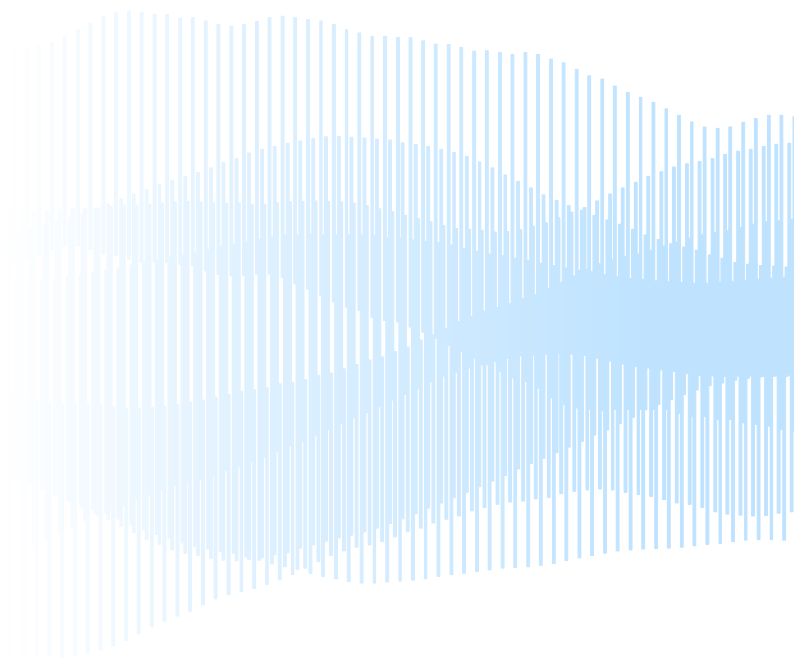




**Vintry & Mercer Hotel
at
19-21 Garlick Hill
London EC4**

Travel Plan

August 2019



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1.0 TRAVEL PLAN: BACKGROUND

1.1 Development details

This Travel Plan has been prepared to discharge the planning condition application in respect of the existing and previously approved 95-bedroom hotel (class C1) at 19-21 Garlick Hill in the City of London. The development provides a new 5-star boutique hotel with all the facilities accorded to that level of accommodation and is known as the Vintner & Mercer Hotel.

A Travel Plan for the hotel is required as the number of staff exceeds the 20 employee threshold set out in TfL guidance. 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 use the TRICS methodology for the travel survey.

This 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 FR Holdings trading as Vintry & Mercer and is submitted to discharge the obligations of the planning application ref: 14/00973/FULMAJ and fulfils the requirements set out in Schedule 3 of the draft Section 106 agreement.

This Draft 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 trading as Vintry & Mercer 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 Queen Street, the one-way west-bound Skinners Lane and Garlick Hill (one-way southbound for cars/two-way for cycles). 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 £11.50 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 Little Trinity Lane available for Blue Badge holders (disabled drivers) and Doctors, 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 were 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 - National Planning Policy Framework February 2109 - Chapter 9. Promoting sustainable transport

The relevant planning national planning policies on transport are found in the latest NPPF, as follows:

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) the potential impacts of development on transport networks can be addressed; b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated; c) opportunities to promote walking, cycling and public transport use are identified and pursued; d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Considering development proposals

108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

110. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

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

2.2 Regional Policy - The Draft New London Plan (December 2017)

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

Policy T4

- A. Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
- B. Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance.*
- C. Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*
- D. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure.*
- E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
- F. Development proposals should not increase road danger.*

10.4.1

*It is important that the impacts and opportunities which arise as a result of development proposals are identified and assessed so that appropriate mitigations and opportunities are secured through the planning process. **Transport assessments** are therefore necessary to ensure that planning applications can be reviewed and assessed for their specific impacts and for their compatibility with the Healthy Streets Approach.*

10.4.2

Transport assessments should include an assessment of demand arising from personal travel as well as from potential servicing and deliveries, taking into account the impacts both on all modes of transport including walking and cycling, and on streets as social spaces. For developments of

*strategic importance (development proposals that are referable to the Mayor), applicants are strongly advised to engage early with Transport for London through the **pre-application process** in order to ensure that all necessary elements are covered.*

10.4.3

*It is important that development proposals **reduce the negative impact of development on the transport network** and reduce potentially harmful public health impacts. The biggest transport-related impact of development on public health in London is the extent to which it enables physical activity from walking, cycling and using public transport. The other main impacts on public health relate to air quality, road danger, noise, and severance. The phasing of development, and the use of travel plans and freight strategies, may help reduce negative impacts and bring about positive outcomes. Where adverse transport impacts have been identified from development proposals, mitigation will be sought in the form of financial contributions – to improve network service levels for example – or through directly providing infrastructure such as additional bus stops and street improvements.*

10.4.4

*Ideally, new development that will give rise to significant numbers of new trips should be located in places well-connected by public transport, with capacity adequate to support the additional demand, or where there is a realistic prospect of additional access or capacity being provided in time to meet the new demand. The ability to absorb increased travel demand through active travel modes must also be considered. **Funded proposals by applicants to improve transport access, capacity or connectivity are encouraged.***

2.3 Local/City Policy

The City of London's transport policy is set out in the **City of London Local Plan (City Plan 2036-Consultation draft) November 2018**

Strategic Policy S9: Vehicular Transport and Servicing

The City's transport infrastructure will be maintained and improved by: Safeguarding land where necessary, as shown on the Policies Map, to enable the delivery of increased public transport capacity, including the Northern Line/Bank Station upgrade. Implementing improvements to street-level interchange between Fenchurch Street and Tower Hill/Tower Gateway stations and working with partners to explore the feasibility of a direct interchange route in the longer-term. Promoting further improvements to public transport capacity and step-free access at existing mainline rail and London Underground stations. Minimising road danger and congestion and reducing vehicle emissions by:

- Designing and managing streets in accordance with the City of London street hierarchy;
- Minimising the impact of freight and servicing trips through measures including the provision of on-site servicing facilities, the timing of deliveries outside peak hours, the adoption of area-wide solutions and the use of freight consolidation;
- Facilitating essential traffic, including buses, freight and private transport for people with particular access needs, whilst minimising the environmental impact of these modes;
- Encouraging the provision of infrastructure for alternative-fuel vehicles and zero emissions vehicles, such as off-street vehicle charging points;

- Using traffic management measures and street works permits to improve journey time reliability on the City's roads; and
- Requiring developers to demonstrate, through Transport Assessments, Construction Logistics Plans, Travel Plans and Delivery and Servicing Plans, how the environmental impacts and road danger of travel and servicing will be minimised, including through the use of river transport.

Policy VT1: The impacts of development on transport

1. Development proposals must have a positive impact on highway safety for all users and not have adverse effects on the City's transport networks. Where development would result in adverse impacts on the transport network, these must be mitigated through site/building design and management of operational activities. Appropriate measures will be sought via planning contributions or by legal agreement.
2. The design and implementation of traffic management and highway security measures must be agreed with the City Corporation and Transport for London, where appropriate, and may include restricting motor vehicle access and using traffic calming measures to limit the opportunity for hostile vehicle approach.
3. Transport Assessments and Travel Plans are required for all developments that exceed the following thresholds:

Land Use	Thresholds
Offices	1,000m ²
Residential	10 units
Retail	1,000m ²
Hotel	10 bed spaces
Health	1,000m ²
Transport Infrastructure	>500 additional trips per peak hour
Mixed Use	1,000m ²

4. A Construction Logistics Plan is required for all major developments and for any developments that would have a significant impact on the transport network during construction.

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 24 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 55 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 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

The hotel has been open since 4th February 2019 and fully operational since the end of April 2019 when it was possible to carry out a TfL preferred TRICS compliant survey for the baseline study as it was then fully staffed and operational in terms of guests and functions. Surveys may 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 this hotel travel plan will be derived from the relatively small number of staff and significantly higher visitor numbers counted during the survey, and it was necessary to carry it out on a neutral mid-weekday, several months after the new hotel opening.

There are up to 90 staff (65 permanent and 25 agency) with around 50 staff working at any one time during the day at the hotel but only 4-5 staff at night.

A baseline modal travel survey that was carried out by TPC on Wednesday 19th June 2019, where visitors entering and/or leaving the hotel between 0700-0000 hours were interviewed face to face. We used an interview questionnaire based on the TRICS questionnaire, so that data may be entered onto an iTRACE database, if required by the City of London. In addition to the visitor interview surveys, all staff were given the same questionnaire to complete during their shift that and the next day, which totalled 84.

On the day of the travel surveys there were 91 of the 95 available rooms occupied, totalling 119 adults. The sample size for the interviews was 121 interviews covering 158 people, so it is assumed that some of the interviewees were not actually staying at the hotel but were visiting. It is therefore obvious that the sample exceeded the recommended 30% minimum for such surveys.

A copy of the modal survey results for both guests and staff and the questionnaire is provided at **Appendix D**.

Staff Travel Modes

The results of the travel survey revealed that for the day of the survey the overall main modes of travel for staff were as follows:

• Car (alone or as a passenger)	0%
• Bus	16.7%
• Train	17.8%
• Tube/DLR	54.8%
• Coach	0%
• Taxi	0%
• Bicycle	5.9%
• Walk	<u>2.4%</u>
	100%

Guest/visitor Travel Modes

The results of the travel survey revealed that for the day of the survey the overall main modes of travel for staff were as follows:

• Car (alone or as a passenger)	0%
• Bus	0%
• Train	14.05%
• Tube/DLR	60.33%
• Coach	0%
• Taxi	15%
• Bicycle	0%
• Walk	<u>10%</u>
	100%

A plot of the home/origin postcodes recorded during a travel survey is also in travel plans to illustrate where staff and give an indication of whether they could reasonably walk or cycle to it. A plot of staff origins for the survey is shown at **Appendix D**. It is apparent that whilst a few staff do live close enough to the site to walk/cycle most live beyond a reasonable distance to do so.

From the summary of visitor/staff travel surveys at the Vintry & Mercer Hotel there were several useful findings. Guests/visitors represented approximately 85% of the trips recorded to/from the hotel;

- There were 1188 person trips at the hotel between 0700-0000 hours
- The highest mode of travel is tube/DLR (55% staff, 60% guests), followed by rail (18 staff, 14% guests), then bus (17% staff only), taxi (15% guests only and then walking (10% guests only) as the main mode;
- Cycling represented 6% for staff only;
- No visitors stated that they were blue badge holders;
- There were no coach visits to/from the hotel
- All 84 staff on duty were interviewed and 121 guest/visitor interviews representing 158 people were carried out.

Person Trips resulting from the development

Trip generation information taken from the travel surveys/headcount is shown below:

Time Period	In	Out	Total
AM Network Peak (0800-0900)	47	51	98
PM Network Peak (1700-1800)	48	24	72
Daily	598	590	1188

Table 4.1 – Person Trips for the hotel

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 single occupancy car alone. From the travel survey it is already apparent that car trips are not an issue. There are a number of aims of the strategy:

- To improve site access and travel choice;
- Reduce congestion and demand for 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 and provide information about these modes;
- 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 now that 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;

The Travel Plan is predominantly about encouraging the use of sustainable modes of travel and reflects and is intended to comply with current Government policy on transport.

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. The surveyed modal splits were found to be 54-60% by tube/DLR and 14-18% by rail for both guests and staff, so a minimum of 74-78% of trips are by public transport, rising to 89% when staff use of buses is included.

It is apparent that there is limited scope for increasing the usage of sustainable transport for staff trips, since all of their travel modes already do so.

Regarding guest/visitor travel modes it may be possible to aim for less than 15% taxi trips and increase the use of walking and public transport, but taxi trips may be related to convenience choice or weather conditions.

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 improving this mode in terms of staff travel (5 staff were recorded as cycling to work) and possibly for visitors using the Santander Hire Cycles nearby.

Our suggested initial cycling target is for say 3 further members of staff to be cycling to work by the time of the next monitoring survey (year 1), with it increasing to perhaps 10 staff by the end of year 3. The 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/DLR but these would be at the expense of the sustainable public transport modal shares.

Now that the new hotel is operational it will become clearer over the coming year that different specific targets and measures may be possible. Separate targets would usually be made for staff and visitors, the latter being quite difficult to influence if the baseline surveys already indicate high public transport usage.

7.0 TRAVEL PLAN MANAGEMENT

Plan Administration

7.1 Introduction

FR Holdings Limited trading as Vintry & Mercer 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. The Assistant General Manager of the hotel will be the Travel Plan Co-ordinator and details provided to the City in due course. 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 <https://www.vintryandmercer.com>. 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 available at 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 in information 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 by public transport to single occupancy private cars 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 assign the Assistant General Manager (their name and contact details will follow in due course) 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 travel plan monitoring updates etc.

8.0 MEASURES

8.1 Travel Plan Measures and Incentives

This section outlines the measures that have been introduced when the hotel became fully 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 Little Trinity Lane nearby which may be available. Guests will be advised as they book that on-street and private off-street car parking locally is difficult and 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

Visitors (and staff to a lesser extent) 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/be available at the reception, 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. Uber taxis are of course easily available in Central London

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. A small number of umbrellas are available for both guests and staff and storage for wet weather gear for staff is also available. Personal alarms for members of the staff who may have safety concerns about walking to the site are available upon request to the travel plan co-ordinator.

