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Thackeray Estates

1-15 Queen Victoria Street and 147 & 148 Friar Street, Reading

Transport Statement

February 2021



Thackeray Estates

1-15 Queen Victoria Street and 147 & 148 Friar Street, Reading

Transport Statement

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1 Introduction

1.1 Background

- 1.1.1 This Transport Statement (TS) has been prepared by mode transport planning on behalf of Thackeray Estates. It accompanies a planning application for the redevelopment 1-15 Queen Victoria Street and 146-147 Friar Street, Reading, Berkshire, RG1 1EX.
- 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 from office and commercial space to 41 apart-hotel units (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.

1.2 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.

1.3 Report Structure

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

Section 2 – Planning Policy Context

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

Section 3 – Existing Situation

- 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

- 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

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

Section 6 – Summary & Conclusion

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

2 Planning Policy Context

2.1 Introduction

2.1.1 This section of the TS details the relevant policy for the proposed development at a national and local level.

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 June 2019.

2.2.2 In terms of transport context, the NPPF state under para. 103 that *"the planning system should actively manage patterns of growth...Significant development should be focused 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 108 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; 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 109 of the 2019 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."

2.3 Local Policy

2.3.1 The Reading Borough Local Plan (RBLP) was adopted on 4th November 2019 which details planning policies, for development in Reading unto 2036.

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)"*.

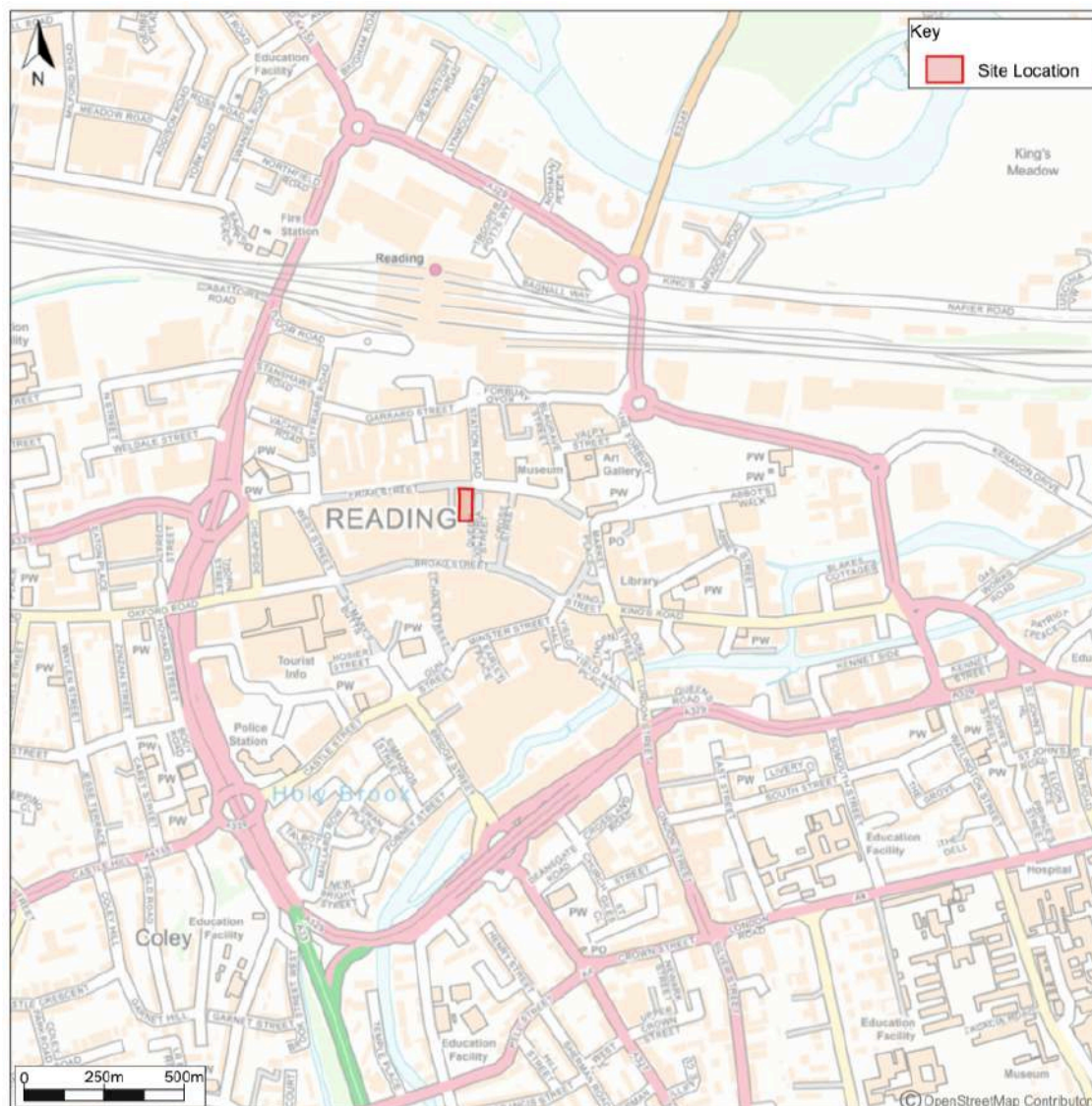
- 2.3.3 Policy CC7 relates to Design and the Public Realm and states: *“All development must be of high design quality that maintains and enhances the character and appearance of the area of Reading in which it is located”*. The policy goes on to outline the importance of ease of movement and permeability as well as creating safe and accessible environments as part of the criteria to create high quality design and construction.
- 2.3.4 Policy TR1 sets out goals for Achieving the Transport Strategy. It states, *“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”*.
- 2.3.5 The latest Local Transport Plan was issued in draft in May 2020, titled Reading Transport Strategy 2036 (RTS). The primary visions and objectives set out in this document are focussed on:
- Creating a Clean and Green Reading;
 - Supporting Healthy Lifestyles;
 - Enabling Sustainable and Inclusive Growth;
 - Connecting People and Places;
 - Embracing Smart Solutions.
- 2.3.6 Within the RTS numerous policies are laid out relating to multi-modal transport, public transport, active travel, demand management, network management and communication and engagement. Overall, the document and the policies set out within in, aim to achieve Reading Borough Council's (RBC) vision for transport in Reading: *“Our vision is to deliver a sustainable transport system in Reading 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.”*

