Proposed Hotel at 19-21 Garlick Hill London EC4

Interim Travel Plan

April 2015

Contents

Appendices

1.0 TRAVEL PLAN: BACKGROUND

1.1 Development details

This Interim Travel Plan has been prepared to support the planning application by FR Holdings Limited for the construction of a new 95 bedroom hotel (class C1) at 19-21 Garlick Hill in the City of London. The development will, by the demolition/refurbishment of the present buildings provide a new 5 star boutique hotel with all the facilities accorded to that level of accommodation.

An Interim Travel Plan for the hotel is required as the number of staff exceeds the 20 employee threshold set out in the latest TfL guidance (Travel Planning Guidance, November 2013). Since there are more than 20 staff proposed (even though there are less than 100 beds) a Strategic–level Full Travel Plan is required, which requires it to be ATTRrBUTE-compliant and use the TRICS methodology for the survey.

This Interim Travel Plan has been prepared by Colin Miles of Transport Planning Consultants Limited (TPC, telephone no. 01708 343425, e-mail: cmiles@tpc.uk.com) on behalf of the FR Holdings Limited and is submitted to support the planning application ref: 14/00973/FULMAJ and fulfils the requirements set out in Schedule 5 of the draft Section 106 agreement.

The Interim Travel Plan is therefore submitted in the full knowledge that it will need to be reviewed by the Council's Travel Plan officer and also considered by FR Holdings Limited to decide who the permanent named Travel Plan Co-ordinator will be, their contact details, information in respect of the likely date of occupation and any staff welcome/induction pack that may be prepared.

1.2 Setting the scene

The site is located on Garlick Hill/Skinners Lane, just to the north side of Upper Thames Street. Upper Thames Street is a major traffic route (A3211) and part of the Transport for London Road Network (TLRN) or "Red Route". Only some of the surrounding streets currently provide two-way circulation around the site but the access to the front entrance can be reached by car/taxi using the one-way south-bound section of Queen Street and Skinners Lane. The site is located in the south-eastern quadrant of the Central London Congestion Charge Zone which operates between 0700-1800 hours Monday to Friday, charging a minimum of £9 per day to drivers passing in or through it except at weekends and public holidays. See **Appendix A** for location and site layout plans.

The roads adjacent to the site: Little Trinity Lane, Garlick Hill and Skinners Lane are located within a controlled parking zone from 7am to 7pm Monday to Friday and 7am to 11am Saturdays (excluding Bank & Public Holidays) with loading/unloading for a maximum of 40 minutes (unless a loading restriction is indicated at the kerbside). Upper Thames Street itself is subject to TfL Red Route no stopping at any time restrictions. Parking opportunities are therefore very limited to prevent long term occupation of any available space on street in the locality.

The site is very well positioned for a wide range of tourist attractions via the local highway network by taxi and the available public transport infrastructure.

The hotel will be car-free so no car parking is available at the site but there is a short section of parking bays on Skinners Lane itself available for Blue Badge holders (disabled drivers) Monday to Friday for up to 4 hours, no return within 1 hour, with no limit for Saturday or Sunday. A minimum of 8 cycle spaces overall are required (6 for staff and 2 for visitors) and are provided in the basement store. See **Appendix A** for proposed layout.

2.0 POLICY

2.1 **National Policy** - Travel Plans are about reducing private car travel in favour of more sustainable modes of travel. It reflects and is intended to comply with current Government policy on transport, including the essence of PPG13 including the essence of the National Planning Policy Framework (NPPF), which replaced PPG13. These policies are clearly set out in the TfL document "Travel Planning for New Development in London" (2011). It states the following:

"The need to manage transport in new developments is enshrined in many national policy and guidance documents. Over the past ten years, the need to reduce car dependency, increase travel choices and encourage sustainable distribution has been established through key documents such as Planning Policy Guidance (PPG13): Transport (updated 2011).

The NPPF emphasises the need for travel plans to be required. Paragraph 4.35 states "Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport".

NPPF follows on at paragraph 4.36 to state "a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan".

The Department for Transport's (DfT's) Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009) outlines the role and benefits of travel plans in the planning process, the way to secure them and their inter-relationship with transport assessments5. It also discusses the requirements and elements of an effective travel plan.

Under the Planning and Compulsory Purchase Act 2004, planning applications must be determined in accordance with the strategic policy and plans contained within the London Plan."

2.2 **Regional Policy - London Plan and the Mayor's Transport Strategy**
Both the 'London Plan' and the 'Mayor's Transport Strategy' develop the national policy approach in putting emphasis on achieving a sustainable city.

"The London Plan, Spatial Development Strategy for Greater London (July 2011) sets the strategic framework for spatial planning in London and makes reference to the Mayor's Transport Strategy:

"The main source of policy on transport is the Mayor's Transport Strategy (MTS). This sets six the automatic goals, which link to the six themes of this Plan:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving the safety and security of all Londoners
- Improving transport opportunities for all Londoners
- Reducing transport's contribution to climate change, and improving its resilience
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy."

At **Policy 6.1A STRATEGIC APPROACH**, the London Plan states:

The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:

- a encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs
- b seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs
- c supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2).
- d improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3)
- e seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use
- f facilitating the efficient distribution of freight whilst minimising its impacts on the transport network
- g supporting measures that encourage shifts to more sustainable modes and appropriate demand management
- h promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced
- i promoting walking by ensuring an improved urban realm
- j seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.

Also at Policy 6.3 **ASSESSING EFFECTS OF DEVELOPMENT ON TRANSPORT CAPACITY** the relevant policy is:

Planning decisions

A. Development proposals should ensure that impacts on transport capacity and the

transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

B. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

C. Transport assessments will be required in accordance with TfL's *Transport Assessment Best Practice Guidance* for major planning applications. *Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance.* Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.

The Mayor's Transport Strategy (MTS, 2010) sets out the Mayor's transport vision for London over the next 20 years to accommodate the projected housing and employment growth in a sustainable manner. London boroughs are required to devise schemes through their Local Implementation Plan to implement the strategy in their areas. Like the London Plan, the MTS emphasises the importance of integrating land-use planning and transport to support the use of sustainable transport modes.

The London Freight Plan, Sustainable freight distribution: A Plan for London (2007) sets out the vision for sustainable freight distribution in London over the next five to ten years: '…the safe, reliable and efficient movement of freight and servicing trips to, from, within and, where appropriate, through London to support London's economy, in balance with the needs of other transport users, the environment and Londoners' quality of life.' TfL also provide guidance in the document "Managing Freight Effectively; Delivering and Servicing Plans".

2.3 Local/City Policy

City of London Transport Strategy

The City of London's transport policy is set out in the City of London **Local Plan** dated December 2013 (Policy CS16 Public Transport Streets & Walkways & Policy DM16.1 Transport Impacts at Developments, DM16.2 Pedestrian Movement, DM16.3 Cycle Parking, DM16.4 Facilities to encourage active travel, DM16.5 Parking & Servicing Standards. More detail on sustainable transport is provided at Policy CS16 item 4 (v) with specific information on minimising traffic congestion and reducing vehicle emissions requiring developers to demonstrate, through transport assessments, construction logistics plans, travel plans and delivery/servicing plans, how the environmental impacts of travel and servicing will be minimised, including through the use of river transport.

The terms of its objectives are entirely consistent with the aims and requirements of the Mayors Transport Strategy. As such the requirements for Travel Planning in a policy context are those described in the previous sections.

3.0 SITE ASSESSMENT

The site at Garlick Hill can be clearly seen on the aerial photograph, site location plans and the architect's layout plan at **Appendix A.**

A total of 12 main bus routes serve the area immediately adjacent to the site, with night bus services all being within easy walking distance. The full range of connections and destinations are shown on the Transport for London bus route map provided at **Appendix C**. The site location allows 24hr access to buses on all of the locally accessible major routes with combined frequencies of around 2-10 minutes in the peak hours and never less than every 12 minutes off peak. The nearest bus stop is approximately 250m from the hotel entrance.

As mentioned above there are also many opportunities to connect with London Underground and mainline train services. The site is located within the high banding of Public Transport Accessibility Levels (PTALs). A PTAL assessment has been made using the TfL Planning Information Database PTAL mapping tool was found to be level 6b and is reproduced at **Appendix B**. A map of the London Underground network is also shown at **Appendix C**, indicating that the local opportunities for access to stations are very good.

The site is located at the southern part of the City area where a number of London Cycle Network and local routes converge providing links to and from the city and many local amenities and wider destinations. A Santander Cycle Hire docking station is available nearby at Queens Street, where 58 cycle stations are provided. An extract from The Central London Cycle Route map and local docking station location map is provided at **Appendix C**.

The site is located well in terms of pedestrian access to a wide range of local amenities and importantly transport opportunities, being within easy walking distance of Mansion House, Bank, St Paul's Underground and Cannon Street and Blackfriars mainline stations. Four walking maps created using the Transport for London website are provided below showing typical proximity to bus, tube and rail opportunities.

The main public entrance to the hotel is from Garlick Hill via the existing passage to Miniver Place and the walking routes in both directions on both sides of the road are well maintained and lit, with raised entry treatments and appropriate tactile paving on the other local side roads, providing easy and safe pedestrian movement.

Site activities and travel modes

As mentioned above there are also many opportunities to connect with London Underground and mainline train services. Since no transport assessment is available, a full assessment of the transport modes arising from the development will be possible when baseline travel surveys are carried once the hotel has been operational for several months.

4.0 TRAVEL SURVEY

Since no hotel exists as yet it is not possible to carry out a TfL preferred TRICS compliant survey for a baseline study. It will therefore be necessary to arrange for baseline surveys to be carried out usually within 3 months of the hotel becoming fully staffed and operational in terms of guests and functions. These would be repeated annually for the 5 years following approval of the travel plan following the baseline survey and would provide the data required for the travel plan reviews (usually at 3 and 5 years after opening). The trips recorded for during TRICS surveys for a hotel travel plan will be derived from the relatively small number of staff and significantly higher visitor numbers counted during the survey, when it is carried out on a neutral mid-week day, several months after the new hotel opening.

It is estimated that there will be up to 100 staff with around 45 staff working at any one time at the hotel.

For illustrative purposes, we have provided below some information gathered for a baseline modal travel survey that was carried out by TPC in October 2011, for the Holiday Inn Express in Southwark Street, where visitors entering and/or leaving the hotel between 0700-1900 hours were interviewed face to face. We used an interview questionnaire based on the TRAVL questionnaire, so that data may be entered onto the iTRACE database, at that time. A copy of the modal share results and questionnaire is provided at **Appendix D**.

The results of the travel survey revealed that for that hotel, the overall main modes of transport (for staff & visitors) were as follows:

- Car (alone or as a passenger) 5%
- Bus 6%
- Train 23%
- Tube 29%
- Coach 1%
- Taxi 6%
- Bicycle 0%
- Walk 30%

A similar modal share may be found at Garlick Hill Hotel once fully operational but only the baseline surveys can firmly establish this data.

A plot of the home/origin postcodes recorded during a travel survey is sometimes included in travel plans to illustrate how many staff live quite close to a site under consideration and can therefore walk or cycle to it.

From the summary of visitor/staff travel survey at the Southwark Street hotel there were several useful findings:

- Visitors represented 85% of the trips recorded to/from the hotel;
- Most visitors arrive at the hotel between 1200-1600 hours;
- The highest mode of travel is walking (30%), followed by tube (29%), then train (23%) as the main mode;
- No visitors stated that they are blue badge holders;
- There were no coach visits to that hotel.

Trips resulting from the development

Trip generation information taken from the transport assessment originally prepared by Mayer Brown for the approved nearby Queensbridge House hotel site planning application is reproduced below to give some indication of the predicted person/vehicle trips by mode. These are made from disparate London hotel sites on the TRICS/TRAVL database which could be significantly higher as they do not necessarily relate to the same type of hotel i.e. 5 star boutique hotel with no guest parking. However all these points will be verified during the baseline monitoring surveys:

Time Period	In	Out	Total
AM Network Peak (0800-0900)	0.184	0.378	0.562
PM Network Peak (1700-1800)	0.308	0.194	0.502
Daily	3.248	3.260	6.508

Table 4.1 - TRAVL Trip Rates per room for London hotels

Using the trip rates from **Table 4.1** above the person trip rates can be calculated and are shown below in **Table 4.2**:

Time Period	In	Out	Total
AM Network Peak (0800-0900)	18	36	54
PM Network Peak (1700-1800)	30	19	49
Daily	309	310	619

Table 4.2 – Person Trips for the proposed hotel

Again reproducing the agreed modal split from the Queensbridge hotel transport assessment the percentage splits for each form of transport is shown below in their Table 6.11:

Mode	Percentage Split
Walk	18%
Rail	28%
Underground	26%
Taxi	9%
Bus	11%
Coach	4%
Car Passenger	3%
Total	100%

Table 6.11: Central London Mode Split

From the trip rates above Table 4.3 below shows the estimated number of trips for all modes arising from the hotel during the AM and PM peak periods:

Mode	**AM Peak**			**PM Peak**		
	In	Out	Total	In	Out	Total
Walk	3	7	10	6	4	10
Rail	5	10	15	9	5	14
Underground	5	10	15	8	5	13
Taxi	2	3	5	3	2	5
Bus	2	4	6	3	2	5
Coach	<1	1	2	1	<1	1
Car passenger	<1	1	1	1	<1	1
Total	18	36	54	30	19	49

Table 4.3 – Peak Periods Trip Generation for all modes for proposed hotel development

The extracts below from the Queensbridge hotel transport assessment give an indication of the possible daily servicing trips that may arise from the hotel operation:

Vehicle	In	Out
Car	3.5	3.5
Rigid 2 axles	2.5	2.5
Transit 2 axle <7.5t	1	1
Transit	4.7	4.7

Table 6.13: Service Demand (Average per Site)

Hotels in all of London

6.35 In order to ensure that the hotels in Inner London are representative a further test has been carried out of service data for all hotels in London.

6.36 Table 6.14 shows the average service demand per hotel for hotels in all of London.

Vehicle	In	Out
Car	3.8	3.8
Rigid 2 axles	2	2
Transit 2 axle <7.5t	1	1
Transit	4.2	4.2

Table 6.14: Service Demand (Average per Site)

6.37 It can be seen from the above tests that the level of service demand per hotel is reasonably consistent when comparing Inner and Central London and therefore the results for Central London are likely to represent the service demand for the proposed development.

6.38 From the results it can be seen that cars and single rear transit type vehicles are by the far the most frequent delivery vehicle types. It can also be seen that the level of rigid 2 axle and transit 2 axle <7.5t is low. In addition no service vehicles of size 3 axles or above were surveyed at any of the sites contained in the TRAVL database.

The above TRAVL data suggests that there could be around 5 servicing vehicles visiting the new hotel per day. This can be verified ass part of the baseline travel surveys at the hotel once it is operational.