8.5 Cycling

Covered and secure cycle parking for a minimum of 8 cycles is provided in the basement cycle store (see plan of proposed basement at **Appendix A**) for staff (it although it is highly unlikely that a guest would arrive to stay at a hotel by cycle but additional cycle parking is available at

Doby Court). There are TfL/Santander Cycle Hire facilities at nearby Queen Street where two docking stations for 58 cycles is available for public use. There are also 2 Sheffield Hoops in Doby Court where cycles can be parked.

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 available at 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 Cycleconfident.com where the following is available:

- Bespoke cycling related packages. For businesses to improve workplace health and wellbeing, achieve corporate social responsibility targets and more.
- 1 to 1 Cycle Skills sessions. Whether you're a first-time rider or a regular cyclist looking to improve your skills, your instructor will tailor the session to suit your individual abilities and goals. Choose from:
 - Basic Cycle Skills
 - Urban Cycle Skills
 - Advanced Cycle Skills

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 Bike" sessions in the City and elsewhere in London and sessions can be located and booked via Cycleconfident.com .

Staff who choose to cycle (or jog/run) to work are 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 Little Trinity 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 two docking stations for a total of 55 cycles are 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 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. 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 were estimated in the transport assessment accompanying the original application, but a recent survey (17-23 June 2019) recorded between 9 to 23 service vehicle trips per 24-hour period during weekdays, including waste/refuse collection. These vehicles were typically Transit/Luton type vans.

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 and the first survey has been carried out as a baseline survey shortly after the full opening of the hotel. Surveys will be repeated every year, for five years after the date of occupation or approval of the travel plan. TfL guidance suggests 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. Annual 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 years 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 had previously been built and assessed for the original planning application using the TfL travel plan tool ATTrBUTE and achieved a pass score of 35. ATTrBUTE is no longer available from TfL and is therefore not used to assess travel plans.

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, most measures have been put in place, such as information at the hotel reception and cycle parking facilities.

Within 1 year of travel plan approval, a further 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	Implemented upon opening hotel	Travel plan co-ordinator	Hotel operator
Provide changing, showering and locker facilities for staff	Implemented upon opening new hotel	Travel plan co-ordinator	Hotel operator
Add travel plan information to website & reception	Done	Travel plan co-ordinator	Nil
Create a Steering Group to oversee travel plan development	Done	Travel plan co-ordinator	Nil
Prepare & make available sustainable travel information packs for staff	Available for staff induction	Travel plan co-ordinator	Nil
Purchase umbrellas for walkers & personal alarms for staff	Done	Travel plan co-ordinator	£200
Investigate cycle discounts in local shops & consider staff cycle purchase loans	Ride to Work scheme possible with Evans Cycles	Travel plan co-ordinator	To be determined
Promote & arrange free cycle training for staff through City of London preferred trainer	Available to staff via Cycle Confident	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 - Completed 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 in more recent TfL guidance.

A number of measures and preliminary targets have been suggested and set, together with a commitment through a Section 106 obligation 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 put in place following occupancy of the new hotel and an agreed TRICS compliant survey has been carried out to establish the baseline modal splits. 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).

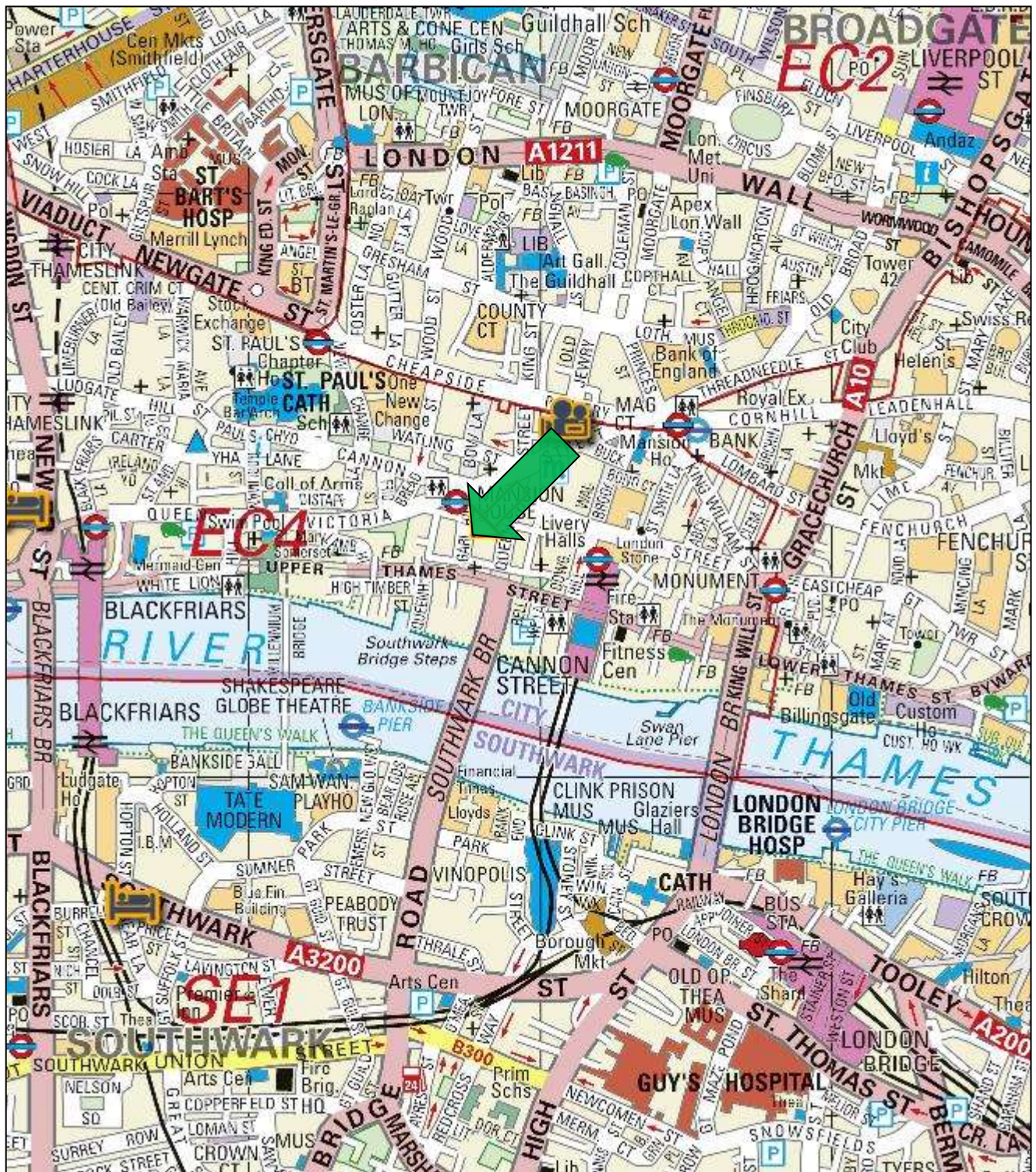
It is clear that the modal split for trips by cars visiting the site are likely to continue to be very low (and may relate to drop-offs, particularly by taxi rather than private cars) but it is still a mode to be aware of in the travel plan. It is intended to aim to increase the proportion of staff who cycle, whilst also encouraging more staff/visitors to walk, cycle and make use of public transport or share 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 reasonable 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 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 can also be set for increased walking by staff.

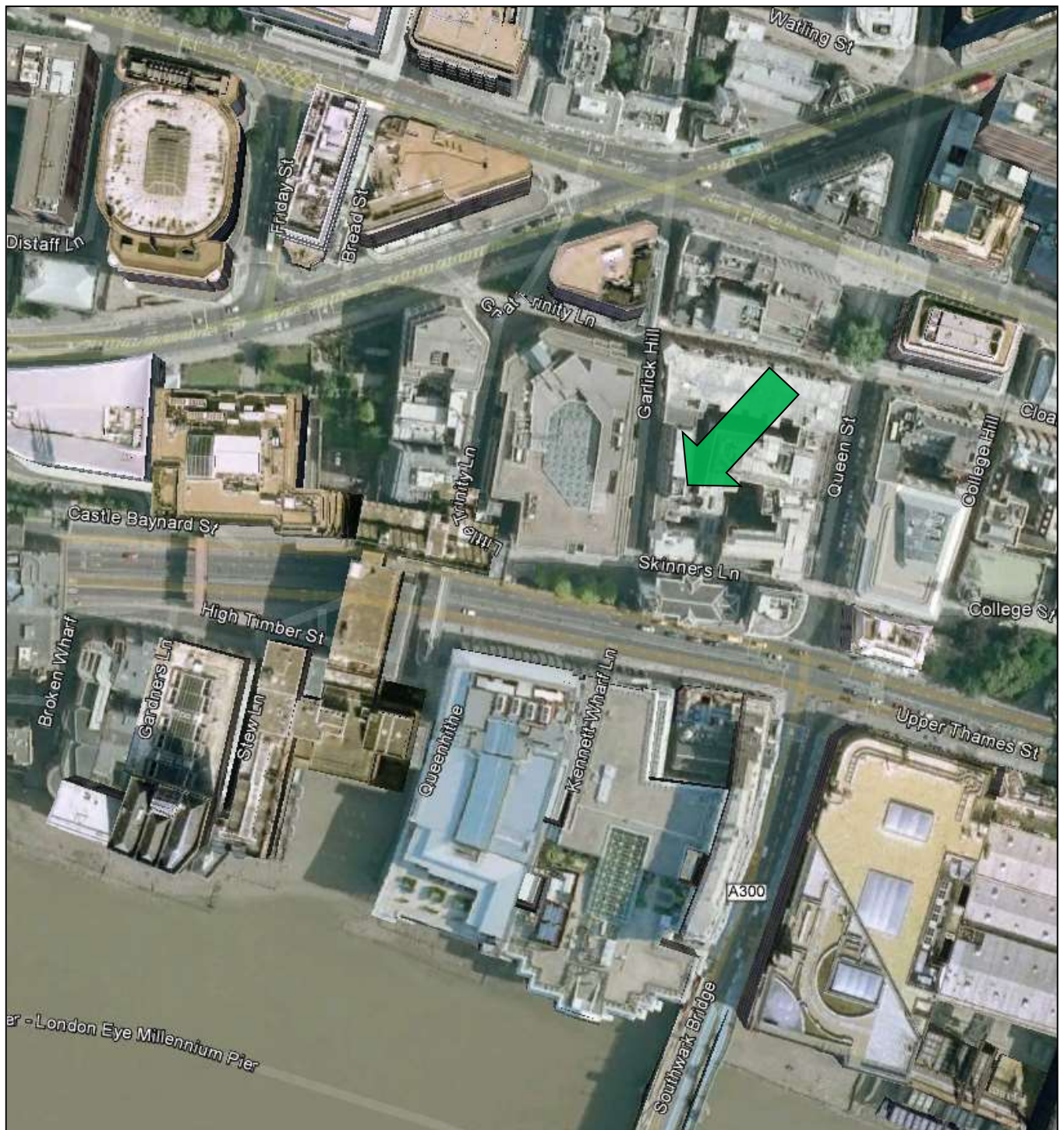
TPC consider that this travel plan follows the principles of current TfL guidance in terms of content and structure, sets out appropriate measures and suggests reasonable targets and an Action Plan with timescales, funding source and responsibility for implementation. Any suggestions of additional measures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

APPENDIX A – LOCATION & SITE PLANS



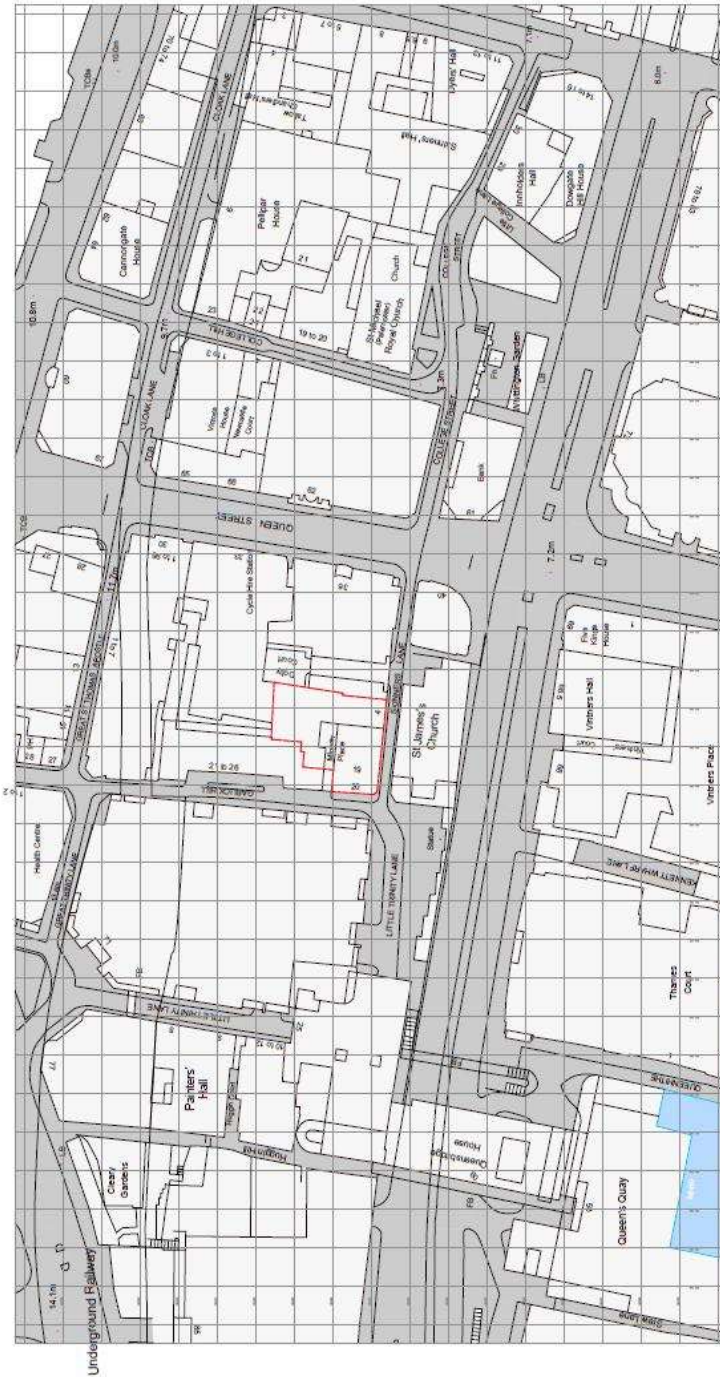


Aerial Photograph



Copyright: All rights reserved. This drawing must not be reproduced without permission. Only the original drawing should be relied upon. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings. All shop drawings to be submitted to the architect. Interior designer for comment prior to fabrication. This drawing is to be read in conjunction with the architect's / interior designer's specification, bills of quantities / schedules, structural, mechanical & electrical drawings and all correspondence are to be reported to the architect. Do not scale from this drawing. Dimensions are in millimetres unless otherwise stated.