3 Existing Situation

3.1 Site Location

- 3.1.1 The application site is located in Reading Town Centre and 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.
- 3.1.2 The application site includes three existing buildings that form 1-15 Queen Victoria Street and 147 & 148 Friar Street. The northern boundary of the application site borders Friar Street, whilst the eastern edge runs along Queen Victoria Street. This gives the application site a prime location on the corner of two key routes within Reading. Part of the northern side of the buildings can be seen from the railway station exit, giving it a prominent position within the local area.
- 3.1.3 The location of the application site is illustrated in [Figure 3.1](#).

Figure 3.1: Site Location



3.2 Sustainable Travel Opportunities

- 3.2.1 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 site accessibility with respect to walking, cycling and public transport.

3.3 Pedestrian & Cycle Accessibility

- 3.3.1 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 good connectivity to destinations throughout Reading as well as nearby bus stops and Reading railway station. This offers end-users with realistic opportunities to travel to the site by sustainable modes of transport.

- 3.3.2 Wide, well-lit footways are in place along Friar Street and Station Road, providing accessibility to bus and rail services which are situated on these roads.
- 3.3.3 Where pedestrians interact with a trafficked route, designated crossing points are provided throughout the town centre facilitating safe access to retail destinations, bus stops and Reading railway station.
- 3.3.4 A signalised crossing is located on Friar Street, directly outside the application site and leads to Station Road. There are additional signalised pedestrian crossings located in strategic positions along the length of Friar Street which provide safe opportunities for pedestrians to cross. Dropped kerbs and tactile paving are located at each of these crossings. Further dropped kerbs surround the crossroads between Friar Street, Queen Victoria Street and Station Road, allowing ease of movement for pedestrians.
- 3.3.5 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.
- 3.3.6 The local cycle connections within the vicinity of the application site and around Reading are illustrated at [Appendix A](#). This also includes cycle parking locations and pedestrianised zones.
- 3.3.7 Within the town centre, numerous cycle lanes are available to provide simple and safe routes for cyclists. Some of these are dedicated cycle lanes whilst others are shared with bus lanes, of which there are multitudes in Reading town centre.
- 3.3.8 A high-quality cycle lane network surrounds parts of Reading, including a link to the south of Reading, along the A33, or a link to Wokingham along Wokingham Road and Reading Road, as well as others to villages such as Southcote, Caversham and Tilehurst.
- 3.3.9 Further afield, other towns are accessible from Reading using National Cycle routes, such as Route 23 to Basingstoke, Route 5 to Oxford and Route 4 to Newbury.
- 3.3.10 In summary, the location of the application site is in a prime position to take advantage of excellent pedestrian and cycle routes; within the town centre itself, into local villages and further afield to key towns within the surrounding area.

3.4 Accessibility by Bus

- 3.4.1 The nearest bus stops are located on Friar Street with stops in both directions of travel situated within 50m of the application site, making them directly accessible for users of the application site. However, due to the number of services available from this area of Reading, many routes have designated bus stops located at other locations along Friar Street.
- 3.4.2 There are multiple bus stops situated along Station Road, as well as Blagrove Street, which serve the railway station, in addition to the town centre. Similarly to Friar Street, each of the bus stops is designated to different services due to the large number of bus routes requiring access to this key location.
- 3.4.3 All services available along Friar Street, Station Road and Blagrove Street are accessible via stops within 200m of the application site.
- 3.4.4 The arrangement along Friar Street, Station Road and Blagrove Street, in this area, acts in a similar way to a bus station, providing a hub for various routes into and out of Reading.
- 3.4.5 Pedestrian links to the bus stops are excellent with well-lit wide footways and a requirement to cross only one road via a signalised pedestrian crossing immediately outside the site on Friar Street and an uncontrolled crossing with tactile paving on Station Road.
- 3.4.6 A summary of the bus services and routes using the bus stops on Friar Street, Station Road and Blagrove Street is shown in **Table 3.1**.

Table 3.1 - Summary of Reading Bus Services

Service No.	Route (from bus stop location)	Freq. Mon - Fri	Freq. Sat	Freq. Sun
Jet black 1	Friar Street - Theale / Thatcham / Newbury	2 per hour	2 per hour	1 per hour
Lime 2 & 2a	Friar Street - Burghfield / Mortimer / Tadley	1 per hour (for both 2 & 2a)	1 per hour (for both 2 & 2a)	1 per hour (2a only)
Leopard 3	Station Road - Royal Berks Hospital (RBH) / University of Reading (UoR) / Shinfield / Arborfield / Wokingham	2-3 per hour	2-3 per hour	1 per hour
Lion 4 & X4	Friar Street - Reading College / Winnersh / Wokingham / Bracknell	2 per hour (for both 4 and X4)	2 per hour (for both 4 and X4)	1 per hour (for both 4 and X4)
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 or two hours	1 per hour or two hours	1 per two to four hours
Leopard 8	Friar Street - RBH / UoR / Thames Valley Science Park (TVSP) / Shinfield / Spencers Wood	2 per hour	2 per hour	1 per hour

Service No.	Route (from bus stop location)	Freq. Mon - Fri	Freq. Sat	Freq. Sun
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
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 or 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

3.4.7 **Table 3.1** demonstrates how the application site is particularly well connected to the wider area of Reading and its surrounding towns and villages.

3.4.8 In addition to the local bus services listed above, Reading provides the Heathrow Airport 'RailAir' service, located outside Reading railway station on Blagrove Street, within 200m walking distance from the

application site (equivalent to a c. 2-3 minute walk). This allows for international travellers to access the site through sustainable means, from Heathrow Airport.

- 3.4.9 Overall, the opportunities for connection via bus to central Reading, within a short walking distance to the application site, are excellent and represent opportunities for end-users to use sustainable transport modes.

