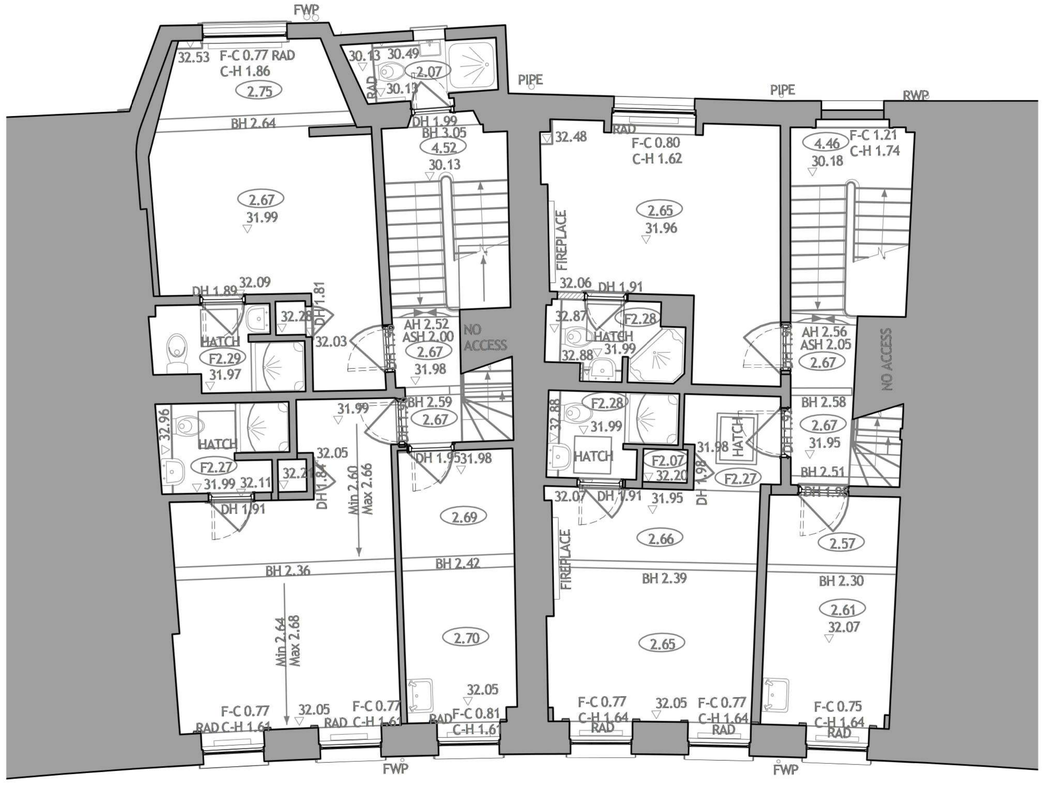

2 **Existing Plan - Level 2**
1 : 50

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SCALE 1:50 m

Rev.	Status	Date	Check	Description
P02	A2	19/12/22	WS	ISSUED FOR PLANNING
P01	A2	13/12/22	AO	Draft planning issue

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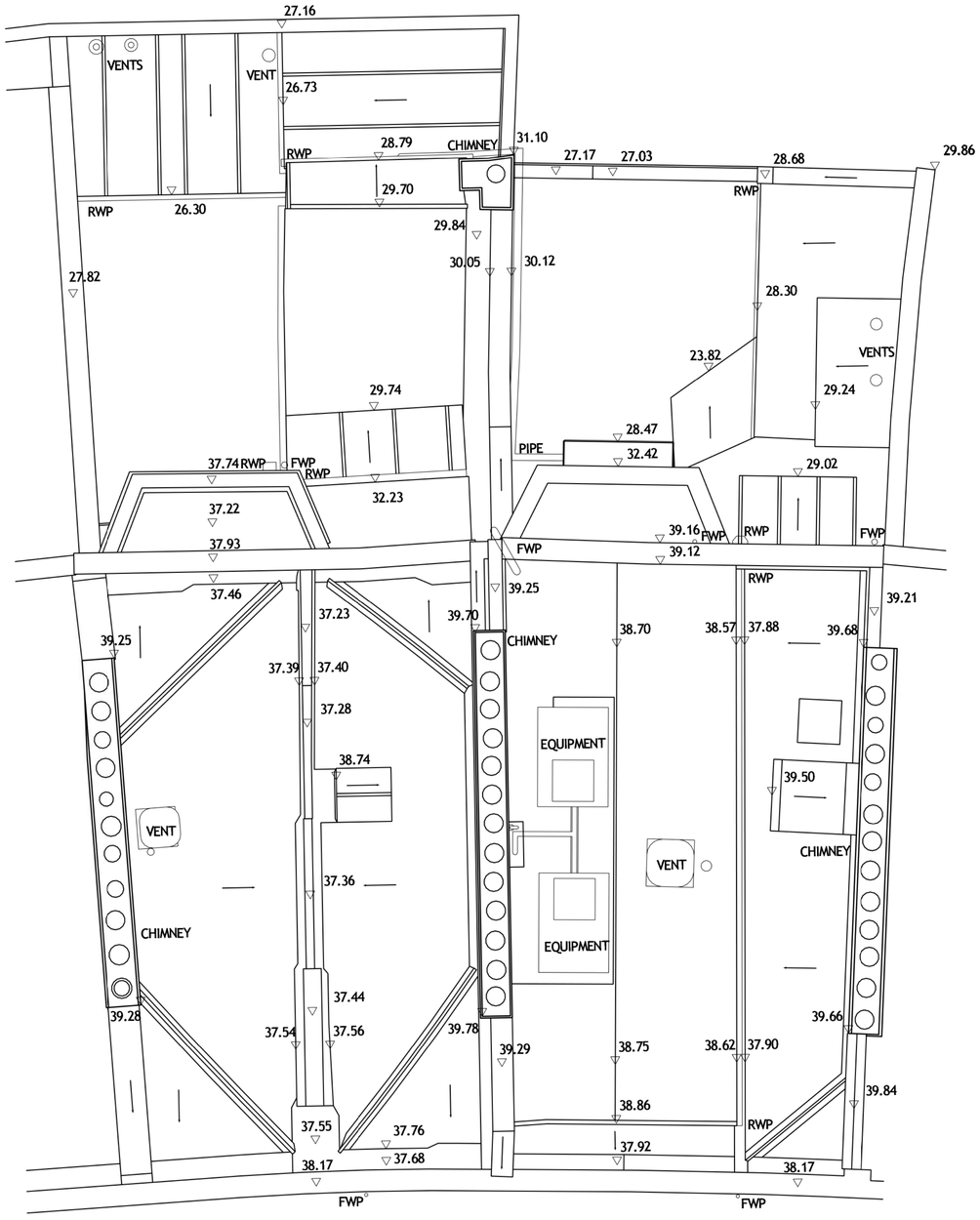
Title
Existing Level 1 and 2