NOTES



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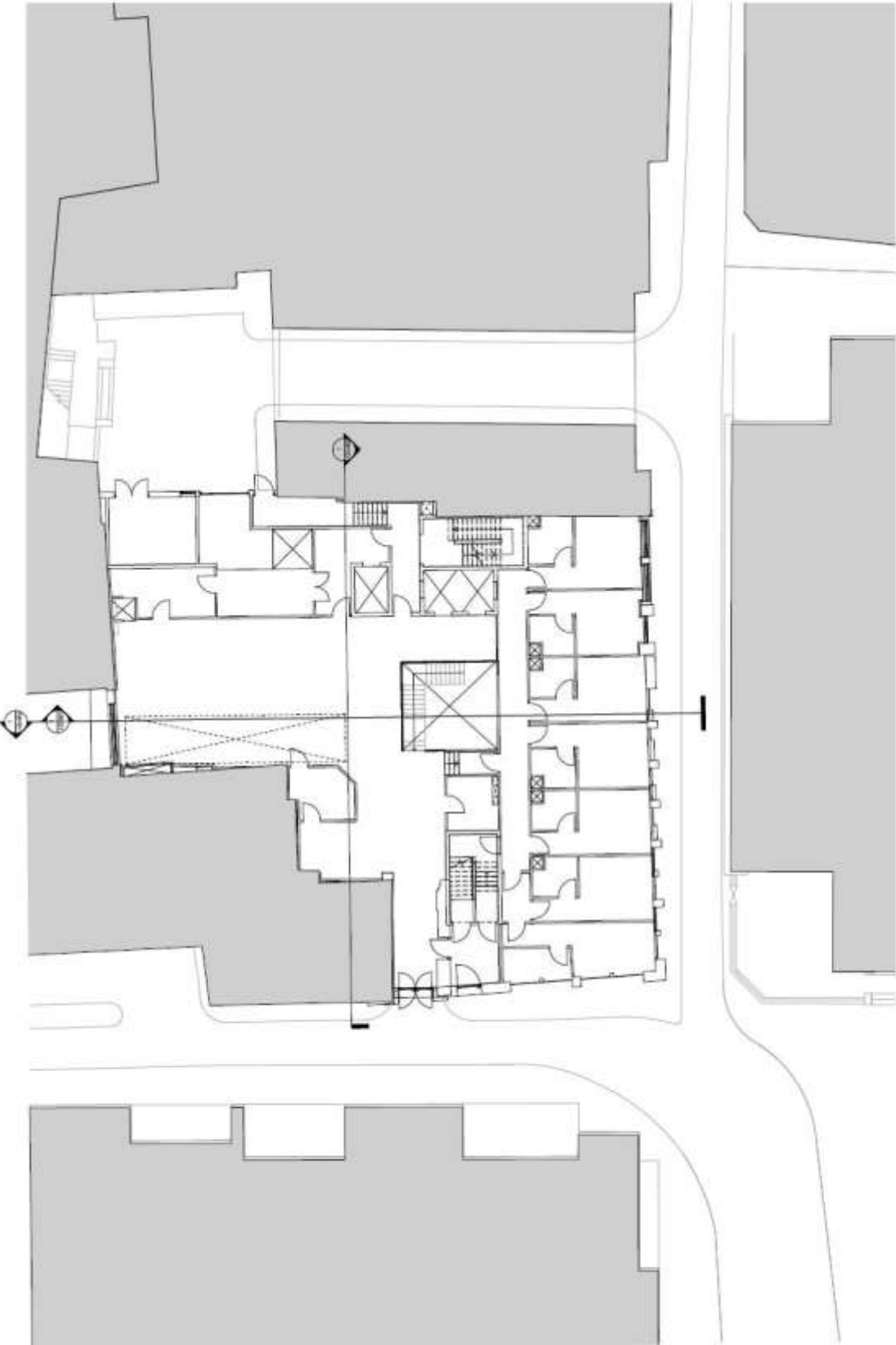
1 Site Location Plan 1 : 1250

dexter moren associates architecture urban design www.dexter-moren.co.uk info@dexter-moren.co.uk	57/5 Jennetdown Road London, W12 7JG UK t: 020 7257 4440 f: 020 7257 6044	project	Garlick Hill, EC4	drawing title	Site Location Plan	scale	1 : 1250	date	26/09/14	drawn by	GC	checked by	EM
		client	FR Holdings	drawing status	FOR PLANNING	job no.	1192	drawing no.	PL-010-001	revision			
		rev	amendments										P0



Notes:
1. This plan is a preliminary design and is subject to change without notice.
2. The plan is based on the information provided by the client and is not a guarantee of accuracy.
3. The plan is for informational purposes only and is not intended for construction.
4. The plan is not a substitute for a professional engineering or architectural drawing.
5. The plan is not to be used for any other purpose without the written consent of the client.

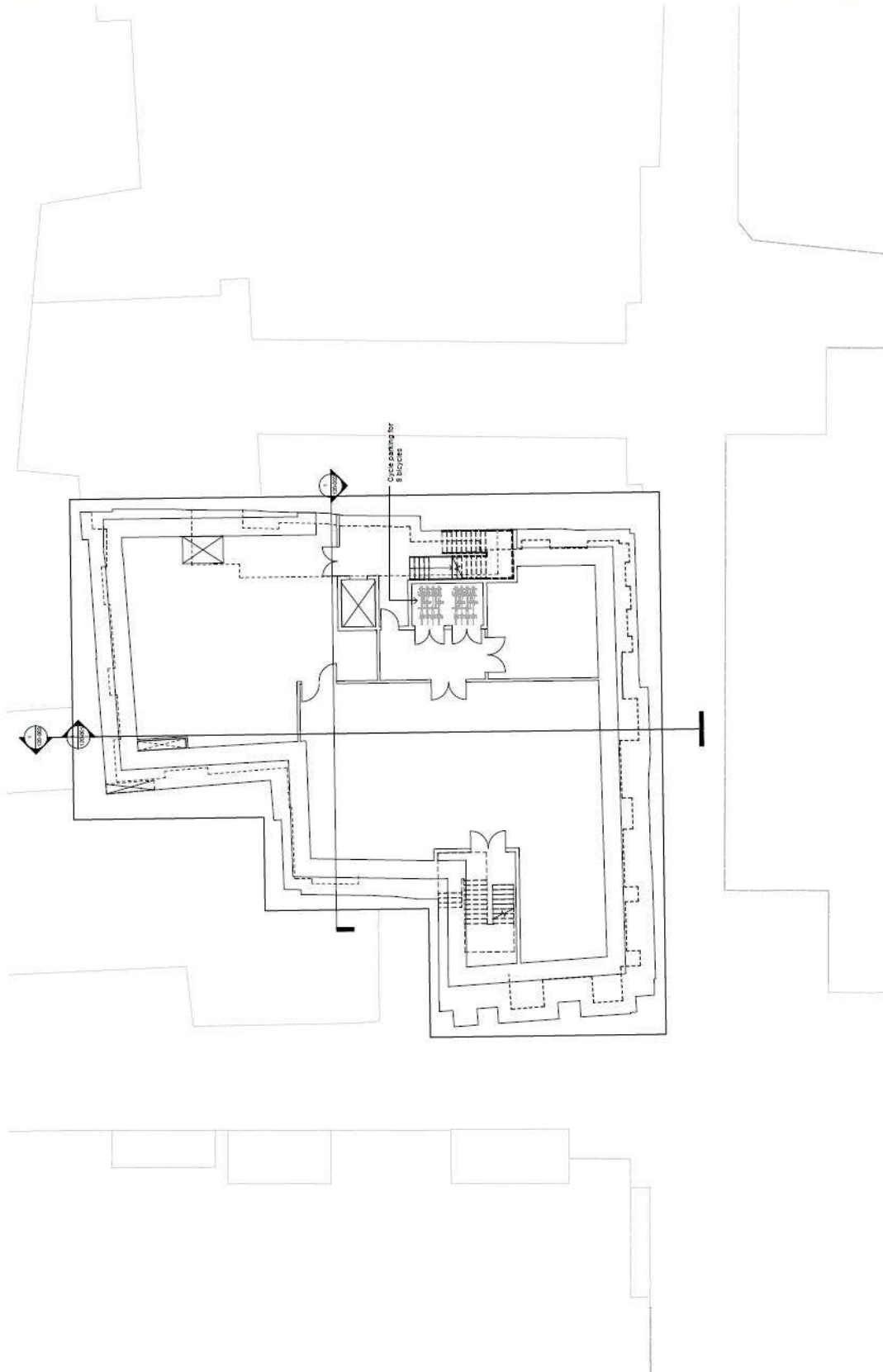
NOTES



Project Name	Vintry & Mercer Hotel
Project Address	19-21 Garlick Hill, London, EC2A 4DF
Project Type	Hotel
Project Status	Proposed
Project Date	10/01/2023
Project Drawn By	TPC
Project Checked By	TPC
Project Approved By	TPC
Project Scale	1:100
Project Sheet No.	P0

1 Proposed Ground Floor Plan 1:100

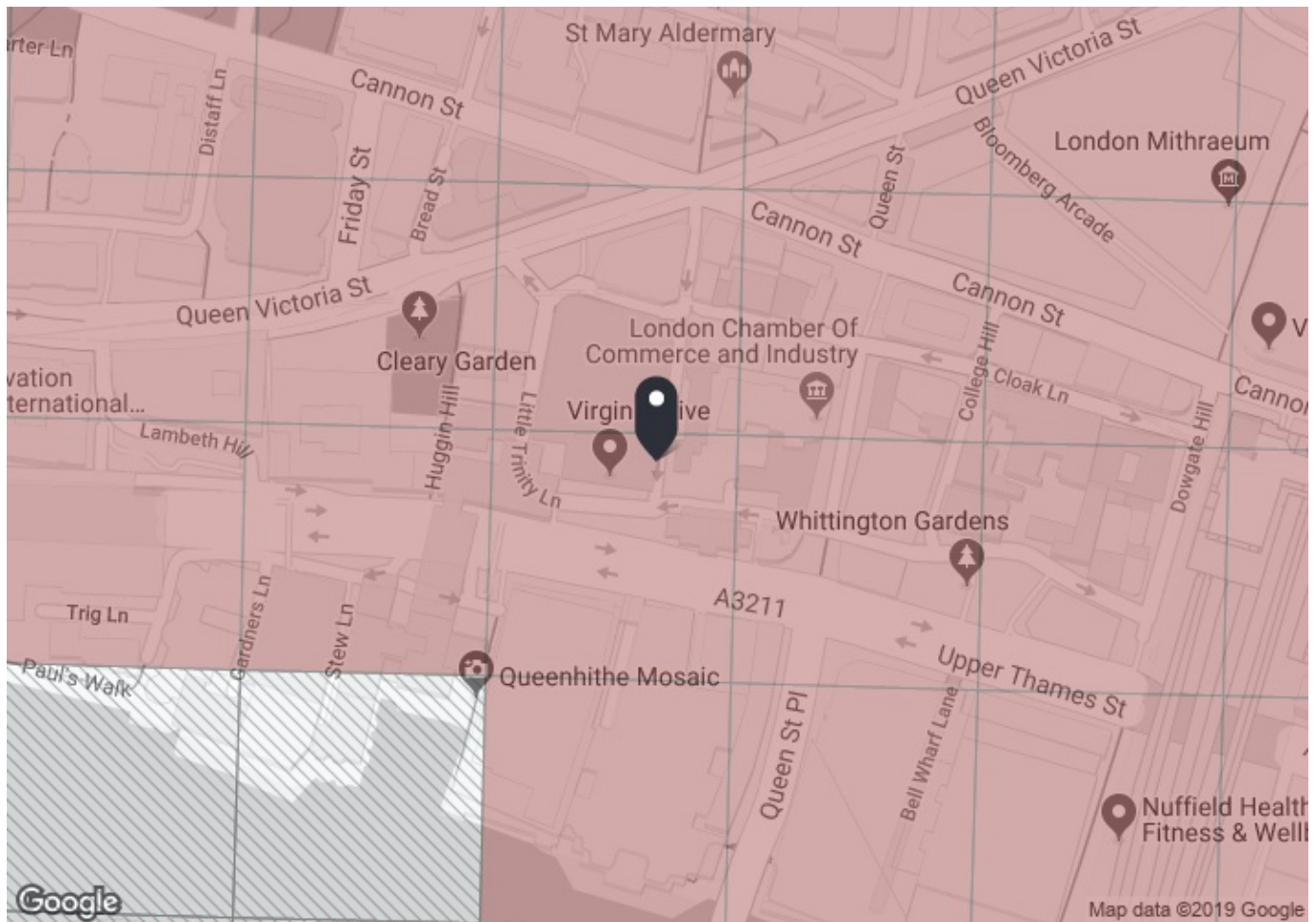


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NOTES

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APPENDIX B – PTAL Assessment



