



Thackeray Estates Reading Investments Ltd

1-15 Queen Victoria
Street & 145-146 Friar
Street, Reading

Transport Statement

August 2022



Thackeray Estates Reading Investments Ltd

1-15 Queen Victoria Street & 145-146 Friar Street, Reading

Transport Statement

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APPENDIX C Site Plan

APPENDIX D Swept Path Analysis

APPENDIX E TRICS Output

1. Introduction

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by mode transport planning on behalf of Thackeray Estates Reading Investments Ltd. It accompanies a planning application for the redevelopment 1-15 Queen Victoria Street and 145-148 Friar Street, Reading.
- 1.1.2 The redevelopment comprises the retention of the existing ground floor retail units (Use Class E) and the redevelopment of the upper floors to provide a 104-bed apart-hotel (Use Class C1).
- 1.1.3 The application site will be retained as 'car-free', given its central town centre location and excellent accessibility by sustainable transport modes, particularly public transport, providing the opportunity for end-users / guests and staff to easily travel by sustainable means.
- 1.1.4 It should be noted that the site previously obtained planning permission (LPA ref. 210223) for *"Part demolition of rear of site. Repair and refurbishment of listed building. Change of use of upper floors from office (Use Class E(g)) to 41-unit apart hotel (Use Class C1). Erection of a three - storey rear extension with mansard. Erection of a part-single, part-two storey rear addition (Use Class E(a) or (b)). Alterations to ground floor principal façade. Creation of public square, and associated works"*.

1.2 Document Purpose

- 1.2.1 The purpose of the TS is to assess the implications of development-related travel for the application site on the surrounding highway and transport networks. The TS will demonstrate that in terms of sustainable access and traffic impact, the application site is more than capable of accommodating the scale of development proposed.
- 1.2.2 The report considers the relevant national and local planning policy, existing conditions of the application site and local area, and the details of the development proposals. This TS has been prepared with the following objectives:
- To review the existing conditions of the local highway network and the development site, including its accessibility by sustainable modes of transport;
 - To review access, parking and servicing arrangements of the proposed development;
 - To use the TRICS database to consider the impact of the proposed development in terms of multi-modal trip generation; and
 - To consider the impact of the development proposals on the local highway and transport networks.

- 1.2.3 In addition to this TS, a Framework Travel Plan (FTP), Delivery Servicing Plan (DSP) and an Outline Construction Method Plan (CMP) have been prepared by mode transport planning as separate documents to accompany the planning application. Together the four documents form the transport strategy for the development.
- 1.2.4 In advance of the planning application submission, and to inform the preparation of this TS, pre-application consultation has been undertaken with Reading Borough Council (RBC). The feedback from RBC has been addressed in the formation of this TS.

1.3 Report Structure

- 1.3.1 The remainder of the TS is structured as follows:

Section 2 – Planning Policy Context

- 1.3.2 This section reviews the relevant national and local transport-related planning policies applicable to the development.

Section 3 – Existing Situation

- 1.3.3 The section details the existing conditions of the application site and immediate area, focusing on sustainable transport infrastructure and the site's accessibility by foot, cycle and public transport.

Section 4 – Development Proposals

- 1.3.4 This section provides a detailed overview of the development proposals and examines the movement and access strategy as well as proposed parking and servicing arrangements.

Section 5 – Development-Related Trip Generation

- 1.3.5 This section considers the trip generational characteristics of the proposed development and the resulting impact on the local highway network.

Section 6 – Summary & Conclusion

- 1.3.6 This section provides a summary and conclusion of the information presented in the TS.

2. Planning Policy Context

2.1 Overview

2.1.1 This section details the transport aspects of adopted national and local policies relevant to the application site and development proposals, that have informed the preparation of this TS.

2.2 National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was published in March 2012 and has since been revised, most recently in July 2021.

2.2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Seventeen core land-use planning principles are put forward to underpin both plan-making and decision-taking, one of which is Policy 9, '*Promoting Sustainable Transport*' which aims to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.

2.2.3 Paragraph 110 of the NPPF states that when assessing specific sites uses for development applications, it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be - or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas and other transport element and the content of associated standards reflects current national guidance; and*
- *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."*

2.2.4 Paragraph 111 of the NPPF ultimately states the following for transport:

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

2.2.5 Paragraph 112 suggests that developments should be located and designed where practical to, among other things, give priority to pedestrian and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport.

2.3 Local Policy

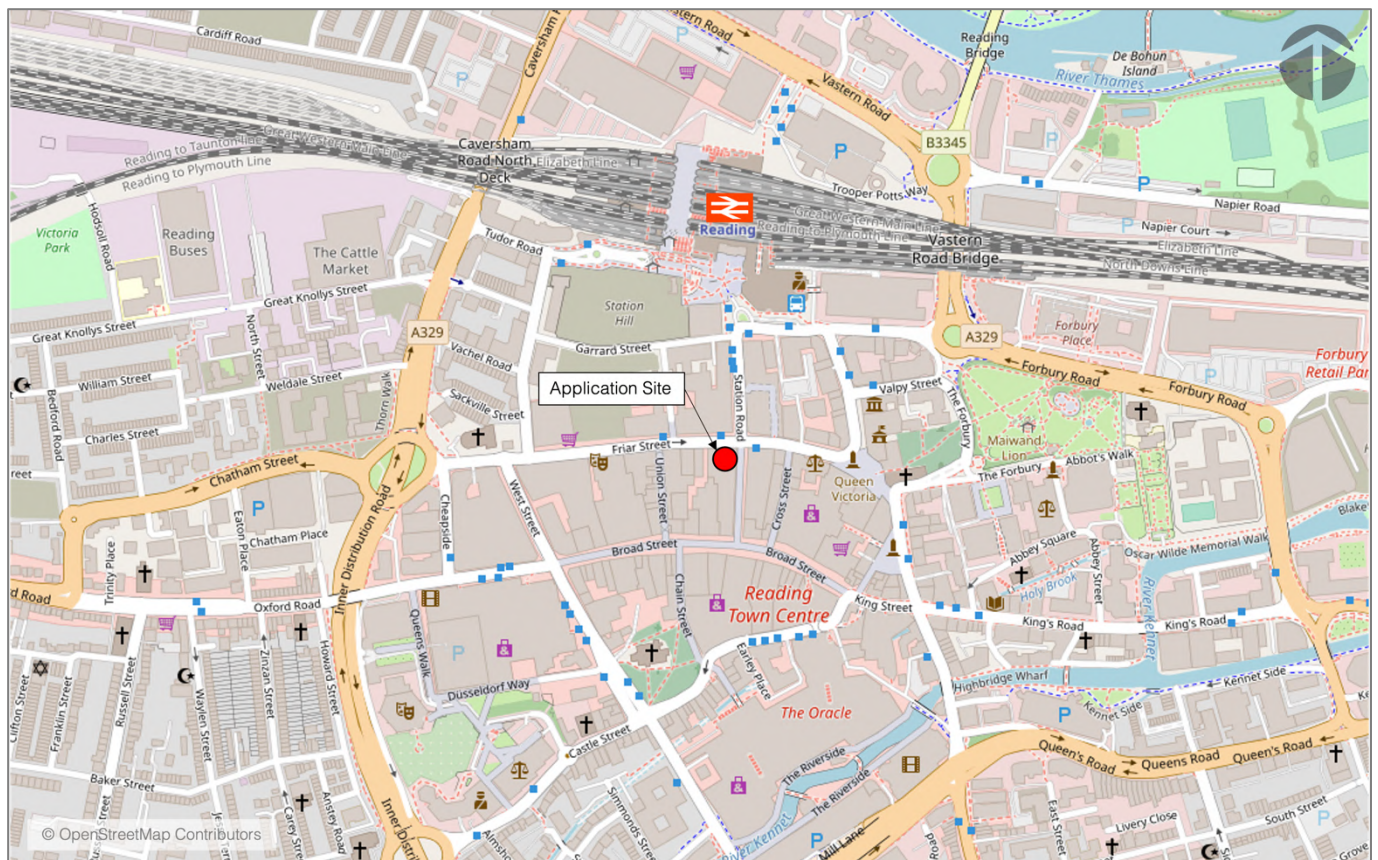
- 2.3.1 The Reading Borough Local Plan (RBLP) was adopted in November 2019 and details planning policies for development in Reading until 2036. The relevant transport-related policies are summarised below.
- 2.3.2 Policy CC1 sets out the Council's Presumption in Favour of Sustainable Development. It states, "*A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)*".
- 2.3.3 Policy TR1 focuses on 'achieving the transport strategy' and states that, "*proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans... all 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.*"
- 2.3.4 Policy TR3 encompasses access and traffic-related matters and states that, "*in determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment*".
- 2.3.5 Policy TR3 continues and states that "*development will only be permitted where:*
- *Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
 - *The development would not have a material detrimental impact on the functioning of the transport network;*
 - *The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
 - *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*
 - *For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*"
- 2.3.6 Policy TR4 refers to cycling and states that, "*developments will be expected to 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*".
- 2.3.7 Policy TR5 focuses on parking and states that "*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*".

3. Existing Conditions

3.1 Site Location

3.1.1 The application site is centrally located to the main shopping area and public transport hubs. The location of the application site in the context of the local highway and transport network is illustrated in **Figure 3.1**.

Figure 3.1 Site Location



3.2 Existing Uses

- 3.2.1 The application site is currently occupied by a number of retail and food outlets on the ground floor; with office, commercial and residential space located on the upper floors which is largely vacant.
- 3.2.2 Deliveries and servicing arrangements associated with the existing uses takes place from Queen Victoria Street during the designated hours or from Friar Street / Station Road using the existing loading bays.

3.3 Sustainable Travel Opportunities

3.3.1 Planning policy at national and local level seek to ensure that development is accessible by a range of sustainable transport modes. As such, this section of the TS examines the site's accessibility with respect to walking, cycling and public transport.

Pedestrian and Cycle Accessibility

3.3.2 The location of the application site is such that there is a well-established network of pedestrian and cycle routes along key highway links providing excellent connectivity to destinations throughout Reading as well as nearby bus stops and Reading railway station. This offers guests and staff with realistic opportunities to travel to the site by sustainable modes of transport.

3.3.3 Queen Victoria Street is restricted for vehicular use and leads to Broad Street, which is subject to similar restrictions, creating a pedestrianised zone. The junction between Friar Street and Queen Victoria Street has clearly signposted restrictions which prohibit all vehicle movements along Queen Victoria Street, except for loading between 6pm-10am. These signs are in addition to 'no entry' and 'no waiting' signs. The majority of the town centre is accessible from this pedestrianised zone, without the requirement to cross any running carriageways.

3.3.4 Friar Street is provided with wide, well-lit footways along both sides of the carriageway and designated pedestrian crossing, either uncontrolled or signalised, are provided at regular intervals aiding safe pedestrian movements between the site, nearby bus stops and taxi ranks.

3.3.5 To the north of the application site, lit footways continue along adjoining streets such as Station Road providing access towards Reading station a combination of signalised pedestrian crossings and dropped kerbs and tactile paved crossings are provided where Friar Street junctions with Station Road and Queen Victoria Street. Where pedestrians interact with trafficked routes, designated crossing points are provided throughout the town centre.

3.3.6 The local cycle connections within the vicinity of the application site and around Reading are illustrated in the RBC Cycle Map included as [Appendix A](#). Within the town centre, numerous cycle lanes are available to provide safe routes for cyclists linking to nearby retail and residential areas.

3.3.7 In summary, the application site is in a prime position to take advantage of excellent pedestrian and cycle routes within the town centre itself and beyond to key towns within the surrounding area, thereby reducing reliance on the private car.

Public Transport Accessibility

3.3.8 The nearest bus stops to the application site are located on Friar Street. Friar Street is a key bus corridor through the town centre where most bus services route through.