Job No	Scale at A1	Classification	Status	Revision
4701	1 : 50	PM_40_40_34	A2	P02

Project Code - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number
CRSH-HMA-XX-ZZ-D-A-00002

1 **Existing Plan - Level 3**
1 : 50



2 **Exsiting Plan - Roof Level**
1 : 50

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SCALE 1:50 m

Rev.	Status	Date	Check	Description
P02	A2	19/12/22	WS	ISSUED FOR PLANNING
P01	A2	13/12/22	AO	Draft planning issue

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Title
Existing Level 3 and Roof Level

Job No	Scale at A1	Classification	Status	Revision
4701	1 : 50	PM_40_40_34	A2	P02

Project Code - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number
CRSH-HMA-XX-ZZ-D-A-00003

1 **Proposed Plan - Level -1 - Lower Ground**

1 : 50

2 **Proposed Plan - Level 0 - Ground**

1 : 50

0.5 0 0.5 1 1.5 2 2.5

SCALE 1:50 m

Proposed Walls

Existing Doors to be retained

Existing Doors to be reinstated

New Doors to be installed

Rev.	Status	Date	Check	Description
P02	A2	19/12/22	WS	ISSUED FOR PLANNING
P01	A2	13/12/22	AO	Draft planning issue

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Title
Proposed Lower Ground and Ground Level

Scale at A1 | Classification | Status Revision
4701 As indicated PM_40_40_34 A2 P02

Project Code - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number
CRSH-HMA-XX-ZZ-D-A-00101

1 **Proposed Plan - Level 1**
1 : 50

2 **Proposed Plan - Level 2**
1 : 50

Proposed Walls

Existing Doors to be retained

Existing Doors to be reinstated

New Doors to be installed

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SCALE 1:50 m

Rev.	Status	Date	Check	Description
P02	A2	19/12/22	WS	ISSUED FOR PLANNING
P01	A2	13/12/22	AO	Draft planning issue

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Title
Proposed Level 1 and 2

Job No	Scale at A1	Classification	Status	Revision
4701	As indicated	PM_40_40_34	A2	P02

Project Code - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number
CRSH-HMA-XX-ZZ-D-A-00102