5.0 OBJECTIVES

A travel plan is usually a long-term strategy to deliver sustainable transport objectives and thereby reduce the need for staff and visitors to travel to and from a development site by private car alone. There are a number of aims of the strategy:

- To improve site access and travel choice;

- Reduce congestion and demand for on and off-site parking spaces;
- To increase the awareness of staff and visitors of the advantages and potential for more environmentally friendly and healthy forms of travel for example, use of public transport, cycling and walking;
- To introduce a package of measures that will facilitate travel by non-single occupant car modes of transport or at least minimising the need to do so where practical;
- To consider the special requirements of disabled guests/visitors at the hotel which may require the travel plan targets and measures to be reconsidered in the light of monitoring surveys once the hotel is operational;
- To work with the local authority and rail/local bus operators to ensure that visitors to and from the development are able to access local amenities by public transport, cycle or on foot;

A Travel Plan is also about reducing private car travel in favour of more sustainable modes of travel. It reflects and is intended to comply with current Government policy on transport, including the essence of PPG13.

This document addresses the elements of the Travel Plan:

- The administration of the system;
- The possible measures to be put in place;
- How the Travel Plan will be sustained and targets met.

This Travel Plan will need to develop to meet the particular operational characteristics of the hotel once established. It is fundamentally important that any measures adopted are realistic and implementable (by proposing SMART targets). The basis on which the plan should develop in the longer term will be the existing and potential travelling arrangements of visitors and staff to the site.

As the individual from FR Holdings Limited responsible for overseeing the travel planning aspects of the development is undecided at present (TPC will initially deal with), this document provides a preliminary package of measures that may be appropriate. It is not intended at this stage that all of these measures are necessarily implemented from the day of opening as this may not be practical at that time.

6.0 TARGETS

Following TfL's guidance given at Travel Planning for New Development in London document, it is usual to propose a number of initial targets. However if the modal splits are similar to the Southwark Street hotel, with a possible 59% of all users likely to be accessing the site by public transport, 6% by taxi and 30% by walking there is limited scope for increasing the usage of sustainable transport as it could represent around 95% of the trips. This can only be accurately determined following baseline modal surveys.

However there may be some room for improvement on the modal choice for any hotel, since few trips are usually recorded by cycle at all and there may be good scope for introducing this mode and improving it in terms of staff travel and possibly for visitors using the Santander Hire Cycles nearby.

Our suggested initial cycling target is for at least 3 members of staff to be cycling to work by the end of year 1, with it increasing to at least 5 staff by the end of year 3 and 8 staff by year 5. The

proposed hotel operator owns the Ampersand Hotel in South Kensington which has around 70 staff at present of which approximately 10 cycle to work. It is hoped that a similar proportion may do so at this new hotel.

It may be possible to set targets for increasing the proportion of visitors sharing drop-offs by taxi/limousine and also the numbers of staff walking and/or cycling rather than using bus or tube but this will not be possible until the baseline surveys are carried out and analysed.

Once the new hotel is operational it will become clear that different specific targets and measures are possible. Separate targets would usually be made for staff and visitors.

7.0 TRAVEL PLAN MANAGEMENT
Plan Administration

7.1 Introduction

The FR Holdings Limited has initially appointed Mr Colin Miles of Transport Planning Consultants Limited as the Travel Plan Co-ordinator to implement, administer and monitor the Travel Plan. Prior to the hotel being opened for guests a member of the hotel management is likely to be named as the Travel Plan Co-ordinator and details provided to the City. For the time being the contact details are as follows:

Telephone: 01708 343425
E-mail: cmiles@tpc.uk.com
Address: Bates Business Centre, The Old Brickworks, Church Road, Harold Wood, RM3 0JA

The Travel Plan Co-ordinator will be responsible for the administration of the Travel Plan and implementation of measures, for consultation with the management team of the hotel and the City of London Travel Plan officer as well as promoting and updating the Plan.

Administration of the Travel Plan involves the maintenance of the systems and collection and collation of data. Changes to the nominated person will need to be notified to the Planning Authority.

7.2 Administration

The coordinator will establish a filing system for recording all communication relating to the Travel Plan, the periodic monitoring and the annual monitoring surveys/reviews.

It is estimated that 0.5 man-days per month may be required to administer the travel plan. The coordinator will be responsible for collating information and passing this onto the planning authority as and when required. All information on the staff will be rendered anonymous before it is passed on. The staff database will be reviewed quarterly. New members of staff will be entered onto the system on joining and people who leave employment there will be removed from the database.

7.3 Consultation

The success of the plan will depend on the cooperation of the staff to a great extent but also from the visitors to the hotel. All reasonable endeavours will be made to ensure the information is comprehensive. Whilst the collection and analysis of data is vitally important it is also important that those involved are kept informed of outcomes. Feedback to staff will form an important component of the plan and the Travel Plan Coordinator will be expected to provide regular briefings on progress and results (it is suggested that this be at least quarterly).

A contact list will also be developed and held by the travel plan co-ordinator that comprises of the names, addresses and telephone numbers of representatives of the planning and highway authorities and any other contacts relevant to the Plan. This list will form a part of the final travel plan document. A regular contact with these organisations will also be maintained to ensure the plan reacts to any changes in public transport or the transport infrastructure and to ensure the plan is consistent with current planning and transport policy.

7.4 Promotion

All members of staff will be advised that there is a Travel Plan. A copy of the Travel Plan will be available from a link on the hotel website and a hard copy will be available from the coordinator if requested. When new staff join they will also be provided with an information pack consisting of local public transport route maps and timetables, cycle routes and local taxi firms details. The website will have transport information provided at the following link http://www.xxxxxxx.co.uk **(to be confirmed by the hotel operator before the operational date)**. This will be added following approval of the travel plan. The 'welcome pack' will also contain contact addresses for travel resources and services and encouragement to use public transport, taxis, walk and/or cycle to the hotel.

All visitors to the hotel will be advised upon booking of the possible travel modes to the site using primarily public transport and/or taxi rather than by private car (unless it they anticipate being dropped–off), the absence of parking facilities at the hotel and extremely limited parking facilities close to the hotel and difficulty in parking elsewhere in the locality. Details of local taxi firms will be also provided. Information about these will also be displayed in a prominent position in the hotel reception and on the website. It is proposed that for all guests, recommended/suggested walking routes to the nearest bus stops, stations and local points of interest and sightseeing venues, and also routes that are suitable for disabled (physically or visually) guests, will be provided on both the website and in information on display and available in the hotel.

7.5 Updating

A Travel Plan is a strategy and is therefore subject to amendment to meet needs over time. The overall objectives of the Travel Plan to inform staff and visitors of sustainable alternatives to the car and to promote their use will not change. If this should prove necessary the Coordinator will liaise with the planning authority. The ongoing review and monitoring will facilitate the need for changes when required.

Plan Administration

The hotel management/operator will need to identify a person (including their contact details) who will be responsible for implementing any measures to be agreed and ensuring that new staff will receive a copy of the Welcome Pack to be prepared. The named person, who for the purpose of this document we will call the Travel Plan Co-ordinator, will be responsible for the administration of the Travel Plan Statement, implementation of measures, for consultation with the City of London Travel Plan officer as well as promoting and updating the Welcome Packs. The named person will also be responsible for informing the travel plan officer in respect of first occupation of the site.

8.0 MEASURES

8.1 Travel Plan Measures and Incentives

This section outlines the measures that will be introduced when the site is operational. The measures are grouped together in broadly non-car headings.

The measures listed herein are not exhaustive and may be added to or amended as the life of the travel plan proceeds. It will be the responsibility of the travel plan co-ordinator to ensure that the most appropriate measures are employed to ensure the aims, objectives and targets of the Plan are met. Whilst visitors will be encouraged to use public transport and to a lesser extent share cars (disabled Blue Badge holders and dropped-off guests), to travel to the site, the benefits of walking and cycling in terms of their health will be highlighted in the hotel publicity material and the website.

Guests booking via the website or directly by telephone will be made aware that car parking is not available on-site and if there is a Blue Badge holder in the party, there is an on-street bay in Skinners Lane nearby which may be available. Guests will be advised as they book that on-street parking locally is difficult and expensive. Off-street parking is available in public car parks but again this is expensive.

Full use will be made, wherever appropriate, of existing resources such as those provided by City of London, Transport for London (TfL) and Sustrans. The services and support offered include Maps, Public Transport timetables, Car Sharing information, Cycling Maps and equipment, Walking Maps, Journey Planning.

8.2 Public Transport

The site is served by at least 21 bus routes passing the site and/or within a reasonable walking distance (nearest bus stop 250m, see **Appendix C** for the bus route spider maps) and Mansion House, Cannon Street, Blackfriars and St Paul's tube/mainline rail station are all situated within reasonable walking distance of the site. The nearest LUL underground station is Mansion House Station which is just 130m from the site.

The Travel Plan will seek however to maximise the use of these services by:

- Providing up to date details of local public transport services, including bus route and tube information and service frequencies in the form of maps and timetables, contact telephone numbers for taxis and local minibus services in a prominent position within the hotel reception that is easily accessible by visitors.
- Access via computer can also be provided to a significant range of transport information sites on the Internet. A list of addresses and direct hyperlinks can be provided on the hotel website including the TfL Journey Planner, cycle routes, TfL cycle hire and parking locations.
- The Travel Plan Coordinator will regularly check TfL and the local authority to ensure the information provided is current.

8.3 Taxis

Staff and especially visitors will be encouraged to make use of taxis to travel to and from the site rather than the use of single occupancy private cars. It is possible that a dedicated taxi telephone number could be provided, with a service linked to a local reliable firm. This could also be accessed through an online internet booking facility where taxis could be booked in advance, if required.

8.4 Walking

The pedestrian routes to and from the site are in good condition. They have appropriate tactile paving at most side roads and for pedestrian crossing points in both directions either side of the

site. The coordinator will monitor the condition of local pedestrian approaches to the site and inform the relevant City of London department of any deficiencies or requests for improvement. It is possible to purchase a small number of umbrellas and provide some storage for wet weather gear for walkers. It is also proposed to purchase and make available personal alarms for members of the staff who may have safety concerns about walking to the site.

8.5 Cycling

Covered and secure cycle parking for a minimum of 8 cycles will be provided in the basement cycle store (see plan of proposed basement at **Appendix A**) for staff and guests (if they require it although it is highly unlikely that a guest would arrive to stay at a hotel by cycle). There is a TfL Cycle Hire facility at nearby Queen Street where a docking station for 58 cycles is available for public use.

The Travel Plan will inform staff/visitors about local cycle routes in the area, including promoting the use of the TfL cycle journey planner to plan routes to/from the hotel and also the cycle hire scheme with their booking details by referring them to the hotel website where links will be made. Local cycle route maps will be displayed in the reception and made available to any staff/visitors who want one.

Information will be made available to all staff in respect of cycle training availability in the City and cycle routes/maps and parking in the Welcome Packs. The City of London cyclist training provider is:

Cycling Instructor**:** http://www.cycletraining.co.uk/boroughs/city-of-london.html

or telephone: 0207 231 6005

Anyone who lives, works or studies in City of London is eligible for subsidised, one to one, 2 hour cycle training session tailored to their needs and can be undertaken anywhere in the City. This covers all abilities from complete beginner to experienced cyclists simply gaining more confidence on the roads. A particular focus for the travel plan could be to promote the use of this training to try out new routes, e.g. local staff finding a good cycling route from their home to their workplace and this can be done as part of the lesson.

Also for cycle maintenance there are free “Dr Bikes” sessions in the city at Queen Street (junction of Queen Street and Skinners Lane): 2nd and 4th Friday of the month 16:30 to 19:30.

Staff who choose to cycle (or jog/run) to work will be able to make use of the cubicle and shower room set aside for them to change and shower in the hotel and cycle purchase discounts will be investigated locally and interest free (or low interest) staff cycle loans will be considered.

8.6 Car, Taxi & disabled passenger drop-off & Blue Badge parking

Car, taxi and mini-bus drop-off is possible to the front of the hotel via Garlick Hill, where access is possible for all guests, including disabled and ambulant guests to be dropped off and enter the hotel at-grade with no steps. There are approximately 2 disabled (Blue Badge) parking spaces located on-street at Skinners Lane adjacent to the hotel.

8.7 Visitor’s & Staff measures

Although travel plans are usually aimed at staff in a workplace situation, it is usually possible for visitors to share cars to some extent, so Blue Badge holders would be made aware of the preference for doing so. In the case of this hotel the extensive public transport facilities

available to the locality and the ease of walking to points of interest will be used to encourage staff but more significantly visitors to make full use of them. A full list of the measures is given in the Action Plan.

In addition to the above it is intended to:

- Issue new members of staff with a welcome/induction pack including details of public transport facilities, maps and timetables;
- Inform visitors/guests upon booking in respect of public transport information via the hotel website with links to the TfL website;
- Inform visitors in respect of recommended walking and/or wheelchair/scooter friendly routes to local popular destinations such as the nearest bus stops, stations and tourist attractions such as the Riverside Walkway.
- Inform visitors/guests upon booking in respect of the TfL Cycle Hire (Santander) at Queen Street where a docking station for 58 cycles is available.
- Encourage staff who live relatively closer to the site than most to walk/jog/run and if fit enough, cycle and park their cycles within the proposed hotel cycle parking facilities.

8.8 Deliveries & servicing

The number of deliveries and servicing vehicles anticipated to visit the site will be quite small and will typically be vans and medium goods vehicles. Generally most deliveries will take place outside the peak traffic periods and are made by vehicles/suppliers from the Greater London area (within the M25). Details of these trips are estimated above and will be given in the final Delivery and Servicing.

9.0 MONITORING & REVIEW

9.1 Introduction

The process of monitoring and review to generate information to inform the Travel Plan will make use of the staff/snapshot surveys for travel surveys. The responsibility for monitoring and review will be held by the Travel Plan Coordinator and surveys of staff and visitors will be carried out firstly as a baseline survey, probably 3 months after full opening of the hotel and then every year, for five years after the date of occupation or approval of the travel plan. TfL guidance suggests baseline surveys and monitoring surveys at years 1, 3 and 5 but the Section 106 agreement refers to annual surveys so it is assumed that will be the monitoring interval unless advised otherwise. The survey data will be reported to the appropriate transportation officer at the City of London within 3 months of the survey taking place.

The objective of most Travel Plans is mainly to reduce reliance on single occupancy private cars for travel to and from a site, in this case the hotel. It is most likely that most visitors will choose to arrive at and travel from the site either by public transport, taxi, coach, mini-bus, cycle or on foot. The success of the Travel Plan will be assessed according to the use of non-private car based methods of travel in both areas.

A secondary objective is to increase staff (and to a lesser extent visitors) awareness of the environmental impact and the health implications of their mode of travel choice. This is less easy to evaluate but staff reaction to the plan and to discussions about modes of transport may be seen as indicators of the success or otherwise of the plan.

9.2 Monitoring

The monitoring measures to be used will incorporate the collection of hard analytical data through the travel surveys and soft data obtained through an analysis of correspondence and general feedback.

Specifically these will include:

- Repeat of the agreed base travel survey including visitor/staff interviews, arrival/departure data at the hotel entrance;
- The monitoring of the use of cycle parking on-site to establish demand;
- Monitoring travel modes by staff and visitors to establish demand by a multi-modal interview or questionnaire;
- Survey service and delivery vehicle trips;
- Evaluate the frequency of Blue Badge visitors;
- Monitor the complaints and comments made by visitors to the site;
- Site audit/site management survey questionnaire;

The information obtained via the monitoring process will evaluate the modal splits and will be collated by the travel plan co-ordinator and used in the review of the Travel Plan.