3.5 Accessibility by Rail

- 3.5.1 The application site is located approximately 250m from Reading railway station, accessible in a 3 minute walk time. Footways between the application site and the railway station are wide with end-users required to cross the carriageway only twice, utilising the designated signalised pedestrian crossing located outside the application site on Friar Street and the uncontrolled crossing on Garrard Street.
- 3.5.2 The station is part of the new Elizabeth Line (Crossrail) service which enhances its ability to provide access to central London within a short journey time.
- 3.5.3 A selection of major railway stations, directly accessible from Reading railway station on regular services, along with the approximate travelling times to those destinations is listed in **Table 3.2** below:

Table 3.2 – Journey Times and Service Frequency from Reading Railway 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

- 3.5.4 **Table 3.2** demonstrates the opportunities to reach many major towns and cities throughout the country as well as more locally, directly from Reading railway station. Whilst there are numerous stations listed above, many other important locations can be reached directly from Reading (including some additional stations in cities such as Birmingham), either as a terminus or along a line as part of a stopping service.
- 3.5.5 Given the multitude of locations that can be reached reasonably easily from Reading railway station, the proximity of the station to the application site and the high quality of the pedestrian links between the site and station, the application is extremely well placed to accommodate end-users via rail.

3.6 Local Highway Network

- 3.6.1 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, wheelchair accessible taxis and permit holders) between 7am – 11am and 4pm – 7pm. These restrictions determine that direct access to the site via private car is not realistic, supporting the existing car-free operation of the site.
- 3.6.2 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.
- 3.6.3 Designated loading bays are provided on Station Road and Friar Street to the west of the site where loading is permitted between 5am and 11pm.
- 3.6.4 The section of Friar Street to the west of the application site is a single 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.
- 3.6.5 Friar Street, Station Road and Blagrove Street are part of the red route network within Reading, which prohibits stopping at any time, including to load and unload. However, there is provision for taxis and buses with multiple bus stops and taxi laybys located to the east and west of the site on Friar Street and within the vicinity of the railway station.
- 3.6.6 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.
- 3.6.7 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.
- 3.6.8 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.

3.6.9 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.

3.6.10 To the west, Oxford Road 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.

3.7 Accessibility via Taxi

3.7.1 Should end-users travel to the site by taxi, there is a taxi layby located on Friar Street to the east of the application site, accessible within a walk time of c. 1 minute, utilising the existing uncontrolled pedestrian crossing.

4 Development Proposals

4.1 Overview

- 4.1.1 The development proposals of the 3 buildings forming the application site comprises the retention of the existing ground floor use of retail A1, A2, A3, A4 and A5 units and the redevelopment of the upper floors from office and commercial space to 41 apart-hotel units (Use Class C1) including an additional 4 retail units (Use Class E) on the ground floor. The site layout is included as [Appendix B](#).

4.2 Access Arrangements

- 4.2.1 The retained retail users at ground floor level, within the site, will retain access from frontages with direct access onto Queen Victoria Street or Friar Street.
- 4.2.2 New pedestrian access points to the central area of the site will be created from both Queen Victoria Street and Friar Street. This will provide access to an additional 4 retail units and secondary access to the rear of the majority of the units fronting onto Queen Victoria Street and Friar Street.
- 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 Parking for the development will be provided on a 'car-free' basis as per existing conditions.
- 4.3.2 It has been shown in Section 3 that the site benefits from frequent bus and rail services that extend to a wide range of destinations which provide the opportunity for end-users, guests and staff to travel to the site by alternative methods to the private car.
- 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 The closest car park to the application site is a multistorey car park located approximately 250m walking distance away, on Garrard Street, providing 918 spaces.
- 4.3.6 Other car parks within a 350-550m walking distance of the application site are the Reading Borough Council Broad Street Mall car park, and the Oracle Holy Brook car park, providing 720 and 1,611 spaces respectively.