1 **Proposed Plan - Level 3**
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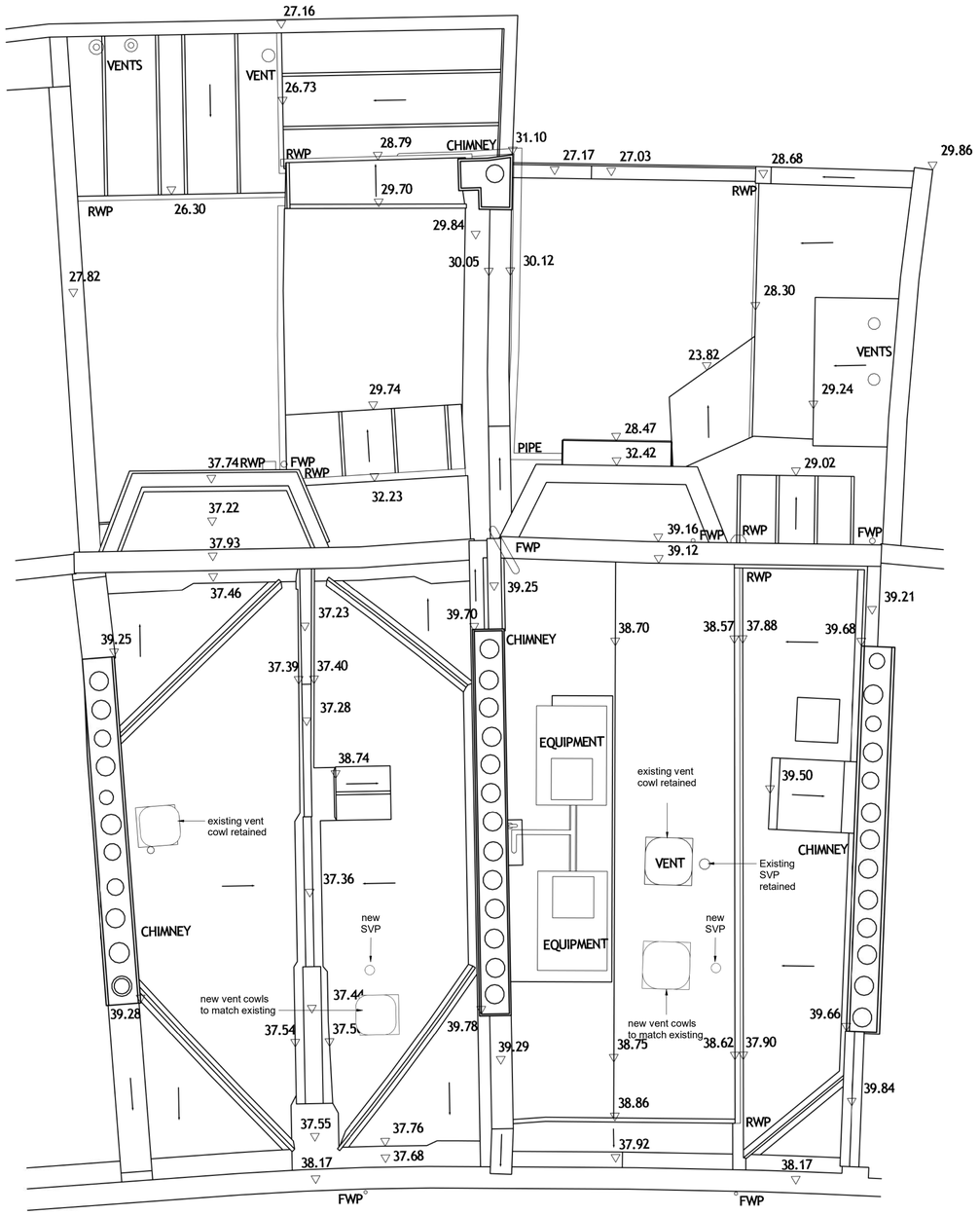

2 **Proposed Plan - Roof Level**
1 : 50

Proposed Walls

Existing Doors to be retained

Existing Doors to be reinstated

New Doors to be installed

0.5 0 0.5 1 1.5 2 2.5
SCALE 1:50 m

Rev.	Status	Date	Check	Description
P02	A2	19/12/22	WS	ISSUED FOR PLANNING
P01	A2	13/12/22	AO	Draft planning issue

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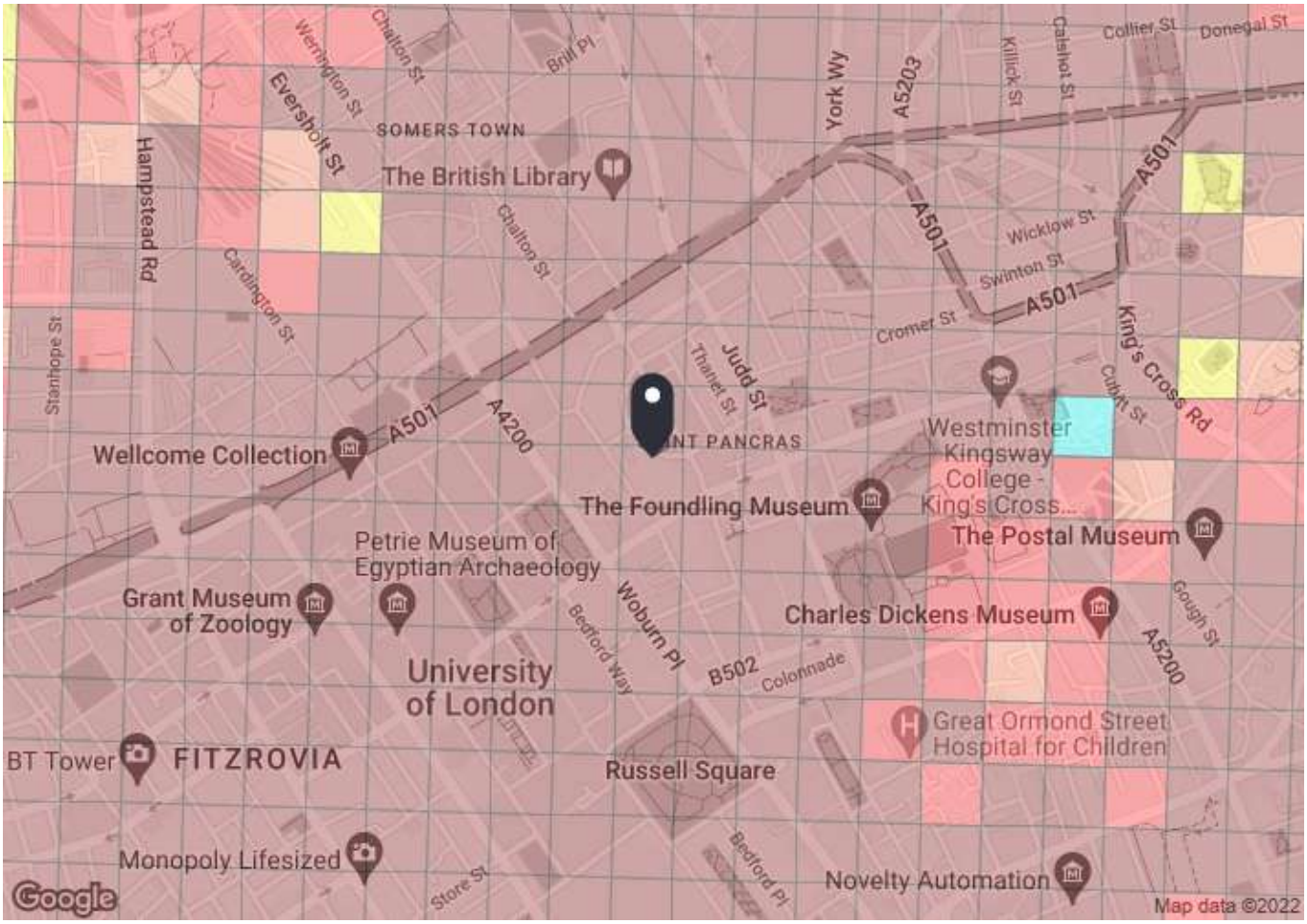
Title
Proposed Level 3 and Roof Level

