



Great Brighams Mead, Reading

Transport Statement – Serviced Apartments

On behalf of **Kings Oak Miami LLP**

Project Ref: 332511484 | Rev: 1.1 | Date: May 2023

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1 Introduction

1.1 Preamble

- 1.1.1 This Transport Statement (TS) has been prepared in support of a planning application submitted on behalf of Kings Oak Miami LLP for the extension of the third and fourth floors at Great Brighams Mead, Vastern Road, RG1 8DJ, to provide 100 serviced hotel apartments (C1 Land Use Class).
- 1.1.2 The site benefits from a prior Permitted Development (PD) (*Ref. No: 210567*) for the change of use from its current office use to provide 110 residential units comprising 54 x 2-bed, 54 x 2-bed and 2 x 3-bed apartments across the three existing floors.
- 1.1.3 This TS supports the application for a third and fourth-floor extension to facilitate 100 serviced apartments, comprising 64 x 1-bed and 36 x 2-bed apartments.
- 1.1.4 This TS seeks to demonstrate that the proposed development is accessible by sustainable modes of transport including active travel and public transport. Due to the accessible nature of the site and the proposed development, this TS will show that the proposals will have no detrimental impact or highway safety impacts on the local highway network to any users of the development or the wider area.

1.2 Report Structure

- 1.2.1 The remainder of this TS is structured as follows:
 - **Section 2: Policy Context** – A review of the national and local transport policies that relate to the proposed development.
 - **Section 3: Site in Context** – Review of the site within its wider context and current use.
 - **Section 4: Baseline Transport Conditions and Sustainable Travel Options** – A review of existing transport conditions in the vicinity of the site, focusing on sustainable travel opportunities for users of the proposed development.
 - **Section 5: Development Proposals** – A review of the development proposals with regard to pedestrian access, car and cycle parking provision, and waste arrangements.
 - **Section 6: Multi-Modal Trip Generation** – An assessment of the proposed multi-modal trip generation.
 - **Section 7: Summary & conclusions** – A summary of the key points raised throughout the report and conclusions drawn.

2 Policy

- 2.1.1 This section sets out the relevant local and national policies. This TS and the development proposals associated with the site will adhere to relevant national and local policies. The following transport policies are relevant to the proposals.

2.2 National Policy

National Planning Policy Framework (July 2021)

- 2.2.1 The National Planning Policy Framework (NPPF), published in 2012, was most recently updated in July 2021. The document sets out the Government's planning policies for England and how these should be applied. The NPPF has recently been in consultation until March 2023.
- 2.2.2 Chapter 9 of the NPPF refers to promoting sustainable transport with respect to development proposals. Paragraph 104 states that "transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) *The potential impacts of development on transport networks can be addressed;*
 - b) *Opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised – for example, in relation to the scale, location or density of development that can be accommodated;*
 - c) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects and for net environmental gains; and*
 - e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high-quality places".*
- 2.2.3 Paragraph 112 refers to the fact that developments should be designed to prioritise pedestrian and cycle movements within the scheme and to / from neighbouring areas, and access to high-quality public transport should be facilitated.
- 2.2.4 The development is located and has been designed to meet the sustainable transport measures of Chapter 9. As well as being designed in line with Paragraph 112 to prioritise the movement of pedestrians and cyclists.

Planning Practice Guidance (PPG) – Department for Communities and Local Government (March 2014)

- 2.2.5 The supporting 'Planning Practice Guidance' provides a section on 'Travel plans, transport assessments and statements in decision-making. This states that TAs can positively contribute to the following:
- *"encouraging sustainable travel;*
 - *lessening traffic generation and its detrimental impacts;*
 - *reducing carbon emissions and climate impacts;*
 - *creating accessible, connected, inclusive communities;*

- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

2.2.6 The guidance also states that TAs should be:

- *"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through ongoing collaborative working between the Local Planning Authority/Transport Authority. Engaging communities and local businesses in TAs can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

2.3 Local Policy

Reading Borough Council Local Plan (adopted November 2019)

2.3.1 The Local Plan provides policies on how Reading will develop up to 2036. Also, Vision 2050 has been launched with an aim to make Reading more dynamic, clean, green, healthy, safe, and desirable places to live, work, study, and visit. The Plan states that central Reading "is one of the most accessible locations in the South East". The following six policies considered as part of the proposed development for transport include:

- CC6 – The highest density and largest scale development location taking place in the most accessible location.
- CR6 – *'Where proposals for serviced apartments and apart-hotels fall outside the C3 use class, they will be located within the Central Core. Such proposals will not be permitted unless the duration of occupation of residents is restricted, to ensure the units are used on a short stay basis and not as residential flats, and information monitoring the implementation of this restriction is regularly supplied.'*
- TR1 – *'Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan'. Along with 'development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.'*
- TR3 – *'Developments will only be permitted where:*
 - i. *Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
 - ii. *The development would not have a material detrimental impact on the functioning of the transport network;*
 - iii. *The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*

- iv. *The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads or on roads without easy access to the Classified Highway Network; and*
- v. *For non-residential uses or new dwellings on classified roads, off-street servicing would be provided.'*
- TR4 – *It is expected that developments will 'make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.'*
- TR5 – *'Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.'*

2.3.2 The proposed development has been designed in accordance with the above policies from the Reading Borough Council Local Plan 2019. The proposals will provide cycle facilities for staff and visitors to the development, and the levels of parking provisions will be appropriate given the site's accessible location.

Reading Borough Council Local Transport Plan 4 2020-36 (LTP4) (Emerging)

2.3.3 RBCs LTP4 is currently in consultation, due to be published in the Summer 2023, and currently has draft version published, and covers the period 2020 – 2036.

2.3.4 The LTP4 vision for Reading *"is to deliver a sustainable transport system ... that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities."*

2.3.5 LTP4 has five objectives:

- *"Provide transport options to enhance quality of life, reduce emissions and improve air quality to create a carbon neutral town".*
- *Create healthy streets to encourage active and lifestyles, improve accessibility to key destinations and increase personal safety.*
- *Enable sustainable growth and connect communities so that everyone can benefit from Reading's success.*
- *Promote the use of sustainable modes of transport by providing attractive alternatives to the private car, helping to provide a transport network that is fast, affordable, connected and resilient.*
- *Use technology to manage the network efficiently and allow informed travel choices whilst enabling Reading to become a smart, connected town of the future."*

2.3.6 The site is located in a highly accessible and sustainable location with public transport nodes being within walking distance, these include bus stops and Reading Railway Station. The site is also within walking distance of Reading Town Centre and the associated amenities. The development will promote sustainable modes of travel to its staff and visitors through measures implemented prior to and during the occupation of Great Brighams Mead.

2.4 Summary

- 2.4.1 This section has provided a review of the relevant national and local transport policies. This TS will consider the development proposals against these criteria and guidance and set out how the proposed development complies with these transport policies.

3 Site Context

- 3.1.1 The site is located north of Reading Town Centre and south of the River Thames. The Great Brighams Mead site is bounded by Caversham Road / Vastern Road roundabout to the south, Brigham Road to the west, residential developments to the north, and residential properties fronting De Montfort Road, to the east.
- 3.1.2 The site is located 450m to the northwest of Reading Railway Station, a 5-minute walk and in close proximity to Reading Town Centre, providing the site with a wide variety of amenities and facilities within a short walking distance. The site location is illustrated in **Figure 3.1**.

Figure 3.1: Great Brighams Mead Application Site Boundary



- 3.1.3 Since the site was redeveloped in the 1990s, it has been used as office space. Great Brighams Mead is vacant and was last occupied by the telecommunications and internet services provider Three. The existing building on site provides 7,725 sqm of office accommodation across three floors. A central foyer provides primary access to the building leading to the primary office space on both sites.
- 3.1.4 A vehicle access serves the Great Brighams Mead site via the Caversham Road / Vastern Road roundabout to the south. This access also provides the primary pedestrian access routes into the site.
- 3.1.5 The Great Brighams Mead office building is located centrally with respect to the site boundary. The office is supported by an internal access round circulating the building providing access to parking and accommodating servicing and deliveries.

- 3.1.6 The external areas of the site comprised of staff and visitor car parking totalling 160 spaces. Of these spaces, 5 were allocated as disabled bays, located north of the central lobby entrance.
- 3.1.7 The site has been approved for 110 residential units across the bottom three floors (*Ref. No: 210567*). This would include a total provision of 158 car parking spaces. A reduction on the extant 160 car parking spaces. This is due to the removal of seven spaces for bin collection and the introduction of 5 new disabled parking spaces.

4 Baseline Transport Conditions

4.1 Introduction

- 4.1.1 This section reviews the existing transport conditions in the vicinity of the site. Due to the site's location in close proximity to Reading Town Centre and the availability of walking, cycling and public transport connections, emphasis is placed on sustainable travel opportunities for staff and visitors of the development.