9.3 Travel Plan Review

Targets are generally set over a 5 year timeframe with interim targets at year 1 and year 3. Travel plans are usually reviewed 1, 3 and 5 years after the travel plan is approved but the Section 106 agreement appears to suggest that this may be required annually (to be confirmed by City of London). This monitoring involves carrying out TRICS compliant (i.e. establishes modal share) surveys of visitors again at these times, carried out by a TRICS-approved independent field company. The reviews are to be submitted to the Transportation officer at the City of London. After each review it may be necessary to adjust the measures to ensure that the targets are met. The purpose of the review is to assess the success and impact of the Travel Plan and make such adjustments as necessary to achieve or reset the targets.

This will be partly achieved by carrying out a survey with the Travel Questionnaire. Although the Travel Plan Co-ordinator's database will be regularly updated when staff join and leave the hotel, the reissue of the questionnaire will check the accuracy of information recorded and allow changes in mode of transport over the year to be recorded. It may yield wider information about staff attitudes to travel. The modal split of transport can be evaluated and data free of seasonal bias can be collected.

A report on the Travel Plan should be produced by the hotel's Travel Plan Co-ordinator and circulated to all stakeholders, including the planning authority. If for any reason analysis of travel patterns reveal that the targets are not being met, the Travel Plan Coordinator will liaise with the planning authority, in the first instance, to ascertain an appropriate way forward.

10.0 SECURING & ENFORCEMENT

This travel plan has been built and assessed using the TfL travel plan tool ATTrBUTE and has achieved a pass score of 35 (a copy of the scoring appraisal is attached at **Appendix F**).

The travel plan is secured through the use of a Section 106 agreement to ensure that the delivery of the travel plan and its' measures are guaranteed. Failure to comply could result in the City taking formal enforcement action.

11.0 TRAVEL PLAN FUNDING

The implementation of the measures outlined in the travel plan and the ongoing monitoring have cost implications. The on-site cycle parking & facilities will be implemented during the hotel extension construction.

The monitoring costs (estimated) for the 5 years following occupation of the development will comprise:

- the 5 monitoring surveys fees (for undertaking the TRICS compliant surveys) in the order of £2000 each (to be carried out by a TRICS approved independent field company);
- monitoring administration fees (include in Section 106 monitoring fee);
- cost of travel plan co-ordinator, nil (likely to be carried out by the hotel once travel plan is agreed).
- Review of targets/data and preparation of travel plan review reports (£2000 per review if carried out by consultant or nil if carried out by the hotel operator employed travel plan co-ordinator)

The approximate cost for the 5 year life of the travel plan could be in the order of £12,000 if the monitoring surveys/reviews are carried out by external consultants and travel plan co-ordination is dealt with by the hotel. The costs would be met by the hotel operator but it is possible for the management to carry out the review itself and save the consultant costs if they wish.

12.0 ACTION PLAN

Following approval of the travel plan, the Travel Plan Coordinator should begin to prepare a database of staff for the purposes of ensuring the appropriate information about the plan is imparted to them and also to consider who may wish to cycle to work and wish to have information about cycle facilities. As part of the implementation works, certain measures will be put in place, within 3 months of occupation of the new hotel and some upon commencing trading, such as a notice board within the hotel reception with agreed notices/information.

Within 1 year of travel plan approval or implementation start, a TRICS compliant travel survey as agreed with City of London (including staff questionnaire) should be carried out at the site, results analysed, modal splits determined and comparisons with preliminary targets reviewed and adjusted. A monitoring report, together with the full travel plan, should be submitted to the planning authority for approval.

Annually after occupation or approval of the travel plan further TRICS monitoring surveys should be carried out and again a report submitted to the planning authority. This will detail the survey results and review the travel habits of staff & visitors and note they have met the targets set. Should the targets not be met, agreement between the hotel operator and the planning authority will need to be reached on how targets or the measures that will be required to achieve the targets can be adjusted.

Finally 5 years after the travel plan approval there should be a repeat of the TRICS surveys/review and the hotel may agree to voluntarily continue with monitoring/reviewing the travel plan. This can be reviewed at that time, since TfL guidance only suggests further monitoring after 5 years for sites where significant traffic impacts arise. The travel plan Action Plan is reproduced below:

Action Plan

Measure	Timescale	Person responsible	Funding required and source of funding
Provide a minimum of 8 cycle parking spaces	Upon opening new hotel	Travel plan co-ordinator	Hotel operator
Provide changing, showering and locker facilities for staff	Upon opening new hotel	Travel plan co-ordinator	Hotel operator
Add travel plan information to website & notice board	Within 1 month of opening	Travel plan co-ordinator	Nil
Create a Steering Group to oversee travel plan development	Prior to opening	Travel plan co-ordinator	Nil
Prepare & make available sustainable travel information packs for staff	For staff induction prior to opening	Travel plan co-ordinator	Nil
Purchase umbrellas for walkers & personal alarms for staff	Upon opening new hotel	Travel plan co-ordinator	£200
Investigate cycle discounts in local shops & consider staff cycle purchase loans	Within 3 months of opening	Travel plan co-ordinator	Nil
Promote & arrange free cycle training for staff through City of London preferred trainer	Within 6 months of opening	Travel plan co-ordinator	Nil
The travel surveys of staff and visitors and reporting the data to City of London at each interval (1,2, 3,4 & 5 years post occupation) followed by review of travel plan/annual monitoring report prepared after each survey	Baseline surveys 3 months after occupation Yrs 1, 2, 3, 4 and 5 after occupation/approval of travel plan	Travel plan co-ordinator	£2000 for each survey plus £2000/review if carried out by external consultant or NIL if by hotel operator

13.0 FINAL COMMENTS

This draft travel plan has been prepared following the guidance given in the TfL documents "Guidance for Workplace Travel Planning for Development", "Travel Planning for New Development in London" taking into account that most trips will arise from visitors rather than staff. We have also made use of the recommended format set out using the TfL ATTrBUTE travel planning software tool in accordance with the guidance.

A number of measures and preliminary targets have been suggested and set, together with a commitment through either a planning condition the securing of the travel plan, its' funding and potential improvements.

A Travel Plan Co-ordinator has been named above (initially TPC until a named individual from the hotel management is made known), measures have been suggested to be implemented within a suggested timescale following occupancy of the new hotel and an agreed TRICS compliant survey will be carried out to establish the baseline modal splits prior to the travel plan being approved. Following the submission of this document to the planning authority, the travel plan and targets will be finalised/agreed and a clear programme for subsequent TRICS compliant

surveys by an approved independent field company at 1, 2, 3, 4 and 5 years after approval agreed (monitoring survey and travel plan review periods to be confirmed by City of London).

It is clear that the modal split for trips by cars visiting the site are likely to be very low (and relate to drop-offs, particularly by taxi rather than private cars) but it is still a mode to work on in the travel plan to reduce this figure or at least increase the proportion of staff who cycle, whilst also encouraging more staff/visitors to walk, cycle and make use of public transport or taxis whenever possible. The proportion of staff and visitors who will walk to the hotel from public transport nodes is likely to be high and the use of sustainable transport will also be high but the operator is willing to consider improvements within the 5 years of the travel plan life.

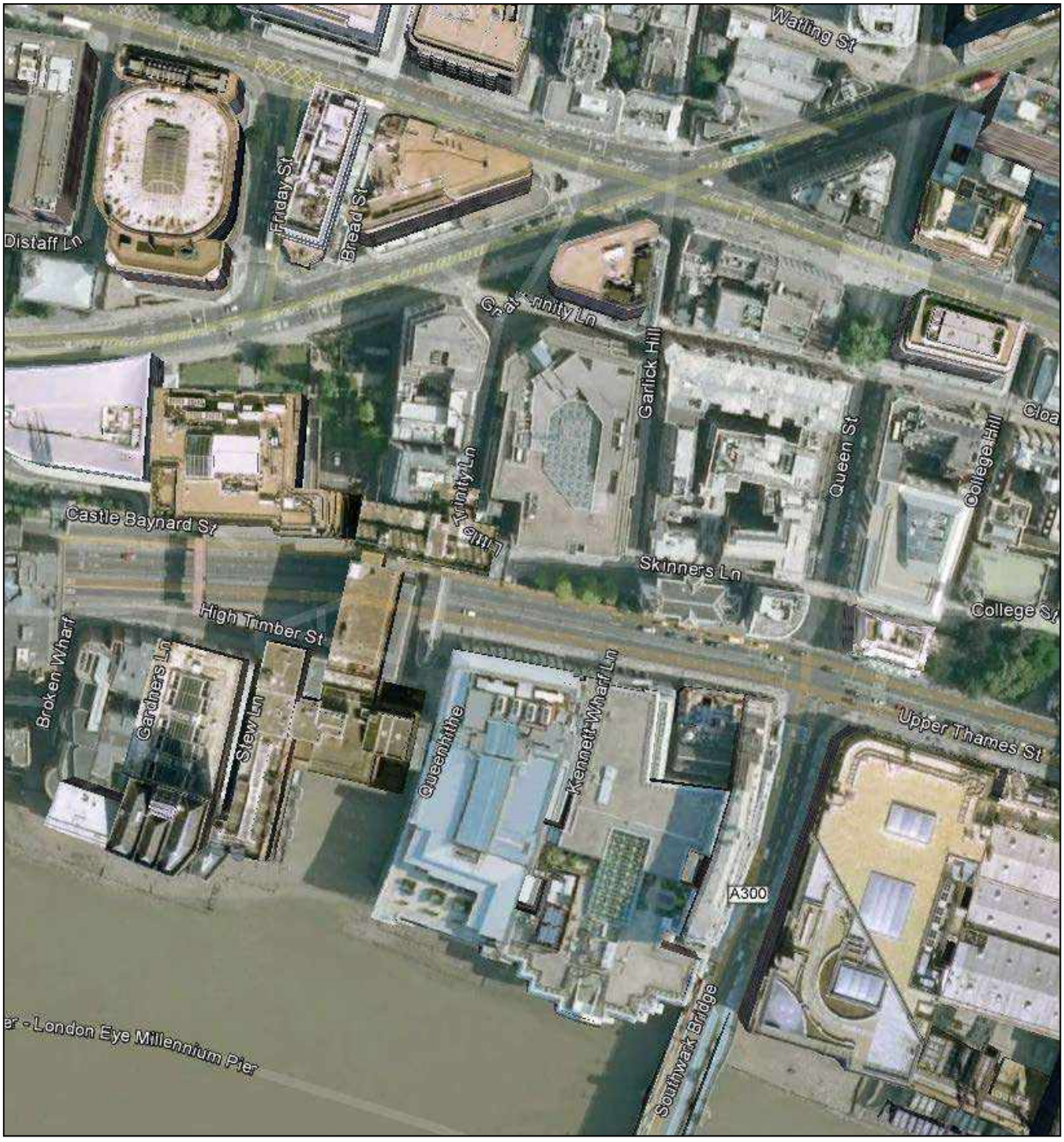
It is also intended that the level of sustainable travel that is found during the travel survey by both the visitors and staff be at least be maintained for the life of the travel plan and that more people are encouraged to walk and cycle whenever possible. It is hoped that the proposed cycle parking facilities within the new hotel, combined within the promotion of cycle use will result in this mode becoming a more significant travel mode for staff. Modest targets will also be set for increased walking by staff.

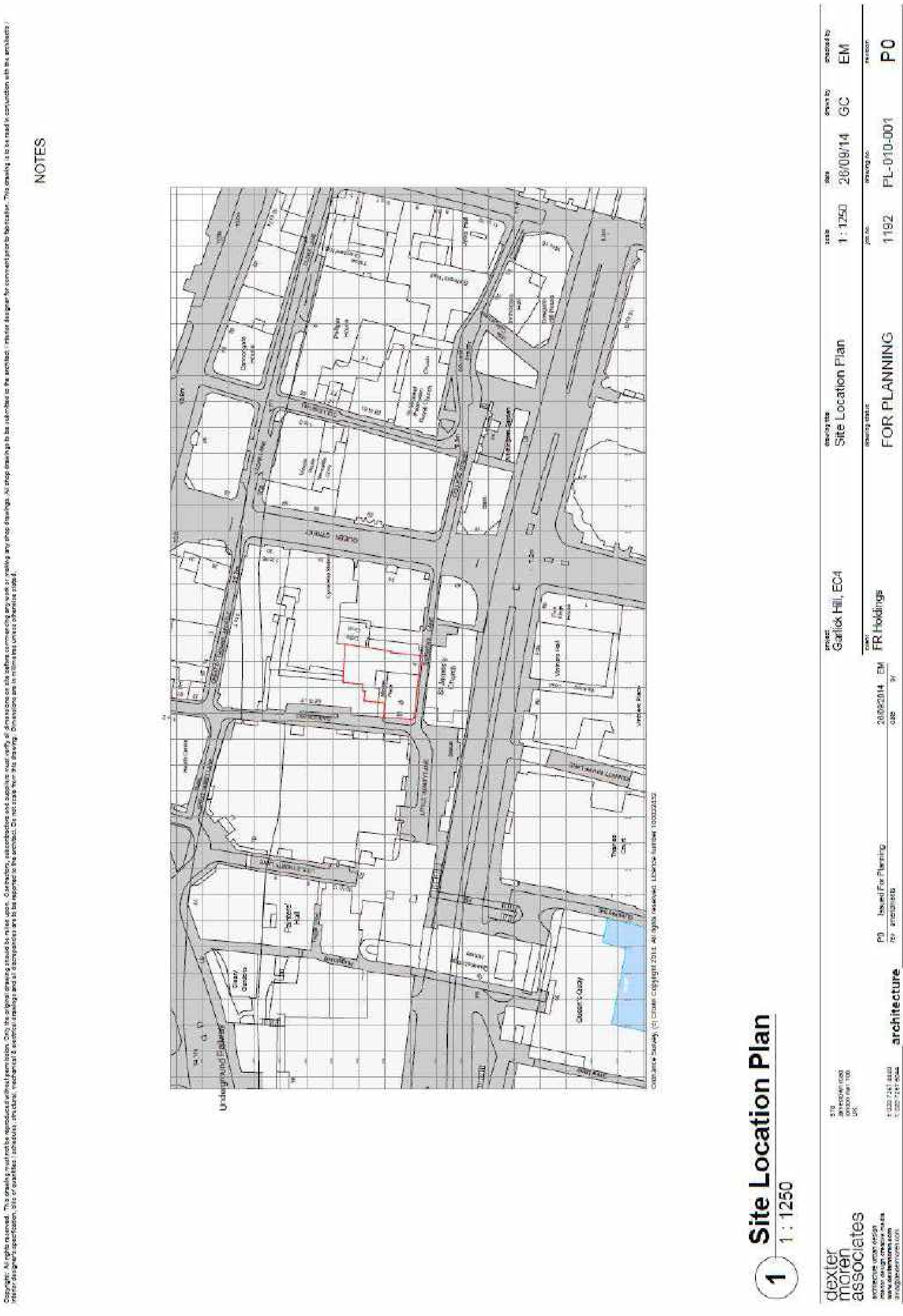
TPC consider that this travel plan follows the principles of current TfL guidance in terms of content and structure, sets out appropriate measures and suggests reasonable targets and an Action Plan with timescales, funding source and responsibility for implementation. Any suggestions of additional measures or practices are welcome from the City's Travel Plan Officer. It is therefore recommended that this draft be approved by the City for implementation in due course.