Job No	Scale at A1	Classification	Status	Revision
4701	As indicated	PM_40_40_34	A2	P02

Project Code - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number
CRSH-HMA-XX-ZZ-D-A-00103

Appendix B

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

49-50 Cartwright Gardens
49-50 Cartwright Gardens, London WC1H 9EL, UK
Easting: 530048, Northing: 182468

Grid Cell: 90411

Report generated: 13/10/2022

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	EUSTON BUS STATION	253	579.79	12	7.25	4.5	11.75	2.55	0.5	1.28
Bus	UPPER WOBURN PLACE	68	456.2	9	5.7	5.33	11.04	2.72	0.5	1.36
Bus	UPPER WOBURN PLACE	168	456.2	9	5.7	5.33	11.04	2.72	0.5	1.36
Bus	EUSTON STATION EUSTON RD	18	532.85	17	6.66	3.76	10.43	2.88	0.5	1.44
Bus	EUSTON R BRITISH LIBRARY	10	340.09	4.5	4.25	8.67	12.92	2.32	0.5	1.16
Bus	EUSTON R BRITISH LIBRARY	59	340.09	10	4.25	5	9.25	3.24	0.5	1.62
Bus	EUSTON R BRITISH LIBRARY	91	340.09	9	4.25	5.33	9.58	3.13	0.5	1.56
Bus	EUSTON R BRITISH LIBRARY	390	340.09	8	4.25	5.75	10	3	0.5	1.5
Bus	EUSTON R BRITISH LIBRARY	30	340.09	7.5	4.25	6	10.25	2.93	0.5	1.46
Bus	EUSTON R BRITISH LIBRARY	73	340.09	18	4.25	3.67	7.92	3.79	1	3.79
Bus	EUSTON R BRITISH LIBRARY	476	340.09	7.5	4.25	6	10.25	2.93	0.5	1.46
Bus	EUSTON R BRITISH LIBRARY	205	340.09	8	4.25	5.75	10	3	0.5	1.5
Rail	St Pancras	'BEDFDM-SVNOAKS 1E62'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BROMLYS 1E83'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ORPNGTN 1L60'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1O13'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-KENTHOS 1S85'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T11'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T15'	568.62	0.67	7.11	45.53	52.63	0.57	0.5	0.28
Rail	St Pancras	'BRGHTN-BEDFDM 1T83'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V23'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V82'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W06'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W81'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W84'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W86'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E11'	568.62	1	7.11	30.75	37.86	0.79	0.5	0.4
Rail	St Pancras	'BEDFDM-SVNOAKS 2E19'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SVNOAKS 2E21'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E95'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O00'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2O04'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2O06'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O10'	568.62	1	7.11	30.75	37.86	0.79	0.5	0.4
Rail	St Pancras	'LUTON-SUTTON 2O17'	568.62	0.67	7.11	45.53	52.63	0.57	0.5	0.28
Rail	St Pancras	'STALBCY-SUTTON 2O21'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2O29'	568.62	0.67	7.11	45.53	52.63	0.57	0.5	0.28
Rail	St Pancras	'LUTON-BCKNHMJ 2S91'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-BROMLYS 2S93'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T02'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T04'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 2T15'	568.62	1	7.11	30.75	37.86	0.79	0.5	0.4
Rail	St Pancras	'BEDFDM-BRGHTN 2T25'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-LUTON 2T99'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V02'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V08'	568.62	0.67	7.11	45.53	52.63	0.57	0.5	0.28
Rail	St Pancras	'BEDFDM-SUTTON 2V15'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2V16'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SUTTON 2V19'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-KNTSHTN 2V20'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2V27'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SUTTON 2V31'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W08'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W12'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W16'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'ASHFKY-BEDFDM 1E61'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'ASHFKY-BEDFDM 1E63'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'RCHT-BEDFDM 1E67'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	St Pancras	'SVNOAKS-BEDFDM 1E69'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BROMLYS-BEDFDM 1E82'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BCKNHMJ-BEDFDM 1G65'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'KENTHOS-BEDFDM 1G71'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-STALBCY 2D93'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2D95'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-STALBCY 2E59'	568.62	0.67	7.11	45.53	52.63	0.57	0.5	0.28