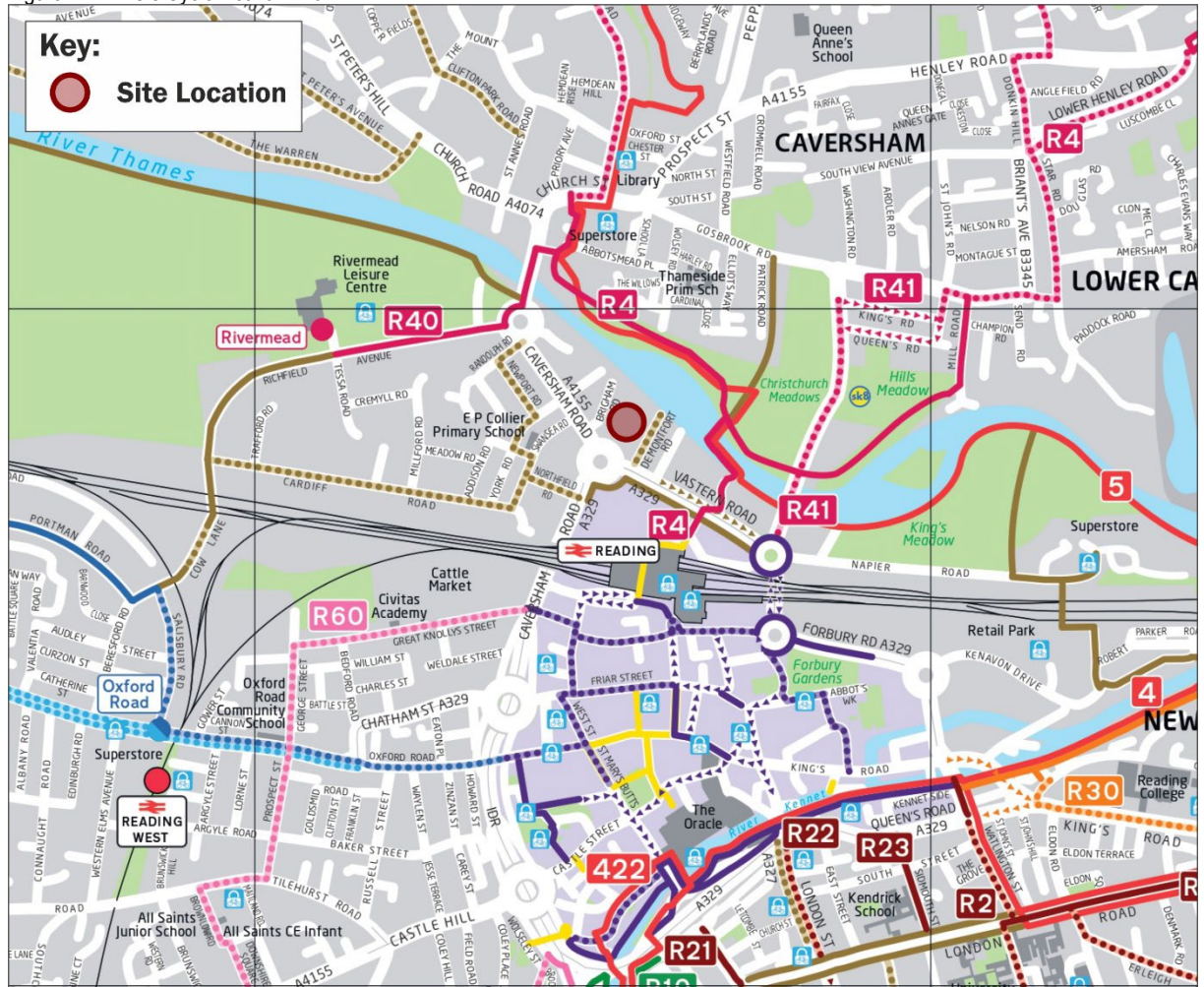
4.2 Walking Accessibility

- 4.2.1 Currently, the primary pedestrian access points are via two pedestrian gates located on the Caversham Road / Vastern Road roundabout. These connect with footways provided on either of the site access junction, which forms the northeastern arm of the roundabout. These footways connect with the northern footway on Vastern Road and, to the west, link with the eastern footway of the A2155 Caversham Road.
- 4.2.2 A secondary access is provided off Brigham Road, near the northwestern corner of the site, by means of a pedestrian gate.
- 4.2.3 Vastern Road and Caversham Road provide footways on both sides and signalised crossings. On Vastern Road 60m east of the site access is a staggered toucan crossing with tactile paving. While 130m northwest of the site on Caversham Road is a touch crossing with tactile paving. These ensure safe and convenient connections with the wider network. To the south of the Caversham Road / Vastern Road roundabout, the A329 Caversham Road is also provided with footways on both sides of the road and crossing facilities.
- 4.2.4 Reading Town Centre can be accessed on foot via Friar Street, located approximately 650m south of the site off the A329 Caversham Road, or by means of the railway underpass via Trooper Potts Way.

4.3 Cycling Accessibility

- 4.3.1 Cycle access to the site can be achieved using the site access located off the Caversham Road / Vastern Road roundabout. The site is located in close proximity to cycle routes in North Reading and Reading Town Centre, within RBC's comprehensive cycle network.
- 4.3.2 National Cycle Network (NCN) Route 5 and RBCs Cycle Route R4 can be reached approximately 300m east of the site via Norman Place for connections along the Thames Path with Wallingford and Oxford along NCN 5, and Caversham and North Reading via Christchurch Bridge along route R4.
- 4.3.3 To the south of the site, a network of traffic-free and on-road cycle routes provide connections within the town centre. These can be reached via the Vastern Road / Reading Bridge roundabout, approximately 450m east of the site, or via Vachel Road off Caversham Road, approximately 500m south of the site.
- 4.3.4 A plan showing RBC's Cycle Network in the vicinity of the site is presented below for information:

Figure 4.1: RBC's Cycle Network Plan



Source: Cycling Map - Reading Borough Council

4.4 Public Transport Accessibility

Rail

- 4.4.1 Reading Railway Station is approximately 450m (5-minute walk) to the southeast of the site via Vastern Road and Trooper Potts Way.
- 4.4.2 Reading Railway Station is situated on the Great Western Main Line, which provides access to key destinations, including London Paddington and London Waterloo, and local services to Newbury, Swindon, Oxford, Basingstoke and Twyford. A summary of typical services, frequency and journey time is provided in [Table 4.1](#).

Table 4.1: Reading Railway Station Services

Destination	Services Per Hour	Journey Time (Minutes)
Maidenhead	5	14
Slough	5	14
Basingstoke	2	22
Oxford	2	23
London Paddington	12	24
Swindon	2	27
Southampton	1	56
Bath	1	58
London Waterloo	2	85
Cardiff	1	95
Birmingham	1	95

Source: [Live Departure Boards - National Rail Enquiries](#)

Bus

- 4.4.3 90m northwest of the sites entrances is a bus stop, while the site is also located near the Northern Station Bus Interchange, which is adjacent to Reading Railway Station's northern entrance. The interchange has five bus stops which serve a wider range of services to Caversham, Emmer Green, Sonning Common, Wallingford, Oxford, High Wycombe and Thames Valley Business Park.
- 4.4.4 Furthermore, an extensive network of bus services is available on Friar Street, an approximately 10-minute walk from the site, and on Station Road, approximately a 13-minute walk from the site. A summary of bus services available at bus stops near the site is provided in **Table 4.2**:

Table 4.2: Summary of Local Bus Services

Bus Stop	Service	Route	Frequency (Peak)	Frequency (Off-Peak)	Hours
Caversham Road	22	Central Reading – Caversham Heights	30 min	60 min	06:00 - 19:30
	23	Central Reading – Emmer Green – Caversham Park - Reading	30 min	30 min	05:30 – 23:30
	42	Rivermead - Kenavon Drive	20 min	30 min	06:14 – 19:05
	800	High Wycombe to Reading	60 min	60 min	06:10 – 20:25
Reading Station North	24	Central Reading – Caversham Park - Emmer Green – Reading	30 min	30 min	05:10 – 23:10

	25	Central Reading – Peppard Common	30 min	60 min	05:15 – 20:15
	42	Rivermead - Kenavon Drive	20 min	30 min	06:14 – 19:05
Friar Street	1	Newbury - Reading	30 min	35 min	05:05 – 22:30
	2 / 2a	Central Reading - Mortimer	30 min	30 min	04:55 – 23:00
	3	Reading Station - Wokingham	20 min	20 min	05:45 – 23:10
	4 / X4	Reading - Bracknell	30 min	30 min	05:01 – 23:01
	9	Reading Station – Spencers Wood	60 min	60 min	06:30 – 19:09
	10	Central Reading – Kennet Island	30 min	30 min	05:43 – 23:16
	11	Central Reading – Coley Park	20 min	30 min	06:11 – 23:38
	15	Central Reading – Theale and Calcot	15 min	30 mins	05:10 – 22:55
	16	Central Reading - Purley	20 mins	60 min	05:22 – 23:22
	17	Wokingham Road (Three Tuns) to Tilehurst	10 min	15 min	24h (Hourly services between 01:00 and 05:00)
	19a	Central Reading - Loddon Bridge	60 min	60 min	06:13 – 18:41
	19b	Central Reading – Lower Earley	60 min	60 min	05:55 – 19:22
	19c	Loddon Bridge – Central Reading	60 min	60 min	06:10 – 19:00
	22	Central Reading – Caversham Heights	30 min	60 min	06:00 - 19:30
	24	Central Reading – Caversham Park - Emmer Green – Reading	30 min	30 min	05:10 – 23:10
	25	Central Reading – Peppard Common	30 min	60 min	05:15 – 20:15
	26	Reading Station – Calcot (IKEA)	12 min	15 min	24h (Hourly services between 23:50 and 04:50)
	27 / 29	Lower Caversham – Central Reading	30 min	30 min	06:59 – 23:00
	33	Central Reading – Turnhams Farm	20 min	60 min	05:50 – 23:25
	84	Central Reading to Maiden Erlegh Chiltern Edge School	07:55; 08:10; 08:17; 08:25; 08:32; 08:40 (School Days only)		
	X3	Reading Station – Shinfield Park	07:05; 08:16		

Source: [Routes & times - Reading Buses \(reading-buses.co.uk\)](http://reading-buses.co.uk)