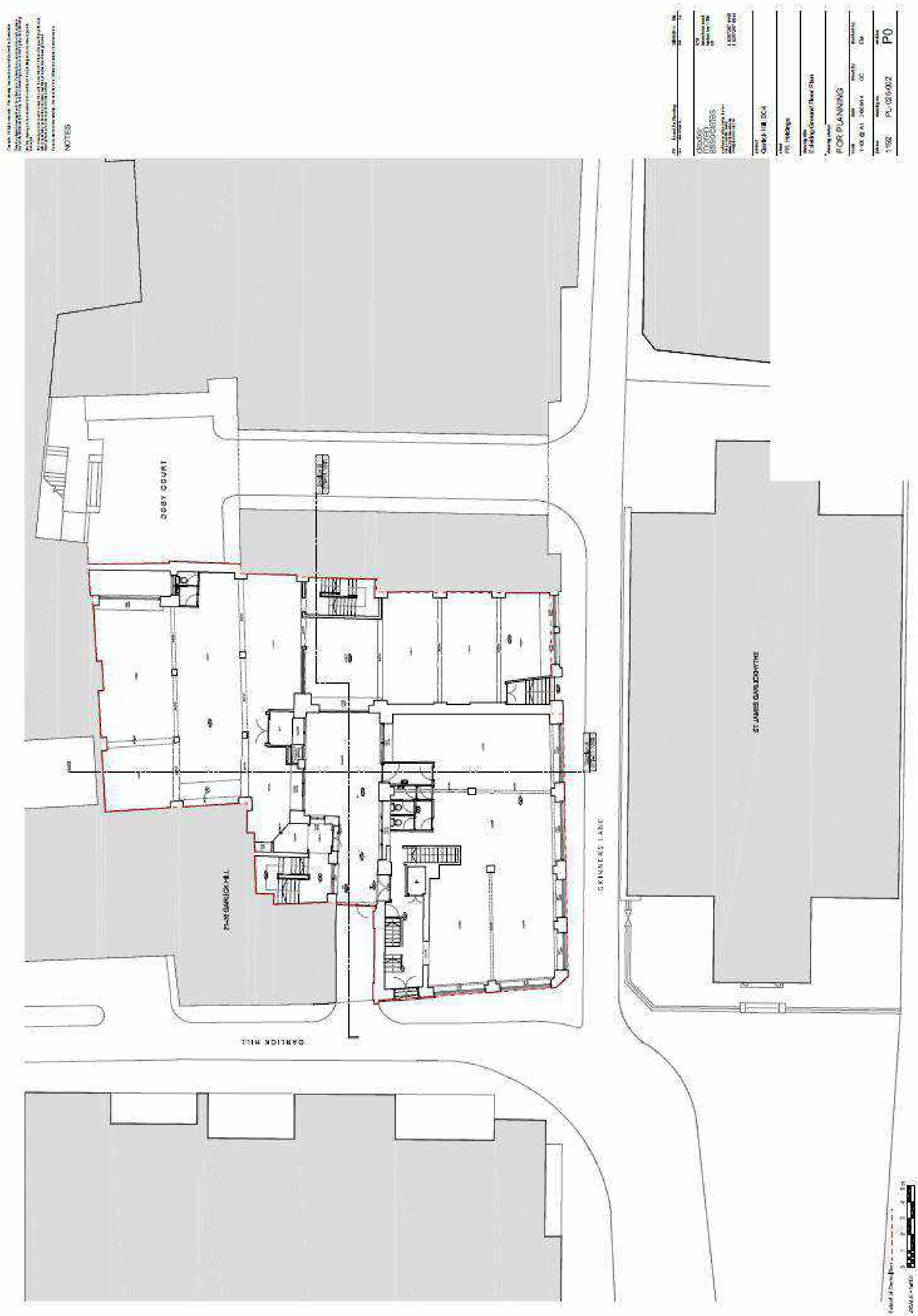
APPENDIX A – LOCATION & SITE PLANS


BROADGATE
EC2
BARBICAN
Guildhall Sch
ARTS & CONF CEN
LIVERPOOL ST
LONDON WALL
A1211
MOORGATE
Lon. Met. Uni
Andaz
BISHOPSGATE
Tower 42
ST. BART'S HOSP
Merrill Lynch
VIADUCT
NEWGATE ST
CITY THAMESLINK
CENT. CRIM CT (Old Bailey)
Stock Exchange
ST. PAUL'S
ST. PAUL'S CATH
CHEAPSIDE
One New Change
Art Gall.
The Guildhall
COUNTY CT
Bank of England
THREADNEEDLE ST
Royal Ex.
CORNHILL
BANK
Mansion Ho
MAG CT
City Club
St. Helen's
LEADENHALL
Lloyd's
A10
GRACECHURCH ST
FENCHURCH ST
LOMBARD ST
CANNON ST
QUEEN VICTORIA ST
EC4
Coll. of Arms
MANSION HOUSE
Livery Halls
London Stone
MONUMENT
EASTCHEAP
The Monument
UPPER THAMES STREET
BLACKFRIARS
RIVER THAMES
Southwark Bridge Steps
CANNON STREET
Fire Sta
Fitness Cen
LOWER THAMES ST
Billingsgate
Old Custom Ho
SHAKESPEARE GLOBE THEATRE
BANKSIDE PIER
CITY
SOUTHWARK
Swan Lane Pier
THE QUEEN'S WALK
BANKSIDE GALL
SAM WAN. PLAYHO
TATE MODERN
Financial Times
Lloyds
CLINK PRISON MUS
Glaziers Hall
LONDON BRIDGE HOSP
LONDON BRIDGE CITY PIER
Hay's Galleria
VINOPOLIS
SOUTHWARK BR
SOUTHWARK ST
A3200
PEABODY TRUST
Borough Mkt
CATH
BUS STA
The Shard
TOOLEY ST
A200
Hilton
SE1
SOUTHWARK
Arts Cen
Premier Inn
SOUTHWARK STREET
UNION
B300
Fire Brig. HQ
Prim Schs
OLD OP. THEA MUS
GUY'S HOSPITAL
ST. THOMAS ST
LONDON BRIDGE
BOROUGH HIGH ST
MARSHALSEA
BRIDGE
NEWCOMEN ST
SNOWSFIELDS
BLACKFRIARS RD
Ludgate Ho
I.B.M.
Blue Fin Building
TYERS

Aerial Photograph




NOTES
1 Site Location Plan
1 : 1250
dexter moren associates
architecture
P0 Issued For Planning 28/09/2014 EM
project Garlick Hill, EC4
client FR Holdings
drawing title Site Location Plan
drawing status FOR PLANNING
scale 1 : 1250
date 28/09/14
drawn by GC
checked by EM
job no. 1192
drawing no. PL-010-001
revision P0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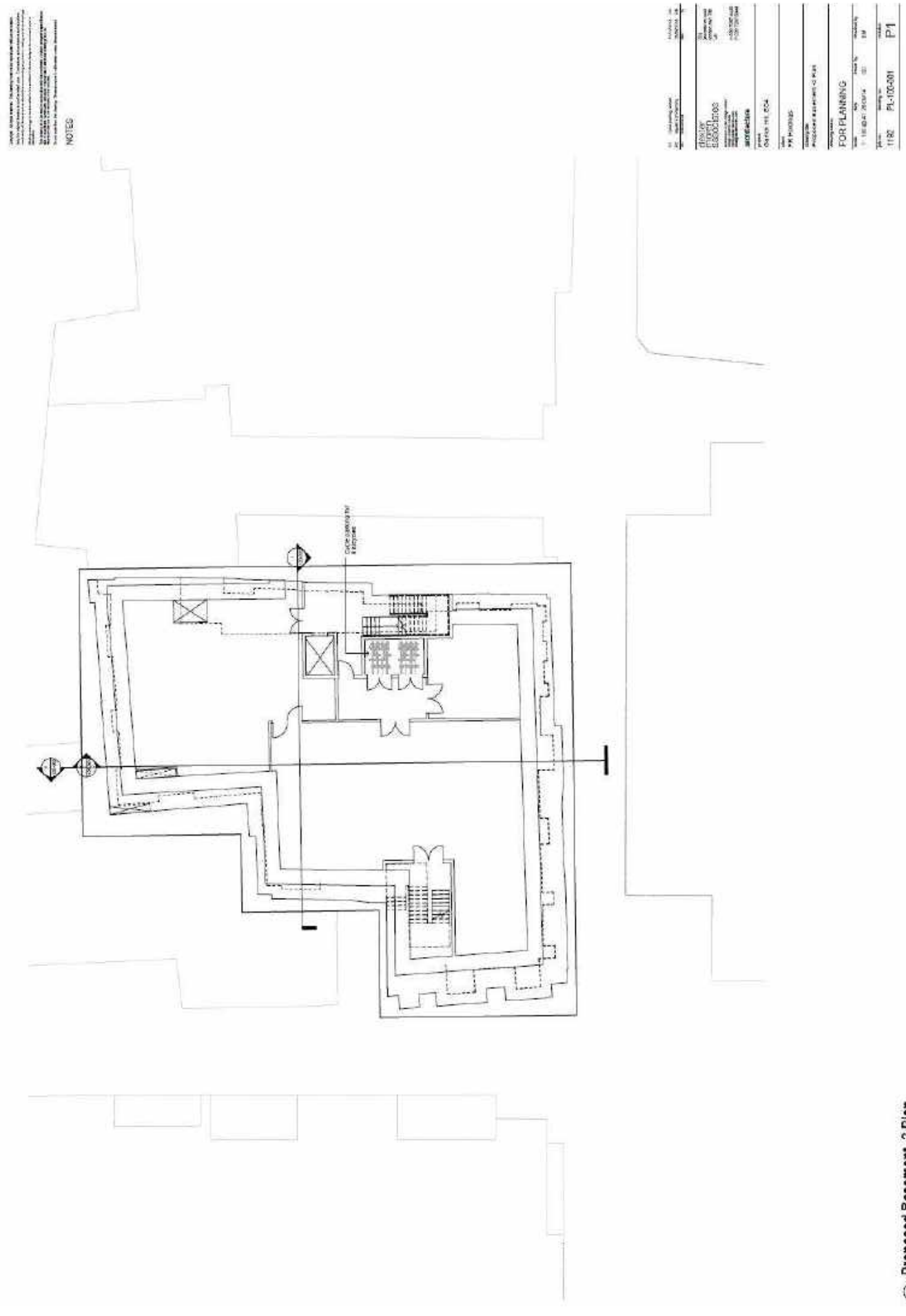
P0
DOBY COURT
ST JAMES GARLICKHYTHE
SKINNERS LANE
GARLICK HILL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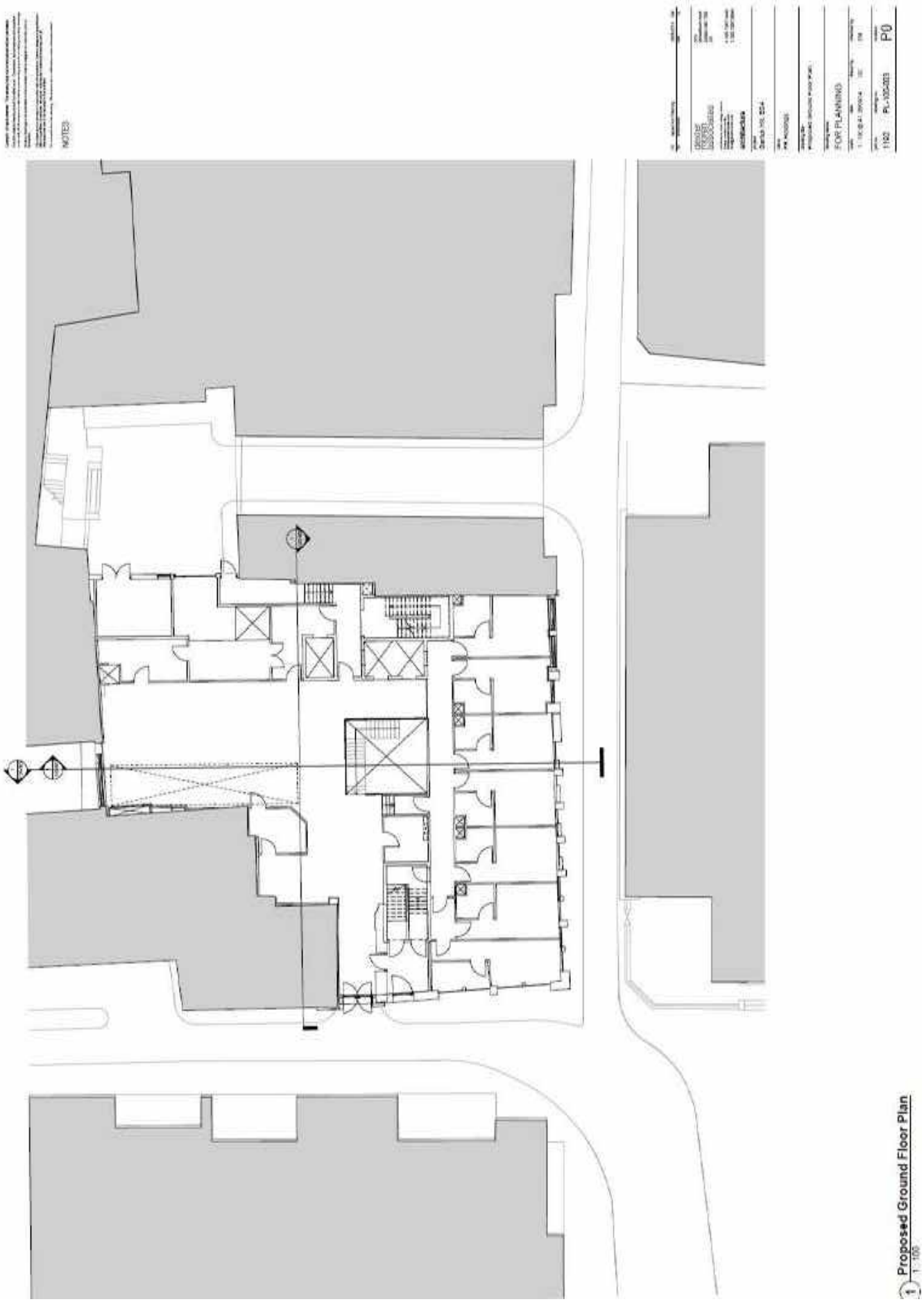
FOR PLANNING
P1
PL-100-001
Proposed Basement -2 Plan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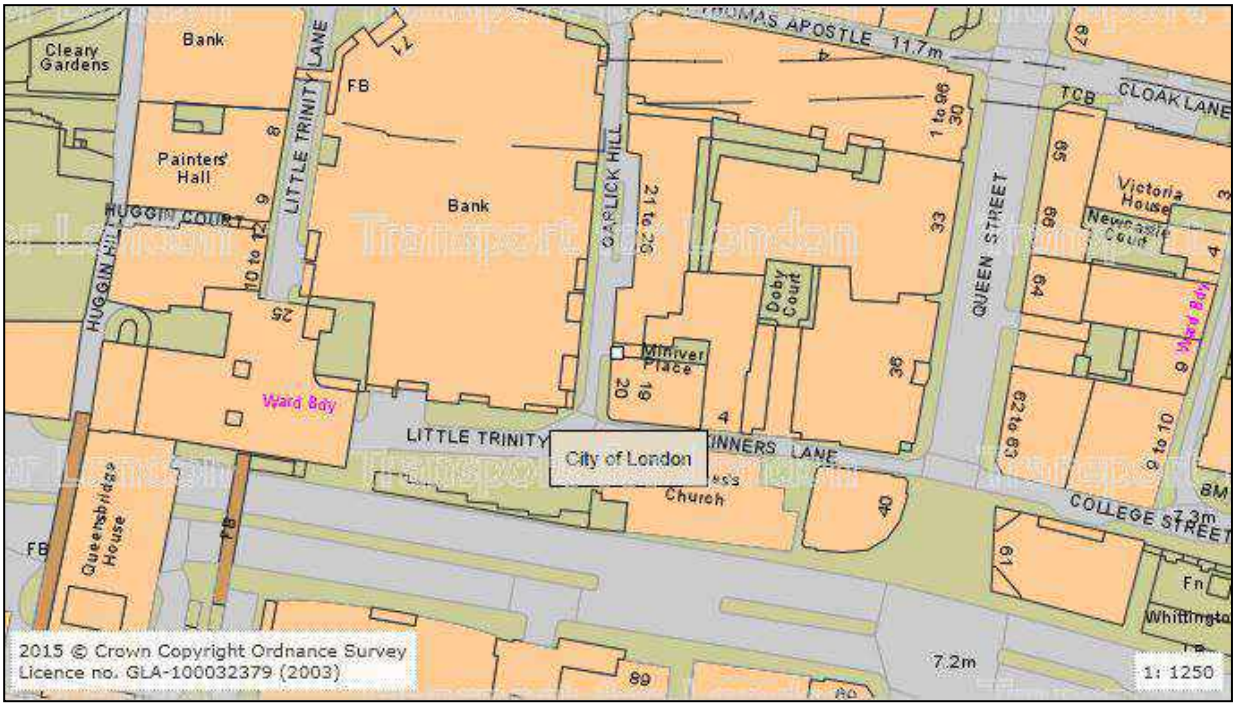
FOR PLANNING
P0
1 Proposed Ground Floor Plan
1 : 100