PTAL output for Base Year 6b

19-20 Garlick Hill, London EC4V 2AU, UK
Easting: 532364, Northing: 180883

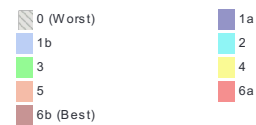
Grid Cell: 82333

Report generated: 29/07/2019

Calculation Parameters

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

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CHEAPSIDE POULTRY	8	599.43	10	7.49	5	12.49	2.4	0.5	1.2
Bus	CHEAPSIDE POULTRY	242	599.43	6.5	7.49	6.62	14.11	2.13	0.5	1.06
Bus	CHEAPSIDE POULTRY	25	599.43	8	7.49	5.75	13.24	2.27	0.5	1.13
Bus	LONDON BRIDGE NORTH SIDE	48	568.11	8	7.1	5.75	12.85	2.33	0.5	1.17
Bus	LONDON BRIDGE NORTH SIDE	21	568.11	9	7.1	5.33	12.43	2.41	0.5	1.21
Bus	LONDON BRIDGE NORTH SIDE	141	568.11	9.5	7.1	5.16	12.26	2.45	0.5	1.22
Bus	LONDON BRIDGE NORTH SIDE	149	568.11	12	7.1	4.5	11.6	2.59	0.5	1.29
Bus	LONDON BRIDGE NORTH SIDE	43	568.11	10	7.1	5	12.1	2.48	0.5	1.24
Bus	LONDON BRIDGE NORTH SIDE	40	568.11	7.5	7.1	6	13.1	2.29	0.5	1.14
Bus	LONDON BRIDGE NORTH SIDE	47	568.11	6	7.1	7	14.1	2.13	0.5	1.06
Bus	LONDON BRIDGE NORTH SIDE	133	568.11	12.5	7.1	4.4	11.5	2.61	0.5	1.3
Bus	LONDON BRIDGE NORTH SIDE	35	568.11	6	7.1	7	14.1	2.13	0.5	1.06
Bus	QUEEN STREET PLACE	344	179.28	10	2.24	5	7.24	4.14	1	4.14
Bus	MANSION HOUSE STATION	11	356.13	7.5	4.45	6	10.45	2.87	0.5	1.44
Bus	MANSION HOUSE STATION	23	356.13	8	4.45	5.75	10.2	2.94	0.5	1.47
Bus	MANSION HOUSE STATION	521	356.13	27	4.45	3.11	7.56	3.97	0.5	1.98
Bus	MANSION HOUSE STATION	26	356.13	7.5	4.45	6	10.45	2.87	0.5	1.44
Bus	MANSION HOUSE STATION	17	356.13	7.5	4.45	6	10.45	2.87	0.5	1.44
Bus	MANSION HOUSE STATION	15	356.13	7.5	4.45	6	10.45	2.87	0.5	1.44
Bus	MANSION HOUSE STATION	76	356.13	7.5	4.45	6	10.45	2.87	0.5	1.44
Bus	MANSION HOUSE STATION	388	356.13	6	4.45	7	11.45	2.62	0.5	1.31
Bus	CANNON STREET NEW CHANGE	4	526.73	6	6.58	7	13.58	2.21	0.5	1.1
Bus	CANNON STREET NEW CHANGE	172	526.73	6	6.58	7	13.58	2.21	0.5	1.1
Bus	St Benet's Church	100	358.68	7.5	4.48	6	10.48	2.86	0.5	1.43
LUL	Bank	'Epping-Ealing '	633.14	3	7.91	10.75	18.66	1.61	0.5	0.8
LUL	Bank	'Epping-Wruislip '	633.14	3	7.91	10.75	18.66	1.61	0.5	0.8
LUL	Bank	'RuislipGar-Epping '	633.14	1	7.91	30.75	38.66	0.78	0.5	0.39
LUL	Bank	'WhiteCity-Epping '	633.14	0.33	7.91	91.66	99.57	0.3	0.5	0.15
LUL	Bank	'Epping-NActon '	633.14	1	7.91	30.75	38.66	0.78	0.5	0.39
LUL	Bank	'Debden-WRuislip '	633.14	0.33	7.91	91.66	99.57	0.3	0.5	0.15
LUL	Bank	'WhiteCity-Debden '	633.14	0.33	7.91	91.66	99.57	0.3	0.5	0.15
LUL	Bank	'Debden-Northolt '	633.14	1	7.91	30.75	38.66	0.78	0.5	0.39
LUL	Bank	'RuislipGdhs-Debden '	633.14	0.33	7.91	91.66	99.57	0.3	0.5	0.15
LUL	Bank	'Loughton-WRuislip '	633.14	1	7.91	30.75	38.66	0.78	0.5	0.39
LUL	Bank	'Loughton-WhiteCity '	633.14	0.67	7.91	45.53	53.44	0.56	0.5	0.28
LUL	Bank	'Loughton-Northolt '	633.14	0.33	7.91	91.66	99.57	0.3	0.5	0.15
LUL	Bank	'Ealing-Loughton '	633.14	1	7.91	30.75	38.66	0.78	0.5	0.39
LUL	Bank	'Ealing-NewburyPark '	633.14	0.67	7.91	45.53	53.44	0.56	0.5	0.28
LUL	Bank	'Hainault-Ealing '	633.14	5.33	7.91	6.38	14.29	2.1	0.5	1.05
LUL	Bank	'Hainault-Nacton '	633.14	1.33	7.91	23.31	31.22	0.96	0.5	0.48
LUL	Bank	'Hainault-WRuislip '	633.14	3.33	7.91	9.76	17.67	1.7	0.5	0.85
LUL	Bank	'Hainault-WhiteCity '	633.14	1.67	7.91	18.71	26.63	1.13	0.5	0.56
LUL	Bank	'Hainault-NP-Northolt '	633.14	1	7.91	30.75	38.66	0.78	0.5	0.39
LUL	Bank	'GrangeHill-WD-Eal '	633.14	1	7.91	30.75	38.66	0.78	0.5	0.39
LUL	Bank	'GrangeHill-Wdld-Whit '	633.14	0.67	7.91	45.53	53.44	0.56	0.5	0.28
LUL	Bank	'GrangeHill-Wdld-WRsp '	633.14	0.67	7.91	45.53	53.44	0.56	0.5	0.28
LUL	Bank	'LEWISHAM-BANK '	633.14	15	7.91	2.75	10.66	2.81	0.5	1.41
LUL	Bank	'BANK-VWARS '	633.14	7.5	7.91	4.75	12.66	2.37	0.5	1.18
LUL	Bank	'Edgware-Morden '	633.14	9	7.91	4.08	12	2.5	0.5	1.25
LUL	Bank	'Morden-HighBarnet '	633.14	14.67	7.91	2.79	10.71	2.8	0.5	1.4
LUL	Bank	'Morden-MillHillE '	633.14	4	7.91	8.25	16.16	1.86	0.5	0.93
LUL	Bank	'Bank-Waterloo '	633.14	21.35	7.91	2.16	10.07	2.98	0.5	1.49
LUL	Bank	'RuislipGdhs-Loughton '	684.9	0.67	8.56	45.53	54.09	0.55	0.5	0.28
LUL	Bank	'WRuislip-NewburyPark '	684.9	0.33	8.56	91.66	100.22	0.3	0.5	0.15
LUL	Bank	'Northolt-Epping '	647.03	0.67	8.09	45.53	53.61	0.56	0.5	0.28
LUL	Bank	'NActon-Loughton '	647.03	0.67	8.09	45.53	53.61	0.56	0.5	0.28
LUL	Bank	'NActon-NewburyPark '	647.03	0.33	8.09	91.66	99.75	0.3	0.5	0.15
LUL	Bank	'Hain-NP-RuislipGdhs '	647.03	0.67	8.09	45.53	53.61	0.56	0.5	0.28