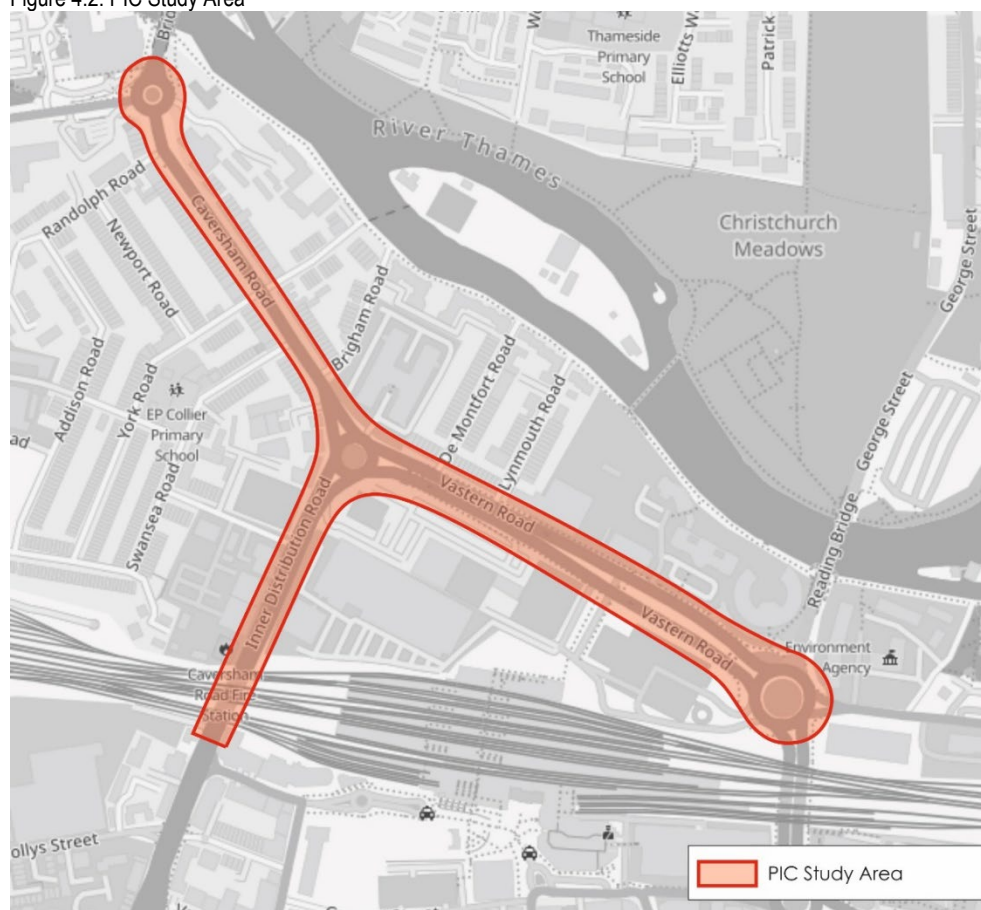
4.5 Vehicular Accessibility

- 4.5.1 To the east of the site, Vastern Road is a two-way dual carriageway with a 30mph speed limit and a kerbed central island that separates each direction of traffic. Vastern Road forms part of Reading Inner Distributor Road (IDR).
- 4.5.2 At the western end of Vastern Road, the roundabout with Caversham Road provides the access junction to the Great Brighams Mead site, which forms the north-eastern arm of the roundabout. This roundabout provides connections to Caversham, to the north, west Reading and the A329 onto the A33, to the south, leading to Junction 11 of the M4.
- 4.5.3 At the eastern end of Vastern Road, the Reading Bridge roundabout provides access to Caversham to the North, Tesco supermarket to the east, A329 Forbury Road (continuation of IDR) to the south, and the Station Car Park to the west.

4.6 Personal Injury Collision Review

- 4.6.1 A review of publicly available Personal Injury Collision (PIC) data obtained from the Crashmap website has been carried out for the most recent 5-year period of available data shown in **Figure 4.2**.

Figure 4.2: PIC Study Area



- 4.6.2 The available data shows that between 1st January 2017 and 31st December 2021, there were 45 slight, 13 serious and 0 fatal collisions within the above study area. Collisions were distributed as shown in **Table 4.3**.

Table 4.3: PIC Review

Location	Slight	Serious	Fatal	Total
Caversham Road/ Vastern Road roundabout	9	1	0	10
Vastern Road	2	1	0	3
Vastern Road/ Norman Place junction	2	1	0	3
Vastern Road/ Reading Bridge roundabout	20	8	0	28
A4155 Caversham Road	3	2	0	5
A4155 Caversham Road/ Caversham Bridge roundabout	6	0	0	6
A329 Caversham Road/ Northfield Road junction	1	0	0	1
A329 Caversham Road Railway Underpass	2	0	0	3
Total	45	13	0	58

Source: [CrashMap - UK Road Safety Map](#)

4.6.3 **Table 4.3** shows that the largest majority of accidents recorded within the 5-year period (48%) occurred at the Vastern Road / Reading Bridge Roundabout.

4.6.4 The available data shows a cluster of accidents on the western arm of the Reading Bridge roundabout, where 12 slight accidents and 4 serious accidents took place. However, the Vastern Road / Reading Bridge roundabout underwent lining and marking changes in 2020 to increase the safety of cyclists using the roundabout.

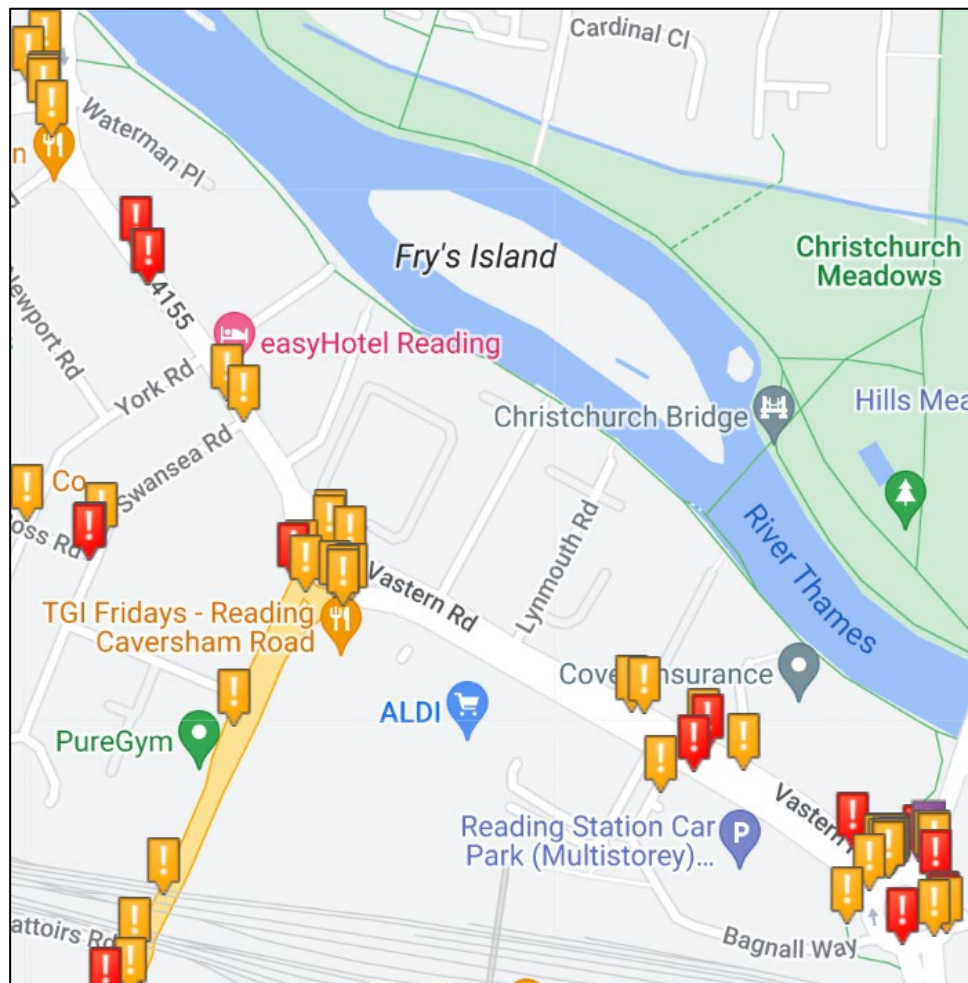
Table 4.4: Collision Data per Year

Year	Slight	Serious	Fatal	Total
Year 1 – 2017	15	3	0	18
Year 2 – 2018	8	5	0	13
Year 3 – 2019	6	2	0	8
Year 4 – 2020	7	1	0	8
Year 5 - 2021	9	2	0	11
Total	45	13	0	58

Source: [CrashMap - UK Road Safety Map](#)

4.6.5 **Table 4.4** displays that there has been a decrease over the 5-year period with the highest number of collisions occurring in 2017 with 15 slight and three serious incidents, no other year has seen greater than 10 slight accidents.

Figure 4.3: Collision Location Data



Source: [CrashMap - UK Road Safety Map](#)

Vulnerable Road Users

- 4.6.6 The majority of collisions within the study area resulted in vulnerable road users (pedestrians and cyclists) being injured. As seen below, 21 of the total 45 slight accidents resulted in pedestrian/cyclist casualties, whilst 9 of the 13 serious accidents resulted in pedestrian/cyclist casualties. A breakdown of collisions involving vulnerable road users for each location is shown in **Table 4.5**.