3.3.9 There is a bus stop located outside the site frontage with additional stops located to the west of the application site, accessible in a short walk distance (circa. 100m). Further stops are provided on Blagrove Street and Station Road. Given that this area of the town acts as the hub for bus services, each bus stop is typically designated for specific services. Guests and staff would therefore benefit from access to numerous frequent bus services, including Park & Ride buses and RailAir (for Heathrow).

3.3.10 A summary of the bus services and routes from the bus stops on Friar Street, Station Road and Blagrove Street is shown in **Table 3.1** and illustrated in the town centre bus map included as **Appendix B**.

Table 3.1 Local Bus Services

Service No.	Route	Freq. Mon-Fri	Freq. Saturday	Freq. Sunday
Lion 4 & X4	Friar Street - Reading College / Winnersh / Wokingham / Bracknell	2 per hour	2 per hour	1 per hour
Emerald 5	Station Road - Northumberland Avenue	6 per hour	3 per hour	2 per hour
Emerald 6 & 6a	Station Road - Basingstoke Road / Tesco depot / Whitley Wood	6 per hour	3 per hour	2 per hour
Tiger 7	Station Road - Spencers Wood / Riseley / Hartley Wintney / Fleet	1 per hour	1 per hour	1 per 2 hrs
Leopard 8	Friar Street - RBH / UoR / Thames Valley Science Park (TVSP) / Shinfield / Spencers Wood	2 per hour	2 per hour	1 per hour
Leopard 9	Friar Street - RBH / UoR / Whitley Wood / Shinfield / Spencers Wood	1 per hour	1 per hour	n/a
Ruby 10	Friar Street - Kennet Island	3 per hour	3 per hour	2 per hour
Bronze 11	Friar Street - Coley Park	3 per hour	2 or 3 per hour	2 per hour
Little oranges 19a & 19c	Friar Street - RBH / UoR / Earley / Woodley	1 per hour	1 per hour	n/a
Little oranges 19b	Friar Street - RBH / UoR / Beech Lane / Lower Earley	1 per hour	1 per hour	1 per hour
Orange 13 & 14	Blagrove Street - Reading College / Woodley Centre / Woodley	2-3 per hour	2 per hour	1 per hour
Sky blue 15 & 15a	Friar Street - Oxford Road / Dee Park / Tilehurst / IKEA	3 per hour	3 per hour	2 per hour
Sky Blue 16	Friar Street - Oxford Road / Purley	3 per hour	3 per hour	2 per hour
Purple 17	Friar Street - Reading College / Wokingham Road	7-9 per hour	4 – 7 per hour	3-5 per hour
Claret 21 & 21a	Blagrove Street - UoR / Lower Earley	4 per hour	4 per hour	3 per hour
Pink 22	Friar Street - Caversham Centre / Caversham Heights	1-2 per hour	1 per hour	n/a
Berry 23	Friar Street - Caversham Centre / Caversham Park / Emmer Green	2 per hour	2 per hour	1 per hour
Berry 24	Friar Street - Caversham Centre / Emmer Green / Caversham Park	2 per hour	2 per hour	2 per hour
Pink 25	Friar Street - Caversham Centre / Sonning Common / Peppard Common	2 per hour	1 per hour	1 every 2 hours
Service No.	Route	Freq. Mon-Fri	Freq. Saturday	Freq. Sunday

Yellow 26	Friar Street - Southcote / Fords Farm / Beansheaf / Calcot (IKEA)	4 per hour	3 per hour	2-3 per hour
Little Berries 29	Friar Street - Lower Caversham	2 per hour	2 per hour	1 per hour
Royal Blue 33	Friar Street - Tilehurst / Turnhams Farm	4 per hour	4 per hour	2 per hour
Buzz 42	Friar Street - Kenavon Drive / Rivermead Leisure Centre	1-2 per hour	1-2 per hour	n/a
Greenwave 50	Station Road - Green Park / Madjeski Stadium	5-6 per hour	3 per hour	n/a
600 Park & Ride	Reading – MereOak P&R	4 per hour	3 per hour	n/a
RailAir	Reading station – Heathrow Airport	2 per hour	1 per hour	1 per hour

3.3.11 Overall, the opportunities for connection via bus to the application site are excellent and represent opportunities for guests and staff to use sustainable transport modes.

3.3.12 Reading railway station is located circa. 250m to the north of the application site, accessible in an average walk time of only 3 minutes. Footways between the application site and the station are wide with guests and staff provided with suitable crossing points.

3.3.13 A selection of major railway stations directly accessible from Reading station on frequent services along with approximate journey times is summarised in [Table 3.2](#).

Table 3.2 Direct Rail Connections from Reading Station

Destination	Journey Time (approx.)	Peak Time Frequency (approx.)
London Paddington	25 mins	Every 5 minutes
London Waterloo	1 hour 25 mins	2 per hour
Basingstoke	26 mins	3 per hour
Bournemouth	1 hour 19 mins	1 per hour
Birmingham New Street	1 hour 33 mins	1 per hour
Bristol Temple Meads	1 hour 9 mins	2 per hour
Cheltenham Spa	1 hour 38 mins	1 per hour
Clapham Junction	1 hour 14 mins	2 per hour
Exeter St David's	1 hour 42 mins	1 per hour
Guildford	45 mins	1 per hour
Manchester Piccadilly	3 hours 11mins	1 per hour
Oxford	23 mins	4 per hour
Slough	22 mins	Every 10 mins
Southampton	51 mins	Every other hour
Swindon	28 mins	4 per hour

3.3.14 Overall, the opportunities for connection via bus and rail to the application site are excellent and represent opportunities for guests and staff to use sustainable transport modes, thereby reducing reliance on the private car.

3.4 Local Highway Network

- 3.4.1 The application site is located on the corner of Queen Victoria Street, which is pedestrianised, and Friar Street which prohibits access by motor vehicles (except buses and wheelchair accessible taxis) travelling westbound. Vehicles travelling eastbound are restricted to access between 7am – 11am and 4pm – 7pm with the exception of buses, wheelchair accessible taxis and permit holders. These restrictions determine that direct access to the site via private car is not realistic, supporting the existing, and proposed, car-free operation of the site.
- 3.4.2 The pedestrianised area to the east and south of the site, on Queen Victoria Street and Broad Street, restricts vehicular movements except for loading between 6pm and 10am.
- 3.4.3 Friar Street is also a red route which restricts stopping at any time except for in designated loading bays or where signage permits. The red route which also continues along Station Road and Blagrove Street.
- 3.4.4 Designated loading bays are provided on Station Road, which is located off-street with no restrictions, and on Friar Street to the west of the site where loading is permitted between 5am and 11pm. Additional loading bays are located on Friar Street to the west of the site. The locations of the loading bays in the context of the application site are illustrated in **Figure 3.2** demonstrating that there are numerous loading options within a short distance of the site.

Figure 3.2 Loading Bays and Red Route Restrictions



- 3.4.5 The section of Friar Street to the west of the application site is a single two-way carriageway comprising an eastbound and westbound bus lane and to the east Friar Street is subject to one-way circulation. Station Road, to the north of the site, is a one-way street which leads to Blagrove Street where vehicles can join the local highway network via Forbury Road or re-join the one-way system to the south of Reading via Valpy Street or via Friar Street for relevant bus routes.
- 3.4.6 In terms of the surrounding highway network, Friar Street links to the A329 Caversham Road to the west of the application site, which forms part of the ring road surrounding Reading town centre.

- 3.4.7 To the north of the ring road are the two main Thames crossings in Reading: Caversham Bridge and Reading Bridge, accessed via the A4155 Caversham Road and B3345 George Street respectively. These routes link into Caversham and into the district of South Oxfordshire.
- 3.4.8 To the east, the A329 continues to the dual carriageway of the A3290 and provides access to the strategic highway network via the A329(M) and onto the M4, via junction 10. The A329(M) continues to become the A322 towards Bracknell.
- 3.4.9 To the south, the A329 connects to the A33 which is a major access route into and out of Reading town centre and leads to junction 11 of the M4, before continuing as the A33 to Basingstoke.
- 3.4.10 To the west, the A329 connects with Oxford Road which provides access to the west of the town and onwards to Tilehurst and Pangbourne. The A4 Bath Road leads towards Theale and junction 12 of the M4.

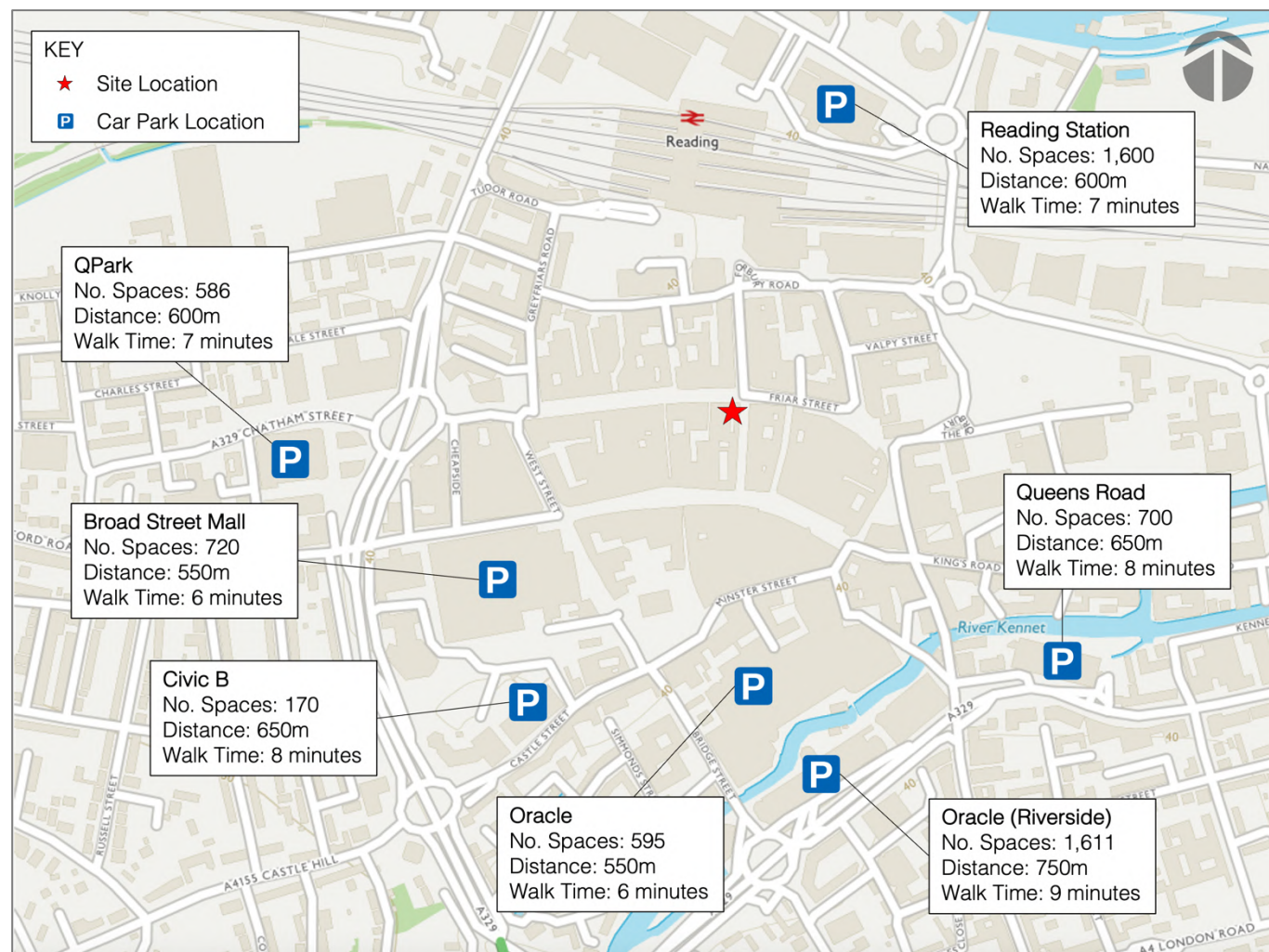
3.5 Accessibility by Taxi

- 3.5.1 As identified in **Figure 3.2**, there are two taxi ranks located close to the application site in Friar Street offering guests / staff the opportunity to travel by this mode. Guests / staff are afforded a short walk of less than a minute to the application site, utilising the existing footways and pedestrian crossing points.