APPENDIX B – PTAL Assessment



PTAI Study Report File Details
==========
Date: 15/04/2015 15:52
Day of week: M-F
Time period: AM peak
Walk speed: 4.8 kph
Walk file: PLSQLTest
POI Name: 532369, 180880
Geographic Location

Bus Services

Reliability factor for this mode is 2
Maximum walk time for this mode is 8 minutes
Maximum walk distance for this mode is 640.0 metres

Stop CHEAPSIDE POULTRY
Walk time to stop from POI is 5.71 minutes
Walk distance to stop from POI is 456.82 metres
Route 242 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Stop CHEAPSIDE ST MARY-LE-BOW
Walk time to stop from POI is 5.78 minutes
Walk distance to stop from POI is 462.01 metres
Route 242 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 242 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes

Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Stop NUMBER NOT USED
Walk time to stop from POI is 4.39 minutes
Walk distance to stop from POI is 351.44 metres
Stop QUEEN VICTORIA STREET
Walk time to stop from POI is 4.23 minutes
Walk distance to stop from POI is 338.52 metres
Route 242 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 23 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 11 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 11 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 11 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 11 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 388 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 388 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 26 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 26 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 76 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 76 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Stop CANNON STREET STATION
Walk time to stop from POI is 4.35 minutes
Walk distance to stop from POI is 348.12 metres
Route 15 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 15 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 521 Direction OUT Frequency 27.0 giving AWT of 1.11 minutes
Route 521 Direction BACK Frequency 24.0 giving AWT of 1.25 minutes
Route 17 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 17 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Stop LONDON BRIDGE NORTH SIDE
Walk time to stop from POI is 7.3 minutes
Walk distance to stop from POI is 584.38 metres
Route 43 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 43 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 35 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 35 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 133 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 133 Direction OUT Frequency 12.5 giving AWT of 2.4 minutes

Route 141 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 141 Direction OUT Frequency 9.5 giving AWT of 3.16 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 48 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 48 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 149 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 149 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 47 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 47 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 47 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 47 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 47 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 47 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 40 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 40 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 521 Direction BACK Frequency 24.0 giving AWT of 1.25 minutes
Route 521 Direction OUT Frequency 27.0 giving AWT of 1.11 minutes
Route 17 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 17 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Stop ARTHUR STREET
Walk time to stop from POI is 6.68 minutes
Walk distance to stop from POI is 534.28 metres
Route 344 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Stop QUEEN STREET PLACE
Walk time to stop from POI is 2.44 minutes
Walk distance to stop from POI is 195.55 metres
Route 344 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 344 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Stop MANSION HOUSE STATION
Walk time to stop from POI is 1.99 minutes
Walk distance to stop from POI is 159.49 metres
Route 388 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 521 Direction BACK Frequency 24.0 giving AWT of 1.25 minutes
Stop MANSION HOUSE CANNON ST
Walk time to stop from POI is 2.46 minutes
Walk distance to stop from POI is 196.96 metres
Route 23 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 11 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 11 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 26 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 76 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 15 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 521 Direction OUT Frequency 27.0 giving AWT of 1.11 minutes
Route 17 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Stop MANSION HO Q VICTORIA ST
Walk time to stop from POI is 3.26 minutes
Walk distance to stop from POI is 260.71 metres
Stop NEWGATE STREET
Walk time to stop from POI is 4.26 minutes

Walk distance to stop from POI is 340.86 metres
Stop ST PAUL'S CHURCHYARD
Walk time to stop from POI is 6.49 minutes
Walk distance to stop from POI is 519.07 metres
Route 100 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 100 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 23 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 4 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 4 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 11 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 11 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 11 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 11 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 26 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 26 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 76 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 76 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 172 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 172 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 15 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 15 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 17 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 17 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Stop CANNON STREET NEW CHANGE
Walk time to stop from POI is 4.55 minutes
Walk distance to stop from POI is 364.15 metres
Route 100 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 23 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 4 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 11 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 11 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 26 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 76 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 172 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 15 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 17 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Stop NEW CHANGE
Walk time to stop from POI is 5.54 minutes
Walk distance to stop from POI is 443.18 metres
Route 100 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 100 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 4 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 4 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 172 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 172 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 521 Direction OUT Frequency 27.0 giving AWT of 1.11 minutes
Route 521 Direction BACK Frequency 24.0 giving AWT of 1.25 minutes
Stop St Benet's Church
Walk time to stop from POI is 5.15 minutes
Walk distance to stop from POI is 411.65 metres
Route 388 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 388 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Stop PRINCE'S STREET

Walk time to stop from POI is 7.39 minutes
Walk distance to stop from POI is 591.15 metres
Route 43 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 43 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 76 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 76 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 141 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 141 Direction OUT Frequency 9.5 giving AWT of 3.16 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Stop BANK THREADNEEDLE STREET
Walk time to stop from POI is 7.43 minutes
Walk distance to stop from POI is 594.64 metres
Route 133 Direction OUT Frequency 12.5 giving AWT of 2.4 minutes
Route 133 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 23 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 11 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 11 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop BANK CORNHILL
Walk time to stop from POI is 7.78 minutes
Walk distance to stop from POI is 622.49 metres
Route 242 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 388 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 26 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Stop KING WILLIAM STREET
Walk time to stop from POI is 7.5 minutes
Walk distance to stop from POI is 599.96 metres
Route 43 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 43 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 133 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 133 Direction OUT Frequency 12.5 giving AWT of 2.4 minutes
Route 141 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 141 Direction OUT Frequency 9.5 giving AWT of 3.16 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 21 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Stop SOUTHWARK BDGE BANKSIDE
Walk time to stop from POI is 6.95 minutes
Walk distance to stop from POI is 556.38 metres
Route 344 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 344 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

TATs for this mode
Route 242 Stop QUEEN VICTORIA STREET TAT 9.23 minutes EDF 3.25
Route 25 Stop QUEEN VICTORIA STREET TAT 9.98 minutes EDF 3.01
Route 8 Stop QUEEN VICTORIA STREET TAT 9.23 minutes EDF 3.25
Route 23 Stop MANSION HOUSE CANNON ST TAT 7.8 minutes EDF 3.85
Route 11 Stop MANSION HOUSE CANNON ST TAT 8.21 minutes EDF 3.65
Route 388 Stop MANSION HOUSE STATION TAT 8.99 minutes EDF 3.34
Route 26 Stop MANSION HOUSE CANNON ST TAT 8.46 minutes EDF 3.55
Route 76 Stop MANSION HOUSE CANNON ST TAT 8.46 minutes EDF 3.55
Route 15 Stop MANSION HOUSE CANNON ST TAT 8.46 minutes EDF 3.55
Route 521 Stop MANSION HOUSE STATION TAT 5.24 minutes EDF 5.72
Route 17 Stop MANSION HOUSE CANNON ST TAT 8.46 minutes EDF 3.55
Route 43 Stop LONDON BRIDGE NORTH SIDE TAT 12.3 minutes EDF 2.44
Route 35 Stop LONDON BRIDGE NORTH SIDE TAT 14.3 minutes EDF 2.1
Route 133 Stop LONDON BRIDGE NORTH SIDE TAT 11.7 minutes EDF 2.56
Route 141 Stop LONDON BRIDGE NORTH SIDE TAT 12.46 minutes EDF 2.41
Route 21 Stop LONDON BRIDGE NORTH SIDE TAT 12.64 minutes EDF 2.37
Route 48 Stop LONDON BRIDGE NORTH SIDE TAT 13.05 minutes EDF 2.3
Route 149 Stop LONDON BRIDGE NORTH SIDE TAT 11.8 minutes EDF 2.54
Route 47 Stop LONDON BRIDGE NORTH SIDE TAT 14.3 minutes EDF 2.1
Route 40 Stop LONDON BRIDGE NORTH SIDE TAT 13.3 minutes EDF 2.25
Route 344 Stop QUEEN STREET PLACE TAT 7.44 minutes EDF 4.03
Route 100 Stop CANNON STREET NEW CHANGE TAT 10.3 minutes EDF 2.91
Route 4 Stop CANNON STREET NEW CHANGE TAT 11.55 minutes EDF 2.6
Route 172 Stop CANNON STREET NEW CHANGE TAT 11.55 minutes EDF 2.6

Best EDF is 5.72
Half of all other EDFs is 33.87

AI for this mode is 39.59

Underground Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop Bank
Walk time to stop from POI is 6.58 minutes
Walk distance to stop from POI is 526.23 metres
Route Central Line Ealing Broadway to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Loughton to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Debden to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Newbury Park to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Docklands Light Railway Bank to Woolwich Arsenal DLR Direction N/B Frequency 7.5 giving AWT of 4.0 minutes
Route Central Line Grange Hill to Ealing Broadway Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line White City to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Ruislip Gardens to Newbury Park Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route Central Line Debden to Northolt Direction W/B Frequency 0.7 giving AWT of 42.86 minutes

Route Central Line Epping to West Ruislip Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Central Line Hainault to White City Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Ealing Broadway to Epping Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
Route Central Line Ruislip Gardens to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Grange Hill to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Debden to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Loughton to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Hainault to Ealing Broadway Direction W/B Frequency 5.7 giving AWT of 5.26 minutes
Route Central Line West Ruislip to Epping Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Central Line Northolt to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line White City to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Docklands Light Railway Bank to Lewisham DLR Direction W/B Frequency 15.0 giving AWT of 2.0 minutes
Route Central Line West Ruislip to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Hainault to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Epping to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Epping to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Hainault to Ruislip Gardens Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Epping to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Ealing Broadway to Debden Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line West Ruislip to Debden Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Epping to Ealing Broadway Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Central Line Debden to Ealing Broadway Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
Route Central Line Hainault to Northolt Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Central Line Epping to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Waterloo and City Line Bank to Waterloo Direction DOWN Frequency 21.0 giving AWT of 1.43 minutes
Route Waterloo and City Line Waterloo to Bank Direction UP Frequency 21.0 giving AWT of 1.43 minutes
Route Central Line Loughton to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line West Ruislip to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
Route Central Line West Ruislip to Grange Hill Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line North Acton to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line North Acton to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Grange Hill to North Acton Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Hainault to West Ruislip Direction W/B Frequency 3.3 giving AWT of 9.09 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes
Route Central Line White City to Epping Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Ruislip Gardens to Epping Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route Central Line Ealing Broadway to Hainault Direction E/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
Route Central Line White City to Loughton Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Ruislip Gardens to Loughton Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line North Acton to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line West Ruislip to Hainault Direction E/B Frequency 3.0 giving AWT of 10.0 minutes
Route Central Line Northolt to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Grange Hill to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Loughton to West Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Grange Hill to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line North Acton to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes

Stop Mansion House
Walk time to stop from POI is 1.62 minutes
Walk distance to stop from POI is 129.36 metres

Route District Line Tower Hill to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes

Route District Line Tower Hill to Wimbledon Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route District Line Upminster to Ealing Broadway Direction W/B Frequency 6.7 giving AWT of 4.48 minutes
Route District Line Upminster to Richmond Direction W/B Frequency 5.7 giving AWT of 5.26 minutes
Route District Line Tower Hill to Richmond Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route District Line Upminster to Wimbledon Direction W/B Frequency 3.3 giving AWT of 9.09 minutes
Route District Line Barking to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Barking to Richmond Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Ealing Broadway to Tower Hill Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Richmond to Dagenham East Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Wimbledon to Tower Hill Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route District Line Barking to Wimbledon Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route District Line Dagenham East to Ealing Broadway Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route District Line Ealing Broadway to Upminster Direction E/B Frequency 6.7 giving AWT of 4.48 minutes
Route District Line Richmond to Upminster Direction E/B Frequency 6.3 giving AWT of 4.76 minutes
Route District Line Wimbledon to Barking Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route District Line Wimbledon to Upminster Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route District Line Dagenham East to Wimbledon Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Wimbledon to Dagenham East Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Circle Line Edgware Road (Circle Line) to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes

Stop Monument
Walk time to stop from POI is 7.93 minutes
Walk distance to stop from POI is 634.19 metres
Route District Line Barking to Richmond Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Richmond to Dagenham East Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Circle Line Edgware Road (Circle Line) to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route District Line Upminster to Richmond Direction W/B Frequency 5.7 giving AWT of 5.26 minutes
Route District Line Wimbledon to Upminster Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route District Line Richmond to Upminster Direction E/B Frequency 6.3 giving AWT of 4.76 minutes
Route District Line Dagenham East to Wimbledon Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Upminster to Ealing Broadway Direction W/B Frequency 6.7 giving AWT of 4.48 minutes
Route District Line Tower Hill to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Tower Hill to Richmond Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route District Line Upminster to Wimbledon Direction W/B Frequency 3.3 giving AWT of 9.09 minutes
Route District Line Dagenham East to Ealing Broadway Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route District Line Wimbledon to Barking Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route District Line Ealing Broadway to Tower Hill Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Ealing Broadway to Upminster Direction E/B Frequency 6.7 giving AWT of 4.48 minutes
Route District Line Barking to Wimbledon Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route District Line Wimbledon to Dagenham East Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route District Line Barking to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route District Line Wimbledon to Tower Hill Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route District Line Tower Hill to Wimbledon Direction W/B Frequency 1.3 giving AWT of 23.08 minutes