4.4 Cycle Parking Facilities

- 4.4.1 Cycle parking within the site will be provided in accordance with the local standards of 1 space per 6 staff, as per the 'Reading Borough Local Development Framework, Revised Parking Standards and Design, Supplementary Planning Document' for Use Class C1 Hotels. There is estimated to be up to 50 employees on site and therefore, a total of 9 spaces will be provided. A designated cycle store will be located at basement level for staff use and lifts / doorways will suitably accommodate bicycles.
- 4.4.2 In addition to the cycle parking provided as part of the development proposals, there are numerous opportunities for cycle parking with the vicinity of the application site for use by visitors/customers. To the south of the site, on Broad Street, a large collection of Sheffield style bike stands is located approximately 100m 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.
- 4.4.3 Further cycle parking is available approximately 150m to the east on Friar Street and Blagrove Street, as well as sporadically along the length of Friar Street.
- 4.4.4 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.

4.5 Servicing Arrangements

- 4.5.1 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.
- 4.5.2 Alternatively, loading bays are provided on Friar Street and Station Road and goods can be trolleyed a short distance to the application site.
- 4.5.3 Further details on the delivery and servicing operation are explored in the Delivery and Servicing Plan.

4.6 Promotion of Sustainable Transport

- 4.6.1 As noted in [Section 2](#), the promotion of sustainable development and accessibility by non-car modes of travel are a key thread of current government and local policy. Within [Section 3](#), it has been demonstrated that the proposed development benefits from excellent access to alternatives means of travel to the private car with the availability of good pedestrian and cycle infrastructure, and nearby frequent bus and rail services providing suitable travel alternatives.
- 4.6.2 To ensure the development maintains a minimal impact on the highway and transport infrastructure near the site, a Framework Travel Plan (FTP) has been prepared to accompany the planning application.

- 4.6.3 The FTP provides details on the objectives, measures and management processes to be put in place to minimise single-occupancy vehicle trips to and from the site.

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 41 apart-hotel units.
- 5.1.2 The retention of the existing retail units and provision of four new 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 construction of 41 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 (Upper Floors)

- 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 C](#).
- 5.2.2 In order to select sites which will give an accurate representation of the application site, the following restrictions have been applied to the search parameters in TRICS:
- Region – England, excluding Greater London
 - Locations – Town Centre
 - Date Range – 01/01/12 to 25/11/19
 - Number of Bedrooms – 24 to 154 bedrooms.
 - No. Survey Sites – 6 survey sites.
- 5.2.3 Due to the central nature of the application site, any site outside of the town centre on the TRICS database has been excluded.

5.2.4 **Table 5.1** summarises the TRICS output for the site, based on a Trip Rate per hotel bedroom.

Table 5.1 – Hotel TRICS Trip Rates and Associated Vehicle Trips

Mode	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)				Daily Total (06:00 – 22:00)			
	Arrivals		Departures		Arrivals		Departures		Arrivals		Departures	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Total Vehicles	0.086	4	0.170	7	0.103	4	0.068	3	0.994	41	1.051	43
Vehicle Passengers	0.015	1	0.038	2	0.028	1	0.007	0	0.201	8	0.269	11
Public Transport Users	0.024	1	0.060	2	0.065	3	0.006	0	0.358	15	0.248	10
Peds	0.057	2	0.080	3	0.107	4	0.100	4	1.327	54	1.478	60
Cyclists	0.000	0	0.000	0	0.000	0	0.002	0	0.022	1	0.018	1
OGVs	0.008	0	0.008	0	0.000	0	0.000	0	0.024	1	0.024	1
Total People	0.183	8	0.348	14	0.303	12	0.183	7	2.902	119	3.058	126

5.2.5 **Table 5.1** shows that the development proposals could generate 22 two-way total people trips in the weekday AM peak, of which 11 would be vehicular and 19 two-way vehicle trips in the weekday PM peak, of which 7 would be vehicular.

5.2.6 **Table 5.1** shows that, over the course of a day (06:00 – 22:00), the proposed apart-hotel has the potential to generate 245 two-way total people trips. 84 of these trips would be vehicular whilst the remaining 161 trips would be undertaken by sustainable means, primarily on foot.

5.2.7 The TRICS analysis identifies that the peak hourly periods take place during the standard network peak hours. However, during the AM peak, the majority of trips are departures, i.e., guests leaving for the day or checking out, and during the PM peak the majority of trips are arrivals, i.e., guests checking in or arriving back from their day out.