3.6 Local Public Car Parking

- 3.6.1 The town centre location of the application site also provides the opportunity to access local public car parks within a short walk distance.
- 3.6.2 Guests choosing to travel to the site by car would be able to use nearby public car parks. The locations, number of available spaces and walk times to the site from nearby car parks are illustrated in **Figure 3.3** demonstrating that there are a total of 5,982 spaces within an average 10-minute walk of the site. Therefore, there is ample provision within a reasonable walk of the proposed hotel to accommodate hotel guests to park should they chose to travel by car.

Figure 3.3 Local Car Parks



4. Development Proposals

4.1 Overview

- 4.1.1 The development proposals comprise the retention of the existing ground floor use of retail (Class E) and the redevelopment of the upper floors from office and commercial space to a 104-bed apart-hotel units (Use Class C1). The site layout is included as [Appendix C](#).

4.2 Access Arrangements

- 4.2.1 The retained retail uses at ground floor level will retain frontage access onto Queen Victoria Street or Friar Street.
- 4.2.2 The apart-hotel will be accessed from Fife Court with an additional pedestrian access provided from Queen Victoria Street. The new pedestrian access point from Queen Victoria Street will lead to a central public realm area.
- 4.2.3 The pedestrian links from Queen Victoria Street and Friar Street will also provide access to the apart-hotel entrance for guests and staff as well as for servicing access to the refuse store.

4.3 Parking Arrangements

- 4.3.1 The application site currently operates on a car-free basis, and this will continue for the proposed development.
- 4.3.2 As detailed in [Section 3](#), the application site benefits from frequent bus and rail services that extend to a wide range of destinations along with the close proximity of the site to taxi services provides the opportunity for guests and staff to travel to the site by alternative methods to the private car, supporting the car-free proposal.
- 4.3.3 It should be noted, that given the close proximity of the site to frequent public transport options by bus and rail, it is considered that the site would exhibit low vehicle trips. This is also reflected in the fact that many of the trips associated with the retail uses will be linked with trips to other retail destinations.
- 4.3.4 End-users wishing to travel to the site by car will be required to use nearby public car parks which offer flexible long and short-term parking as well as disabled parking.
- 4.3.5 Should guests wish to travel to the proposed development by private car, they would be required to use nearby public car parks which offer flexible long and short-term parking, as detailed in [Section 3](#). There are a total of 5,982 spaces within an average 10-minute walk of the site whereby there is sufficient capacity to accommodate visitors of the proposed hotel who choose to travel to the site by car. The closest car parks to the site are The Oracle and Broad Street Mall which are located in an approximate walk time of 6-minutes, offering a total of 1,315 spaces.

Cycle Parking

- 4.3.6 Cycle parking for the proposed development will be provided in accordance with the Reading Borough Local Development Framework, Revised Parking Standards and Design SPG (2011) which requires 1 space per 6 staff.
- 4.3.7 There is expected to be a maximum of 20 staff on site at any one time and therefore, a total of 4 cycle parking spaces will be provided.
- 4.3.8 In addition to the cycle parking provided on-site, there are numerous opportunities for cycle parking within the vicinity of the application site. To the south of the site, on Broad Street, a large collection of Sheffield style bike stands is located approximately 200m from the site. This is an area with a heavy flow of pedestrians during most times of the day and CCTV coverage, which combine to offer good security for bicycle parking. Further cycle parking is available at intervals along the length of Friar Street.
- 4.3.9 The combination of the cycle parking within the application site and additional stands within the surrounding area, provide ample opportunity for cyclists arriving at the site to securely park bicycles without requiring a prohibitive journey on foot to the site.

4.4 Servicing and Delivery Arrangements

- 4.4.1 Servicing and deliveries to the application site will take place as per existing arrangements and in accordance with the specified times from Queen Victoria Street, which, while pedestrianised, has allowances for servicing and deliveries to the properties located along the street; whereby access is allowed for loading between 6pm and 10am.
- 4.4.2 It is expected that there will be no change to the frequency of deliveries associated with the retained retail uses.
- 4.4.3 Alternatively, loading bays are provided on Friar Street and Station Road and goods can be trolleyed a short distance to the application site should these loading bay be required.
- 4.4.4 The anticipated delivery schedule provided by the prospective hotel operator is outlined in **Table 4.1**.

Table 4.1 Anticipated Delivery Schedule for Apart-Hotel

Delivery Type	Frequency	Dwell Time
Linen Collection / Delivery	Daily	1 hour
Food (Fresh / Dry Goods)	Daily	30 minutes
Drinks	Weekly	1 hour

- 4.4.5 The apart-hotel is provided with a service entrance on the western boundary, accessed from Fife Court. It is proposed that linen collection/delivery and food deliveries would take place from Fife Court with vehicles sizes not exceeding a 4.6T van due to existing access constraints along Fife Court.
- 4.4.6 Vehicles will reverse from Friar Street along Fife Court with the aid of banksmen and pull up alongside the rear of 138-144 Friar Street. The swept path analysis for a 4.6T van reversing along Fife Court and exiting in a forward gear is illustrated in [mode drawing 32-5429-TK01](#), included as [Appendix D](#). It should be noted that a planning application has been submitted 138-144 Friar Street which proposed a hotel which will be operated by the same operator as the apart-hotel. In this way, deliveries can be coordinated to ensure that deliveries for the apart-hotel do not coincide with deliveries associated with 138-144 Friar Street.
- 4.4.7 Drinks deliveries will take place on a weekly basis from Queen Victoria Street. Goods will then be trolleyed to Fife Court to the service entrance located at the rear of the hotel. The arrangement and carry distance will be agreed between the hotel operator and the supplier.
- 4.4.8 It is considered that there is sufficient capacity on Queen Victoria Street and other local loading bays to accommodate the delivery and servicing required generated by the proposed development.

Refuse Collection

- 4.4.9 Refuse collection will also continue to take place as per existing conditions for the retail units and therefore there will be no change to the demand for refuse collection vehicles visiting the retail units.
- 4.4.10 Refuse collection for the apart-hotel units will take place from the loading bay located on Friar Street outside the site frontage in accordance with the existing restrictions.
- 4.4.11 It is proposed that refuse collection would be undertaken by a private contractor. Bins will be wheeled from the designated refuse store on Fife Court to Friar Street and the collection arrangements and carry distances would be agreed with the appointed contractor.
- 4.4.12 Further details on the delivery and servicing arrangements are provided in the DSP accompanying the planning application.

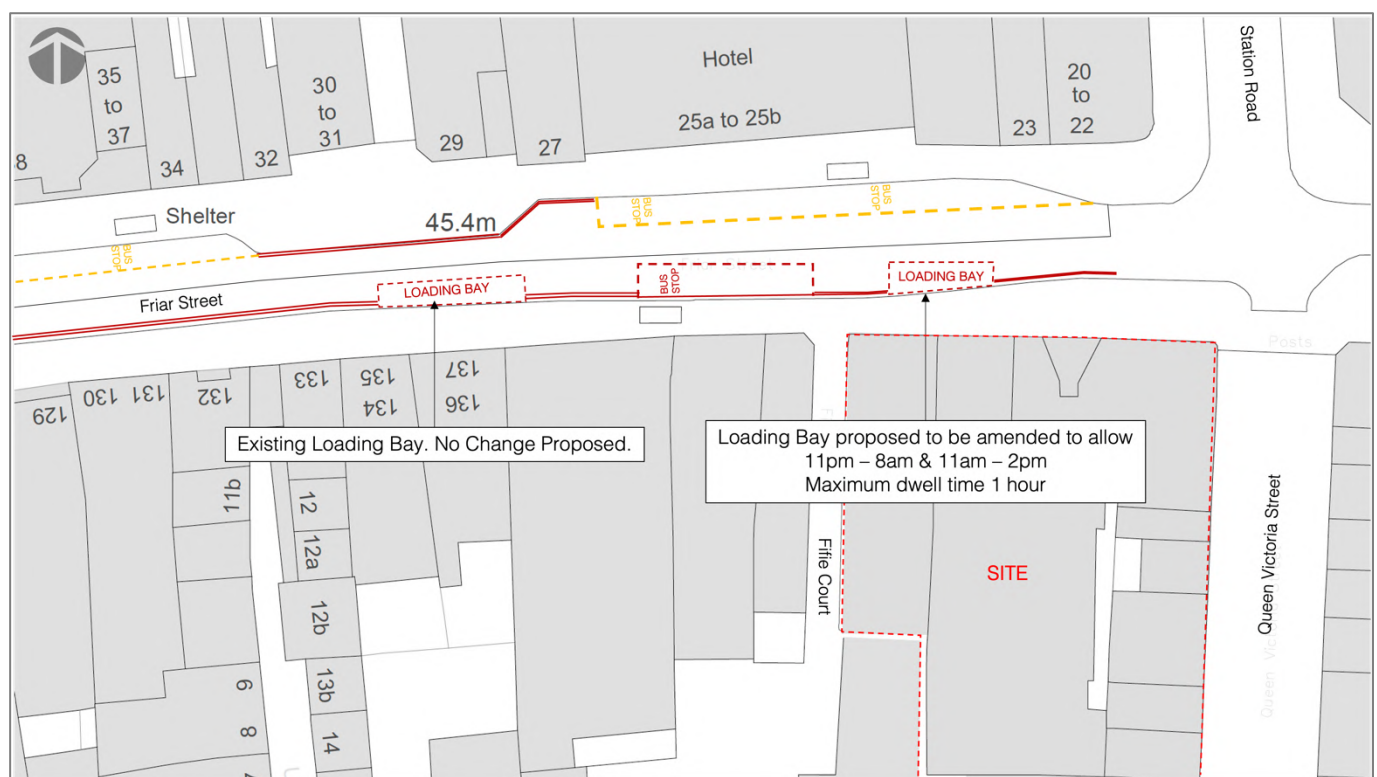
Propose TRO

- 4.4.13 It should be noted that discussions are currently ongoing with RBC with regards to amending the existing loading restrictions to the single loading bay on Friar Street located along the site frontage via a TRO. The amendment would allow for an extended dwell time and a daytime loading window in order to effectively service development.

4.4.14 The loading bay proposed to be amended is identified in **Figure 4.1**. It is considered that the existing loading bay east of the bus stop would be appropriate as it would have the least impact on bus movements as there is additional carriageway space for buses to manoeuvre compared with the loading bay located west of the bus stop. In this way, dwell times could be kept to a minimum as the carry distance for operatives would be shorter compared with utilising other loading bays along Friar Street.

4.4.15 It is proposed that the amendments would allow for a dwell time of up to 1 hour, extending the existing hours of 11pm-5pm to 11pm – 8am and 11am – 2pm. This avoids the peak operational hours of the local highway network (e.g. 8am – 9am and 5pm – 6pm).

Figure 4.1 Proposed Loading Bay to be Amended



5. Development-Related Trip Generation

5.1 Overview

- 5.1.1 The existing permitted use of the application site is for a combination of retail, commercial, residential and office space. The retail units on the ground floor will be retained, whilst the upper floors will be converted to apart-hotel units.
- 5.1.2 The retention of the existing retail units will result in the generation of no additional new trips in their own right. It is expected that a high proportion of trips will be undertaken via sustainable means and the vast majority will be linked trips with other retail destinations within the town centre which demonstrates a low impact on the local network.
- 5.1.3 The upper floors are proposed to change to Use Class C1 from a mixture of residential, office and commercial space. However, the upper floors are partially vacant so for the purposes of this assessment, we will treat all movements generated by the apart-hotel as new trips to the network and no netting off of trips generated by the existing uses will be assessed.
- 5.1.4 In order to demonstrate that the proposed 104 apart-hotel units will have no adverse impact on the operation of the local highway network, a TRICS assessments has been undertaken to assess the proposed land use of Use Class C1.