Stop St.Paul's
Walk time to stop from POI is 7.07 minutes
Walk distance to stop from POI is 565.48 metres
Route Central Line West Ruislip to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Epping to West Ruislip Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Central Line Loughton to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Northolt to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes

Route Central Line Ruislip Gardens to Newbury Park Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route Central Line Hainault to Northolt Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Central Line Epping to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Loughton to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line West Ruislip to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Ealing Broadway to Hainault Direction E/B Frequency 4.7 giving AWT of 6.38 minutes
Route Central Line North Acton to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Hainault to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Epping to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Epping to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Newbury Park to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Grange Hill to Ealing Broadway Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Ruislip Gardens to Loughton Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Debden to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line West Ruislip to Epping Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Central Line Northolt to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Grange Hill to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Hainault to White City Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Grange Hill to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Epping to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Epping to Ealing Broadway Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Central Line North Acton to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line West Ruislip to Grange Hill Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Ruislip Gardens to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line White City to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Grange Hill to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Loughton to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line White City to Epping Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Debden to Northolt Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Hainault to Ruislip Gardens Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Hainault to West Ruislip Direction W/B Frequency 3.3 giving AWT of 9.09 minutes
Route Central Line Loughton to West Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Debden to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Ealing Broadway to Epping Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
Route Central Line Ruislip Gardens to Epping Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route Central Line North Acton to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Ealing Broadway to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Grange Hill to North Acton Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Ealing Broadway to Debden Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line West Ruislip to Debden Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Hainault to Ealing Broadway Direction W/B Frequency 5.7 giving AWT of 5.26 minutes
Route Central Line Debden to Ealing Broadway Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line White City to Loughton Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line North Acton to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line White City to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line West Ruislip to Hainault Direction E/B Frequency 3.0 giving AWT of 10.0 minutes

Stop Blackfriars
Walk time to stop from POI is 9.22 minutes
Walk distance to stop from POI is 737.54 metres
Route District Line Upminster to Wimbledon Direction W/B Frequency 3.3 giving AWT of 9.09 minutes
Route District Line Upminster to Ealing Broadway Direction W/B Frequency 6.7 giving AWT of 4.48 minutes
Route District Line Tower Hill to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route District Line Wimbledon to Dagenham East Direction E/B Frequency 1.3 giving AWT of 23.08 minutes

Route District Line Barking to Richmond Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Ealing Broadway to Tower Hill Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Wimbledon to Tower Hill Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route District Line Barking to Wimbledon Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route District Line Wimbledon to Barking Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route District Line Richmond to Dagenham East Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Dagenham East to Ealing Broadway Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route District Line Upminster to Richmond Direction W/B Frequency 5.7 giving AWT of 5.26 minutes
Route District Line Tower Hill to Richmond Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route District Line Ealing Broadway to Upminster Direction E/B Frequency 6.7 giving AWT of 4.48 minutes
Route District Line Richmond to Upminster Direction E/B Frequency 6.3 giving AWT of 4.76 minutes
Route District Line Barking to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Wimbledon to Upminster Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route District Line Tower Hill to Wimbledon Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route District Line Dagenham East to Wimbledon Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Circle Line Edgware Road (Circle Line) to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes

Stop Cannon Street
Walk time to stop from POI is 3.68 minutes
Walk distance to stop from POI is 294.04 metres
Route District Line Upminster to Richmond Direction W/B Frequency 5.7 giving AWT of 5.26 minutes
Route District Line Ealing Broadway to Tower Hill Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Richmond to Dagenham East Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Tower Hill to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Circle Line Edgware Road (Circle Line) to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route District Line Wimbledon to Tower Hill Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route District Line Tower Hill to Wimbledon Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route District Line Dagenham East to Ealing Broadway Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route District Line Tower Hill to Richmond Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route District Line Dagenham East to Wimbledon Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Wimbledon to Barking Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route District Line Ealing Broadway to Upminster Direction E/B Frequency 6.7 giving AWT of 4.48 minutes
Route District Line Richmond to Upminster Direction E/B Frequency 6.3 giving AWT of 4.76 minutes
Route District Line Barking to Wimbledon Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route District Line Wimbledon to Upminster Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route District Line Barking to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Barking to Richmond Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route District Line Upminster to Wimbledon Direction W/B Frequency 3.3 giving AWT of 9.09 minutes
Route District Line Wimbledon to Dagenham East Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route District Line Upminster to Ealing Broadway Direction W/B Frequency 6.7 giving AWT of 4.48 minutes

TATs for this mode
Route Central Line Ealing Broadway to Newbury Park Stop Bank TAT 50.19 minutes EDF 0.6
Route Central Line Loughton to Northolt Stop Bank TAT 107.33 minutes EDF 0.28
Route Central Line Debden to West Ruislip Stop Bank TAT 37.33 minutes EDF 0.8
Route Central Line Newbury Park to White City Stop Bank TAT 107.33 minutes EDF 0.28
Route Docklands Light Railway Bank to Lewisham DLR Stop Bank TAT 9.33 minutes EDF 3.22
Route Central Line Grange Hill to Ealing Broadway Stop Bank TAT 37.33 minutes EDF 0.8
Route Central Line Ruislip Gardens to Newbury Park Stop Bank TAT 24.97 minutes EDF 1.2
Route Central Line Debden to Northolt Stop Bank TAT 50.19 minutes EDF 0.6
Route Central Line Epping to West Ruislip Stop Bank TAT 20.37 minutes EDF 1.47
Route Central Line Hainault to White City Stop Bank TAT 37.33 minutes EDF 0.8

Route Central Line Ealing Broadway to Epping Stop Bank TAT 14.83 minutes EDF 2.02
Route Central Line Ruislip Gardens to Hainault Stop Bank TAT 37.33 minutes EDF 0.8
Route Central Line Grange Hill to Northolt Stop Bank TAT 107.33 minutes EDF 0.28
Route Central Line Debden to Ruislip Gardens Stop Bank TAT 107.33 minutes EDF 0.28
Route Central Line West Ruislip to Newbury Park Stop Bank TAT 50.19 minutes EDF 0.6
Route Central Line White City to Loughton Stop Bank TAT 37.33 minutes EDF 0.8
Route Central Line Hainault to Ealing Broadway Stop Bank TAT 12.59 minutes EDF 2.38
Route Central Line Northolt to Epping Stop Bank TAT 107.33 minutes EDF 0.28
Route Central Line Hainault to North Acton Stop Bank TAT 37.33 minutes EDF 0.8
Route Central Line Epping to North Acton Stop Bank TAT 37.33 minutes EDF 0.8
Route Central Line Epping to White City Stop Bank TAT 50.19 minutes EDF 0.6
Route Central Line Debden to Ealing Broadway Stop Bank TAT 50.19 minutes EDF 0.6
Route Northern Line Morden to Edgware Stop Bank TAT 10.42 minutes EDF 2.88
Route Central Line Hainault to Northolt Stop Bank TAT 30.4 minutes EDF 0.99
Route Central Line Ruislip Gardens to Epping Stop Bank TAT 24.97 minutes EDF 1.2
Route Waterloo and City Line Bank to Waterloo Stop Bank TAT 8.76 minutes EDF 3.43
Route Central Line Loughton to Ealing Broadway Stop Bank TAT 107.33 minutes EDF 0.28
Route Central Line West Ruislip to Loughton Stop Bank TAT 50.19 minutes EDF 0.6
Route Central Line West Ruislip to Grange Hill Stop Bank TAT 37.33 minutes EDF 0.8
Route Central Line North Acton to Newbury Park Stop Bank TAT 107.33 minutes EDF 0.28
Route Central Line Grange Hill to North Acton Stop Bank TAT 107.33 minutes EDF 0.28
Route Central Line Hainault to West Ruislip Stop Bank TAT 16.42 minutes EDF 1.83
Route Northern Line Morden to Mill Hill East Stop Bank TAT 18.44 minutes EDF 1.63
Route Northern Line High Barnet to Morden Stop Bank TAT 10.66 minutes EDF 2.81
Route Central Line Ruislip Gardens to Loughton Stop Bank TAT 107.33 minutes EDF 0.28
Route Central Line Grange Hill to White City Stop Bank TAT 50.19 minutes EDF 0.6
Route Central Line North Acton to Loughton Stop Bank TAT 50.19 minutes EDF 0.6
Route District Line Tower Hill to Ealing Broadway Stop Mansion House TAT 102.37 minutes EDF 0.29
Route District Line Wimbledon to Tower Hill Stop Mansion House TAT 17.37 minutes EDF 1.73
Route District Line Upminster to Ealing Broadway Stop Mansion House TAT 6.84 minutes EDF 4.38
Route District Line Richmond to Upminster Stop Mansion House TAT 7.13 minutes EDF 4.21
Route District Line Tower Hill to Richmond Stop Mansion House TAT 45.22 minutes EDF 0.66
Route District Line Upminster to Wimbledon Stop Mansion House TAT 11.46 minutes EDF 2.62
Route District Line Barking to Ealing Broadway Stop Mansion House TAT 102.37 minutes EDF 0.29
Route District Line Barking to Richmond Stop Mansion House TAT 102.37 minutes EDF 0.29
Route District Line Richmond to Dagenham East Stop Mansion House TAT 102.37 minutes EDF 0.29
Route District Line Wimbledon to Barking Stop Mansion House TAT 20.01 minutes EDF 1.5
Route District Line Dagenham East to Ealing Broadway Stop Mansion House TAT 45.22 minutes EDF 0.66
Route District Line Wimbledon to Dagenham East Stop Mansion House TAT 25.44 minutes EDF 1.18
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Stop Mansion House TAT 7.37 minutes EDF 4.07

Best EDF is 4.38
Half of all other EDFs is 28.29

AI for this mode is 32.68

Rail Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop LONDON BLACKFRIARS
Walk time to stop from POI is 9.22 minutes
Walk distance to stop from POI is 737.54 metres
Route ORPINGTON to LONDON BLACKFRIARS Direction T225-T217 Frequency 0.33 giving AWT of 90.91 minutes

Route BROMLEY SOUTH to LONDON BLACKFRIARS Direction T175-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route ASHFORD (KENT) to LONDON BLACKFRIARS Direction T139-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON BLACKFRIARS to TONBRIDGE Direction T217-T299 Frequency 0.33 giving AWT of 90.91 minutes
Route SELHURST to ST ALBANS BR Direction T433-T86 Frequency 0.33 giving AWT of 90.91 minutes
Route BEDFORD MIDLAND to LONDON BLACKFRIARS Direction T72-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route ORPINGTON to LONDON BLACKFRIARS Direction T225-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route BEARSTED to LONDON BLACKFRIARS Direction T197-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route SEVENOAKS to LONDON CITY THAMESLINK Direction T227-T224 Frequency 0.33 giving AWT of 90.91 minutes
Route BEDFORD MIDLAND to SUTTON (SURREY) Direction T72-T390 Frequency 0.33 giving AWT of 90.91 minutes
Route BROMLEY SOUTH to LONDON BLACKFRIARS Direction T175-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON BLACKFRIARS to SEVENOAKS Direction T217-T227 Frequency 2.0 giving AWT of 15.0 minutes
Route WIMBLEDON BR to BEDFORD MIDLAND Direction T512-T72 Frequency 0.33 giving AWT of 90.91 minutes
Route WIMBLEDON BR to LUTON Direction T512-T82 Frequency 0.33 giving AWT of 90.91 minutes
Route SUTTON (SURREY) to ST ALBANS BR Direction T390-T86 Frequency 0.33 giving AWT of 90.91 minutes
Route BEDFORD MIDLAND to BRIGHTON Direction T72-T329 Frequency 2.0 giving AWT of 15.0 minutes
Route ST ALBANS BR to WEST NORWOOD BR Direction T86-T437 Frequency 0.33 giving AWT of 90.91 minutes
Route ORPINGTON to LONDON BLACKFRIARS Direction T225-T217 Frequency 0.67 giving AWT of 44.78 minutes
Route BECKENHAM JUNCTION BR to LONDON BLACKFRIARS Direction T161-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route ST ALBANS BR to SUTTON (SURREY) Direction T86-T390 Frequency 0.67 giving AWT of 44.78 minutes
Route SEVENOAKS to LONDON CITY THAMESLINK Direction T227-T224 Frequency 0.33 giving AWT of 90.91 minutes
Route SEVENOAKS to LONDON BLACKFRIARS Direction T227-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route KENT HOUSE to LONDON BLACKFRIARS Direction T188-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route WIMBLEDON BR to BEDFORD MIDLAND Direction T512-T72 Frequency 0.33 giving AWT of 90.91 minutes
Route WIMBLEDON BR to ST ALBANS BR Direction T512-T86 Frequency 1.33 giving AWT of 22.56 minutes
Route ROCHESTER to LONDON BLACKFRIARS Direction T284-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route SEVENOAKS to LONDON BLACKFRIARS Direction T227-T217 Frequency 0.33 giving AWT of 90.91 minutes

Stop LONDON CITY THAMESLINK
Walk time to stop from POI is 10.57 minutes
Walk distance to stop from POI is 845.9 metres

Route WIMBLEDON BR to BEDFORD MIDLAND Direction T512-T72 Frequency 0.33 giving AWT of 90.91 minutes
Route WIMBLEDON BR to ST ALBANS BR Direction T512-T86 Frequency 1.33 giving AWT of 22.56 minutes
Route SELHURST to ST ALBANS BR Direction T433-T86 Frequency 0.33 giving AWT of 90.91 minutes
Route SUTTON (SURREY) to ST ALBANS BR Direction T390-T86 Frequency 0.33 giving AWT of 90.91 minutes
Route ST ALBANS BR to SUTTON (SURREY) Direction T86-T390 Frequency 0.67 giving AWT of 44.78 minutes
Route SEVENOAKS to LONDON CITY THAMESLINK Direction T227-T224 Frequency 0.33 giving AWT of 90.91 minutes
Route WIMBLEDON BR to BEDFORD MIDLAND Direction T512-T72 Frequency 0.33 giving AWT of 90.91 minutes
Route SEVENOAKS to LONDON CITY THAMESLINK Direction T227-T224 Frequency 0.33 giving AWT of 90.91 minutes
Route WIMBLEDON BR to LUTON Direction T512-T82 Frequency 0.33 giving AWT of 90.91 minutes
Route BEDFORD MIDLAND to SUTTON (SURREY) Direction T72-T390 Frequency 0.33 giving AWT of 90.91 minutes
Route BEDFORD MIDLAND to LONDON BLACKFRIARS Direction T72-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route BEDFORD MIDLAND to BRIGHTON Direction T72-T329 Frequency 2.0 giving AWT of 15.0 minutes
Route ST ALBANS BR to WEST NORWOOD BR Direction T86-T437 Frequency 0.33 giving AWT of 90.91 minutes

Stop LONDON CANNON STREET
Walk time to stop from POI is 3.68 minutes
Walk distance to stop from POI is 294.04 metres