5.2.8 It should be noted that whilst peak trip generation occurs in the network peak hours, with a total trip rate of 0.531 per bedroom in the AM peak and 0.486 per bedroom in the PM peak, trips generated by the hotel are relatively spread out over the course of the day.

- 5.2.9 The car-free nature of the site will result in any vehicular trips requiring the use of local public car parks. However, the availability of public transport links from the site is likely to minimise any requirement for the use of car parks and vehicle trips in general.
- 5.2.10 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.
- 5.2.11 A proportion of the vehicle trips could be made up of guests travelling to/from the site by taxi. As detailed in [Section 3](#) there is a taxi layby located close to the site on Friar Street where guests can be picked-up / dropped-off from and it is considered that there is sufficient capacity to accommodate additional taxi trips generated by the apart-hotel.
- 5.2.12 The total people accessing the site over the course of the day totals 238 two-way trips. Total vehicles represent approximately 34% of this number which shows that approximately two thirds of trips to the sites represented by the TRICS assessment are undertaken using sustainable means.
- 5.2.13 It is considered that the additional public transport trips generated by the development can be accommodated by the existing public transport services, due to the extensive availability of public transport options to those accessing the site.
- 5.2.14 It is considered that the existing pedestrian and cycle infrastructure in the local area is capable of accommodating the additional trips generated by the development.
- 5.2.15 Overall, given the minimal 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 & Conclusion

6.1 Summary

6.1.1 This Transport Statement (TS) has been prepared on behalf of Thackeray Estates. It accompanies a planning application for the redevelopment 1-15 Queen Victoria Street and 146-147 Friar Street, Reading, Berkshire, RG1 1EX.