5.2 TRICS Analysis – Apart-Hotel

- 5.2.1 The TRICS database (7.7.4) has been examined, using the land category '06 – Hotel, Food and Drink/A – Hotels' to determine the trip generational characteristics of the upper floors of the application site under Use Class C1. A copy of the TRICS output is attached at [Appendix E](#).
- 5.2.2 The following criteria were applied when examining the TRICS data:
- Region – England, excluding Greater London;
 - Number of Bedrooms – 24 to 154 units
 - Date Range – 01/01/12 – 12/11/21
 - Location – Town Centre
- 5.2.3 The multi-modal trip rates and associated movements for the proposed hotel across the weekday AM and PM peak periods are summarised in [Table 5.1](#).

Table 5.1 Development Trip Rates – AM & PM Peak

Mode	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Vehicle Driver	0.073	8	0.156	16	0.100	11	0.065	7
Vehicle Passenger	0.015	2	0.038	4	0.028	3	0.007	1
Taxi	0.005	1	0.006	1	0.003	0	0.003	0
Public Transport	0.024	2	0.06	6	0.065	7	0.006	1
Walk	0.057	6	0.08	8	0.107	11	0.100	10
Cycle	0.000	0	0.000	0	0.000	0	0.002	0
HGVs	0.008	1	0.008	1	0.000	0	0.000	0
Total	0.182	20	0.348	36	0.303	32	0.183	19

5.2.4 Table 5.1 shows that the proposed apart-hotel has the potential to generate 56 two-way total person trips during the AM peak and 51 two-way total period trips during the PM peak.

5.2.5 It should be recognised that the TRICS database is limited in the provision of surveyed sites that are car-free. As such, due to the car-free nature of the site, the number of vehicle trips shown in Table 5.1 could instead shift towards either taxi trips or sustainable modes as these would be desirable modes of travel given the central location of the site. As detailed in Section 3, the application site is located adjacent to frequent bus services and Reading station (which offers frequent services, including Crossrail) is located in an approximate walk distance of 250m.

5.2.6 Any HGV trips associated with the operation of the proposed hotel would take place in accordance with current on-street restrictions on Queen Victoria Street, Friar Street or Station Road as detailed in Section 4.

5.2.7 Given the anticipated number of taxi trips generated by the proposed hotel outlined in Table 5.1, it is considered that the existing taxi ranks would suitably accommodate the anticipated demand with no impact on the existing operation of Friar Street.

5.2.8 It is considered that the number of public transport trips outlined in Table 5.1 can be adequately accommodated given the high number of public transport services accessible from the site along with their high frequency. The public transport trips generated by the development would be spread across bus and rail travel, and it is considered minimal in the context of the high level of service offered, even with consideration that due to the car-free nature of the site, there could be a proportion of vehicular trips that would shift to sustainable modes.

5.2.9 The proportion of walking trips outlined in Table 5.1 would account for guests travelling to/from the site on foot during check-in / check-out, as well as guests travelling to / from the hotel on days out during their stay.

- 5.2.10 In the context of the comprehensive existing pedestrian and cycle infrastructure surrounding the site, it is considered that the predicted level of pedestrian and cycle trips generated by the development can be adequately accommodated.
- 5.2.11 Furthermore, the nature of the apart-hotel is such that guests could stay for up to 2 months at a time and therefore the turn-over of guests would be lower than a traditional hotel use, reducing the number of trips generated by the site on a daily basis. Given the length of stay for some guests, it is likely that they would travel to the site by sustainable modes to avoid paying for car parking charges over a longer period of time.
- 5.2.12 Overall, given the trip generational potential of the proposed development, it is considered that the development proposals will have a negligible impact on the operation of the surrounding highway and transport networks.

6. Summary and Conclusions

6.1 Summary

6.1.1 This Transport Statement (TS) has been prepared by mode transport planning on behalf of Thackeray Estates Reading Investments Ltd. It accompanies a planning application for the redevelopment 1-15 Queen Victoria Street and 145-148 Friar Street, Reading. A summary of the finding in this report are as follows:

- The application site is located in terms of proximity to frequent public transport services and established pedestrian / cycle routes which provide excellent opportunity for end-users to travel by sustainable means reducing reliance on travel by private car.
- The development will retain pedestrian access from Queen Victoria Street and Friar Street along with the creation of a public realm area accessed from Queen Victoria Street.
- The development will be provided as car-free as per existing conditions and the location of the site to nearby public transport services supports the car-free nature of the development proposal.
- In accordance with RBC standards, the development will provide 4 sheltered and secure cycle parking spaces for staff.
- Servicing and delivery arrangements will take place as per existing conditions either from Queen Victoria Street during designated loading hours or from loading bays on Friar Street / Station Road. Elements of the apart-hotel's operations will be serviced from Fife Court.
- Discussions are currently ongoing with RBC to amend the existing loading restrictions to the loading bay located on Friar Street outside the frontage to provide a daytime loading window and an extended dwell time in order to offer flexibility to efficiently service the site.
- The proposed development has the potential to generate 56 two-way total people trips in the weekday AM peak, of which 22 would be vehicular and 51 two-way vehicle trips in the weekday PM peak, of which 18 would be vehicular. This is not considered to be significant in the context of the existing highway and transport network particularly when considering the nature of the apart-hotel where the turnover of guests could be lower than a traditional hotel use reducing the demand for vehicle trips to the site. For guests who do travel to the site by car, there is sufficient capacity within nearby public car parks.
- A proportion of the vehicle trips could be made up of guests travelling to/from the site by taxi and it is considered that there is sufficient capacity to accommodate additional taxi trips generated by the apart-hotel from designated taxi laybys located on Friar Street.
- It is considered that the retail units will not generate any additional new trips in their own right and instead trips would be linked with other retail destinations within the town centre
- Overall, given the trip generational potential of the proposed development, it is considered that the development proposals will have a negligible impact on the operation of the surrounding highway and transport networks.

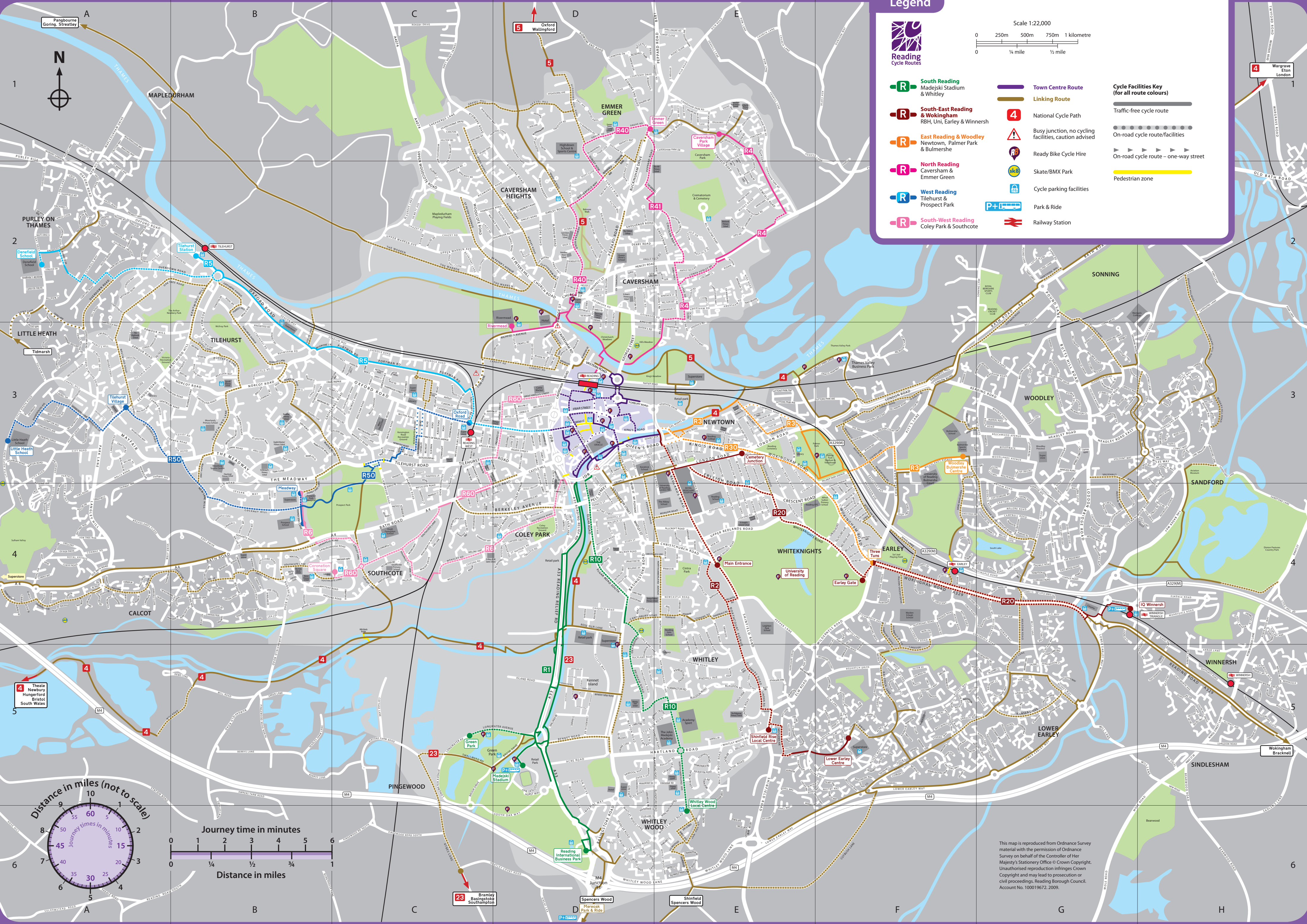
6.2 Conclusion

6.2.1 In view of the findings within this TS, it is considered that the development proposals are acceptable in transport terms and meets the local and national policy objectives. The TS demonstrates that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding highway and transport networks and therefore planning permission should not be withheld on transport grounds.