Route SLADE GREEN to LONDON CANNON STREET Direction T254-T243 Frequency 1.33 giving AWT of 22.56 minutes
Route SEVENOAKS to LONDON CANNON STREET Direction T227-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route DOVER PRIORY to LONDON CANNON STREET Direction T155-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CANNON STREET to DARTFORD Direction T243-T207 Frequency 0.67 giving AWT of 44.78 minutes
Route LONDON LONDON BRIDGE BR to LONDON CANNON STREET Direction T248-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route SEVENOAKS to LONDON CANNON STREET Direction T227-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route BARNEHURST BR to LONDON CANNON STREET Direction T195-T243 Frequency 2.0 giving AWT of 15.0 minutes
Route LONDON CANNON STREET to GILLINGHAM (KENT) Direction T243-T263 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CANNON STREET to PLUMSTEAD Direction T243-T285 Frequency 0.33 giving AWT of 90.91 minutes
Route DARTFORD to LONDON CANNON STREET Direction T207-T243 Frequency 0.67 giving AWT of 44.78 minutes
Route CRAYFORD BR to LONDON CANNON STREET Direction T206-T243 Frequency 1.0 giving AWT of 30.0 minutes
Route FOLKESTONE CENTRAL to LONDON CANNON STREET Direction T157-T243 Frequency 0.67 giving AWT of 44.78 minutes
Route MARGATE to LONDON CANNON STREET Direction T145-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route BROADSTAIRS to LONDON CANNON STREET Direction T140-T243 Frequency 1.0 giving AWT of 30.0 minutes
Route LONDON CANNON STREET to DARTFORD Direction T243-T207 Frequency 0.33 giving AWT of 90.91 minutes
Route GRAVESEND BR to LONDON CANNON STREET Direction T264-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route GRAVESEND BR to LONDON CANNON STREET Direction T264-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route FAVERSHAM to LONDON CANNON STREET Direction T262-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route HAYES BR (KENT) to LONDON CANNON STREET Direction T165-T243 Frequency 1.67 giving AWT of 17.96 minutes
Route RAMSGATE to LONDON CANNON STREET Direction T148-T243 Frequency 1.0 giving AWT of 30.0 minutes
Route LONDON CANNON STREET to GRAVESEND BR Direction T243-T264 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CANNON STREET to HASTINGS Direction T243-T290 Frequency 0.6 giving AWT of 50.0 minutes
Route LONDON CANNON STREET to HAYES BR (KENT) Direction T243-T165 Frequency 0.67 giving AWT of 44.78 minutes
Route LONDON CANNON STREET to DARTFORD Direction T243-T207 Frequency 0.67 giving AWT of 44.78 minutes
Route ROCHESTER to LONDON CANNON STREET Direction T284-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route GILLINGHAM (KENT) to LONDON CANNON STREET Direction T263-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CANNON STREET to LONDON CANNON STREET Direction T243-T243 Frequency 0.67 giving AWT of 44.78 minutes
Route SEVENOAKS to LONDON CANNON STREET Direction T227-T243 Frequency 0.67 giving AWT of 44.78 minutes
Route SEVENOAKS to LONDON CANNON STREET Direction T227-T243 Frequency 0.67 giving AWT of 44.78 minutes

Route ORPINGTON to LONDON CANNON STREET Direction T225-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route DARTFORD to LONDON CANNON STREET Direction T207-T243 Frequency 1.0 giving AWT of 30.0 minutes
Route CRAYFORD BR to LONDON CANNON STREET Direction T206-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route ORE to LONDON CANNON STREET Direction T147-T243 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CANNON STREET to HASTINGS Direction T243-T290 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CANNON STREET to DARTFORD Direction T243-T207 Frequency 0.33 giving AWT of 90.91 minutes
Route GILLINGHAM (KENT) to LONDON CANNON STREET Direction T263-T243 Frequency 0.67 giving AWT of 44.78 minutes
Route LONDON CANNON STREET to GILLINGHAM (KENT) Direction T243-T263 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CANNON STREET to SIDCUP BR Direction T243-T228 Frequency 0.33 giving AWT of 90.91 minutes
Route ASHFORD (KENT) to LONDON CANNON STREET Direction T139-T243 Frequency 0.33 giving AWT of 90.91 minutes

TATs for this mode
Route ORPINGTON to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route BROMLEY SOUTH to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route ASHFORD (KENT) to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route LONDON BLACKFRIARS to TONBRIDGE Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route SELHURST to ST ALBANS BR Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route BEDFORD MIDLAND to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route ORPINGTON to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route BEARSTED to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route SEVENOAKS to LONDON CITY THAMESLINK Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route BEDFORD MIDLAND to SUTTON (SURREY) Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route BROMLEY SOUTH to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route LONDON BLACKFRIARS to SEVENOAKS Stop LONDON BLACKFRIARS TAT 24.97 minutes EDF 1.2
Route WIMBLEDON BR to BEDFORD MIDLAND Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route WIMBLEDON BR to LUTON Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route SUTTON (SURREY) to ST ALBANS BR Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route BEDFORD MIDLAND to BRIGHTON Stop LONDON BLACKFRIARS TAT 24.97 minutes EDF 1.2
Route ST ALBANS BR to WEST NORWOOD BR Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route ORPINGTON to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 54.75 minutes EDF 0.55
Route BECKENHAM JUNCTION BR to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route ST ALBANS BR to SUTTON (SURREY) Stop LONDON BLACKFRIARS TAT 54.75 minutes EDF 0.55
Route SEVENOAKS to LONDON CITY THAMESLINK Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route SEVENOAKS to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route KENT HOUSE to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route WIMBLEDON BR to BEDFORD MIDLAND Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route WIMBLEDON BR to ST ALBANS BR Stop LONDON BLACKFRIARS TAT 32.53 minutes EDF 0.92
Route ROCHESTER to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route SEVENOAKS to LONDON BLACKFRIARS Stop LONDON BLACKFRIARS TAT 100.88 minutes EDF 0.3
Route SLADE GREEN to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 26.98 minutes EDF 1.11
Route SEVENOAKS to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route DOVER PRIORY to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route LONDON CANNON STREET to DARTFORD Stop LONDON CANNON STREET TAT 49.2 minutes EDF 0.61
Route LONDON LONDON BRIDGE BR to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route SEVENOAKS to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route BARNEHURST BR to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 19.43 minutes EDF 1.54

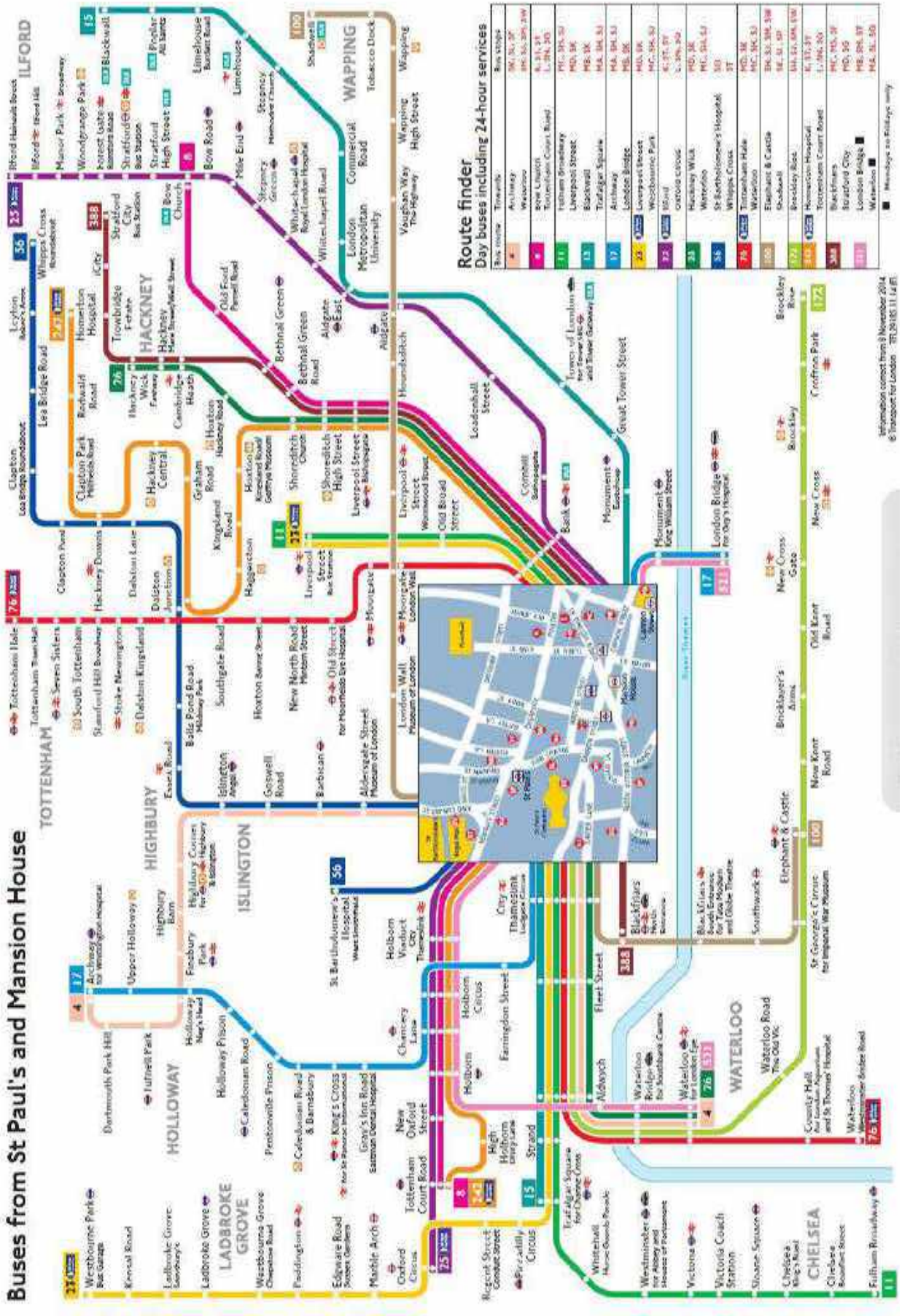
Route LONDON CANNON STREET to GILLINGHAM (KENT) Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route LONDON CANNON STREET to PLUMSTEAD Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route DARTFORD to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 49.2 minutes EDF 0.61
Route CRAYFORD BR to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 34.43 minutes EDF 0.87
Route FOLKESTONE CENTRAL to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 49.2 minutes EDF 0.61
Route MARGATE to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route BROADSTAIRS to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 34.43 minutes EDF 0.87
Route LONDON CANNON STREET to DARTFORD Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route GRAVESEND BR to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route GRAVESEND BR to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route FAVERSHAM to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route HAYES BR (KENT) to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 22.39 minutes EDF 1.34
Route RAMSGATE to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 34.43 minutes EDF 0.87
Route LONDON CANNON STREET to GRAVESEND BR Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route LONDON CANNON STREET to HASTINGS Stop LONDON CANNON STREET TAT 54.43 minutes EDF 0.55
Route LONDON CANNON STREET to HAYES BR (KENT) Stop LONDON CANNON STREET TAT 49.2 minutes EDF 0.61
Route LONDON CANNON STREET to DARTFORD Stop LONDON CANNON STREET TAT 49.2 minutes EDF 0.61
Route ROCHESTER to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route GILLINGHAM (KENT) to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route LONDON CANNON STREET to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 49.2 minutes EDF 0.61
Route SEVENOAKS to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 49.2 minutes EDF 0.61
Route SEVENOAKS to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 49.2 minutes EDF 0.61
Route ORPINGTON to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route DARTFORD to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 34.43 minutes EDF 0.87
Route CRAYFORD BR to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route ORE to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route LONDON CANNON STREET to HASTINGS Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route LONDON CANNON STREET to DARTFORD Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route GILLINGHAM (KENT) to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 49.2 minutes EDF 0.61
Route LONDON CANNON STREET to GILLINGHAM (KENT) Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route LONDON CANNON STREET to SIDCUP BR Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31
Route ASHFORD (KENT) to LONDON CANNON STREET Stop LONDON CANNON STREET TAT 95.33 minutes EDF 0.31

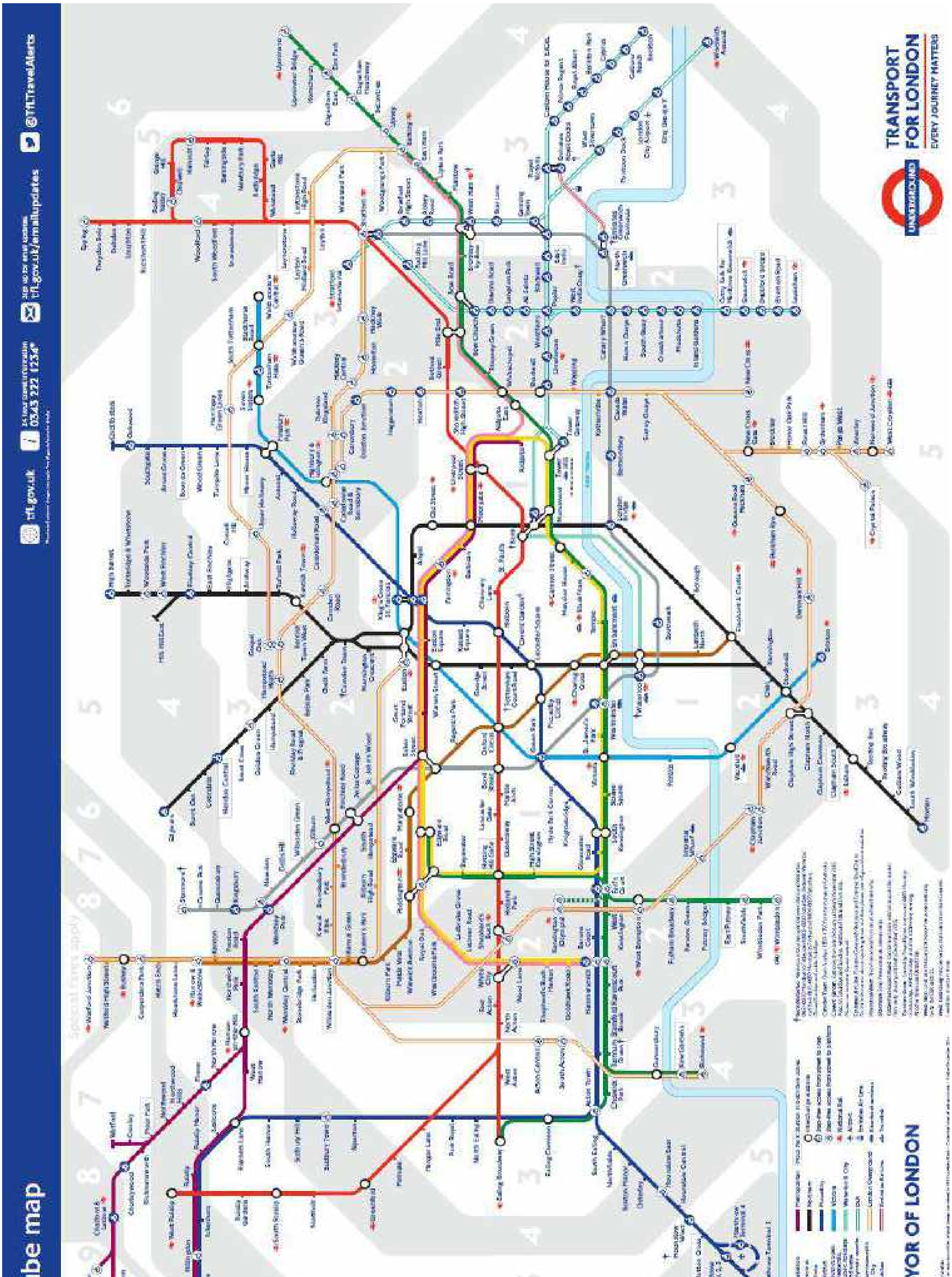
Best EDF is 1.54
Half of all other EDFs is 14.93