Table 4 5: Vulnerable Road User Casualties

Location	Slight		Serious	
	Pedestrians	Cyclists	Pedestrians	Cyclists
Caversham Road/ Vastern Road roundabout	0	4	0	1
Vastern Road	2	0	0	1
Vastern Road/ Norman Place junction	0	0	0	0
Vastern Road/ Reading Bridge roundabout	1	12	1	5
A4155 Caversham Road	0	0	1	0
A4155 Caversham Road/ Caversham Bridge roundabout	1	2	0	0
A329 Caversham Road/ Northfield Road junction	0	1	0	0
A329 Caversham Road Railway Underpass	0	1	0	0
Total	4	18	2	7

Source: [CrashMap - UK Road Safety Map](#)

- 4.6.7 In line with the results shown in **Table 4.5**, the table shows a cluster of cyclist casualties at the Vastern Road / Reading Bridge roundabout. No other clusters of pedestrian or cyclist casualties have been identified within the study area.
- 4.6.8 In light of the above, it is considered that there are no road safety issues within the highway network in the vicinity of the site that should be a concern to RBC and that would be materially impacted by the sites proposals.

5 Development Proposals

5.1 Introduction

- 5.1.1 This section reviews the development proposals at the site regarding pedestrian and cycle access, car and cycle parking provision, and waste arrangements.

5.2 Proposed Development

- 5.2.1 The proposals are for the extension of the third and fourth floors to facilitate 100 serviced apartments units (C1 Land Use Class). This is in addition to the previously approved PD application for the change of office use to provide 110 residential units on the ground, first and second floors. The overall proposed development will comprise 210 units, as shown in **Table 5.1**.

Table 5.1: Accommodation Schedule

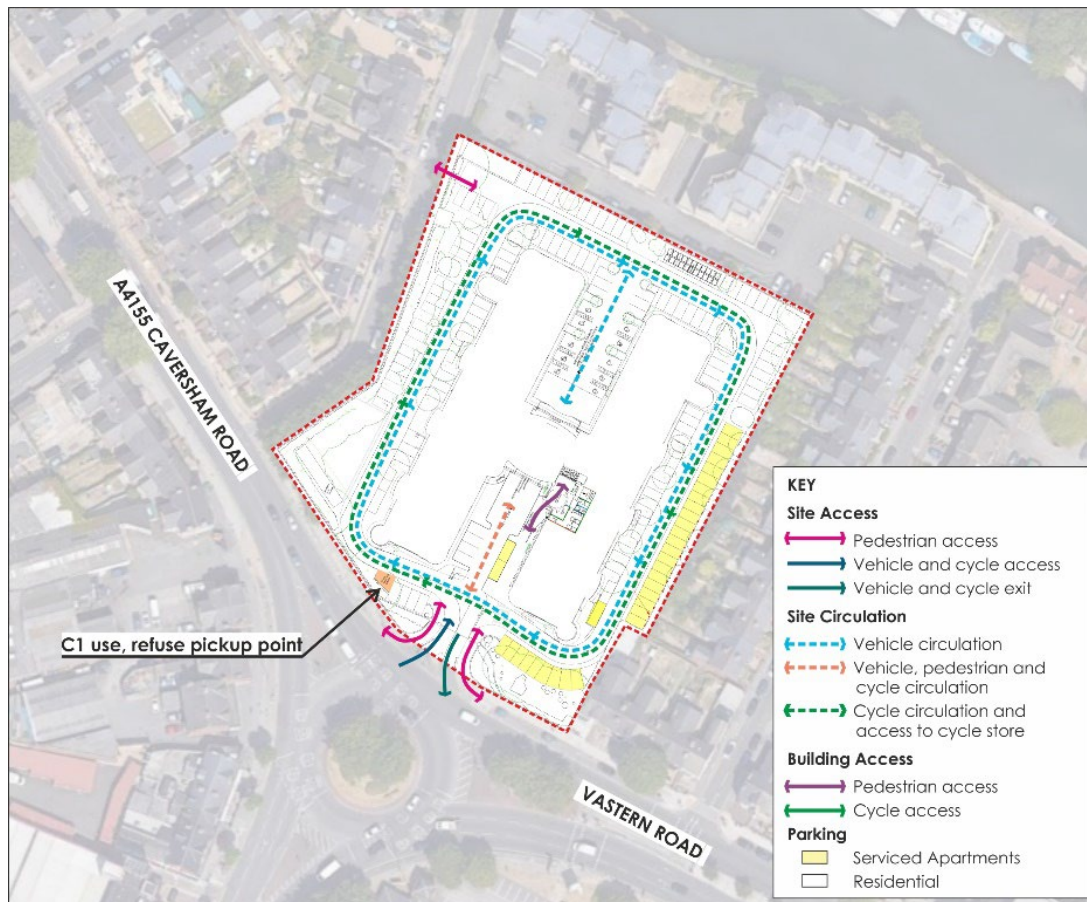
Level		No. Units			
		1-bed	2-bed	3-bed	Total
Approved Permitted Development (Residential)	Ground	18	18	0	36
	First	18	18	0	36
	Second	18	18	2	38
	Total	54	54	2	110
Proposed Development (Hotel)	Third	34	28	0	62
	Fourth	30	8	0	38
	Total	64	36	0	100
Total		108	90	2	210

- 5.2.2 A plan showing the proposed exterior arrangement and lobby layout are included in **Appendix A**.

5.3 Access Strategy

- 5.3.1 A plan showing the proposed access strategy for the development is presented below, in **Figure 5.1**.

Figure 5.1: Proposed Access Strategy



Pedestrians

- 5.3.2 As part of the proposals, the existing pedestrian gates located off the Caversham Road / Vastern Road roundabout, and the pedestrian gate off Brigham Road, towards the north-western corner of the site, will be retained.
- 5.3.3 Access to the building will be gained via the existing recessed entrance located on the front façade of the Great Brighams Mead building, which is proposed to be retained as primary pedestrian access. The existing secondary access to the building, located north of the central lobby, will also be retained.
- 5.3.4 From the gated access off Caversham / Vastern Road roundabout, through the eastern gate there is a zebra crossing point across the internal loop road onto a raised paved path to the serviced apartment entrance for pedestrians and cyclists. This provides pedestrian and cyclists priority when accessing the site, in accordance with paragraph 112 of the NPPF.

Cyclists

- 5.3.5 Access for cyclists to the site is proposed via the existing vehicular access. The existing entrance located on the front façade of the building will provide access to the cycle store located within the ground floor level of the building.

Vehicles

- 5.3.6 The existing site access off the Caversham Road / Vastern Road roundabout will form the only vehicular access to the site, per the existing arrangements.
- 5.3.7 There will be a taxi pick up / drop off bay located near the entrance of the site to provide suitable provision of taxis dropping/collecting guests from the serviced apartments.

5.4 Parking Provision

- 5.4.1 The parking provision within Great Brighams Mead will be allocated between the approved residential development and the proposed serviced apartments.

Car Parking

- 5.4.2 The proposed parking provision has taken into account RBC parking standards as set out in the Revised Parking Standards and Design, adopted in 2011. The site is located on the edge between Zone 1 Central Core Area and Zone 2 Primary Core Area in Reading.
- 5.4.3 **Table 5.2** sets out the parking requirements for the consented 110 residential units and the proposed 100 serviced apartments (136 bedrooms) based on RBC's standards

Table 5.2: RBC Parking Standards

Car Parking	No units	Zone 1		Zone 2	
		RBC Standard	Requirement	RBC Standard	Requirement
C1 Hotel	136 (Bedrooms)	0.25	34	0.5	68
C3 Dwelling Flat 1-2 bed	108 (Units)	0.5	54	1	108
C3 Dwelling Flat 3+ bed	2 (Units)	1	2	1.5	3
Proposed Provision	-	-	90	-	179

- 5.4.4 The approved 110 residential development had 158 car parking spaces. The updated parking arrangement is outlined below:

Total:

- Reduction of total parking provision from 158 to 152, loss of six car parking spaces to the sites rear to accommodate bins stores.

Residential:

- Residential car parking - 118 spaces – (110 standard, eight accessible);

Serviced Apartments

- 34 car parking spaces, of which;

- 14 are EV charging points (EVCP); and
- Two are disabled spaces;

5.4.5 This will result in a total provision of 152 car parking spaces at Great Brighams Mead, which lies between the Zone 1 and Zone 2 RBC maximum requirements set out above.

5.4.6 As outlined in **Section 3**, the Great Brighams Mead is located within short walking distance to the railway station, a number of bus stops and interchange facilities, which provide connection to the wider Reading area, London and other strategic locations. Therefore, providing 152 car parking spaces is considered adequate to accommodate the approved PD and the proposed serviced apartments.

Cycle Parking

5.4.7 For the serviced apartment staff, RBC requires 1 cycle space per 6 staff. The serviced apartments will have 15 staff on site during the day. This will comprise of full time staff members and contracted cleaners. This results in a minimum of three cycle parking spaces. The proposed development will have eight cycle parking spaces for the staff. This is in excess of the minimum standards and allows for greater number of staff to cycle to work.

5.4.8 The Serviced Apartments do not affect the permitted residential development, as such the levels of cycle parking will remain at the consented number of cycle parking 88 cycling spaces.