Rail	St Pancras	'SVNOAKS-LUTON 2E61'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-WHMPSTM 2E63'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E65'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E67'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BROMLYS-LUTON 2E93'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2L59'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-KNTSHTN 2L65'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J87'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J88'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'STPANCI-FAVRSHM 1F08'	568.62	2	7.11	15.75	22.86	1.31	0.5	0.66
Rail	St Pancras	'BRSR-STPANCI 1F13'	568.62	0.67	7.11	45.53	52.63	0.57	0.5	0.28
Rail	St Pancras	'FAVRSHM-STPANCI 1F17'	568.62	1	7.11	30.75	37.86	0.79	0.5	0.4
Rail	St Pancras	'EBSFLTI-STPANCI 1F85'	568.62	1.33	7.11	23.31	30.41	0.99	0.5	0.49
Rail	St Pancras	'STPANCI-MARGATE 1J08'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'STPANCI-DOVERP 1J10'	568.62	1	7.11	30.75	37.86	0.79	0.5	0.4
Rail	St Pancras	'RAMSGTE-STPANCI 1J11'	568.62	0.67	7.11	45.53	52.63	0.57	0.5	0.28
Rail	St Pancras	'STPANCI-MARGATE 1J12'	568.62	0.67	7.11	45.53	52.63	0.57	0.5	0.28
Rail	St Pancras	'MARGATE-STPANCI 1J13'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J17'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'DOVERP-STPANCI 1J19'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J21'	568.62	0.33	7.11	91.66	98.77	0.3	0.5	0.15
Rail	St Pancras	'MSTONEW-STPANCI 1T91'	568.62	1	7.11	30.75	37.86	0.79	0.5	0.4
Rail	King's Cross	'CAMBDGE-KNGX 2C92'	767.65	0.67	9.6	45.53	55.12	0.54	0.5	0.27
Rail	King's Cross	'KNGX-CAMBDGE 1C35'	592.26	0.33	7.4	91.66	99.06	0.3	0.5	0.15
Rail	King's Cross	'KNGX-PBRO 1P11'	592.26	1	7.4	30.75	38.15	0.79	0.5	0.39
Rail	King's Cross	'PBRO-KNGX 1P62'	592.26	1.33	7.4	23.31	30.71	0.98	0.5	0.49
Rail	King's Cross	'ROYSTON-KNGX 1R50'	592.26	0.33	7.4	91.66	99.06	0.3	0.5	0.15
Rail	King's Cross	'ROYSTON-KNGX 1R51'	592.26	0.67	7.4	45.53	52.93	0.57	0.5	0.28
Rail	King's Cross	'KNGX-CAMBDGE 2C03'	592.26	1	7.4	30.75	38.15	0.79	0.5	0.39
Rail	King's Cross	'CAMBDGE-KNGX 2C54'	592.26	0.67	7.4	45.53	52.93	0.57	0.5	0.28
Rail	King's Cross	'CAMBDGE-KNGX 2C91'	592.26	0.33	7.4	91.66	99.06	0.3	0.5	0.15
Rail	King's Cross	'KNGX-PBRO 2P04'	592.26	1	7.4	30.75	38.15	0.79	0.5	0.39
Rail	King's Cross	'PBRO-KNGX 2P90'	592.26	0.33	7.4	91.66	99.06	0.3	0.5	0.15
Rail	King's Cross	'HITCHIN-KNGX 2R94'	592.26	0.33	7.4	91.66	99.06	0.3	0.5	0.15
Rail	King's Cross	'WLWYNGC-KNGX 2Y04'	592.26	0.33	7.4	91.66	99.06	0.3	0.5	0.15
Rail	King's Cross	'WLWYNGC-KNGX 2Y13'	592.26	0.67	7.4	45.53	52.93	0.57	0.5	0.28
LUL	King's Cross	'Hammersmith-Edgware'	592.26	6	7.4	5.75	13.15	2.28	0.5	1.14
LUL	King's Cross	'Barking-Hammersmith'	592.26	6.34	7.4	5.48	12.89	2.33	0.5	1.16
LUL	King's Cross	'Hammersmith-Plaistow'	592.26	1	7.4	30.75	38.15	0.79	0.5	0.39
LUL	King's Cross	'Amer-AldgateFast'	592.26	1	7.4	30.75	38.15	0.79	0.5	0.39
LUL	King's Cross	'Ches-AldgateFast'	592.26	2	7.4	15.75	23.15	1.3	0.5	0.65
LUL	King's Cross	'Uxbridge-AldSlow'	592.26	5.33	7.4	6.38	13.78	2.18	0.5	1.09
LUL	King's Cross	'Watford-AldSfast'	592.26	3.67	7.4	8.92	16.33	1.84	0.5	0.92
LUL	King's Cross	'Aldg-WatfordSlow'	592.26	3.67	7.4	8.92	16.33	1.84	0.5	0.92
LUL	King's Cross	'Ald-HarrowHill'	592.26	1.33	7.4	23.31	30.71	0.98	0.5	0.49
LUL	King's Cross	'Edgware-Morden'	592.26	9	7.4	4.08	11.49	2.61	0.5	1.31
LUL	King's Cross	'Morden-HighBarnet'	592.26	14.67	7.4	2.79	10.2	2.94	0.5	1.47
LUL	King's Cross	'Morden-MillHillE'	592.26	4	7.4	8.25	15.65	1.92	0.5	0.96
LUL	King's Cross	'Cockfosters-LHRT4LT'	592.26	4.67	7.4	7.17	14.58	2.06	0.5	1.03
LUL	King's Cross	'RayLane-Cockfosters'	592.26	3.67	7.4	8.92	16.33	1.84	0.5	0.92
LUL	King's Cross	'LHRT4LT-ArnosGrove'	592.26	4.67	7.4	7.17	14.58	2.06	0.5	1.03