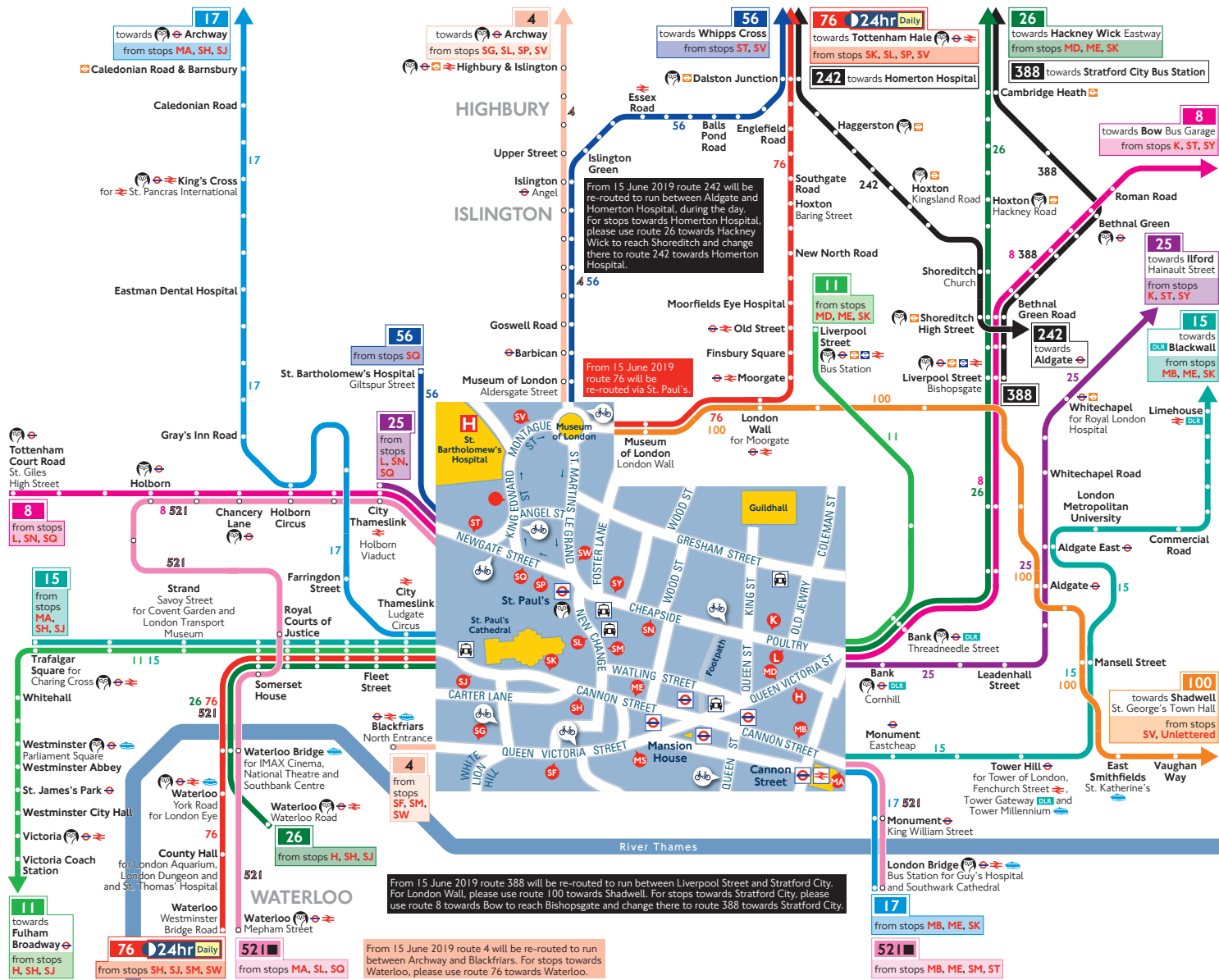
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Blackfriars	'BEDFDM-SVNOAKS 1E62 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-BROMLYS 1E83 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-ORPNGTN 1L60 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-SUTTON 1O13 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-KENTHOS 1S85 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-BRGHTN 1T11 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-BRGHTN 1T15 '	779.2	0.67	9.74	45.53	55.27	0.54	0.5	0.27
Rail	Blackfriars	'BRGHTN-BEDFDM 1T83 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-SUTTON 1V23 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-SUTTON 1V82 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BRGHTN-BEDFDM 1W06 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BRGHTN-BEDFDM 1W81 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-BRGHTN 1W84 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-BRGHTN 1W86 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'STALBCY-SVNOAKS 2E11 '	779.2	1	9.74	30.75	40.49	0.74	0.5	0.37
Rail	Blackfriars	'BEDFDM-SVNOAKS 2E19 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'LUTON-SVNOAKS 2E21 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'STALBCY-SVNOAKS 2E95 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SUTTON-LUTON 2O00 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SUTTON-BEDFDM 2O04 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SUTTON-STALBCY 2O06 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SUTTON-LUTON 2O10 '	779.2	1	9.74	30.75	40.49	0.74	0.5	0.37
Rail	Blackfriars	'LUTON-SUTTON 2O17 '	779.2	0.67	9.74	45.53	55.27	0.54	0.5	0.27
Rail	Blackfriars	'STALBCY-SUTTON 2O21 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'STALBCY-SUTTON 2O29 '	779.2	0.67	9.74	45.53	55.27	0.54	0.5	0.27
Rail	Blackfriars	'LUTON-BCKNHMJ 2S91 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'STALBCY-BROMLYS 2S93 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BRGHTN-BEDFDM 2T02 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BRGHTN-BEDFDM 2T04 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-BRGHTN 2T15 '	779.2	1	9.74	30.75	40.49	0.74	0.5	0.37
Rail	Blackfriars	'BEDFDM-BRGHTN 2T25 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BRGHTN-LUTON 2T99 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SUTTON-STALBCY 2V02 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SUTTON-STALBCY 2V08 '	779.2	0.67	9.74	45.53	55.27	0.54	0.5	0.27
Rail	Blackfriars	'BEDFDM-SUTTON 2V15 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SUTTON-BEDFDM 2V16 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'LUTON-SUTTON 2V19 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SUTTON-KNTSHTN 2V20 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'STALBCY-SUTTON 2V27 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'LUTON-SUTTON 2V31 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BRGHTN-BEDFDM 2W08 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BRGHTN-BEDFDM 2W12 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BRGHTN-BEDFDM 2W16 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'ASHFKY-BEDFDM 1E61 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'ASHFKY-BEDFDM 1E63 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'RCHT-BEDFDM 1E67 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SVNOAKS-BEDFDM 1E69 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BROMLYS-BEDFDM 1E82 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BCKNHMJ-BEDFDM 1G65 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'KENTHOS-BEDFDM 1G71 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'ORPNGTN-STALBCY 2D93 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'ORPNGTN-LUTON 2D95 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SVNOAKS-STALBCY 2E59 '	779.2	0.67	9.74	45.53	55.27	0.54	0.5	0.27
Rail	Blackfriars	'SVNOAKS-LUTON 2E61 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SVNOAKS-WHMPSTM 2E63 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SVNOAKS-KNTSHTN 2E65 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'SVNOAKS-KNTSHTN 2E67 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BROMLYS-LUTON 2E93 '	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Blackfriars	'ORPNGTN-LUTON 2L59'	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'ORPNGTN-KNTSHTN 2L65'	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-ELPHINAC 1J87'	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
Rail	Blackfriars	'BEDFDM-ELPHINAC 1J88'	779.2	0.33	9.74	91.66	101.4	0.3	0.5	0.15
LUL	Mansion House	'Edgware-Hammersmith'	272.49	6	3.41	5.75	9.16	3.28	1	3.28
LUL	Mansion House	'Upminster-EalingBwy'	272.49	5	3.41	6.75	10.16	2.95	0.5	1.48
LUL	Mansion House	'EalingBwy-TowerHill'	272.49	0.33	3.41	91.66	95.07	0.32	0.5	0.16
LUL	Mansion House	'EalingBwy-Barking'	272.49	1.33	3.41	23.31	26.71	1.12	0.5	0.56
LUL	Mansion House	'Upminster-Richmond'	272.49	6	3.41	5.75	9.16	3.28	0.5	1.64
LUL	Mansion House	'Richmond-DagEast'	272.49	0.67	3.41	45.53	48.93	0.61	0.5	0.31
LUL	Mansion House	'Wimbledon-Upminster'	272.49	4	3.41	8.25	11.66	2.57	0.5	1.29
LUL	Mansion House	'Wimbledon-DagEast'	272.49	1	3.41	30.75	34.16	0.88	0.5	0.44
LUL	Mansion House	'Barking-Wimbledon'	272.49	0.67	3.41	45.53	48.93	0.61	0.5	0.31
LUL	Mansion House	'TowerHill-Wimbledon'	272.49	2.67	3.41	11.99	15.39	1.95	0.5	0.97
LUL	Mansion House	'DagEast-EalingBwy'	272.49	0.67	3.41	45.53	48.93	0.61	0.5	0.31
Rail	Canon Street	'GRVSEND-CANONST 1B89'	380.66	0.67	4.76	45.53	50.28	0.6	0.5	0.3
Rail	Canon Street	'STROOD-CANONST 1B91'	380.66	0.67	4.76	45.53	50.28	0.6	0.5	0.3
Rail	Canon Street	'GRVSEND-CANONST 1B97'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'FAVRSHM-CANONST 1G87'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'DOVERP-CANONST 1G89'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'BRSR-CANONST 1G91'	380.66	0.67	4.76	45.53	50.28	0.6	0.5	0.3
Rail	Canon Street	'RAMSGTE-CANONST 1G95'	380.66	0.67	4.76	45.53	50.28	0.6	0.5	0.3
Rail	Canon Street	'CANONST-HASTING 1H11'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-HASTING 1H19'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-HASTING 1H21'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'HASTING-CANONST 1H55'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'OREE-CANONST 1H93'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'HASTING-CANONST 1H95'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'GLNGHMK-CANONST 2A91'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'DARTFD-CANONST 2B07'	380.66	2.33	4.76	13.63	18.38	1.63	1	1.63
Rail	Canon Street	'SLADEGN-CANONST 2B29'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'BRNHRST-CANONST 2C07'	380.66	1.67	4.76	18.71	23.47	1.28	0.5	0.64
Rail	Canon Street	'BRNHRST-CANONST 2C09'	380.66	1	4.76	30.75	35.51	0.84	0.5	0.42
Rail	Canon Street	'CRFD-CANONST 2D05'	380.66	2.33	4.76	13.63	18.38	1.63	0.5	0.82
Rail	Canon Street	'CANONST-DARTFD 2E11'	380.66	2	4.76	15.75	20.51	1.46	0.5	0.73
Rail	Canon Street	'CANONST-BRNHRST 2E23'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-SLADEGN 2E25'	380.66	1.67	4.76	18.71	23.47	1.28	0.5	0.64
Rail	Canon Street	'CANONST-BRNHRST 2E27'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'SVNOAKS-CANONST 2F07'	380.66	1	4.76	30.75	35.51	0.84	0.5	0.42
Rail	Canon Street	'SVNOAKS-CANONST 2F13'	380.66	1	4.76	30.75	35.51	0.84	0.5	0.42
Rail	Canon Street	'ORPNGTN-CANONST 2F19'	380.66	0.67	4.76	45.53	50.28	0.6	0.5	0.3
Rail	Canon Street	'CANONST-CANONST 2I13'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-CANONST 2I15'	380.66	1.33	4.76	23.31	28.06	1.07	0.5	0.53
Rail	Canon Street	'HAYS-CANONST 2K09'	380.66	2	4.76	15.75	20.51	1.46	0.5	0.73
Rail	Canon Street	'HAYS-CANONST 2K11'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-CRFD 2M09'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-DARTFD 2M11'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-SLADEGN 2M13'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-BRNHRST 2M21'	380.66	1	4.76	30.75	35.51	0.84	0.5	0.42
Rail	Canon Street	'CANONST-SLADEGN 2N11'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-CANONST 2O19'	380.66	1.33	4.76	23.31	28.06	1.07	0.5	0.53
Rail	Canon Street	'CANONST-ORPNGTN 2S11'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-ORPNGTN 2S13'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-ORPNGTN 2S17'	380.66	1.33	4.76	23.31	28.06	1.07	0.5	0.53
Rail	Canon Street	'CANONST-HAYS 2V09'	380.66	2	4.76	15.75	20.51	1.46	0.5	0.73
Rail	Canon Street	'RAMSGTE-CANONST 2W89'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'RAMSGTE-CANONST 2W91'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'RAMSGTE-CANONST 2W93'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Canon Street	'FLKSTNC-CANONST 2W95'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'TONBDG-CANONST 2W97'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Rail	Canon Street	'CANONST-BCKNHIMJ 2Y91'	380.66	0.33	4.76	91.66	96.42	0.31	0.5	0.16
Total Grid Cell AI:										88.36

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

Buses from St. Paul's and Mansion House



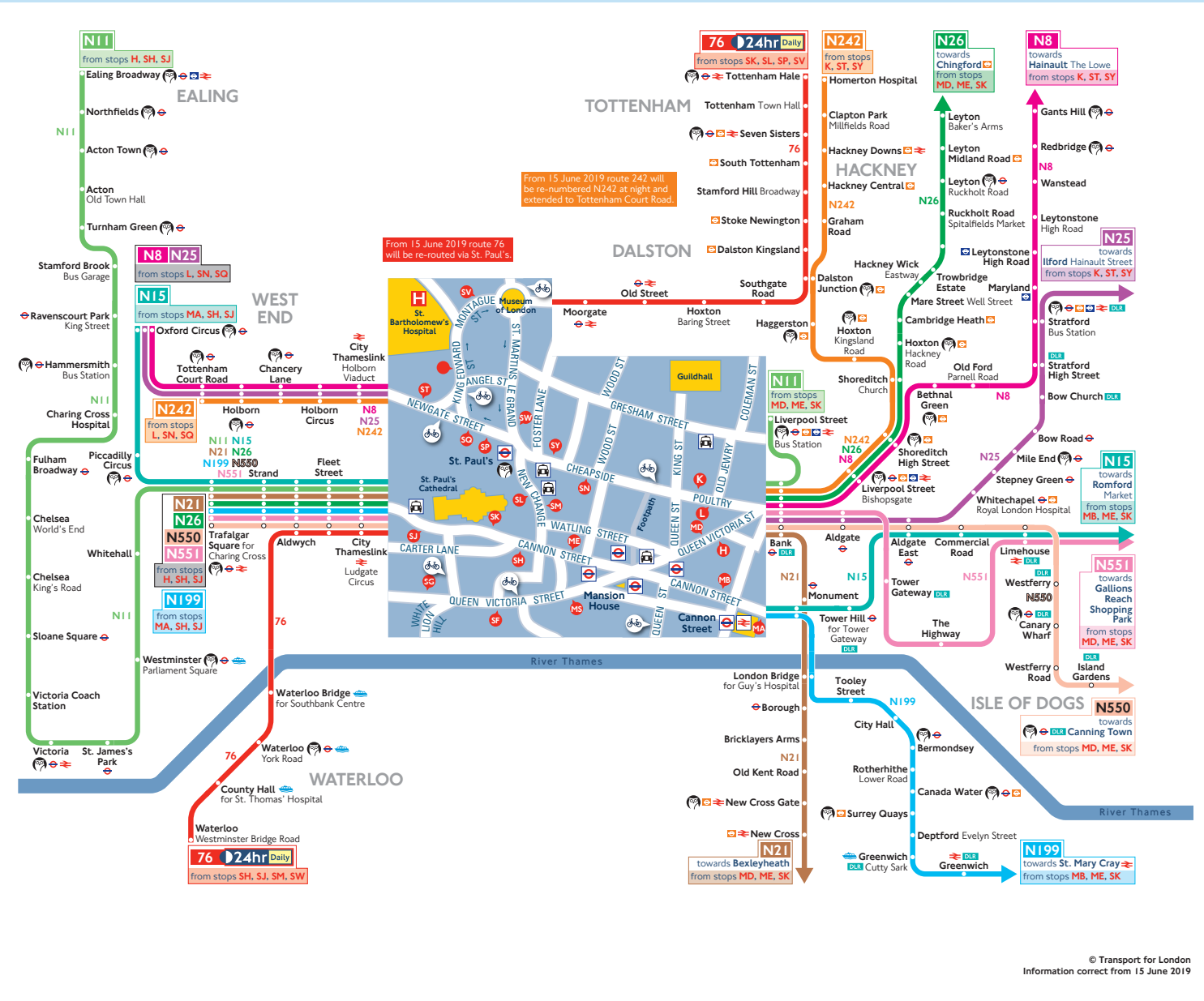
- ### How to use this map
- Find your destination on the map or in the Destination finder
 - See the coloured lines on the map and numbers in the Destination finder for the bus routes that go to your destination
 - Check the Destination finder and map (at the end of each coloured line) for the bus stops to catch your bus from
 - Use the central map to find the nearest bus stop for your route
 - Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with London Underground
	Connections with TfL Rail
	Connections with National Rail
	Connections with DLR
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights
	Mondays to Fridays only

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

Night buses from St. Paul's and Mansion House



How to use this map

- Find your destination on the map or in the Destination finder
- See the coloured lines on the map and numbers in the Destination finder for the bus routes that go to your destination
- Check the Destination finder and map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with DLR
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