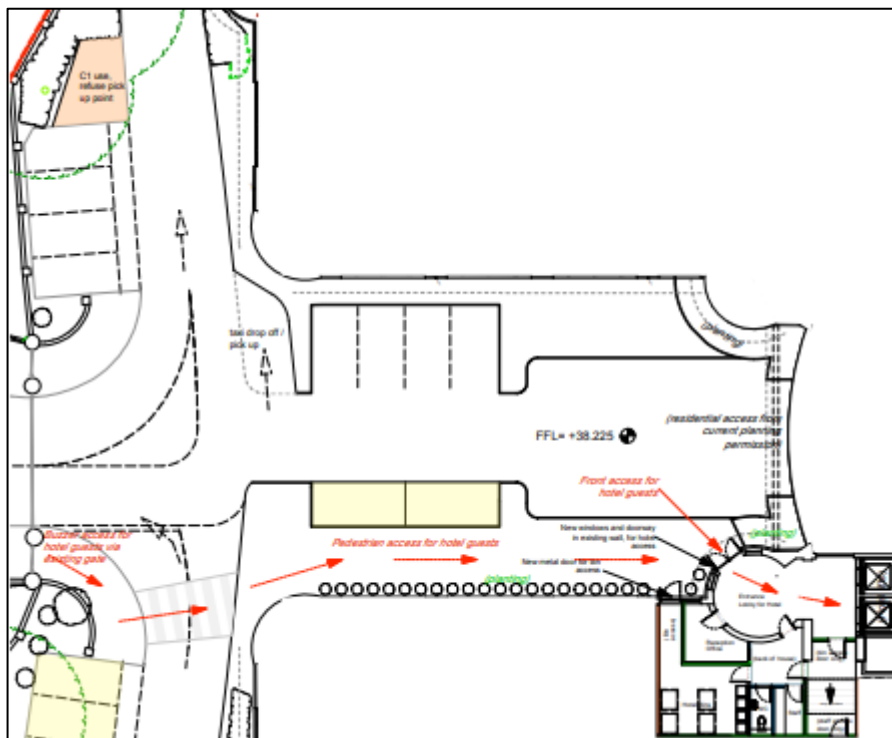
5.5 Waste Strategy

Waste Storage Capacity

5.5.1 The serviced apartments will have a ground-floor bin store adjacent to the serviced apartments reception. This will be managed by the Estate Management Team, who will rotate the bins and organise their collection. Due to the nature of serviced apartments, the visitors will not be taking the waste to the bin store; this will be the duty of the staff of the serviced apartments.

5.5.2 The bin store will be located at ground level adjacent to the lifts. The Estate Management team will move the bins to the collection point shown in orange in **Figure 5.2**, where they will be collected by refuse vehicles.

Figure 5.2: Waste Storage Arrangements



Waste Collection

- 5.5.3 In the sites previous use, waste collection was undertaken by Biffa, a private contractor. However, it is anticipated that, as part of the proposals, the waste collection will be undertaken by RE3 waste collection vehicle, which has a different vehicle specification to the previous contractor. A swept path assessment has been carried out to demonstrate that RE3 waste collection vehicles can be accommodated within the site and get within 10m of the refuse collection point; this is shown in **Appendix B**.

6 Multi-Modal Trip Generation

6.1 Introduction

- 6.1.1 This section provides a review of the existing, consented and proposed development and their associated trip generation based on trip rates extracted from the TRICS database. A multi-modal assessment has been carried out to account for all transport modes.

6.2 Existing Office

Existing Office Trip Generation

- 6.2.1 Great Brighams Mead currently comprises 7,725 sqm of office space. People trip rates extracted and trips identified in the TS prepared to support the approved PD application (*Ref. No: 210567*) are presented below, based on comparable survey sites extracted from the TRICS database. The associated trip rates and trip generation are shown in **Table 6.1**.

Table 6.1: Extant Office People Trip Generation

Time Period	People Trip Rates (per 100 sqm)			People Trips (7,725 sqm)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak Hour (08:00 – 09:00)	1.959	0.177	2.136	151	14	165
PM Peak Hour (17:00 – 18:00)	0.135	1.799	1.934	10	139	149

Existing Office Mode Share

- 6.2.2 **Table 6.2** provides the modal split and the resulting multi-modal trip generation associated with the existing office, as per the TS prepared to support the approved Residential application (*Ref. No: 210567*).

Table 6.2: Existing Office Multi-Modal Trip Generation

Mode of Travel	Mode Share	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
		Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	18%	28	2	30	2	25	26
Bus/ Coach	6%	9	1	10	1	8	9
Taxi	0%	0	0	0	0	0	0
Motorcycle	1%	2	0	2	0	1	1
Driving a car or a van	54%	82	7	89	6	75	81
Passenger in a car or van	3%	5	0	5	0	4	4
Bicycle	4%	6	1	7	0	6	6
Foot	14%	21	2	23	1	19	21
Other	0%	0	0	0	0	0	0
Total	100%	151	14	165	10	139	149

Subject to Excel Rounding

6.3 Approved Residential Development (110 Residential Units)

- 6.3.1 This section outlines the trip generation of the approved residential development of 110 units (Ref. No: 210567) on the ground, first and second floor at the Great Brighams Mead.

Residential Trip Generation

- 6.3.2 People trip rates and trips have been extracted from the TS prepared to support the approved PD application (Ref. No: 210567) and are presented in **Table 6.3**.

Table 6.3: Proposed Residential Trip Generation

Time Period	People Trip Rates (per 100m ²)			People Trips (110 dwellings)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak Hour (08:00 – 09:00)	0.102	0.46	0.562	11	51	62
PM Peak Hour (17:00 – 18:00)	0.419	0.238	0.657	46	26	72

Source: TRICS and Consultants Calculations

Residential Mode Share

- 6.3.3 The mode share of people trips associated with the approved PD scheme has been extracted from the TS prepared to support the PD application and is presented in **Table 6.4**.

Table 6.4: Approved Residential Multi-Modal Trip Generation

Mode of Travel	Mode Share	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
		Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	25%	3	12	15	11	6	18
Bus/ Coach	11%	1	6	7	5	3	8
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Driving a car or a van	29%	3	15	18	13	8	21
Passenger in a car or van	1%	0	1	1	1	0	1
Bicycle	3%	0	2	2	2	1	2
Foot	29%	3	15	18	13	8	21
Other	1%	0	0	0	0	0	1
Total	100%	11	51	62	46	26	72

Subject to Excel Rounding

6.4 Proposed Development (100 Serviced Apartments)

6.4.1 This section of the TS sets out the trip generation of the application associated with the proposed development at Greats Brighams Mead comprising a third and fourth extension to facilitate 100 serviced hotel apartments.

Trip Generation

6.4.2 For the purpose of this TS the upper threshold of 136 bedrooms has been used to assess the impact of the proposed development. There are no serviced apartments site on TRICS, thus it has been deemed suitable to use Hotel land use as it will produce the closest travel patterns to serviced apartments. The following parameters have been used in the selection of TRICS sites:

- Land Use: 06 Hotel, Food, and Drink / A - Hotel
- Region: England only (Excluding Greater London)
- Location Types: Town Centre and Edge of Town Centre
- Survey Dates: 01/01/15 to 12/11/21
- Size: 24 to 227 bedrooms (Actual Range of Selected Sites 24 to 213 bedrooms)

6.4.3 The above criteria resulted in the selection of seven sites. The resulting people trip rates for the proposed 100 serviced apartments with 136 bedrooms are presented in **Table 6.5**, and the full TRICS outputs are presented in **Appendix C**.

Table 6.5: Proposed Service Apartments Trip Generation

Time Period	People Trip Rates (per bedroom)			People Trips (136 Bedrooms)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	0.239	0.316	0.555	33	43	75
PM Peak (17:00 – 18:00)	0.309	0.198	0.507	42	27	69

Source: TRICS and Consultants Calculations

Proposed Serviced Apartments Mode Share

- 6.4.4 The nature of serviced apartment i.e. long stay visitors, usage aligns with that of residential commuter based trips. The Residential mode share has already been derived in **Table 6.4**. These mode shares have been used for the mode share of the serviced apartments and is shown in **Table 6.6**.

Table 6.6: Proposed Service Apartments Multi-modal Trip Generation

Mode of Travel	Mode Share	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
		Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	25%	8	11	19	11	7	17
Bus/ Coach	11%	4	5	8	5	3	8
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Driving a car or a van	29%	9	12	22	12	8	20
Passenger in a car or van	1%	0	0	1	0	0	1
Bicycle	3%	1	1	2	1	1	2
Foot	29%	9	12	22	12	8	20
Other	1%	0	0	1	0	0	1
Total	100%	32	43	75	42	27	68

Subject to Excel Rounding

- 6.4.5 **Table 6.6** displays the proposed development of 100 serviced apartments is expected to generate 75 and 68 two-way people trips in the AM and Peak hour, respectively. While it is expected that the serviced apartments will generate 22 and 20 car driver trips in the AM and PM peak hours, respectively.

6.5 Overall Site Generation

- 6.5.1 Based on the multi-modal trip generation assessment of the approved residential development (110 residential units) and the proposed 100 serviced apartments development, **Table 6.7** below provides the multi-modal trip generation associated with the overall development at Great Brighams Mead.

Table 6.7: Total Development Proposed Multi-Modal Trip Generation

Mode of Travel	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	11	23	34	22	13	35
Bus/ Coach	5	11	15	10	6	16
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Driving a car or a van	12	27	40	25	16	41
Passenger in a car or van	0	1	2	1	0	2
Bicycle	1	3	4	3	2	4
Foot	12	27	40	25	16	41
Other	0	0	1	0	0	2
Total	42	94	136	87	53	140

Subject to Excel Rounding

6.6 Net Trip Change

- 6.6.1 The likely net change in multi-modal trip generation from its previous use an office to a residential / serviced apartments is outlined in **Table 6.8**.