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	King's Cross	'ArnosGrove-RayLane'	592.26	0.33	7.4	91.66	99.06	0.3	0.5	0.15
LUL	King's Cross	'ArnosGrove-Nthfields'	592.26	3	7.4	10.75	18.15	1.65	0.5	0.83
LUL	King's Cross	'Oakwood-RayLane'	592.26	0.33	7.4	91.66	99.06	0.3	0.5	0.15
LUL	King's Cross	'Nthfields-Cockfoster'	592.26	1	7.4	30.75	38.15	0.79	0.5	0.39
LUL	King's Cross	'LHRT5-Cockfosters'	592.26	6	7.4	5.75	13.15	2.28	0.5	1.14
LUL	King's Cross	'Uxbridge-Cockfosters'	592.26	3.67	7.4	8.92	16.33	1.84	0.5	0.92
LUL	King's Cross	'Ruislip-Cockfosters'	592.26	2.33	7.4	13.63	21.03	1.43	0.5	0.71
LUL	King's Cross	'ArnosGrove-Uxbridge'	592.26	1	7.4	30.75	38.15	0.79	0.5	0.39
LUL	King's Cross	'Oakwood-Uxbridge'	592.26	0.33	7.4	91.66	99.06	0.3	0.5	0.15
LUL	King's Cross	'Oakwood-Ruislip'	592.26	0.33	7.4	91.66	99.06	0.3	0.5	0.15
LUL	King's Cross	'Brixton-WalthamstowC'	592.26	15.67	7.4	2.66	10.07	2.98	1	2.98
LUL	King's Cross	'SevenSisters-Brixton'	592.26	11.67	7.4	3.32	10.72	2.8	0.5	1.4
Rail	Kings Cross St Pancras	'KNGX-CAMBDGE 1C33'	696.38	0.67	8.7	45.53	54.23	0.55	0.5	0.28
Rail	Kings Cross St Pancras	'CAMBDGE-KNGX 1C82'	696.38	0.33	8.7	91.66	100.36	0.3	0.5	0.15
Rail	Kings Cross St Pancras	'LTCE-KNGX 2R07'	696.38	0.67	8.7	45.53	54.23	0.55	0.5	0.28
Rail	Euston	'BLTCHLY-EUSTON 2B04'	663.97	0.33	8.3	91.66	99.96	0.3	0.5	0.15
Rail	Euston	'WATFDJ-EUSTON 2J06'	663.97	0.67	8.3	45.53	53.83	0.56	0.5	0.28
Rail	Euston	'EUSTON-MKNSCEN 2K21'	663.97	0.33	8.3	91.66	99.96	0.3	0.5	0.15
Rail	Euston	'EUSTON-TRING 2T11'	663.97	0.67	8.3	45.53	53.83	0.56	0.5	0.28
Rail	Euston	'EUSTON-TRING 2T19'	663.97	1.33	8.3	23.31	31.61	0.95	0.5	0.47
Rail	Euston	'MKNSCEN-EUSTON 2W01'	663.97	0.67	8.3	45.53	53.83	0.56	0.5	0.28
Rail	Euston	'TRING-EUSTON 2W02'	663.97	1	8.3	30.75	39.05	0.77	0.5	0.38
Rail	Euston	'TRING-EUSTON 2W26'	663.97	0.33	8.3	91.66	99.96	0.3	0.5	0.15
Rail	Euston	'BLTCHLY-EUSTON 2W57'	663.97	0.33	8.3	91.66	99.96	0.3	0.5	0.15
Rail	Euston	'RUGBY-EUSTON 2W59'	663.97	0.33	8.3	91.66	99.96	0.3	0.5	0.15
Rail	Euston	'TRING-EUSTON 2W63'	663.97	0.33	8.3	91.66	99.96	0.3	0.5	0.15
Rail	Euston	'MKNSCEN-EUSTON 2W93'	663.97	0.33	8.3	91.66	99.96	0.3	0.5	0.15
Rail	Euston	'WATFJDC-EUSTON 2C06'	663.97	2.67	8.3	11.99	20.29	1.48	0.5	0.74
Rail	Euston	'EUSTON-WATFJDC 2D86'	663.97	3	8.3	10.75	19.05	1.57	1	1.57
LUL	Euston	'Morden-Edgware'	663.97	4.67	8.3	7.17	15.47	1.94	0.5	0.97
LUL	Euston	'HighBarnet-Morden'	663.97	0.33	8.3	91.66	99.96	0.3	0.5	0.15
LUL	Euston	'Kennington-Edgware'	663.97	14.67	8.3	2.79	11.09	2.7	0.5	1.35
LUL	Euston	'HighBarnet-Kenningt'	663.97	5.33	8.3	6.38	14.68	2.04	0.5	1.02
LUL	Euston	'MillHill-Morden'	663.97	1.67	8.3	18.71	27.01	1.11	0.5	0.56
LUL	Euston	'MillHillE-Kenningt'	663.97	1.67	8.3	18.71	27.01	1.11	0.5	0.56
									Total Grid Cell AI:	**71.41**

Appendix C

Calculation Reference: AUDIT-358901-221017-1057

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	GR	GREENWICH	1 days
	LB	LAMBETH	1 days

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

Primary 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: 80 to 297 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 16/11/21

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 undertaking 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®.