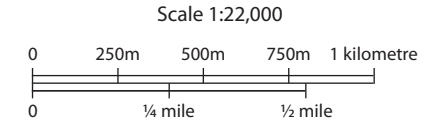
APPENDICES

APPENDIX A

Cycle Map



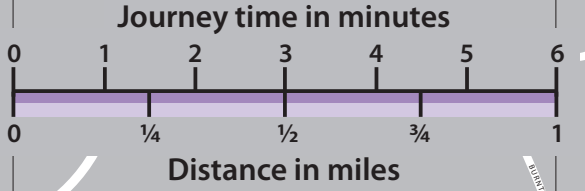
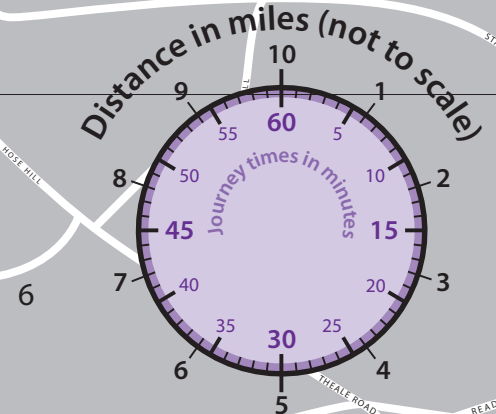
Legend



- R** South Reading
Madejski Stadium & Whitley
- R** South-East Reading & Wokingham
RBH, Uni, Earley & Winnersh
- R** East Reading & Woodley
Newtown, Palmer Park & Bulmershe
- R** North Reading
Caversham & Emmer Green
- R** West Reading
Tilehurst & Prospect Park
- R** South-West Reading
Coley Park & Southcote

- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

- Cycle Facilities Key (for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route – one-way street
 - Pedestrian zone



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APPENDIX B

Bus Map

where to catch your bus in Central Reading



see where your bus is

get live times

buy your ticket

get the app

Readingbuses



route

jet black 1

lime 2 2a

leopard 3

leopard X3

lion 4 X4

emerald 5

emerald 6 6a

tiger 7

leopard 8

leopard 9

ruby 10

bronze 11

little oranges 19a 19c

little oranges 19b

orange 13 14

sky blue 15 15a

sky blue 16

purple 17

claret 21 21a

pink 22

berry 23

berry 24

pink 25

yellow 26

little berries 29

royal blue 33

buzz 42

greenwave 50

Thames Valley 127 128 129

Winnersh Triangle park & ride 500

Mere oak park & ride 600

railair

football buses

towards

stops at

Theale/Thatcham/Newbury

EP FP CA CQ

Burghfield/Mortimer/Tadley

EP FP CA CQ

H Royal Berks Hospital/ UoR/Shinfield/Arborfield/Wokingham

CR FM SA MA MF

Shinfield Park (direct)

EP FP

Reading College/Winnersh/Wokingham/Bracknell

CT FN EO ME

Northumberland Avenue

MI CL CU SC MC

Basingstoke Road/Tesco depot/Whitley Wood

MI CL CU SC MC

Spencers Wood/Riseley/Hartley Wintney/Fleet

SC MC LB

H Royal Berks Hospital/ UoR/TVSP/Shinfield/Spencers Wood

CR FM SA MA MF

H Royal Berks Hospital/ UoR/Whitley Wood/Shinfield/Spencers Wood

CR FM SA MA MF

Kenet Island

MI CS FM SD MC

Coley Park

MI CR FM EO MC

H Royal Berks Hospital/ UoR/Earley (Silverdale Road)/Woodley

CR FM SA MA MF

H Royal Berks Hospital/ UoR/Beech Lane/Lower Earley

CR FM SA MA MF

Reading College/Woodley Centre/Woodley

EM MF

Oxford Road/Dee Park/Tilehurst/IKEA

FE CX

Oxford Road/Purley

FE CX

Reading College/Wokingham Road (Three Tuns)

CY FN EO ME

Oxford Road/Tilehurst (Water Tower)

MG MM CN CW

University of Reading/Lower Earley

CR CU EK MA

Caversham Centre/Caversham Heights

FJ EL NB

Caversham Centre/Caversham Park/Emmer Green

FL EL

Caversham Centre/Emmer Green/Caversham Park

FL EL NA

Caversham Centre/Sonning Common/Peppard Common

FJ EL

Southcote/Fords Farm/Beansheaf/Calcot (IKEA)

EK FP CA CQ

Lower Caversham

FJ EL

Tilehurst/Turnhams Farm

FE CB CQ

Kenavon Drive

FN EO MF

Rivermead Leisure Centre

CS FG MP

Green Park/ football stadium

MI CS SD MC

Twyford/Wokingham

FC EO MF

Winnersh Triangle park & ride

MQ CS FM EO MC

Campus Reading International/Mere oak park & ride

MI CS SD MC

Heathrow Airport

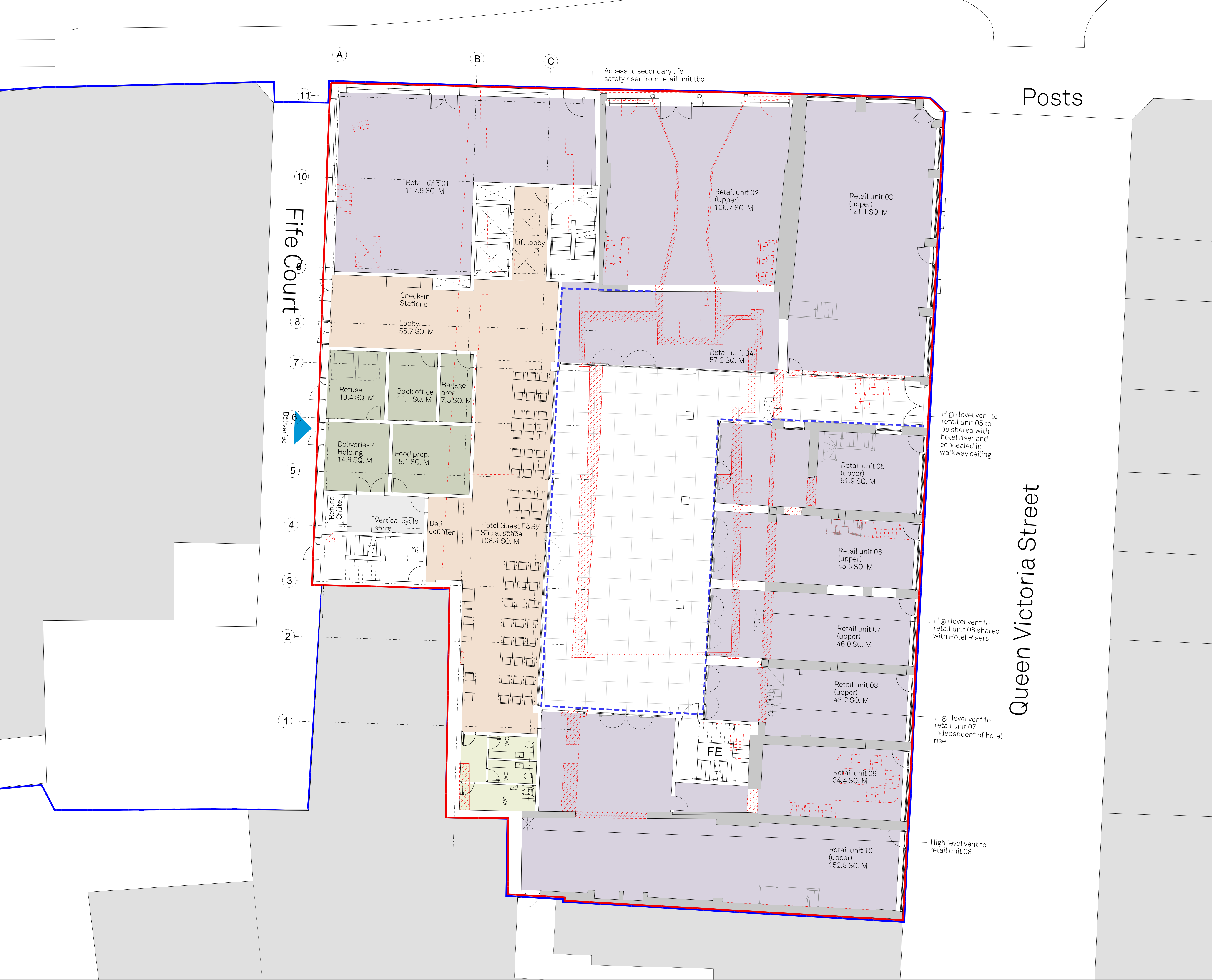
Reading Station

football stadium (matchdays only)

WS

APPENDIX C

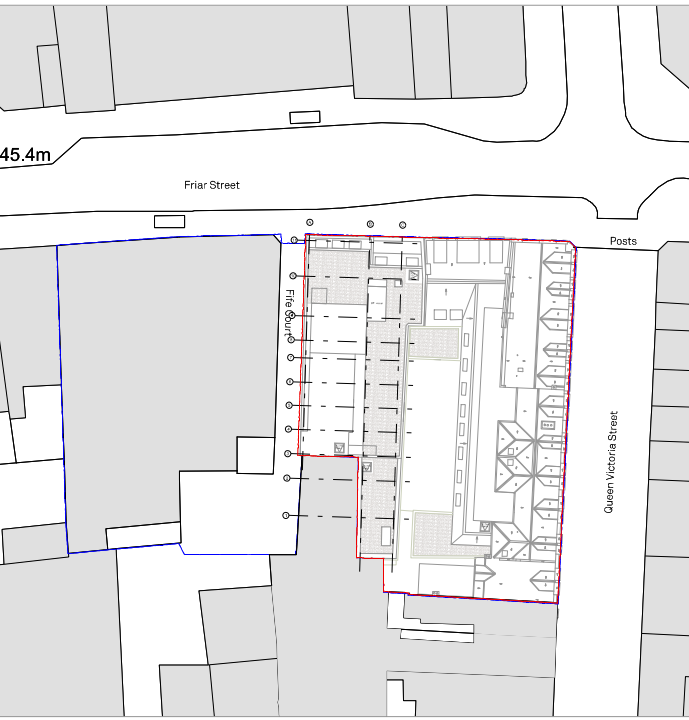
Site Plan



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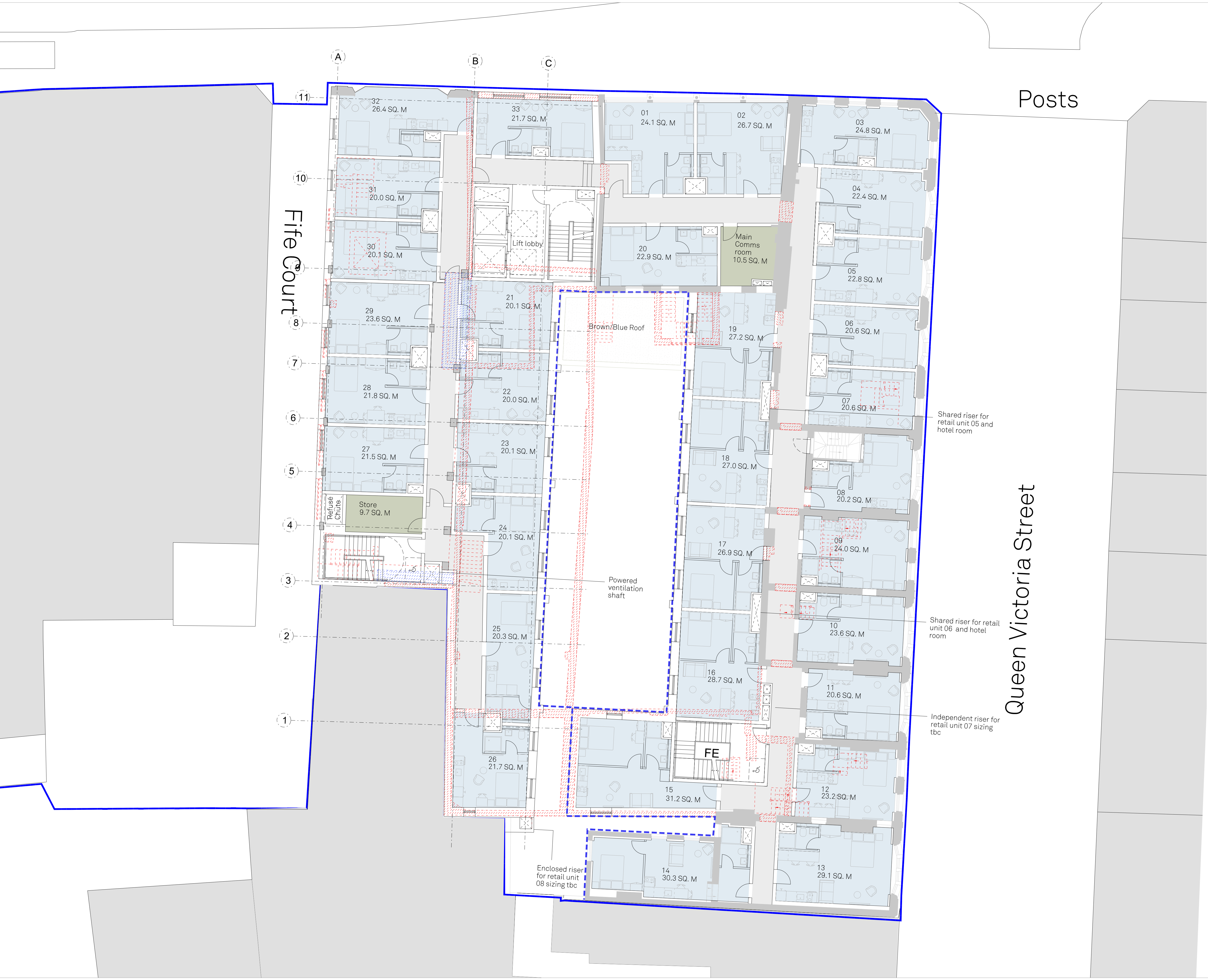
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- Internal Wall Demolished
- Extent of Consented Scheme
- Extended Floor Plate
- Pv's