Table 6.8: Net Change in Multi-Modal Trip Generation

Mode of Travel	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Rail	-17	21	4	20	-12	9
Bus/ Coach	-4	10	5	9	-2	7
Taxi	0	0	0	0	0	0
Motorcycle	-2	0	-2	0	-1	-1
Driving a car or a van	-70	20	-49	19	-59	-40
Passenger in a car or van	-5	1	-3	1	-4	-2
Bicycle	-5	2	-3	3	-4	-2
Foot	-9	25	17	24	-3	20
Other	0	0	1	0	0	2
Total	-111	81	-30	77	85	-8

Subject to Excel Rounding

- 6.6.2 As seen in **Table 6.8**, a net reduction of 30 and 8 in two-way people trips is forecast when comparing the overall residential and serviced apartments against the office use during the

AM and PM peak hours, respectively, whilst a net reduction of 49 and 40 two-way car driver trips is expected during the AM and PM peak hour, respectively.

6.7 Conclusion

- 6.7.1 The excellent accessibility of the site to local pedestrian, cycle and public transport infrastructure, will significantly contribute to a cumulative vehicular trip generation from the site which is materially lower than the previous office use. It can be concluded that there would be no detrimental impact on the local highway network as a result of the proposed development.

7 Summary and Conclusions

7.1 Summary

- 7.1.1 This Transport Statement (TS) has been prepared in support of a planning application submitted on behalf of Kings Oak Miami LLP for the extension of the third and fourth floors at Great Brighams Mead to provide 100 serviced hotel apartments (C1 Land Use Class).
- 7.1.2 The site is located in the area of Reading, south of the River Thames and in close proximity to Reading Railway Station and Reading Town Centre. Access to the site is gained from the Caversham Road / Vastern Road roundabout to the south of the site.
- 7.1.3 The site is located in a highly accessible location in Reading due to the availability of footways and cycle routes in the vicinity of the site and its proximity to a comprehensive network of public transport services, which can be accessed from Reading Railway Station and bus interchange immediately north of it, and from Caversham Road adjacent to the site and Friar Street in Reading Town Centre.
- 7.1.4 A review of publicly available Personal Injury Collision data for the highway network in the vicinity of the site has not identified any known highway safety issues of concern that would be exacerbated as a result of the development.
- 7.1.5 Pedestrian, cycle and vehicular access are proposed to remain as per the current arrangements; this is via the existing site access junctions located off the Caversham Road/ Vastern Road roundabout and via the pedestrian gate located off Brigham Road.
- 7.1.6 Car parking provision for the site will be 152 spaces. The serviced apartments will be allocated 34 bays, two of which will be accessible spaces and 14 will have electric vehicle charging points. This provision aligns with RBC's standards, considering its location between zones 1 and 2 set out in RBCs parking standards. Eight cycle parking spaces will be provided to the staff.
- 7.1.7 Bins within the bin store will be moved by a Facilities Management team that will be available on-site to the proposed bin collection area for collection by RBC.
- 7.1.8 It is forecast that the permitted residential development and serviced apartments development would generate 136 two-way people trips in the AM peak hour and 140 two-way people trips in the PM Peak hour. This represents a net reduction of 30 and 8 two-way people trips in the AM and PM peak hours, respectively, compared with the people trip generation associated with the existing office development.

7.2 Conclusion

- 7.2.1 It is considered that consent to this planning application should be granted due to the following:
- A review of the existing transport conditions has identified that the site is located in a highly sustainable location, providing pedestrian, cycle and public transport connections that will encourage visitors of the proposed development to travel sustainably to other destinations whilst reducing reliance on car.
 - The review of PIC data has demonstrated that there are no road safety issues at local junctions near the site; and
 - The trip generation assessment has demonstrated that there will be no detrimental impact on the local highway network as a result of the proposed development.

Appendix A Proposed Exterior Arrangement

This drawing has been prepared from a survey drawing from Peek Architecture and Design Ltd commissioned by the client. It is VERY IMPORTANT that all dimensions are checked carefully before any work commences or any materials are ordered. If any discrepancies are noticed between this drawing and any other contract document then please contact Peek Architecture + Design immediately.

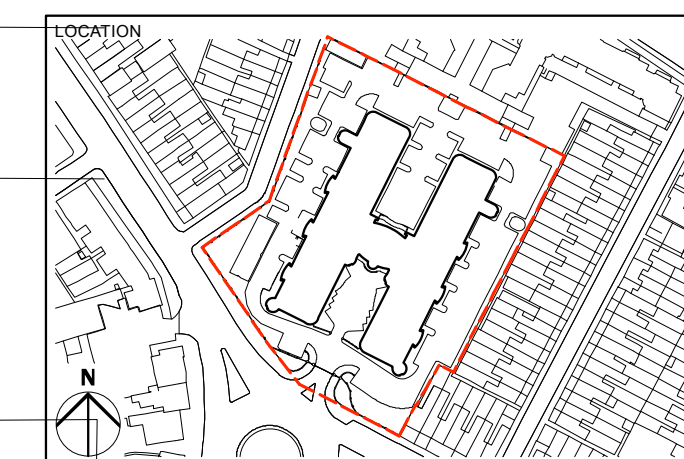
DO NOT SCALE USE FIGURED DIMENSIONS ONLY
All dimensions to be verified on site prior to the commencement
of any work or the production of any shop drawing.

This drawing to be read in conjunction with all related Architect's and Engineer's drawings and any other relevant information.

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Redline property line as shown on HM Land Registry sheet SU7174SW,
title no BK73390

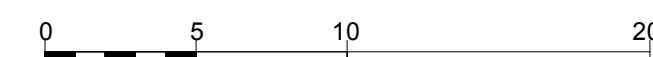
Exterior of building not altered, outline on plan as per survey
Landscape not altered, layout shown as per topographical survey



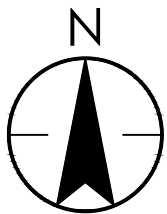
		-	First Issue	
DATE:	REVISION:	REVISION COMMENTS:		AUTHOR:

DRAWING NAME:
PROPOSED GROUND PLAN

PROJECT NO: DRAWING NO: REVISION: SCALE @ SIZE:
P1048 GA1100 U 1:500 @ A4
 START DATE: FIRST AUTHOR: **1:250 @ A2**



Appendix B Swept Path Analysis



Stantec UK Limited
READING
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Tel: +44 1189 500 761
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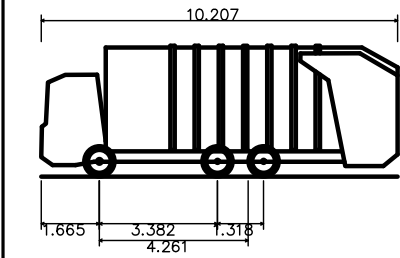
GREAT BRIGHAMS MEAD

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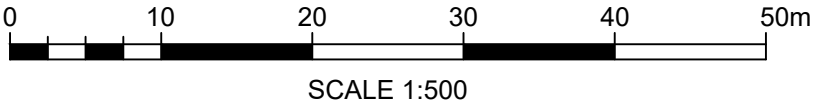
Title
SITE SWEEP PATH ANALYSIS
RBC REFUSE VEHICLE

Project No. 332511484	Scale 1:500
Revision P01	Drawing No. 332511484-STN-HGN-SW-DR-H-0001

VEHICLE PROFILE



RBC Refuse Vehicle (3 axle) Wide
Overall Length 10.207m
Overall Width 2.530m
Overall Body Height 3.748m
Min. Body Ground Clearance 0.300m
Track Width 2.480m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.600m



Appendix C Serviced Apartment TRICS Outputs

Calculation Reference: AUDIT-706701-230427-0451

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 24 to 154 (units:)
Range Selected by User: 24 to 227 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 12/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	4
Edge of Town Centre	3

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Built-Up Zone	4
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

C1	7 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	2 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No	7 days
----	--------

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BH-06-A-01 KINGS ROAD BRIGHTON	HOTEL			BRIGHTON & HOVE
	Town Centre Built-Up Zone				
	Total Number of bedrooms:		154		
	Survey date: WEDNESDAY		16/10/19		Survey Type: MANUAL
2	CB-06-A-01 ENGLISH STREET CARLISLE	HOTEL			CUMBRIA
	Town Centre High Street				
	Total Number of bedrooms:		92		
	Survey date: MONDAY		20/06/16		Survey Type: MANUAL
3	GM-06-A-08 PORTLAND STREET MANCHESTER	IBIS			GREATER MANCHESTER
	Town Centre Built-Up Zone				
	Total Number of bedrooms:		127		
	Survey date: MONDAY		26/09/16		Survey Type: MANUAL
4	NF-06-A-04 THORPE ROAD NORWICH THORPE HAMLET	HOTEL			NORFOLK
	Edge of Town Centre Built-Up Zone				
	Total Number of bedrooms:		38		
	Survey date: MONDAY		25/11/19		Survey Type: MANUAL
5	NY-06-A-01 PARK PARADE HARROGATE	ASCEND HOTEL			NORTH YORKSHIRE
	Edge of Town Centre Residential Zone				
	Total Number of bedrooms:		100		
	Survey date: TUESDAY		23/10/18		Survey Type: MANUAL
6	TW-06-A-03 SANDHILL NEWCASTLE UPON TYNE QUAYSIDE	HOTEL			TYNE & WEAR
	Town Centre Built-Up Zone				
	Total Number of bedrooms:		24		
	Survey date: TUESDAY		14/06/16		Survey Type: MANUAL
7	WY-06-A-03 DEAN CLOUGH HALIFAX	TRAVELODGE			WEST YORKSHIRE
	Edge of Town Centre Development Zone				
	Total Number of bedrooms:		51		
	Survey date: MONDAY		22/10/18		Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.08