Population within 500m Range:
All Surveys Included

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*

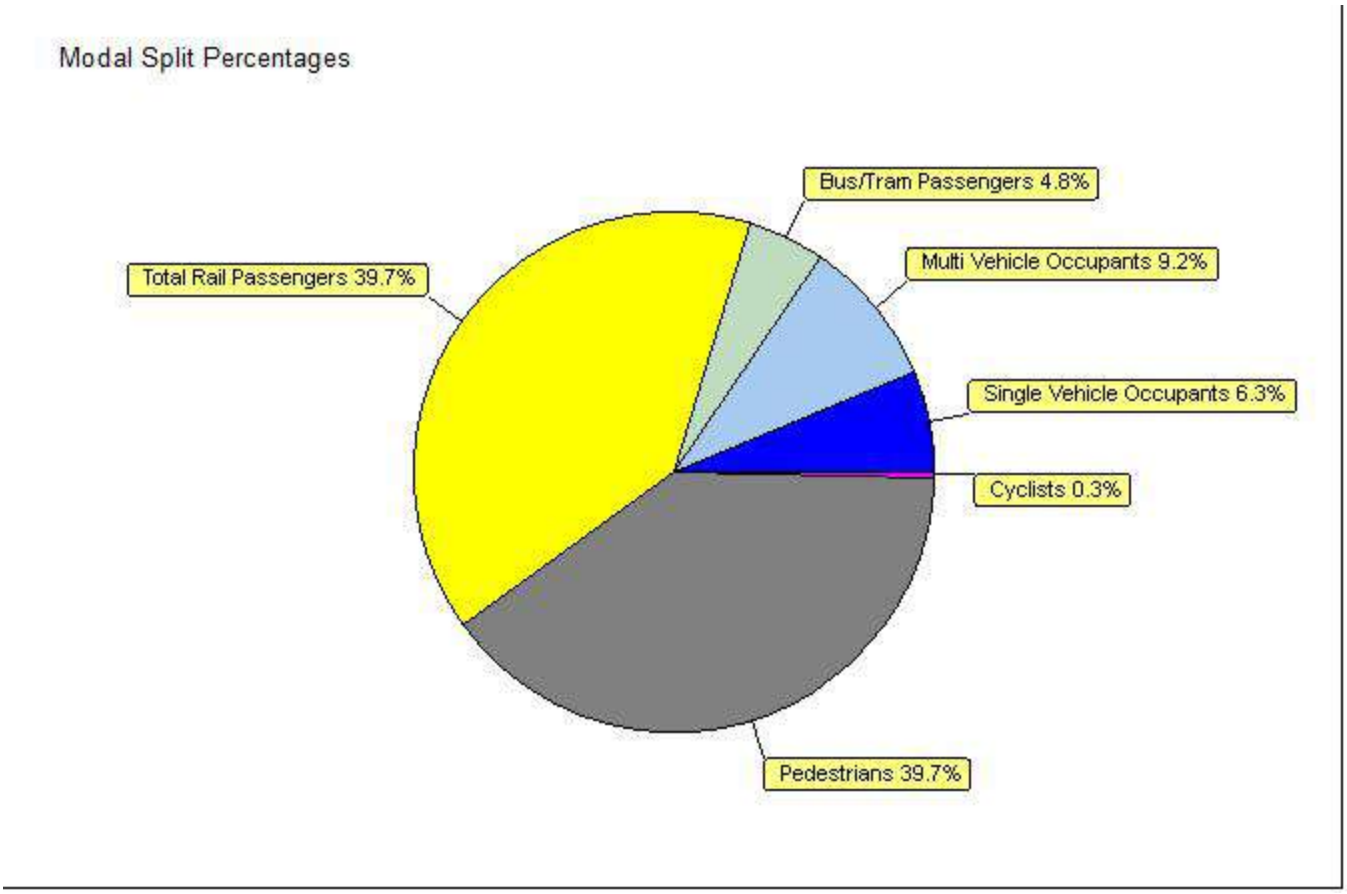
This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was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

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
Total People to Total Vehicles ratio (all time periods and directions): 7.81

	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	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.*



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

Appendix D

Site Reference: BT-16-B-01 Multi-Modal Site
Created: Version: 7.7.2 01/05/20
Latitude/Longitude: 51.52890, -0.25043
Land Use Type: 16 - MIXED/B - MIXED USE
Region/Area GREATER LONDON/BRENT

Description: CO-LIVING & WORKSPACE
Street: OLD OAK LANE
District: OLD OAK
Town: PARK ROYAL
Post Code: NW10 6FF
Planning Authority: L.B. BRENT

Location: Suburban Area (PPS6 Out of Centre)
Location Sub Category: Industrial Zone
Use Class: n/a

Population within 500m: 5840
Population within 1 Mile: 25,001 to 50,000
Population within 5 Miles: 500,001 or More
Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	256	842	1098
Monday-Friday	0700-1000	68	218	286
Monday-Friday	1600-1900	62	226	288
Saturday	0700-1900	246	802	1048
Sunday	0700-1900	176	696	872

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future? No
Is survey data available before the implementation of the Travel Plan?
Is the location of the site hilly or flat: Flat
Urban Regeneration: No

PTAL Rating: 4 - Good

Covid-19 Restrictions:

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments
The site is located at the eastern edge of the extensive Park Royal industrial/commercial area. It is off Old Oak Lane, which heads south west towards North Acton and north east towards Willesden Junction.
The site has two front door pedestrian accesses into its building.
Local developments (in addition to the industrial/commercial development) include numerous cafés and restaurants, convenience stores, waste management, industrial units, Wormwood Scrubs and a business park.