P01 09.08.22 EF CC First Issue
Rev: | Date: | By: | Chk By: | Rev Note:

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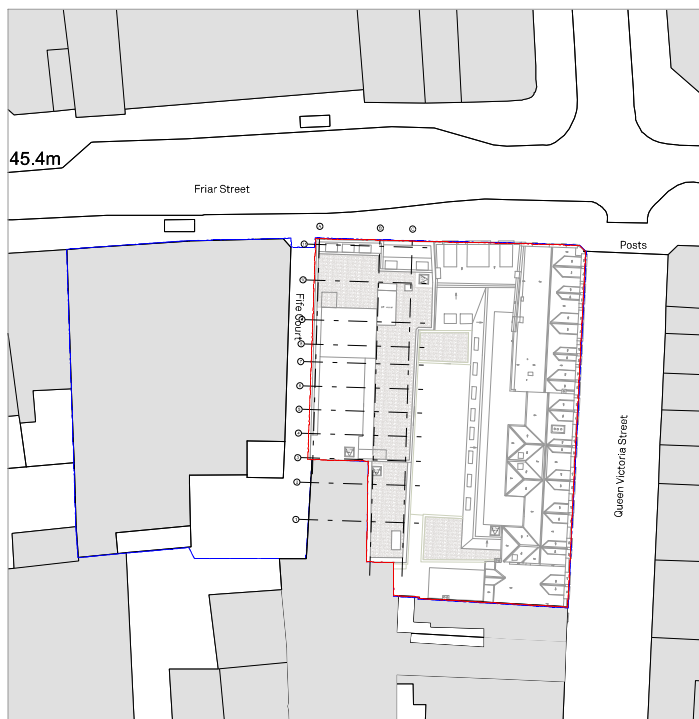
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Client
Thackeray Group
Drawing Title
Proposed Ground Floor Plan
Drawing No.
P22018-FCH-BA-00-DR-A-1300
Status
S3
Issue suitable for:
Information
Date
09.08.22
Scale
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Rev
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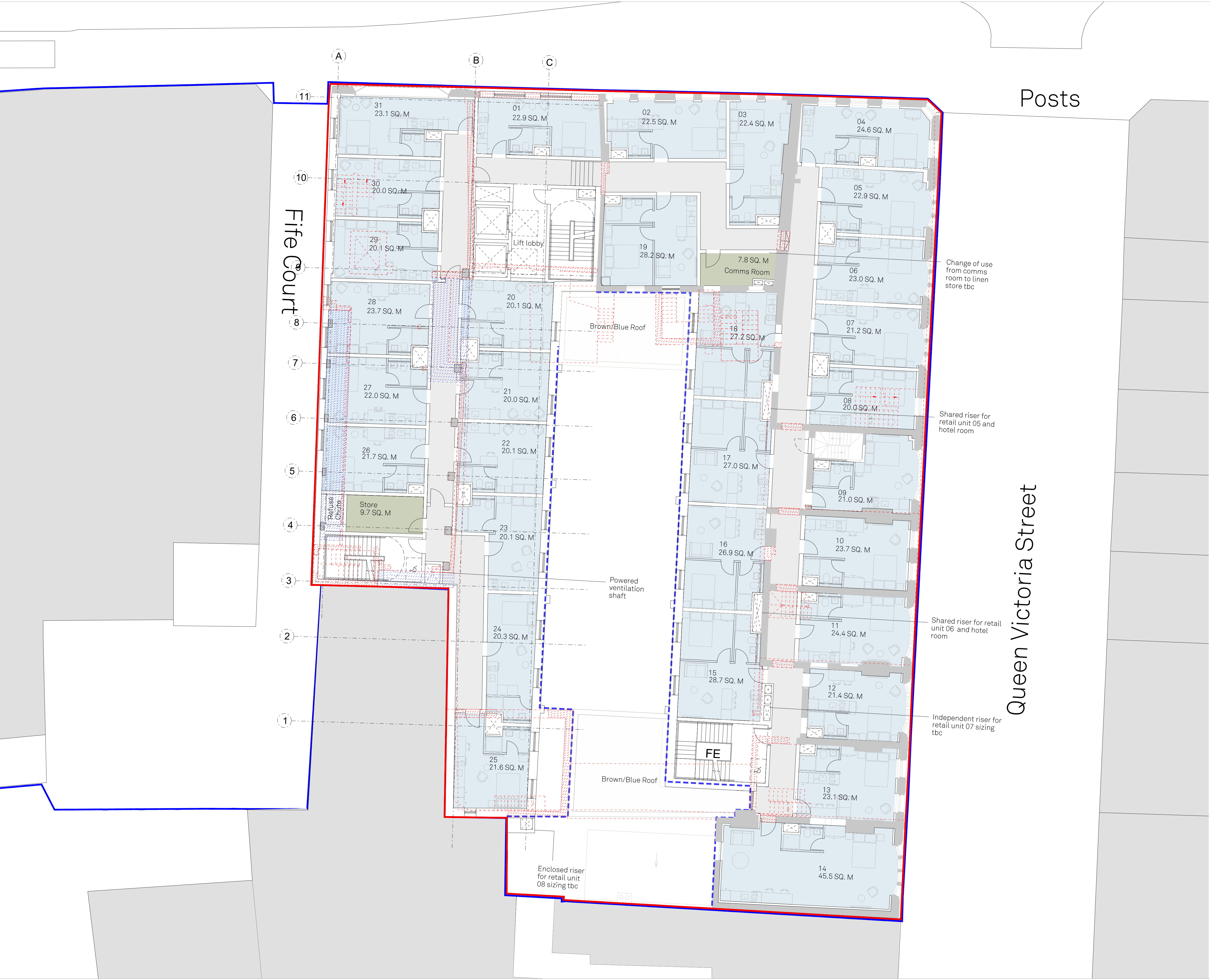


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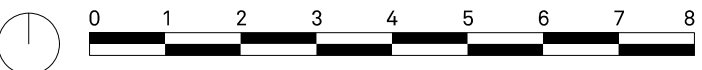
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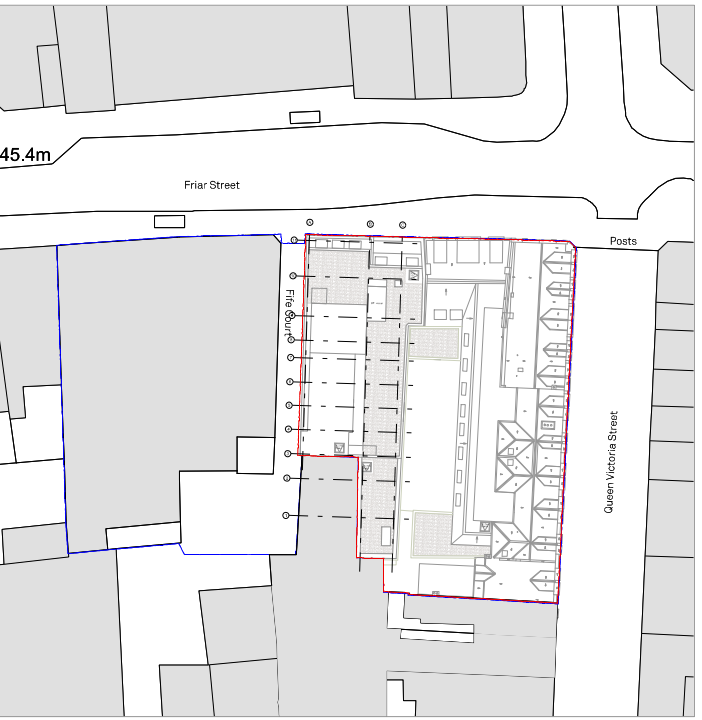
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Drawing Title
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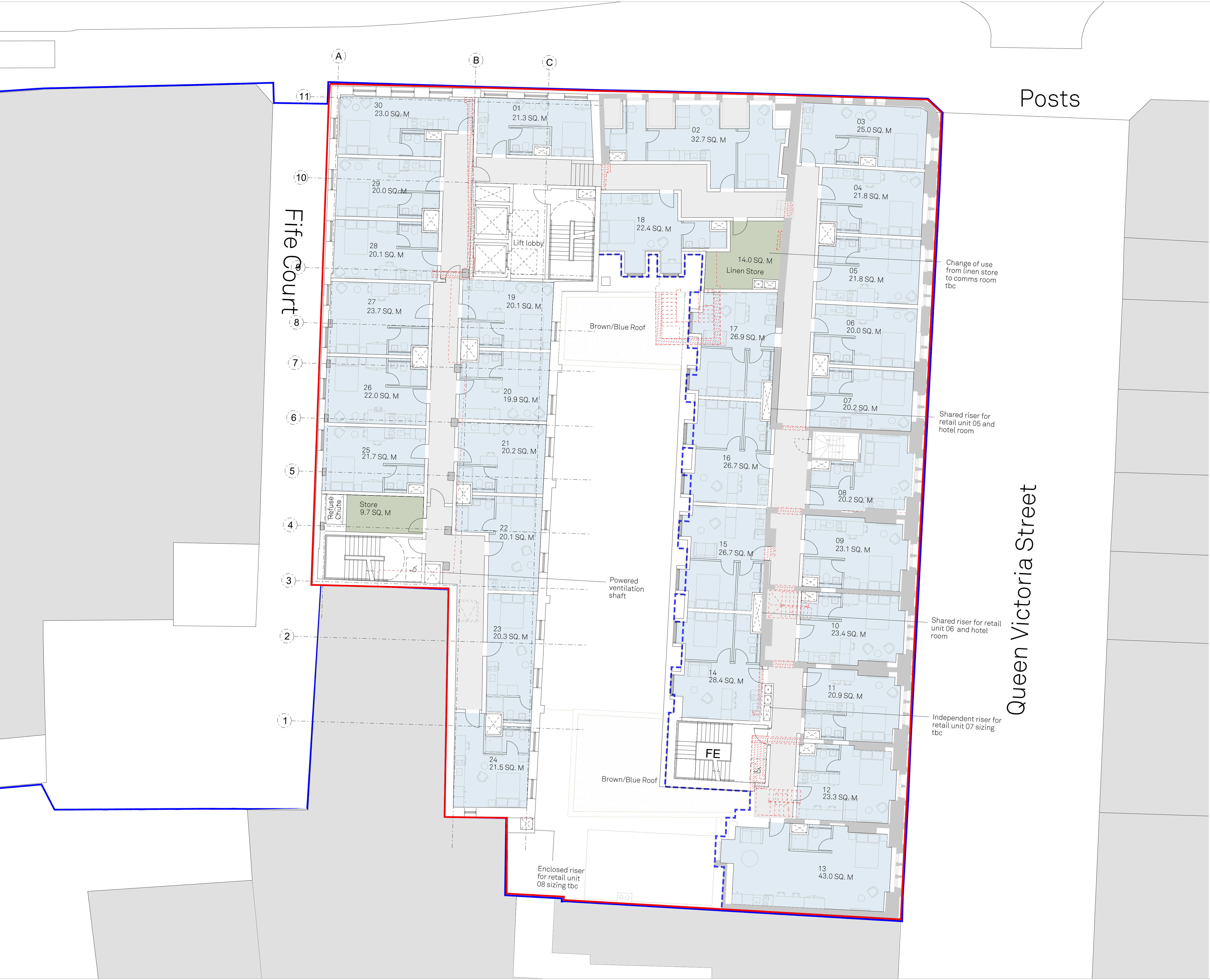