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

Tube map

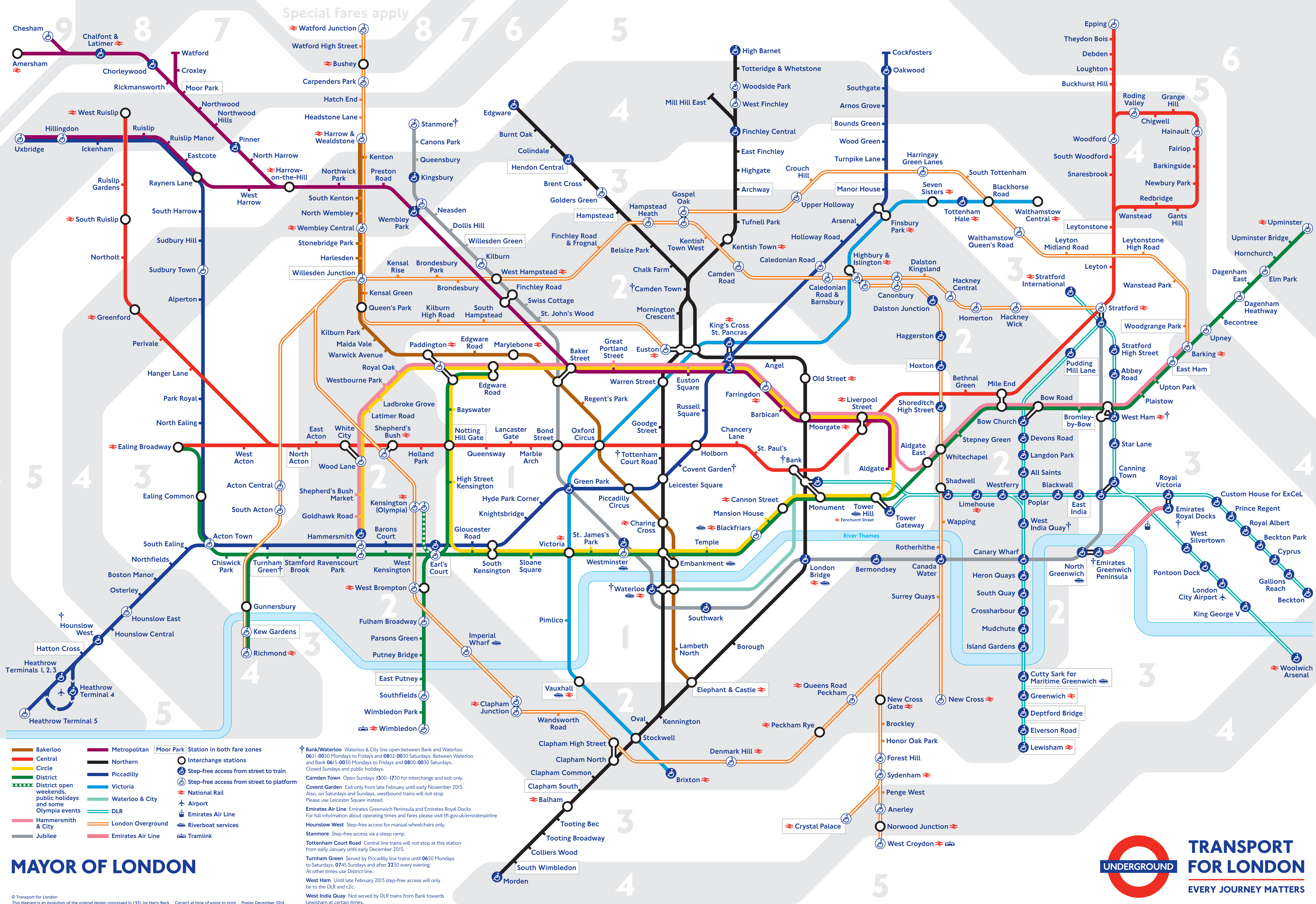
tfl.gov.uk

24 hour travel information
0343 222 1234*

Sign up for email updates
tfl.gov.uk/emailupdates

@TfLTravelAlerts

*Service and network charges may apply. See tfl.gov.uk/terms for details.



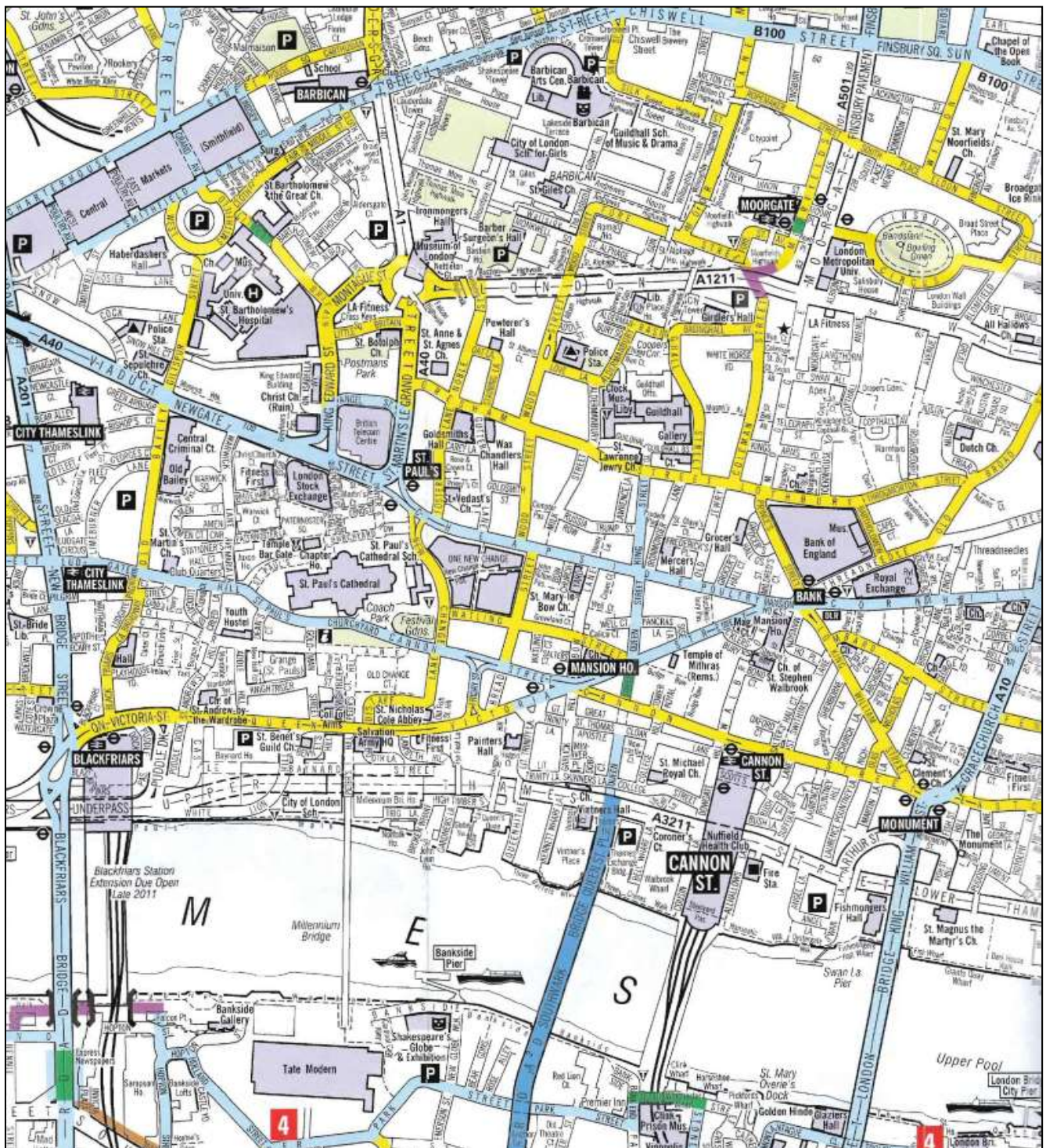
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Local cycle routes & facilities



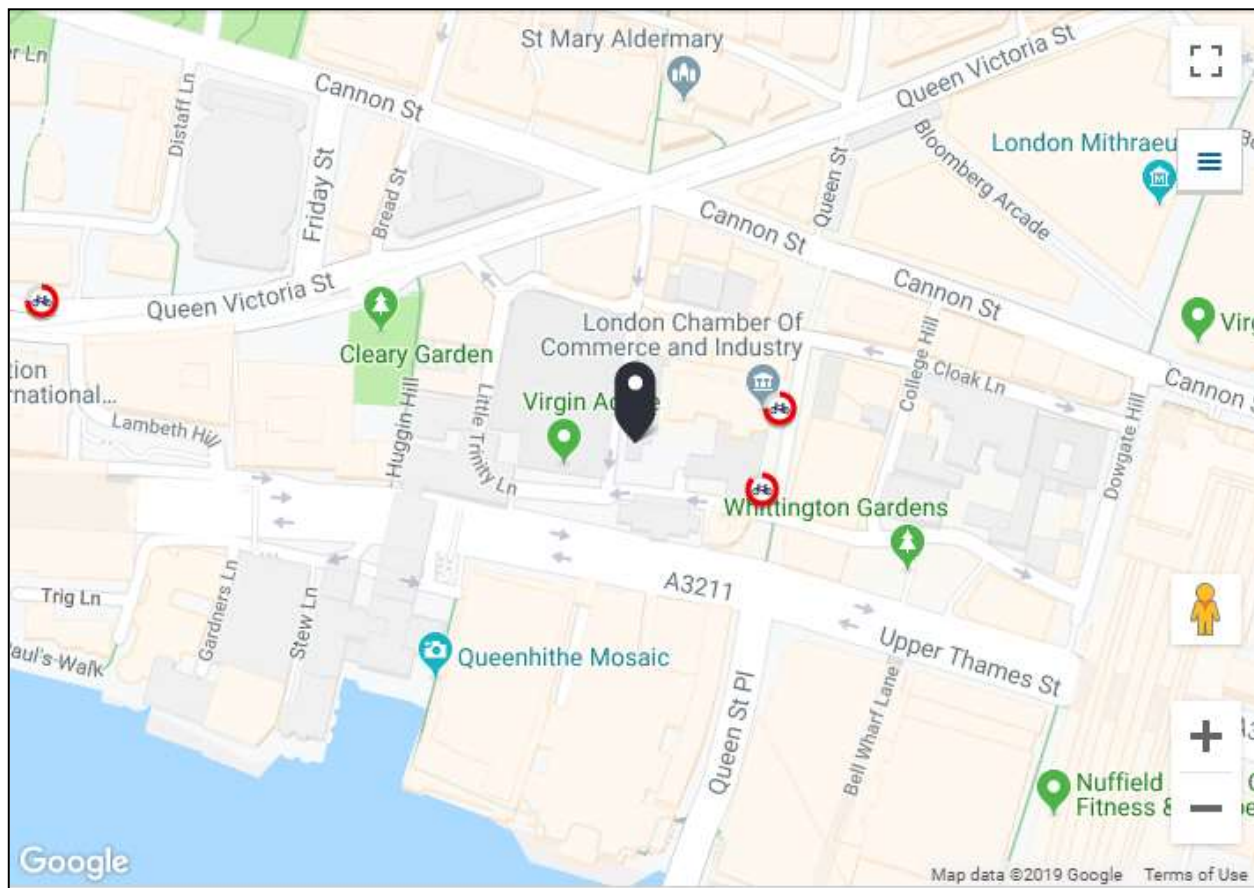
Key to cycle route colours:

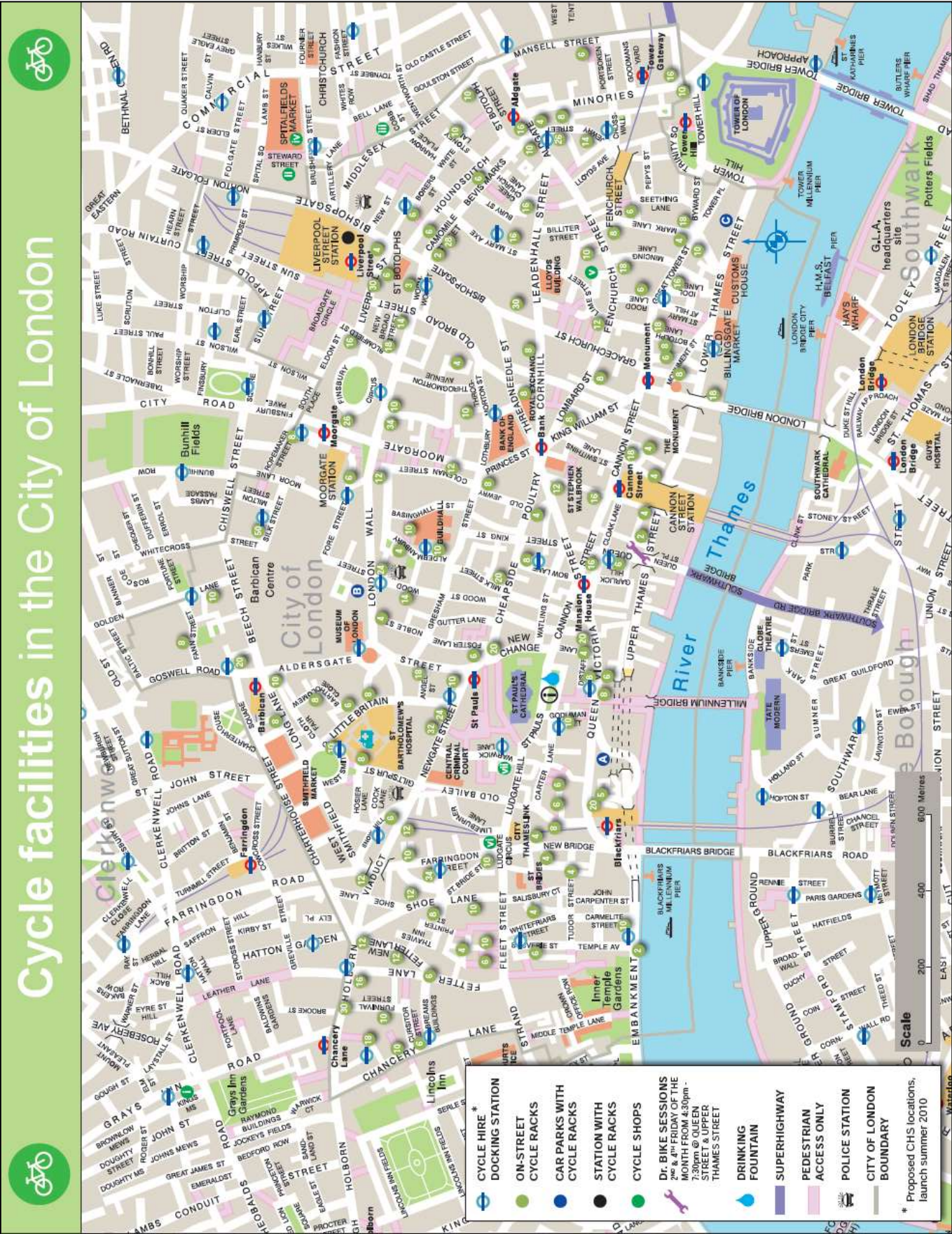
Blue routes – route signed for cyclists that may be on busier roads