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.019	1	154	0.013	1	154	0.032
07:00 - 08:00	7	84	0.056	7	84	0.075	7	84	0.131
08:00 - 09:00	7	84	0.116	7	84	0.130	7	84	0.246
09:00 - 10:00	7	84	0.102	7	84	0.128	7	84	0.230
10:00 - 11:00	7	84	0.082	7	84	0.121	7	84	0.203
11:00 - 12:00	7	84	0.053	7	84	0.067	7	84	0.120
12:00 - 13:00	7	84	0.065	7	84	0.051	7	84	0.116
13:00 - 14:00	7	84	0.056	7	84	0.051	7	84	0.107
14:00 - 15:00	7	84	0.056	7	84	0.049	7	84	0.105
15:00 - 16:00	7	84	0.056	7	84	0.060	7	84	0.116
16:00 - 17:00	7	84	0.085	7	84	0.073	7	84	0.158
17:00 - 18:00	7	84	0.092	7	84	0.072	7	84	0.164
18:00 - 19:00	7	84	0.094	7	84	0.053	7	84	0.147
19:00 - 20:00	7	84	0.061	7	84	0.031	7	84	0.092
20:00 - 21:00	7	84	0.039	7	84	0.019	7	84	0.058
21:00 - 22:00	7	84	0.034	7	84	0.026	7	84	0.060
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.066			1.019			2.085

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

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

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Parameter summary

Trip rate parameter range selected:

24 - 154 (units:)

Survey date date range:

01/01/15 - 12/11/21

Number of weekdays (Monday-Friday):

7

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.013	1	154	0.013	1	154	0.026
07:00 - 08:00	7	84	0.012	7	84	0.012	7	84	0.024
08:00 - 09:00	7	84	0.005	7	84	0.005	7	84	0.010
09:00 - 10:00	7	84	0.014	7	84	0.014	7	84	0.028
10:00 - 11:00	7	84	0.005	7	84	0.005	7	84	0.010
11:00 - 12:00	7	84	0.000	7	84	0.000	7	84	0.000
12:00 - 13:00	7	84	0.003	7	84	0.003	7	84	0.006
13:00 - 14:00	7	84	0.009	7	84	0.009	7	84	0.018
14:00 - 15:00	7	84	0.009	7	84	0.009	7	84	0.018
15:00 - 16:00	7	84	0.005	7	84	0.005	7	84	0.010
16:00 - 17:00	7	84	0.009	7	84	0.009	7	84	0.018
17:00 - 18:00	7	84	0.003	7	84	0.003	7	84	0.006
18:00 - 19:00	7	84	0.017	7	84	0.017	7	84	0.034
19:00 - 20:00	7	84	0.002	7	84	0.002	7	84	0.004
20:00 - 21:00	7	84	0.002	7	84	0.002	7	84	0.004
21:00 - 22:00	7	84	0.005	7	84	0.005	7	84	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.113			0.226

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	7	84	0.002	7	84	0.002	7	84	0.004
08:00 - 09:00	7	84	0.009	7	84	0.007	7	84	0.016
09:00 - 10:00	7	84	0.005	7	84	0.005	7	84	0.010
10:00 - 11:00	7	84	0.002	7	84	0.002	7	84	0.004
11:00 - 12:00	7	84	0.000	7	84	0.000	7	84	0.000
12:00 - 13:00	7	84	0.003	7	84	0.005	7	84	0.008
13:00 - 14:00	7	84	0.002	7	84	0.000	7	84	0.002
14:00 - 15:00	7	84	0.000	7	84	0.002	7	84	0.002
15:00 - 16:00	7	84	0.000	7	84	0.000	7	84	0.000
16:00 - 17:00	7	84	0.002	7	84	0.002	7	84	0.004
17:00 - 18:00	7	84	0.000	7	84	0.000	7	84	0.000
18:00 - 19:00	7	84	0.000	7	84	0.000	7	84	0.000
19:00 - 20:00	7	84	0.000	7	84	0.000	7	84	0.000
20:00 - 21:00	7	84	0.000	7	84	0.000	7	84	0.000
21:00 - 22:00	7	84	0.000	7	84	0.000	7	84	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	7	84	0.002	7	84	0.000	7	84	0.002
08:00 - 09:00	7	84	0.000	7	84	0.002	7	84	0.002
09:00 - 10:00	7	84	0.002	7	84	0.002	7	84	0.004
10:00 - 11:00	7	84	0.000	7	84	0.000	7	84	0.000
11:00 - 12:00	7	84	0.000	7	84	0.000	7	84	0.000
12:00 - 13:00	7	84	0.000	7	84	0.000	7	84	0.000
13:00 - 14:00	7	84	0.000	7	84	0.000	7	84	0.000
14:00 - 15:00	7	84	0.000	7	84	0.000	7	84	0.000
15:00 - 16:00	7	84	0.000	7	84	0.000	7	84	0.000
16:00 - 17:00	7	84	0.000	7	84	0.000	7	84	0.000
17:00 - 18:00	7	84	0.002	7	84	0.002	7	84	0.004
18:00 - 19:00	7	84	0.000	7	84	0.000	7	84	0.000
19:00 - 20:00	7	84	0.000	7	84	0.000	7	84	0.000
20:00 - 21:00	7	84	0.000	7	84	0.000	7	84	0.000
21:00 - 22:00	7	84	0.000	7	84	0.000	7	84	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	7	84	0.003	7	84	0.000	7	84	0.003
08:00 - 09:00	7	84	0.002	7	84	0.000	7	84	0.002
09:00 - 10:00	7	84	0.000	7	84	0.002	7	84	0.002
10:00 - 11:00	7	84	0.002	7	84	0.000	7	84	0.002
11:00 - 12:00	7	84	0.003	7	84	0.000	7	84	0.003
12:00 - 13:00	7	84	0.000	7	84	0.000	7	84	0.000
13:00 - 14:00	7	84	0.002	7	84	0.000	7	84	0.002
14:00 - 15:00	7	84	0.000	7	84	0.000	7	84	0.000
15:00 - 16:00	7	84	0.003	7	84	0.002	7	84	0.005
16:00 - 17:00	7	84	0.000	7	84	0.007	7	84	0.007
17:00 - 18:00	7	84	0.000	7	84	0.002	7	84	0.002
18:00 - 19:00	7	84	0.007	7	84	0.003	7	84	0.010
19:00 - 20:00	7	84	0.002	7	84	0.000	7	84	0.002
20:00 - 21:00	7	84	0.000	7	84	0.000	7	84	0.000
21:00 - 22:00	7	84	0.000	7	84	0.000	7	84	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.016			0.040

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.006	1	154	0.013	1	154	0.019
07:00 - 08:00	7	84	0.056	7	84	0.090	7	84	0.146
08:00 - 09:00	7	84	0.137	7	84	0.174	7	84	0.311
09:00 - 10:00	7	84	0.108	7	84	0.171	7	84	0.279
10:00 - 11:00	7	84	0.106	7	84	0.169	7	84	0.275
11:00 - 12:00	7	84	0.070	7	84	0.113	7	84	0.183
12:00 - 13:00	7	84	0.092	7	84	0.078	7	84	0.170
13:00 - 14:00	7	84	0.077	7	84	0.063	7	84	0.140
14:00 - 15:00	7	84	0.075	7	84	0.060	7	84	0.135
15:00 - 16:00	7	84	0.070	7	84	0.065	7	84	0.135
16:00 - 17:00	7	84	0.113	7	84	0.092	7	84	0.205
17:00 - 18:00	7	84	0.131	7	84	0.078	7	84	0.209
18:00 - 19:00	7	84	0.130	7	84	0.058	7	84	0.188
19:00 - 20:00	7	84	0.085	7	84	0.039	7	84	0.124
20:00 - 21:00	7	84	0.046	7	84	0.022	7	84	0.068
21:00 - 22:00	7	84	0.034	7	84	0.019	7	84	0.053
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.336			1.304			2.640

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.019	1	154	0.000	1	154	0.019
07:00 - 08:00	7	84	0.029	7	84	0.031	7	84	0.060
08:00 - 09:00	7	84	0.075	7	84	0.077	7	84	0.152
09:00 - 10:00	7	84	0.087	7	84	0.101	7	84	0.188
10:00 - 11:00	7	84	0.073	7	84	0.126	7	84	0.199
11:00 - 12:00	7	84	0.080	7	84	0.111	7	84	0.191
12:00 - 13:00	7	84	0.104	7	84	0.096	7	84	0.200
13:00 - 14:00	7	84	0.094	7	84	0.135	7	84	0.229
14:00 - 15:00	7	84	0.109	7	84	0.162	7	84	0.271
15:00 - 16:00	7	84	0.096	7	84	0.065	7	84	0.161
16:00 - 17:00	7	84	0.104	7	84	0.116	7	84	0.220
17:00 - 18:00	7	84	0.118	7	84	0.116	7	84	0.234
18:00 - 19:00	7	84	0.143	7	84	0.206	7	84	0.349
19:00 - 20:00	7	84	0.148	7	84	0.109	7	84	0.257
20:00 - 21:00	7	84	0.125	7	84	0.123	7	84	0.248
21:00 - 22:00	7	84	0.123	7	84	0.061	7	84	0.184
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.527			1.635			3.162

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.045	1	154	0.019	1	154	0.064
07:00 - 08:00	7	84	0.015	7	84	0.002	7	84	0.017
08:00 - 09:00	7	84	0.007	7	84	0.003	7	84	0.010
09:00 - 10:00	7	84	0.007	7	84	0.010	7	84	0.017
10:00 - 11:00	7	84	0.000	7	84	0.010	7	84	0.010
11:00 - 12:00	7	84	0.012	7	84	0.000	7	84	0.012
12:00 - 13:00	7	84	0.002	7	84	0.003	7	84	0.005
13:00 - 14:00	7	84	0.009	7	84	0.003	7	84	0.012
14:00 - 15:00	7	84	0.007	7	84	0.014	7	84	0.021
15:00 - 16:00	7	84	0.007	7	84	0.010	7	84	0.017
16:00 - 17:00	7	84	0.009	7	84	0.005	7	84	0.014
17:00 - 18:00	7	84	0.003	7	84	0.002	7	84	0.005
18:00 - 19:00	7	84	0.010	7	84	0.009	7	84	0.019
19:00 - 20:00	7	84	0.000	7	84	0.007	7	84	0.007
20:00 - 21:00	7	84	0.012	7	84	0.002	7	84	0.014
21:00 - 22:00	7	84	0.003	7	84	0.002	7	84	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.101			0.249