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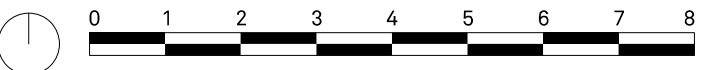
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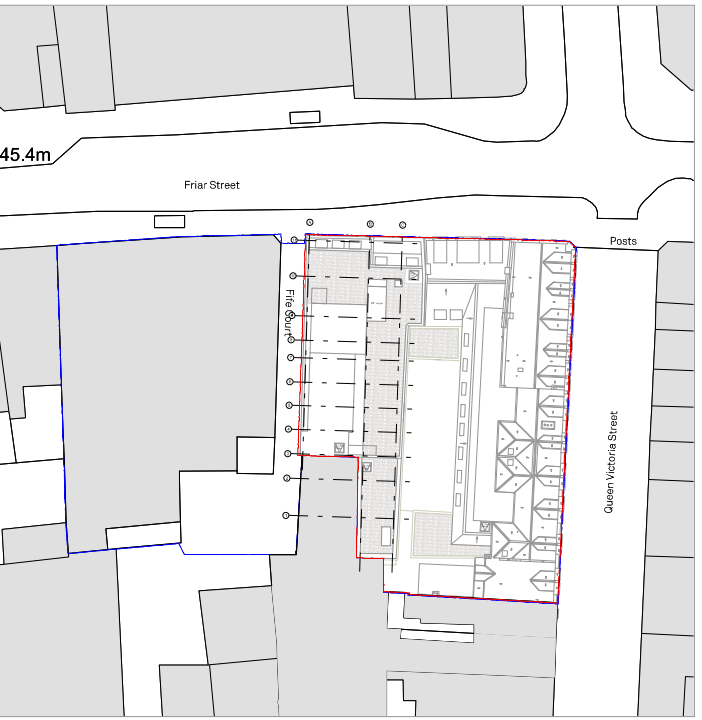
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Client
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Drawing Title
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Job No.
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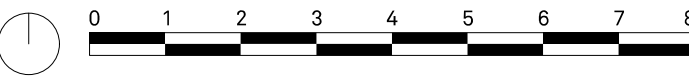
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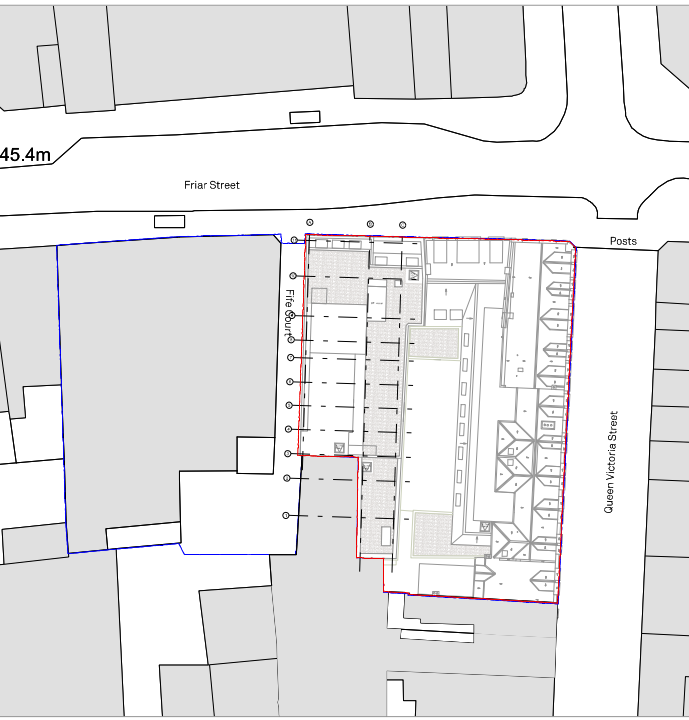
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Drawing Title
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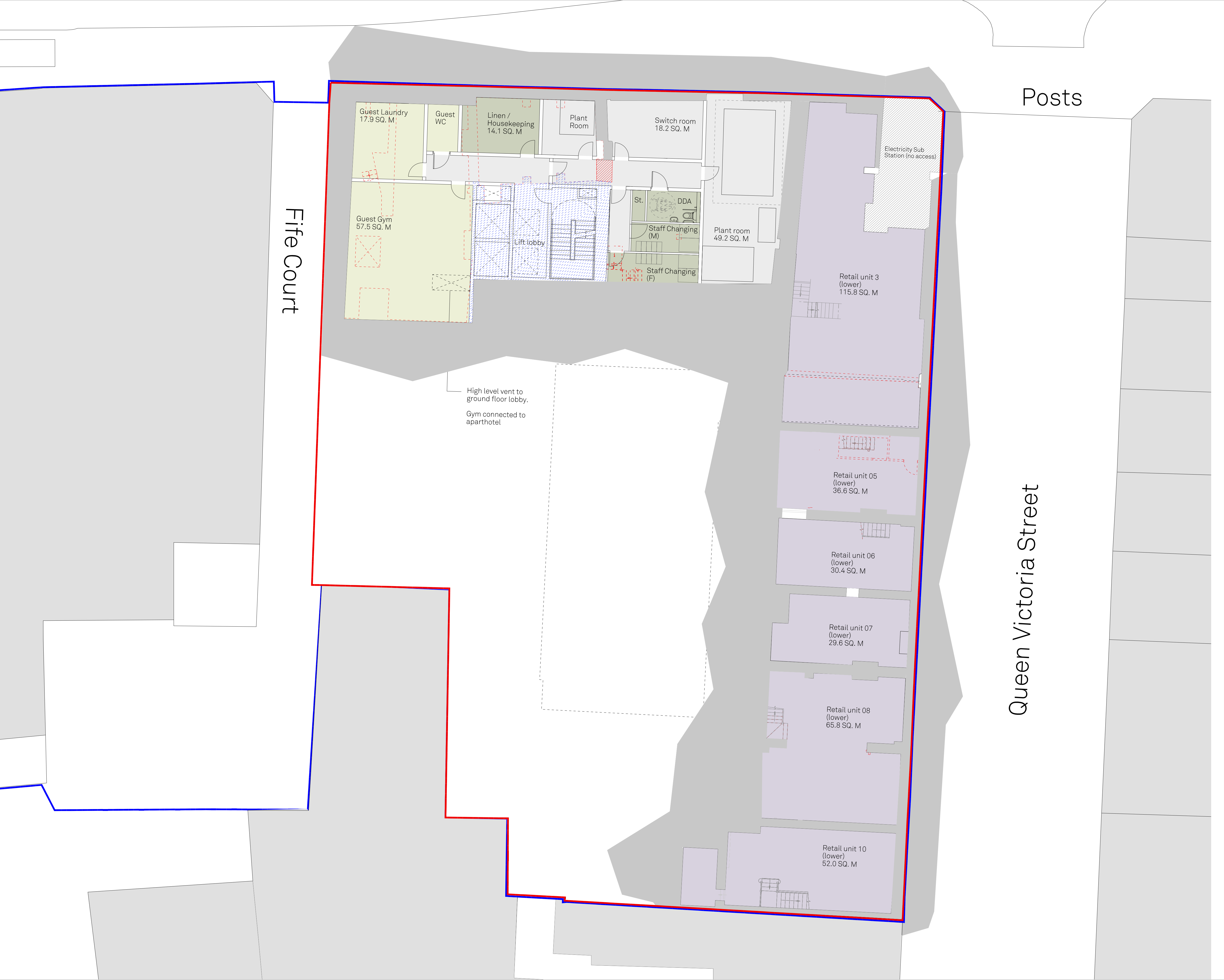


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- Extent of Consented Scheme
- Extended Floor Plate
- Pv's

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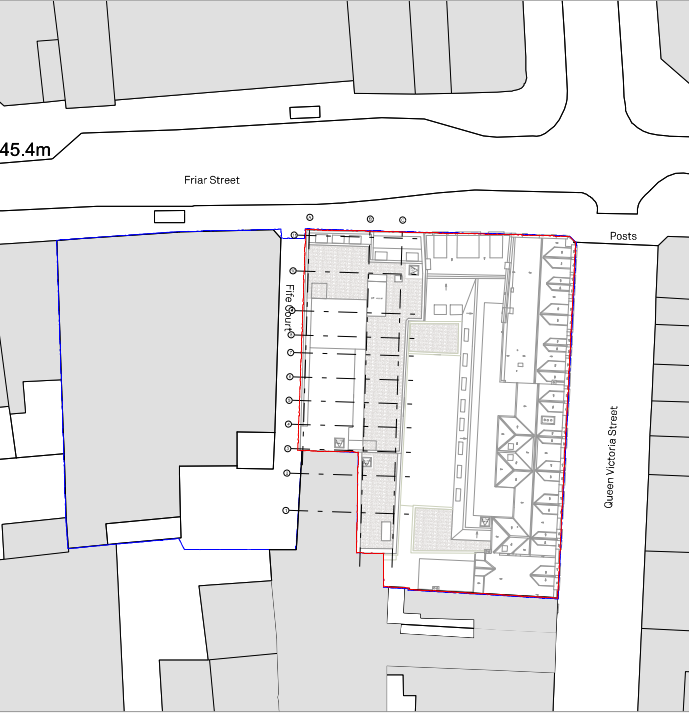
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P22-018
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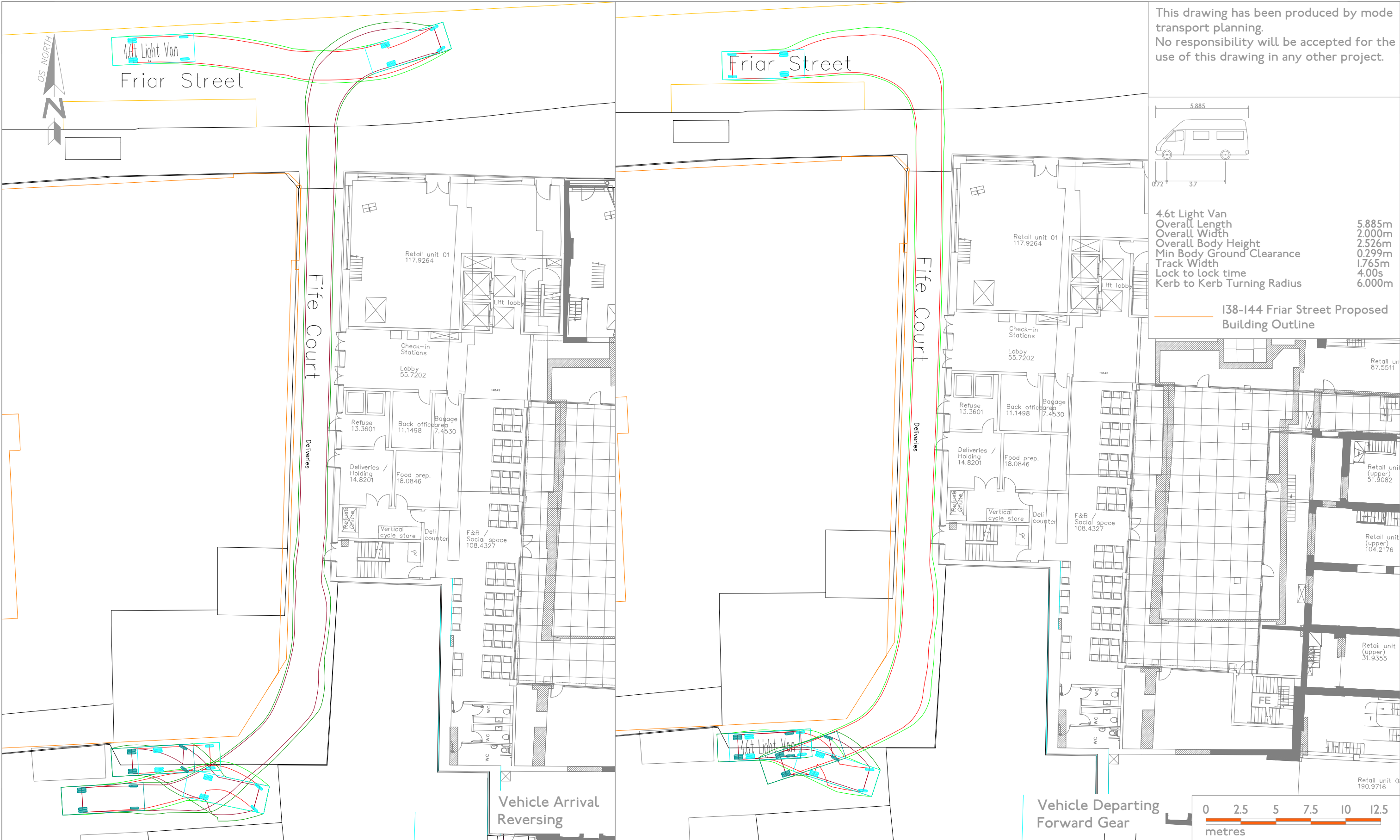
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Project Title
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Client
Thackeray Group
Drawing Title
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Drawing No.
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Status
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Issue suitable for:
Information
Date
09.08.22
Scale
1:100 @ A1
Rev
P01
Drawn By
EF
Checked By
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APPENDIX D