Yellow routes- route on quieter roads recommended by cyclists

Dark Blue- Barclays Superhighway

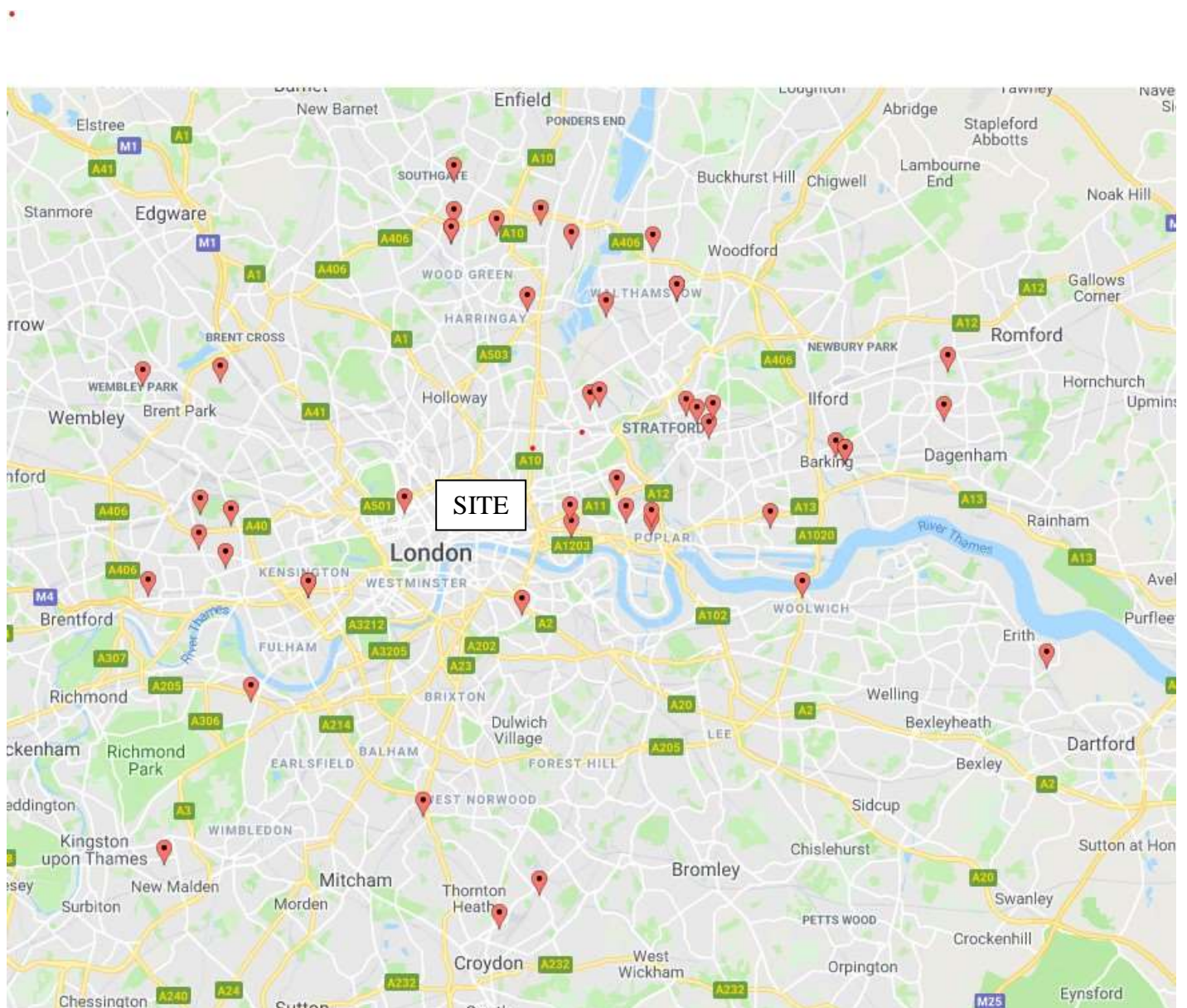
Santander Cycle Hire & Docking Stations in the locality





APPENDIX D –Travel Survey Results & Questionnaire

Post code plot of staff origins from survey





ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 21656 Vintry & Mercer Hotel

Site Number/Name: Vintry & Mercer Hotel

Client: TPC

Date: 19/06/2019

Weather: Cloudy, Dry

Comments: None

To/From Site	Time	No. in Group	Origin/D estinatin Type	Postcode/Area	Main Mode of Travel	Final/ First Mode of Travel	Walking Time (Minutes)	Parking
To Site	07:29	2	Home	KT1	Rail	Tube	10	N/A
To Site	07:34	1	Work	Ilford	Rail	Tube	10	N/A
To Site	07:36	1	Home	Greenwich	Tube	Walk	5	N/A
From Site	07:47	1	Work	Kings Cross St Pancras	Tube	Walk	5	N/A
To Site	07:57	2	Work	N1	Tube	Walk	5	N/A
To Site	08:08	1	Home	BR3	Rail	Tube	5	N/A
To Site	08:09	2	Home	Milton Keynes	Rail	Tube	5	N/A
To Site	08:11	2	Work	South Kensington	Tube	Walk	5	N/A
To Site	08:13	2	Elsewhere	SW18	Rail	Tube	5	N/A
To Site	08:17	1	Elsewhere	HP4	Rail	Tube	5	N/A
To Site	08:20	1	Work	GU2 9RT	Rail	Walk	5	N/A
To Site	08:27	1	Work	Clapham	Tube	Walk	5	N/A
To Site	08:31	1	Work	Balham	Tube	Walk	5	N/A
To Site	08:31	2	Work	Queen Victoria Street	Walk	Walk	10	N/A
From Site	08:34	2	Home	Canary Wharf	Tube	Walk	5	N/A
From Site	08:40	2	Elsewhere	Oxford Street	Taxi	Walk	5	N/A
From Site	08:42	2	Work	Mansion House	Walk	Walk	5	N/A
From Site	08:49	4	Elsewhere	Kings Cross St Pancras	Tube	Walk	5	N/A
To Site	08:50	1	Work	St Pauls	Walk	Walk	5	N/A
From Site	08:56	1	Home	Farringdon	Tube	Walk	5	N/A
From Site	09:01	1	Elsewhere	Airport (Boston, USA)	Tube	Walk	5	N/A
To Site	09:12	1	Work	KT17	Rail	Tube	10	N/A
To Site	09:19	2	Work	Piccadily Circus	Tube	Walk	5	N/A
To Site	09:28	2	Elsewhere	SW7 4DN	Rail	Tube	5	N/A
From Site	09:34	1	Home	NW9	Tube	Walk	20	N/A
To Site	09:38	1	Home	Richmond	Rail	Tube	5	N/A
To Site	09:49	1	Home	Old Spitalfields Market	Tube	Walk	10	N/A
From Site	09:56	2	Home	N19 3XH	Tube	Walk	5	N/A
From Site	10:07	1	Elsewhere	AL1 1NE	Rail	Tube	5	N/A
To Site	10:13	1	Work	Oxford Street	Tube	Walk	5	N/A
To Site	10:15	1	Work	Elephant & Castle	Tube	Walk	10	N/A

To/From Site	Time	No. in Group	Origin/D estinatin Type	Postcode/Area	Main Mode of Travel	Final/ First Mode of Travel	Walking Time (Minutes)	Parking
To Site	10:20	1	Elsewhere	Croydon	Tube	Walk	20	N/A
To Site	10:23	2	Elsewhere	IG10 3HF	Rail	Tube	10	N/A
To Site	10:27	1	Home	SW19 8NU	Rail	Tube	10	N/A
To Site	10:32	1	Home	Canary Wharf	DLR	Walk	10	N/A
From Site	10:41	3	Work	Swiss Cottage	Tube	Walk	5	N/A
To Site	10:42	1	Home	Paddington	Taxi	Walk	1	N/A
To Site	10:50	1	Work	Ipswich	Rail	Tube	5	N/A
From Site	10:55	1	Work	Refused	Tube	Walk	10	N/A
From Site	10:57	1	Home	Manchester	Rail	Tube	5	N/A
From Site	11:11	2	Home	Wiltshire	Car Driver (with Passenger)	Walk	1	On Street
From Site	11:15	1	Work	WC1B 3RA	Taxi	Walk	1	N/A
From Site	11:17	2	Elsewhere	Oxford Street	Tube	Walk	5	N/A
To Site	11:31	2	Elsewhere	Upper Thames Street	Taxi	Walk	1	N/A
From Site	11:37	1	Work	Westminster	Tube	Walk	10	N/A
To Site	11:40	3	Work	Green Park	Tube	Walk	10	N/A
To Site	11:40	3	Work	Green Park	Tube	Walk	10	N/A
To Site	11:40	3	Work	Green Park	Tube	Walk	10	N/A
To Site	11:42	2	Home	Airport (Dublin, Ireland)	Tube	Walk	5	N/A
From Site	11:45	3	Elsewhere	Cannon Street	Taxi	Walk	1	N/A
To Site	11:51	1	Work	EC2M	Walk	Walk	25	N/A
To Site	11:54	1	Work	Tobacco Dock	Walk	Walk	10	N/A
From Site	11:54	2	Elsewhere	St James Park	Tube	Walk	20	N/A
From Site	11:57	1	Home	Portsmouth	Rail	Tube	10	N/A
From Site	11:58	1	Elsewhere	Swiss Cottage	Tube	Walk	10	N/A
To Site	12:02	1	Work	EC2M	Tube	Walk	5	N/A
To Site	13:30	1	Work	Queen Victoria Street	Walk	Walk	5	N/A
To Site	13:35	2	Elsewhere	Refused	Walk	Walk	5	N/A
To Site	13:40	1	Home	Airport (Los Angeles, USA)	Tube	Walk	5	N/A
To Site	13:45	2	Home	Ruislip	Tube	Walk	5	N/A
To Site	14:00	1	Home	Ruislip	Tube	Walk	5	N/A
From Site	14:01	1	Home	Airport (USA)	Tube	Walk	5	N/A

Advanced Transport Research	<i>Job Number & Name:</i>	21656 Vintry & Mercer Hotel
Vintry & Mercer Hotel	<i>Client:</i>	TPC
Interviews	<i>Date:</i>	Wednesday 19 June 2019

To/From Site	Time	No. in Group	Origin/Destination Type	Postcode/Area	Main Mode of Travel	Final/First Mode of Travel	Walking Time (Minutes)	Parking
From Site	14:05	1	Elsewhere	London	Walk	Walk	20	N/A
From Site	14:06	2	Work	St Pauls	Walk	Walk	30	N/A
To Site	14:20	2	Work	Victoria	Tube	Walk	10	N/A
To Site	14:30	1	Elsewhere	London	Tube	Walk	10	N/A
To Site	14:35	2	Elsewhere	Airport (New York, USA)	Tube	Walk	5	N/A
To Site	15:17	2	Home	Airport (Boston, USA)	Tube	Walk	5	N/A
To Site	15:38	1	Home	St James Park	Tube	Walk	5	N/A
To Site	15:57	3	Work	Queen Victoria Street	Walk	Walk	10	N/A
From Site	16:27	2	Elsewhere	Oxford Street	Tube	Walk	5	N/A
From Site	16:30	3	Elsewhere	St Pauls	Taxi	Walk	5	N/A
From Site	16:41	2	Elsewhere	EC1A	Taxi	Walk	10	N/A
To Site	17:08	1	Work	Airport (Ireland)	Tube	Walk	5	N/A
To Site	17:14	3	Work	St Johns	Tube	Walk	10	N/A
From Site	17:19	2	Work	Richmond	Tube	Walk	5	N/A
To Site	17:22	5	Work	Victoria	Tube	Walk	5	N/A
To Site	17:36	2	Work	Chigwell	Tube	Walk	5	N/A
To Site	17:41	3	Work	South Kensington	Tube	Walk	10	N/A
To Site	17:41	6	Elsewhere	Airport (New York, USA)	Tube	Walk	10	N/A
From Site	17:50	2	Home	Kent	DLR	Walk	15	N/A
From Site	17:50	7	Work	Fenchurch Street	Tube	Walk	5	N/A
To Site	17:56	3	Work	Airport (Dublin, Ireland)	Tube	Walk	0	N/A
From Site	17:56	3	Elsewhere	London	Tube	Walk	5	N/A
From Site	18:05	6	Work	Tower Hill	Tube	Walk	5	N/A
From Site	18:15	7	Elsewhere	London	Taxi	Walk	1	N/A
To Site	18:22	1	Elsewhere	Covent Garden	Tube	Walk	5	N/A
To Site	18:28	1	Work	<i>Refused</i>	Tube	Walk	5	N/A
From Site	18:31	2	Work	Tobacco Dock	Tube	Walk	15	N/A
To Site	18:33	2	Elsewhere	Mansion House Station	Tube	Walk	5	N/A
To Site	18:40	1	Elsewhere	Airport (New York, USA)	Tube	Walk	10	N/A
To Site	18:49	4	Elsewhere	Kensington	Tube	Walk	10	N/A
From Site	18:53	1	Work	London	Taxi	Walk	1	N/A