6.1.2 In summary, this TS has identified the following:

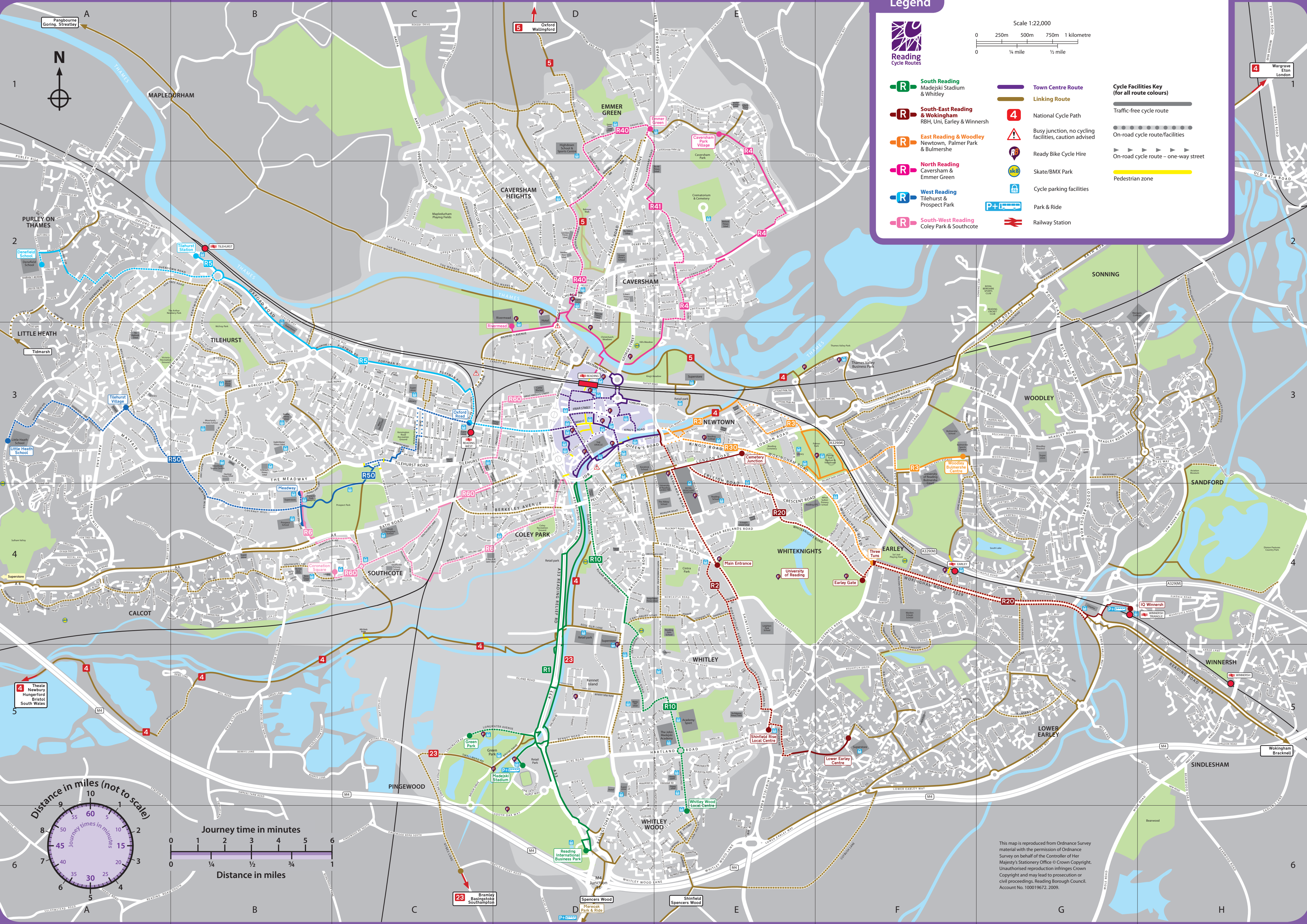
- The application site is located in terms of proximity to frequent public transport services and established pedestrian / cycle routes which provide excellent opportunity for end-users to travel by sustainable means reducing reliance on travel by private car.
- The development proposals will create two pedestrian access routes from Queen Victoria Street and Friar Street providing permeable access to retail units and the entrance to the apart-hotel.
- The development proposals will retain the existing retail use fronting Queen Victoria Street and Friar Street. Additionally, the existing 'car-free' nature of the site will be retained.
- The development will be provided with cycle parking in accordance with RBC standards and a designated cycle store will be located at basement level for staff use.
- 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.