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.006	1	154	0.006
07:00 - 08:00	7	84	0.005	7	84	0.000	7	84	0.005
08:00 - 09:00	7	84	0.019	7	84	0.003	7	84	0.022
09:00 - 10:00	7	84	0.002	7	84	0.007	7	84	0.009
10:00 - 11:00	7	84	0.007	7	84	0.005	7	84	0.012
11:00 - 12:00	7	84	0.005	7	84	0.005	7	84	0.010
12:00 - 13:00	7	84	0.012	7	84	0.003	7	84	0.015
13:00 - 14:00	7	84	0.031	7	84	0.007	7	84	0.038
14:00 - 15:00	7	84	0.003	7	84	0.000	7	84	0.003
15:00 - 16:00	7	84	0.005	7	84	0.002	7	84	0.007
16:00 - 17:00	7	84	0.014	7	84	0.009	7	84	0.023
17:00 - 18:00	7	84	0.003	7	84	0.000	7	84	0.003
18:00 - 19:00	7	84	0.012	7	84	0.002	7	84	0.014
19:00 - 20:00	7	84	0.007	7	84	0.000	7	84	0.007
20:00 - 21:00	7	84	0.003	7	84	0.000	7	84	0.003
21:00 - 22:00	7	84	0.009	7	84	0.000	7	84	0.009
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.137			0.049			0.186

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	7	84	0.002	7	84	0.000	7	84	0.002
08:00 - 09:00	7	84	0.000	7	84	0.058	7	84	0.058
09:00 - 10:00	7	84	0.003	7	84	0.038	7	84	0.041
10:00 - 11:00	7	84	0.000	7	84	0.000	7	84	0.000
11:00 - 12:00	7	84	0.000	7	84	0.000	7	84	0.000
12:00 - 13:00	7	84	0.000	7	84	0.000	7	84	0.000
13:00 - 14:00	7	84	0.002	7	84	0.002	7	84	0.004
14:00 - 15:00	7	84	0.000	7	84	0.000	7	84	0.000
15:00 - 16:00	7	84	0.000	7	84	0.000	7	84	0.000
16:00 - 17:00	7	84	0.000	7	84	0.000	7	84	0.000
17:00 - 18:00	7	84	0.053	7	84	0.000	7	84	0.053
18:00 - 19:00	7	84	0.000	7	84	0.000	7	84	0.000
19:00 - 20:00	7	84	0.000	7	84	0.000	7	84	0.000
20:00 - 21:00	7	84	0.000	7	84	0.000	7	84	0.000
21:00 - 22:00	7	84	0.000	7	84	0.000	7	84	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.098			0.158

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.045	1	154	0.026	1	154	0.071
07:00 - 08:00	7	84	0.022	7	84	0.002	7	84	0.024
08:00 - 09:00	7	84	0.026	7	84	0.065	7	84	0.091
09:00 - 10:00	7	84	0.012	7	84	0.055	7	84	0.067
10:00 - 11:00	7	84	0.007	7	84	0.015	7	84	0.022
11:00 - 12:00	7	84	0.017	7	84	0.005	7	84	0.022
12:00 - 13:00	7	84	0.014	7	84	0.007	7	84	0.021
13:00 - 14:00	7	84	0.041	7	84	0.012	7	84	0.053
14:00 - 15:00	7	84	0.010	7	84	0.014	7	84	0.024
15:00 - 16:00	7	84	0.012	7	84	0.012	7	84	0.024
16:00 - 17:00	7	84	0.022	7	84	0.014	7	84	0.036
17:00 - 18:00	7	84	0.060	7	84	0.002	7	84	0.062
18:00 - 19:00	7	84	0.022	7	84	0.010	7	84	0.032
19:00 - 20:00	7	84	0.007	7	84	0.007	7	84	0.014
20:00 - 21:00	7	84	0.015	7	84	0.002	7	84	0.017
21:00 - 22:00	7	84	0.012	7	84	0.002	7	84	0.014
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.344			0.250			0.594

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.08

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.071	1	154	0.039	1	154	0.110
07:00 - 08:00	7	84	0.111	7	84	0.123	7	84	0.234
08:00 - 09:00	7	84	0.239	7	84	0.316	7	84	0.555
09:00 - 10:00	7	84	0.206	7	84	0.328	7	84	0.534
10:00 - 11:00	7	84	0.188	7	84	0.311	7	84	0.499
11:00 - 12:00	7	84	0.171	7	84	0.229	7	84	0.400
12:00 - 13:00	7	84	0.210	7	84	0.181	7	84	0.391
13:00 - 14:00	7	84	0.213	7	84	0.210	7	84	0.423
14:00 - 15:00	7	84	0.195	7	84	0.235	7	84	0.430
15:00 - 16:00	7	84	0.181	7	84	0.143	7	84	0.324
16:00 - 17:00	7	84	0.239	7	84	0.229	7	84	0.468
17:00 - 18:00	7	84	0.309	7	84	0.198	7	84	0.507
18:00 - 19:00	7	84	0.302	7	84	0.278	7	84	0.580
19:00 - 20:00	7	84	0.242	7	84	0.155	7	84	0.397
20:00 - 21:00	7	84	0.186	7	84	0.147	7	84	0.333
21:00 - 22:00	7	84	0.169	7	84	0.082	7	84	0.251
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.232			3.204			6.436

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.006	1	154	0.000	1	154	0.006
07:00 - 08:00	7	84	0.032	7	84	0.053	7	84	0.085
08:00 - 09:00	7	84	0.078	7	84	0.108	7	84	0.186
09:00 - 10:00	7	84	0.060	7	84	0.090	7	84	0.150
10:00 - 11:00	7	84	0.065	7	84	0.106	7	84	0.171
11:00 - 12:00	7	84	0.051	7	84	0.063	7	84	0.114
12:00 - 13:00	7	84	0.048	7	84	0.036	7	84	0.084
13:00 - 14:00	7	84	0.041	7	84	0.036	7	84	0.077
14:00 - 15:00	7	84	0.044	7	84	0.038	7	84	0.082
15:00 - 16:00	7	84	0.041	7	84	0.041	7	84	0.082
16:00 - 17:00	7	84	0.068	7	84	0.053	7	84	0.121
17:00 - 18:00	7	84	0.077	7	84	0.065	7	84	0.142
18:00 - 19:00	7	84	0.063	7	84	0.029	7	84	0.092
19:00 - 20:00	7	84	0.048	7	84	0.024	7	84	0.072
20:00 - 21:00	7	84	0.032	7	84	0.015	7	84	0.047
21:00 - 22:00	7	84	0.020	7	84	0.014	7	84	0.034
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.774			0.771			1.545

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	7	84	0.009	7	84	0.009	7	84	0.018
08:00 - 09:00	7	84	0.024	7	84	0.009	7	84	0.033
09:00 - 10:00	7	84	0.020	7	84	0.017	7	84	0.037
10:00 - 11:00	7	84	0.009	7	84	0.007	7	84	0.016
11:00 - 12:00	7	84	0.002	7	84	0.003	7	84	0.005
12:00 - 13:00	7	84	0.010	7	84	0.007	7	84	0.017
13:00 - 14:00	7	84	0.005	7	84	0.007	7	84	0.012
14:00 - 15:00	7	84	0.003	7	84	0.002	7	84	0.005
15:00 - 16:00	7	84	0.007	7	84	0.014	7	84	0.021
16:00 - 17:00	7	84	0.007	7	84	0.010	7	84	0.017
17:00 - 18:00	7	84	0.010	7	84	0.002	7	84	0.012
18:00 - 19:00	7	84	0.017	7	84	0.007	7	84	0.024
19:00 - 20:00	7	84	0.007	7	84	0.003	7	84	0.010
20:00 - 21:00	7	84	0.005	7	84	0.002	7	84	0.007
21:00 - 22:00	7	84	0.009	7	84	0.007	7	84	0.016
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.106			0.250

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	7	84	0.000	7	84	0.000	7	84	0.000
08:00 - 09:00	7	84	0.000	7	84	0.000	7	84	0.000
09:00 - 10:00	7	84	0.002	7	84	0.000	7	84	0.002
10:00 - 11:00	7	84	0.002	7	84	0.002	7	84	0.004
11:00 - 12:00	7	84	0.000	7	84	0.000	7	84	0.000
12:00 - 13:00	7	84	0.000	7	84	0.000	7	84	0.000
13:00 - 14:00	7	84	0.000	7	84	0.000	7	84	0.000
14:00 - 15:00	7	84	0.000	7	84	0.000	7	84	0.000
15:00 - 16:00	7	84	0.003	7	84	0.000	7	84	0.003
16:00 - 17:00	7	84	0.000	7	84	0.000	7	84	0.000
17:00 - 18:00	7	84	0.000	7	84	0.000	7	84	0.000
18:00 - 19:00	7	84	0.000	7	84	0.000	7	84	0.000
19:00 - 20:00	7	84	0.002	7	84	0.002	7	84	0.004
20:00 - 21:00	7	84	0.000	7	84	0.000	7	84	0.000
21:00 - 22:00	7	84	0.000	7	84	0.000	7	84	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.004			0.013

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

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