To/From Site	Time	No. in Group	Origin/Destination Type	Postcode/Area	Main Mode of Travel	Final/First Mode of Travel	Walking Time (Minutes)	Parking
From Site	18:56	1	Work	Covent Garden	Taxi	Walk	1	N/A
To Site	19:00	1	Work	Piccadilly Circus	Taxi	Walk	1	N/A
From Site	19:01	3	Work	Wandsworth	Taxi	Walk	1	N/A
From Site	19:01	1	Work	Covent Garden	Tube	Walk	5	N/A
To Site	19:02	2	Work	Leicester Square	Tube	Walk	5	N/A
To Site	19:02	2	Elsewhere	Soho	Tube	Walk	5	N/A
From Site	19:03	1	Home	London	Taxi	Walk	10	N/A
To Site	19:03	1	Work	London	Taxi	Walk	1	N/A
To Site	19:22	2	Home	Essex	Rail	Tube	5	N/A
From Site	19:27	3	Elsewhere	Borough High Street	Tube	Walk	5	N/A
From Site	19:36	4	Elsewhere	London	Tube	Walk	5	N/A
From Site	19:37	1	Elsewhere	Queen Victoria Street	Taxi	Walk	1	N/A
To Site	19:40	2	Work	Airport (Florida, USA)	Tube	Walk	5	N/A
From Site	19:40	2	Work	Airport (Ireland)	Taxi	Walk	1	N/A
To Site	19:41	1	Work	Airport (Florida, USA)	Tube	Walk	5	N/A
To Site	19:43	3	Elsewhere	Soho	Tube	Walk	10	N/A
From Site	21:14	1	Home	Ruislip	Tube	Walk	5	N/A
From Site	21:18	1	Elsewhere	Queen Victoria Street	Walk	Walk	10	N/A
From Site	21:28	3	Elsewhere	London	Tube	Walk	5	N/A
From Site	21:30	1	Elsewhere	Queen Victoria Street	Taxi	Walk	1	N/A
To Site	21:36	5	Elsewhere	<i>Refused</i>	Walk	Walk	5	N/A
From Site	22:08	8	Home	Airport (USA)	Taxi	Walk	1	N/A
To Site	22:30	1	Work	North London	Tube	Walk	5	N/A
To Site	22:45	2	Home	Airport (USA)	Tube	Walk	5	N/A
To Site	23:00	4	Home	Airport (USA)	Tube	Walk	5	N/A
To Site	23:22	2	Home	Airport (USA)	Tube	Walk	5	N/A
To Site	23:36	2	Home	Airport (USA)	Tube	Walk	5	N/A
To Site	23:46	2	Work	Airport (USA)	Tube	Walk	5	N/A



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 21656 Vintry & Mercer Hotel

Site Number/Name: Vintry & Mercer Hotel

Client: TPC

Date: 19/06/2019

Weather: Cloudy, Dry

Comments: None

Advanced Transport Research

Vintry & Mercer Hotel

Job Number & Name: 21656 Vintry & Mercer Hotel

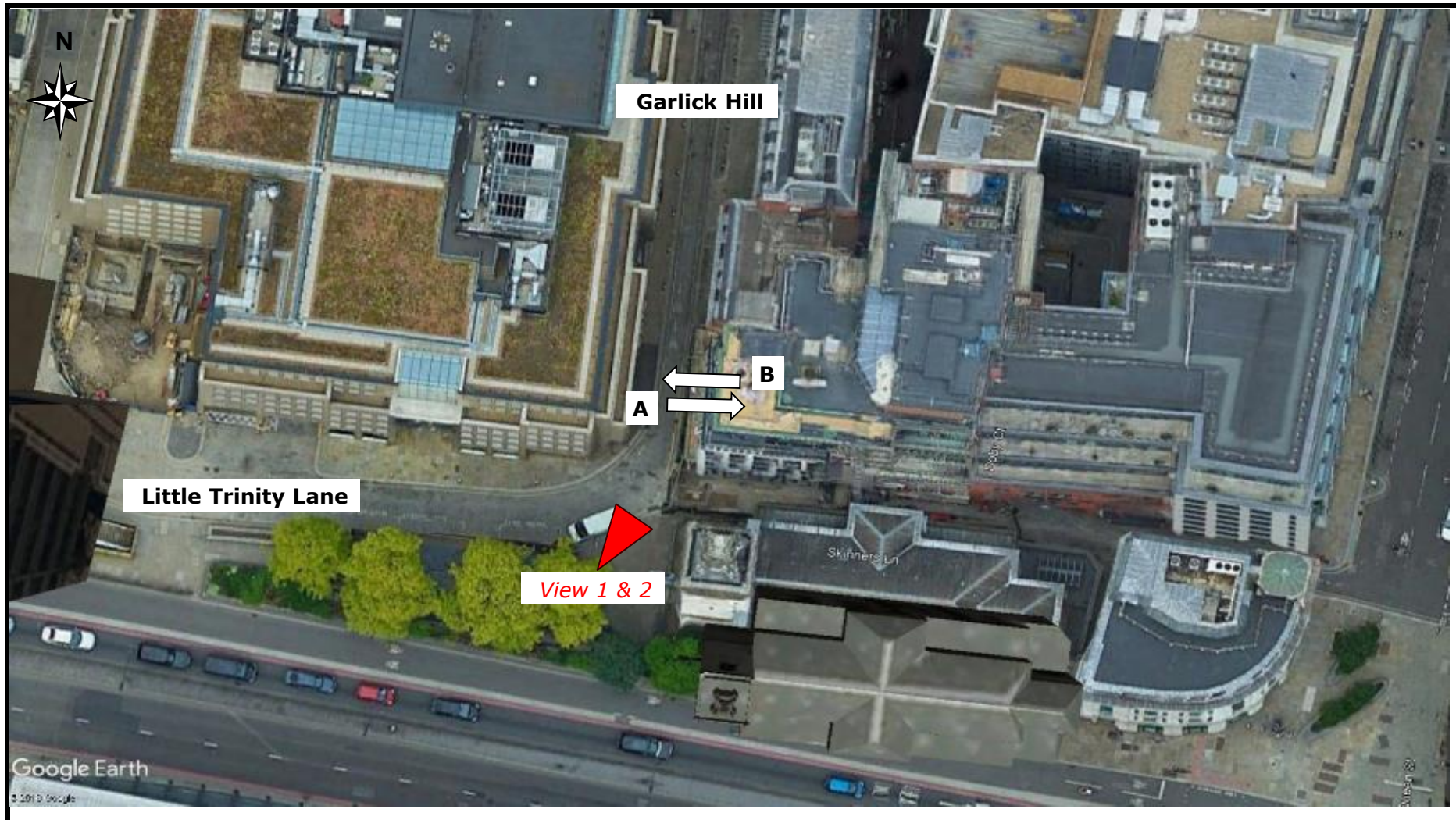
Date: Wednesday 19 Jun 2019

Job Type: Pedestrian & Cyclist Count

Co-ordinates: 51° 30' 40.57"N, 0° 5' 37.95"W

Postcode: EC4V 2AU

Times: 0700-2400



Advanced Transport Research	Job Number & Name:	21656 Vintry & Mercer Hotel
Vintry & Mercer Hotel	Client:	TPC
Pedestrian Counts	Date:	Wednesday 19 June 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
07:00 - 07:15	3	0	4	0
07:15 - 07:30	0	0	5	0
07:30 - 07:45	5	0	10	0
07:45 - 08:00	4	0	6	0
08:00 - 08:15	11	1	10	0
08:15 - 08:30	10	0	26	0
08:30 - 08:45	14	0	8	0
08:45 - 09:00	12	0	7	0
09:00 - 09:15	11	0	9	0
09:15 - 09:30	7	0	8	0
09:30 - 09:45	8	0	10	0
09:45 - 10:00	3	0	16	1
10:00 - 10:15	3	0	5	0
10:15 - 10:30	6	0	7	0
10:30 - 10:45	4	0	8	0
10:45 - 11:00	6	0	4	0
11:00 - 11:15	10	0	10	0
11:15 - 11:30	4	0	5	0
11:30 - 11:45	5	0	1	0
11:45 - 12:00	6	0	11	0
12:00 - 12:15	13	0	12	0
12:15 - 12:30	6	0	6	0
12:30 - 12:45	13	0	9	0
12:45 - 13:00	23	0	9	0
13:00 - 13:15	13	0	7	0
13:15 - 13:30	9	0	6	0
13:30 - 13:45	4	0	19	0
13:45 - 14:00	4	0	8	0
14:00 - 14:15	11	0	35	0
14:15 - 14:30	11	0	11	0
14:30 - 14:45	7	0	2	0
14:45 - 15:00	0	0	4	0
15:00 - 15:15	12	0	10	0
15:15 - 15:30	4	0	6	0
15:30 - 15:45	5	0	5	0
15:45 - 16:00	5	0	8	0
16:00 - 16:15	1	0	4	0
16:15 - 16:30	14	0	12	0
16:30 - 16:45	9	0	14	0
16:45 - 17:00	6	0	3	0

Advanced Transport Research	Job Number & Name:	21656 Vintry & Mercer Hotel
Vintry & Mercer Hotel	Client:	TPC
Pedestrian Counts	Date:	Wednesday 19 June 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
17:00 - 17:15	7	0	6	0
17:15 - 17:30	13	0	3	0
17:30 - 17:45	10	0	11	0
17:45 - 18:00	18	1	4	0
18:00 - 18:15	19	0	3	0
18:15 - 18:30	10	0	9	0
18:30 - 18:45	20	0	15	0
18:45 - 19:00	17	0	15	0
19:00 - 19:15	5	0	16	0
19:15 - 19:30	10	0	2	0
19:30 - 19:45	7	0	4	0
19:45 - 20:00	6	0	12	0
20:00 - 20:15	5	0	4	0
20:15 - 20:30	11	0	11	1
20:30 - 20:45	9	0	14	0
20:45 - 21:00	8	0	11	0
21:00 - 21:15	7	0	14	0
21:15 - 21:30	4	0	5	0
21:30 - 21:45	19	0	14	0
21:45 - 22:00	10	0	6	0
22:00 - 22:15	24	0	12	0
22:15 - 22:30	10	0	6	0
22:30 - 22:45	12	0	6	0
22:45 - 23:00	10	0	6	0
23:00 - 23:15	3	0	0	0
23:15 - 23:30	10	0	3	0
23:30 - 23:45	11	0	15	0
23:45 - 00:00	1	0	3	0
Total	598	2	590	2



Vintry & Mercer Hotel, 20 Garlick Hill, London, EC4V 2AU

Staff Travel Survey (to assist with the hotel Travel Plan)

PLEASE COMPLETE ONLY ONE QUESTIONNAIRE PER PERSON

Q1 What time, day and date was your journey to Vintry & Mercer Hotel:

Time:

Day:

Date:

Q2 Where have you just travelled from today to work at Vintry & Mercer Hotel? *(Please provide a postcode, area or street name)*

1 HOME (postcode or road name please)

2 OTHER WORK ADDRESS (postcode or road name please)

3 OTHER (postcode or road name please)

Q3 What was the main means of transport for your journey to Vintry & Mercer Hotel today? *(the longest distance part of your journey - please circle as appropriate)*

1 WALK 2 CYCLE 3 TUBE 4 RAIL 5 BUS 6 CAR (Driver)

7 CAR (Passenger) 6 TAXI 7 MOTORCYCLE 8 COACH/MINI-BUS 9 TRAM

10 DLR 11 RIVERBOAT MINI-BUS 10 OTHER (please specify.....)

Q4 Why do you choose to travel by this means of transport? (i.e. for convenience, least cost, no other alternative)

Q5 If you travel for business during the day what means of transport do you currently use?

Q6 What other means of transport would you want to use to travel to Vintry & Mercer Hotel but currently do not/cannot use? What measures would encourage you to change?

FOR PEOPLE TRAVELLING TO THE VINTRY & MERCER HOTEL BY CAR TODAY (DRIVER ONLY):

Q7 If you are the car driver, how many passengers were with you?

Q8 Where did you park your vehicle?

You have now completed the survey. Thank you. Please return this to your manager/supervisor.

If you have any queries please contact: Colin Miles - Transport Planning Consultants Ltd on 01708 343425 or e-mail: cmiles@tpc.uk.com

Questionnaire no: (for Transport Planning Consultants Ltd to complete)