AI for this mode is 16.48

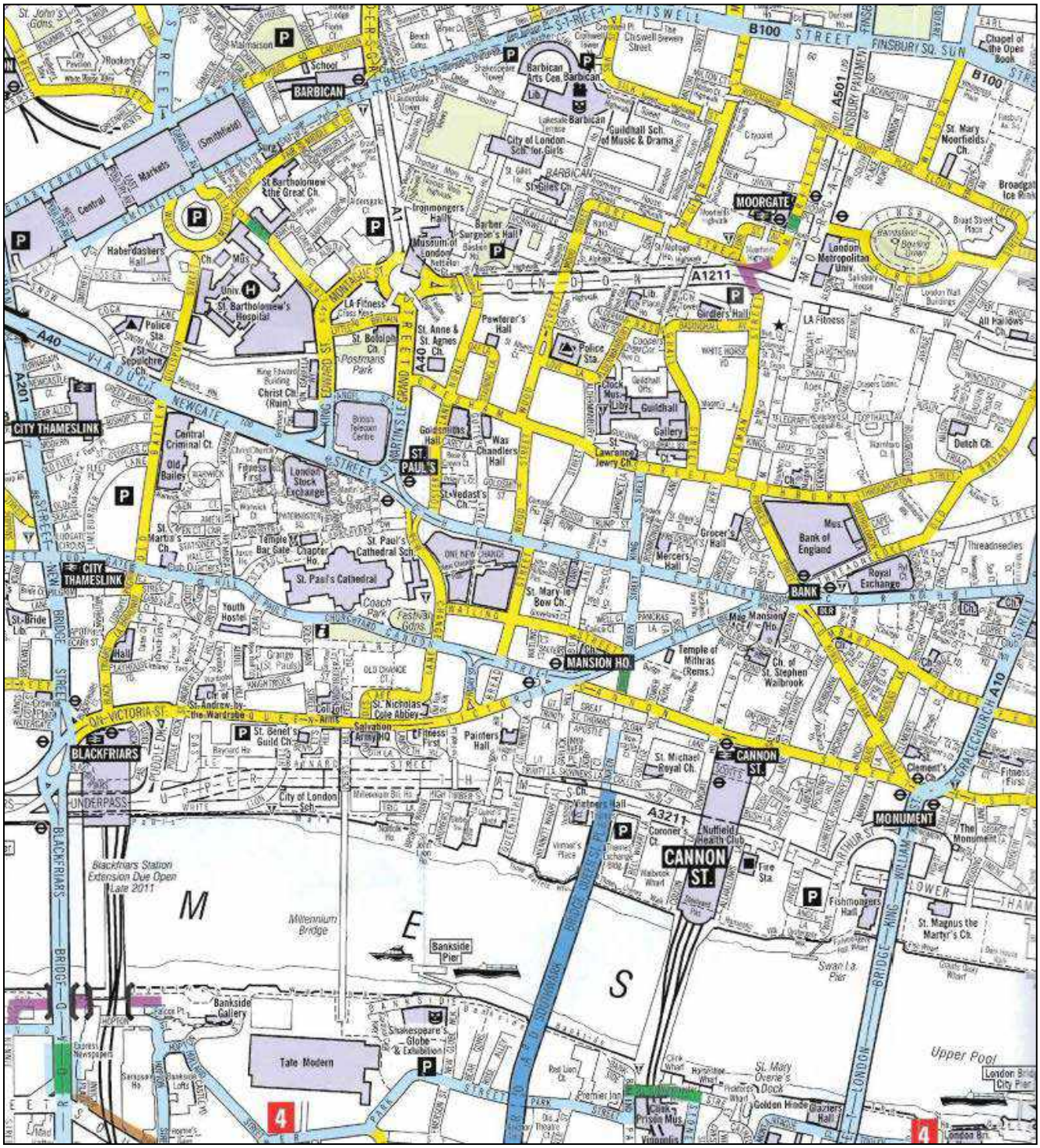
Total AI for this POI is 88.74. X: 532369, Y: 180880.

APPENDIX C – Local Public Transport/Bus Services/Cycle Routes



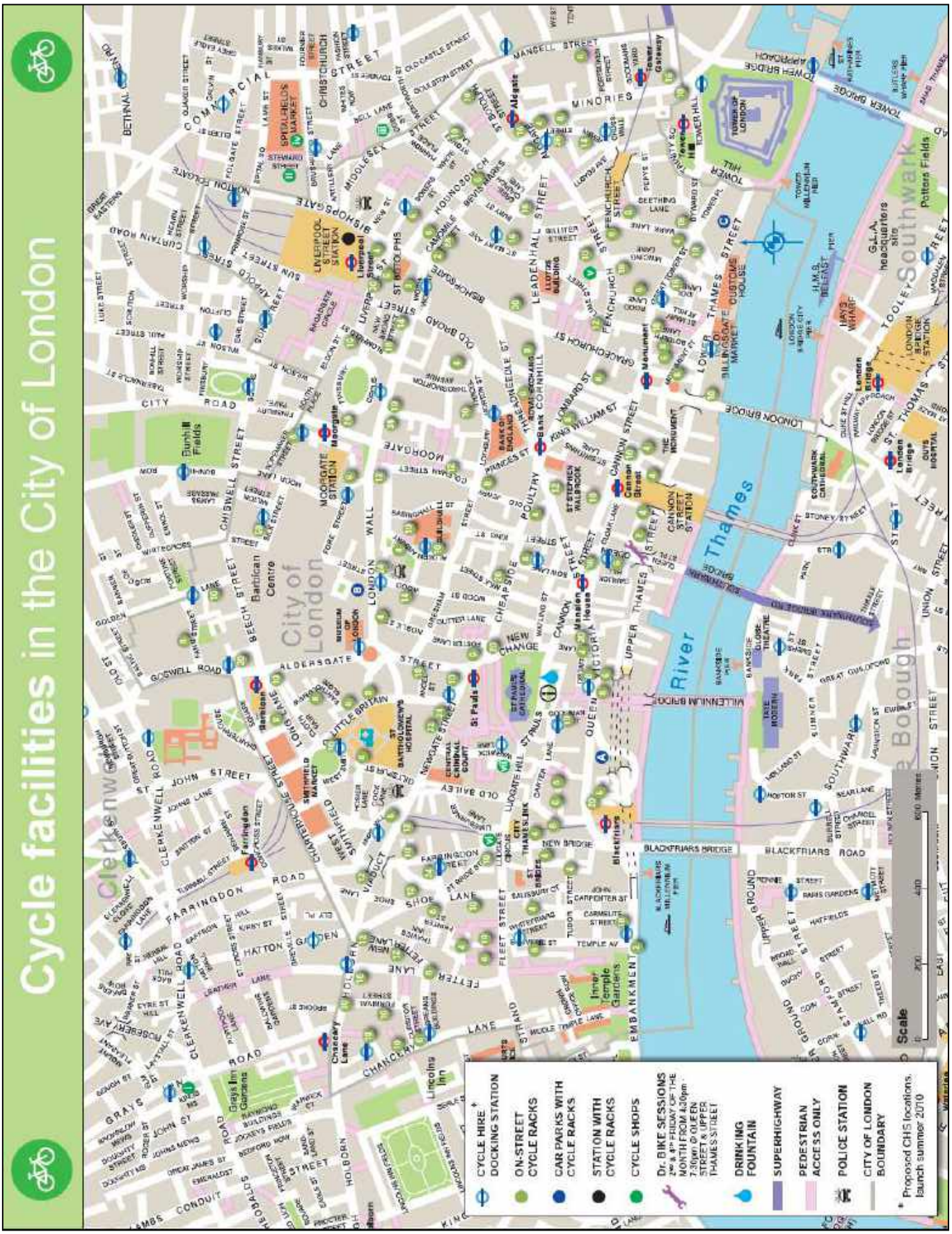

Tube map
tfl.gov.uk
@TfLTravelAlerts
UNDERGROUND
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS
MAYOR OF LONDON

Local cycle routes & facilities



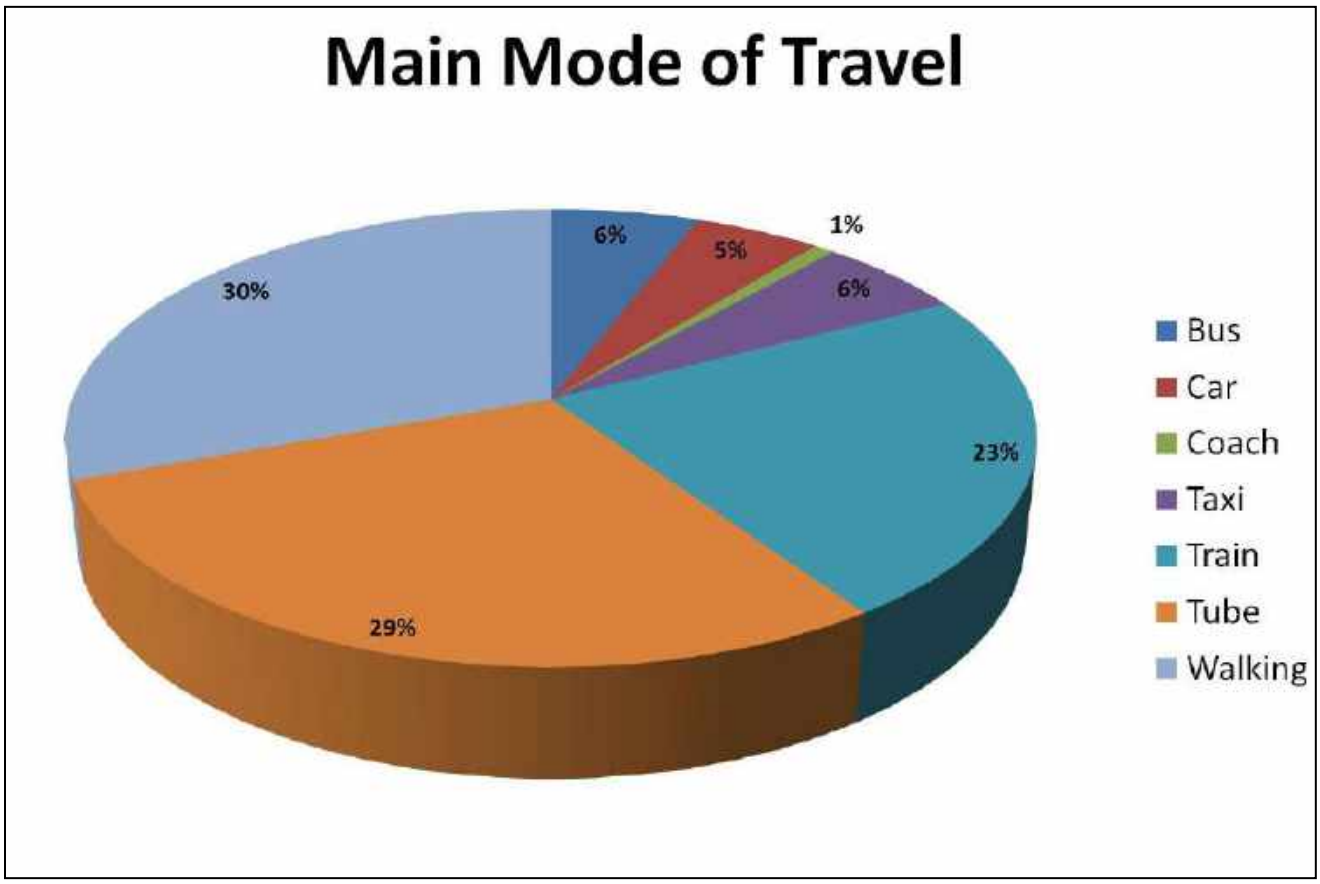
Key to cycle route colours:
Blue routes – route signed for cyclists that may be on busier roads
Yellow routes- route on quieter roads recommended by cyclists
Dark Blue- Barclays Superhighway

Santander Cycle Hire & Docking Stations in the locality


Cycle facilities in the City of London
CYCLE HIRE DOCKING STATION
ON-STREET CYCLE RACKS
CAR PARKS WITH CYCLE RACKS
STATION WITH CYCLE RACKS
CYCLE SHOPS
Dr. BIKE SESSIONS
2nd & 4th FRIDAY OF THE MONTH FROM 4.30pm 7.30pm @ QUEEN STREET & UPPER THAMES STREET
DRINKING FOUNTAIN
SUPERHIGHWAY
PEDESTRIAN ACCESS ONLY
POLICE STATION
CITY OF LONDON BOUNDARY
* Proposed CHS locations. launch summer 2010
Scale
River Thames
City of London

APPENDIX D –Travel Survey Results

Example from Holiday Inn Express, Southwark Street



APPENDIX E - ATTrBUTE SUMMARY

ATTrBuTe

Travel plan name	19-21 Garlick Hill Hotel
Planning application reference number	14/00973/FULMAJ
Name of travel plan author	Colin Miles
Email address of travel plan author	cmiles@tpc.uk.com
Telephone number of travel plan author	01708 343425
Name of travel plan assessor	Colin Miles
Job title/role of travel plan assessor	
Plan Type	Strategic level | Full | Travel Plan (occupiers known)

The development		2/3
Does the travel plan include... a) full address of the development? b) contact details for the person responsible for preparing the travel plan?	NONE	2
Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?	Full details of deliveries will be provided in the Delivery & Servicing Plan	0
Policy		2/2
Does the travel plan include reference to relevant national, regional and local / borough... a) transport and spatial policy? b) travel planning guidance?	NONE	2
Site assessment		5/5
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks? b) existing travel initiatives available to all users?	NONE	5
Surveys		1/3
Does the travel plan propose the following? a) TRAVL compliant site user travel and freight surveys? b) an agreed date with the borough for the surveys to take place?	Site is unoccupied at present but TRAVL compliant baseline surveys to be carried out once the hotel is fully operational	0
Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?	Estimated from modal splits surveyed from a nearby hotel	1
Objectives		3/3
Does the travel plan include objectives which reflect... a) Mayoral policy & strategic guidance?	NONE	3

b) local / borough policy and guidance? c) the challenges and opportunities specific to the site?		
Targets		2/2
Are there targets linking directly to each objective?	The site is unoccupied at present so only draft targets can be set until a baseline survey is carried out	1
Have targets been set for three and five years after occupation?	Yes but it is not possible to finalise these until baseline surveys are complete and analysed	1
TP Co-ordinator		3/3
Has a travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?	NONE	1
Have the travel plan co-ordinator roles and responsibilities been made clear; and is the amount of time they will spend on the plan sufficient?	NONE	2
Measures		8/8
To what extent do the measures... a) support the objectives of the travel plan? b) reflect the context of the site?	NONE	6
Is an action plan provided which includes... a) short / medium / long term actions? b) timescales and responsibilities?	NONE	2
Monitoring		2/2
Is a clear monitoring programme that adheres to the standardised approach included?	NONE	1
Is it clear who is responsible for monitoring?	NONE	1
Securing and enforcement		1/1
Is it clear how the travel plan will be secured?	Secured by Section 106 agreement	1
Funding		6/6
Has a sufficient budget been set for the... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	3
Have funding streams been identified for the... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	3
Total - PASS		**35**