Swept Path Analysis



drawing title	client	Thackeray Estates Reading Investments Ltd	mode transport planning Quadrant House Broad Street Mall Reading RG1 7QE	mode transport planning	scale					rev	chk	date	remarks	
					I:250 @ A3									
					drawn	CS								
					checked	LF								
Swept Path Analysis 4.6T Van Fife Court	job title	138-144 Friar Street, Reading	t 0118 211 8180 e info@modetransport.co.uk w www.modetransport.co.uk		created	Jul 22	drawing no.				J32-5429-TK01			

APPENDIX E

TRICS Output

Calculation Reference: AUDIT-754101-220407-0431

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	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	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: 01/01/12 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	2 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	6 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	6
-------------	---

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:

Commercial 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.

LIST OF SITES relevant to selection parameters

1	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	
2	ES-06-A-01 KINGS ROAD BRIGHTON	HOTEL		EAST SUSSEX
	Town Centre Built-Up Zone			
	Total Number of bedrooms:	154		
	Survey date: WEDNESDAY	16/10/19	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	TV-06-A-04 FRY STREET MIDDLESBROUGH	THISTLE		TEES VALLEY
	Town Centre Commercial Zone			
	Total Number of bedrooms:	132		
	Survey date: THURSDAY	03/10/13	Survey Type: MANUAL	
5	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	
6	WL-06-A-02 BRIDGE STREET SWINDON	HOLIDAY INN EXPRESS		WILTSHIRE
	Town Centre Built-Up Zone			
	Total Number of bedrooms:	134		
	Survey date: WEDNESDAY	27/11/13	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): 2.91

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	6	111	0.074	6	111	0.094	6	111	0.168
08:00 - 09:00	6	111	0.086	6	111	0.170	6	111	0.256
09:00 - 10:00	6	111	0.089	6	111	0.110	6	111	0.199
10:00 - 11:00	6	111	0.071	6	111	0.094	6	111	0.165
11:00 - 12:00	6	111	0.056	6	111	0.083	6	111	0.139
12:00 - 13:00	6	111	0.066	6	111	0.050	6	111	0.116
13:00 - 14:00	6	111	0.060	6	111	0.048	6	111	0.108
14:00 - 15:00	6	111	0.045	6	111	0.053	6	111	0.098
15:00 - 16:00	6	111	0.047	6	111	0.054	6	111	0.101
16:00 - 17:00	6	111	0.089	6	111	0.059	6	111	0.148
17:00 - 18:00	6	111	0.103	6	111	0.068	6	111	0.171
18:00 - 19:00	6	111	0.078	6	111	0.053	6	111	0.131
19:00 - 20:00	6	111	0.051	6	111	0.050	6	111	0.101
20:00 - 21:00	6	111	0.036	6	111	0.026	6	111	0.062
21:00 - 22:00	6	111	0.024	6	111	0.026	6	111	0.050
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.994			1.051			2.045

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 range:	01/01/12 - 12/11/21
Number of weekdays (Monday-Friday):	6
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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	6	111	0.002	6	111	0.002	6	111	0.004
08:00 - 09:00	6	111	0.008	6	111	0.008	6	111	0.016
09:00 - 10:00	6	111	0.005	6	111	0.005	6	111	0.010
10:00 - 11:00	6	111	0.000	6	111	0.000	6	111	0.000
11:00 - 12:00	6	111	0.000	6	111	0.000	6	111	0.000
12:00 - 13:00	6	111	0.003	6	111	0.003	6	111	0.006
13:00 - 14:00	6	111	0.002	6	111	0.002	6	111	0.004
14:00 - 15:00	6	111	0.002	6	111	0.002	6	111	0.004
15:00 - 16:00	6	111	0.002	6	111	0.002	6	111	0.004
16:00 - 17:00	6	111	0.000	6	111	0.000	6	111	0.000
17:00 - 18:00	6	111	0.000	6	111	0.000	6	111	0.000
18:00 - 19:00	6	111	0.000	6	111	0.000	6	111	0.000
19:00 - 20:00	6	111	0.000	6	111	0.000	6	111	0.000
20:00 - 21:00	6	111	0.000	6	111	0.000	6	111	0.000
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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	6	111	0.006	6	111	0.000	6	111	0.006
08:00 - 09:00	6	111	0.000	6	111	0.000	6	111	0.000
09:00 - 10:00	6	111	0.000	6	111	0.000	6	111	0.000
10:00 - 11:00	6	111	0.000	6	111	0.000	6	111	0.000
11:00 - 12:00	6	111	0.003	6	111	0.000	6	111	0.003
12:00 - 13:00	6	111	0.000	6	111	0.000	6	111	0.000
13:00 - 14:00	6	111	0.002	6	111	0.002	6	111	0.004
14:00 - 15:00	6	111	0.000	6	111	0.000	6	111	0.000
15:00 - 16:00	6	111	0.003	6	111	0.003	6	111	0.006
16:00 - 17:00	6	111	0.002	6	111	0.008	6	111	0.010
17:00 - 18:00	6	111	0.000	6	111	0.002	6	111	0.002
18:00 - 19:00	6	111	0.006	6	111	0.003	6	111	0.009
19:00 - 20:00	6	111	0.000	6	111	0.000	6	111	0.000
20:00 - 21:00	6	111	0.000	6	111	0.000	6	111	0.000
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.018			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	6	111	0.068	6	111	0.113	6	111	0.181
08:00 - 09:00	6	111	0.101	6	111	0.208	6	111	0.309
09:00 - 10:00	6	111	0.103	6	111	0.142	6	111	0.245
10:00 - 11:00	6	111	0.095	6	111	0.133	6	111	0.228
11:00 - 12:00	6	111	0.068	6	111	0.116	6	111	0.184
12:00 - 13:00	6	111	0.090	6	111	0.066	6	111	0.156
13:00 - 14:00	6	111	0.081	6	111	0.062	6	111	0.143
14:00 - 15:00	6	111	0.053	6	111	0.062	6	111	0.115
15:00 - 16:00	6	111	0.057	6	111	0.062	6	111	0.119
16:00 - 17:00	6	111	0.118	6	111	0.077	6	111	0.195
17:00 - 18:00	6	111	0.131	6	111	0.075	6	111	0.206
18:00 - 19:00	6	111	0.094	6	111	0.069	6	111	0.163
19:00 - 20:00	6	111	0.065	6	111	0.068	6	111	0.133
20:00 - 21:00	6	111	0.044	6	111	0.033	6	111	0.077
21:00 - 22:00	6	111	0.021	6	111	0.021	6	111	0.042
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.195			1.320			2.515

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	6	111	0.030	6	111	0.027	6	111	0.057
08:00 - 09:00	6	111	0.057	6	111	0.080	6	111	0.137
09:00 - 10:00	6	111	0.072	6	111	0.078	6	111	0.150
10:00 - 11:00	6	111	0.062	6	111	0.095	6	111	0.157
11:00 - 12:00	6	111	0.075	6	111	0.098	6	111	0.173
12:00 - 13:00	6	111	0.090	6	111	0.098	6	111	0.188
13:00 - 14:00	6	111	0.087	6	111	0.112	6	111	0.199
14:00 - 15:00	6	111	0.097	6	111	0.145	6	111	0.242
15:00 - 16:00	6	111	0.084	6	111	0.071	6	111	0.155
16:00 - 17:00	6	111	0.094	6	111	0.109	6	111	0.203
17:00 - 18:00	6	111	0.107	6	111	0.100	6	111	0.207
18:00 - 19:00	6	111	0.133	6	111	0.178	6	111	0.311
19:00 - 20:00	6	111	0.104	6	111	0.115	6	111	0.219
20:00 - 21:00	6	111	0.106	6	111	0.104	6	111	0.210
21:00 - 22:00	6	111	0.110	6	111	0.068	6	111	0.178
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.327			1.478			2.805

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	6	111	0.024	6	111	0.005	6	111	0.029
08:00 - 09:00	6	111	0.024	6	111	0.060	6	111	0.084
09:00 - 10:00	6	111	0.012	6	111	0.050	6	111	0.062
10:00 - 11:00	6	111	0.012	6	111	0.009	6	111	0.021
11:00 - 12:00	6	111	0.017	6	111	0.008	6	111	0.025
12:00 - 13:00	6	111	0.015	6	111	0.009	6	111	0.024
13:00 - 14:00	6	111	0.039	6	111	0.014	6	111	0.053
14:00 - 15:00	6	111	0.015	6	111	0.008	6	111	0.023
15:00 - 16:00	6	111	0.011	6	111	0.020	6	111	0.031
16:00 - 17:00	6	111	0.015	6	111	0.012	6	111	0.027
17:00 - 18:00	6	111	0.065	6	111	0.006	6	111	0.071
18:00 - 19:00	6	111	0.024	6	111	0.009	6	111	0.033
19:00 - 20:00	6	111	0.009	6	111	0.008	6	111	0.017
20:00 - 21:00	6	111	0.017	6	111	0.002	6	111	0.019
21:00 - 22:00	6	111	0.014	6	111	0.002	6	111	0.016
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.358			0.248			0.606

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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Licence No: 754101

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): 2.91

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	6	111	0.128	6	111	0.145	6	111	0.273
08:00 - 09:00	6	111	0.183	6	111	0.348	6	111	0.531
09:00 - 10:00	6	111	0.187	6	111	0.270	6	111	0.457
10:00 - 11:00	6	111	0.169	6	111	0.237	6	111	0.406
11:00 - 12:00	6	111	0.163	6	111	0.222	6	111	0.385
12:00 - 13:00	6	111	0.196	6	111	0.173	6	111	0.369
13:00 - 14:00	6	111	0.210	6	111	0.189	6	111	0.399
14:00 - 15:00	6	111	0.164	6	111	0.214	6	111	0.378
15:00 - 16:00	6	111	0.155	6	111	0.155	6	111	0.310
16:00 - 17:00	6	111	0.228	6	111	0.205	6	111	0.433
17:00 - 18:00	6	111	0.303	6	111	0.183	6	111	0.486
18:00 - 19:00	6	111	0.256	6	111	0.259	6	111	0.515
19:00 - 20:00	6	111	0.178	6	111	0.190	6	111	0.368
20:00 - 21:00	6	111	0.166	6	111	0.139	6	111	0.305
21:00 - 22:00	6	111	0.145	6	111	0.090	6	111	0.235
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.902			3.058			5.960

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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