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

Destination (town/area)	Number per hour	Approx. journey time
Brent Cross	8	52
Park Royal	3	16

Rail accessibility

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

Destination (town/area	Number per hour	Approx. journey time
Liverpool Street	13	42
Elephant & Castle	9	44
Clapham Junction	5	34
Richmond	5	35

Design features encouraging non-car modes

12. Pedestrians

The site is located on a busy road, but the surrounding pavements are wide and well lit. There are also safe crossing facilities present.

13. Pedal cycles

There is a large cycle rack at the site holding approximately 15 bikes.

14. Public transport

There are numerous bus stops as well as several Overground and Underground stations local to the site.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2020
Nearest Primary School	1.1 kilometres
Nearest Secondary School	1.4 kilometres
Nearest Local Shop/Corner Shop	0.1 kilometres
Nearest Main Supermarket	1.7 kilometres
Nearest Doctors Surgery	0.9 kilometres
Nearest Hospital with Minor Injuries/A & E	5.7 kilometres
Nearest Sports/Leisure Centre	0.3 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00006193
Number of people employed within Census Output Area	133
Number of households within Census Output Area	119
Number of people living within Census Output Area	291
Area of Census Output Area (hectares)	59.15
Population density within Census Output Area (per hectare)	4.90

Appendix E

Calculation Reference: AUDIT-358901-221220-1210

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	IS	ISLINGTON	2 days
	SK	SOUTHWARK	2 days
	WF	WALTHAM FOREST	3 days

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

Primary 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: Total Bedrooms
Actual Range: 12 to 88 (units:)
Range Selected by User: 12 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 25/05/21

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
Tuesday	3 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	7

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:

Residential Zone	4
Built-Up Zone	3
High Street	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:

C3	8 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	3 days
50,001 to 100,000	2 days
100,001 or More	3 days

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

Population within 5 miles:

500,001 or More	8 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	3 days
0.6 to 1.0	5 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	7 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	3 days
5 Very Good	1 days
6a Excellent	2 days
6b (High) Excellent	2 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 HM-03-C-01 BLOCK OF FLATS HAMMERSMITH AND FULHAM
VANSTON PLACE
FULHAM

Town Centre
High Street
Total Total Bedrooms: 74
Survey date: WEDNESDAY *16/07/14* *Survey Type: MANUAL*

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

Edge of Town Centre
Built-Up Zone
Total Total Bedrooms: 27
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

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

Edge of Town Centre
Residential Zone
Total Total Bedrooms: 21
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

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

Edge of Town Centre
Built-Up Zone
Total Total Bedrooms: 88
Survey date: FRIDAY *19/09/14* *Survey Type: MANUAL*

5 SK-03-C-02 BLOCK OF FLATS SOUTHWARK
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total Total Bedrooms: 55
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

6 WF-03-C-02 BLOCKS OF FLATS WALTHAM FOREST
GROSVENOR ROAD
WANSTEAD

Edge of Town Centre
Residential Zone
Total Total Bedrooms: 52
Survey date: TUESDAY *25/05/21* *Survey Type: MANUAL*

7 WF-03-C-04 BLOCKS OF FLATS WALTHAM FOREST
GROSVENOR ROAD
WANSTEAD

Edge of Town Centre
Residential Zone
Total Total Bedrooms: 76
Survey date: TUESDAY *25/05/21* *Survey Type: MANUAL*

8 WF-03-C-05 BLOCK OF FLATS WALTHAM FOREST
NEW WANSTEAD
WANSTEAD

Edge of Town Centre
Residential Zone
Total Total Bedrooms: 12
Survey date: TUESDAY *25/05/21* *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 TOTAL PEOPLE
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.32

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	76	0.026	1	76	0.000	1	76	0.026
07:00 - 08:00	8	51	0.040	8	51	0.126	8	51	0.166
08:00 - 09:00	8	51	0.067	8	51	0.217	8	51	0.284
09:00 - 10:00	8	51	0.077	8	51	0.205	8	51	0.282
10:00 - 11:00	8	51	0.096	8	51	0.138	8	51	0.234
11:00 - 12:00	8	51	0.111	8	51	0.064	8	51	0.175
12:00 - 13:00	8	51	0.153	8	51	0.121	8	51	0.274
13:00 - 14:00	8	51	0.121	8	51	0.101	8	51	0.222
14:00 - 15:00	8	51	0.089	8	51	0.079	8	51	0.168
15:00 - 16:00	8	51	0.069	8	51	0.086	8	51	0.155
16:00 - 17:00	8	51	0.104	8	51	0.089	8	51	0.193
17:00 - 18:00	8	51	0.138	8	51	0.101	8	51	0.239
18:00 - 19:00	8	51	0.151	8	51	0.084	8	51	0.235
19:00 - 20:00	6	41	0.148	6	41	0.045	6	41	0.193
20:00 - 21:00	6	41	0.062	6	41	0.053	6	41	0.115
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.452			1.509			2.961

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

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