- The proposed development has the potential to generate 22 two-way total people trips in the weekday AM peak, of which 11 would be vehicular and 19 two-way vehicle trips in the weekday PM peak, of which 7 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 minimal 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

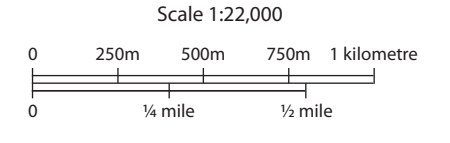
- 6.2.1 In view of the findings within this TS, it is considered that the redevelopment of the application site, to retain retail units (Use Class E) on the ground floor and convert the upper floors to apart-hotel units (Use Class C1) is acceptable in transport terms. This TS demonstrates that there 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 – Local Cycle Connections



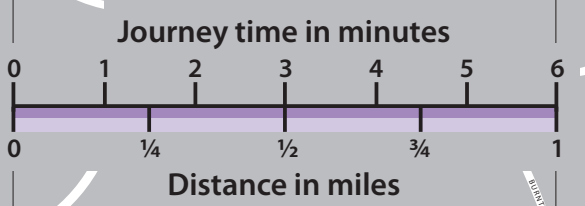
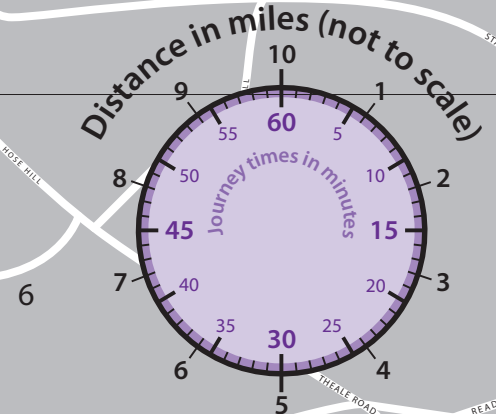
Legend



- 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 – Site Layout

Notes:

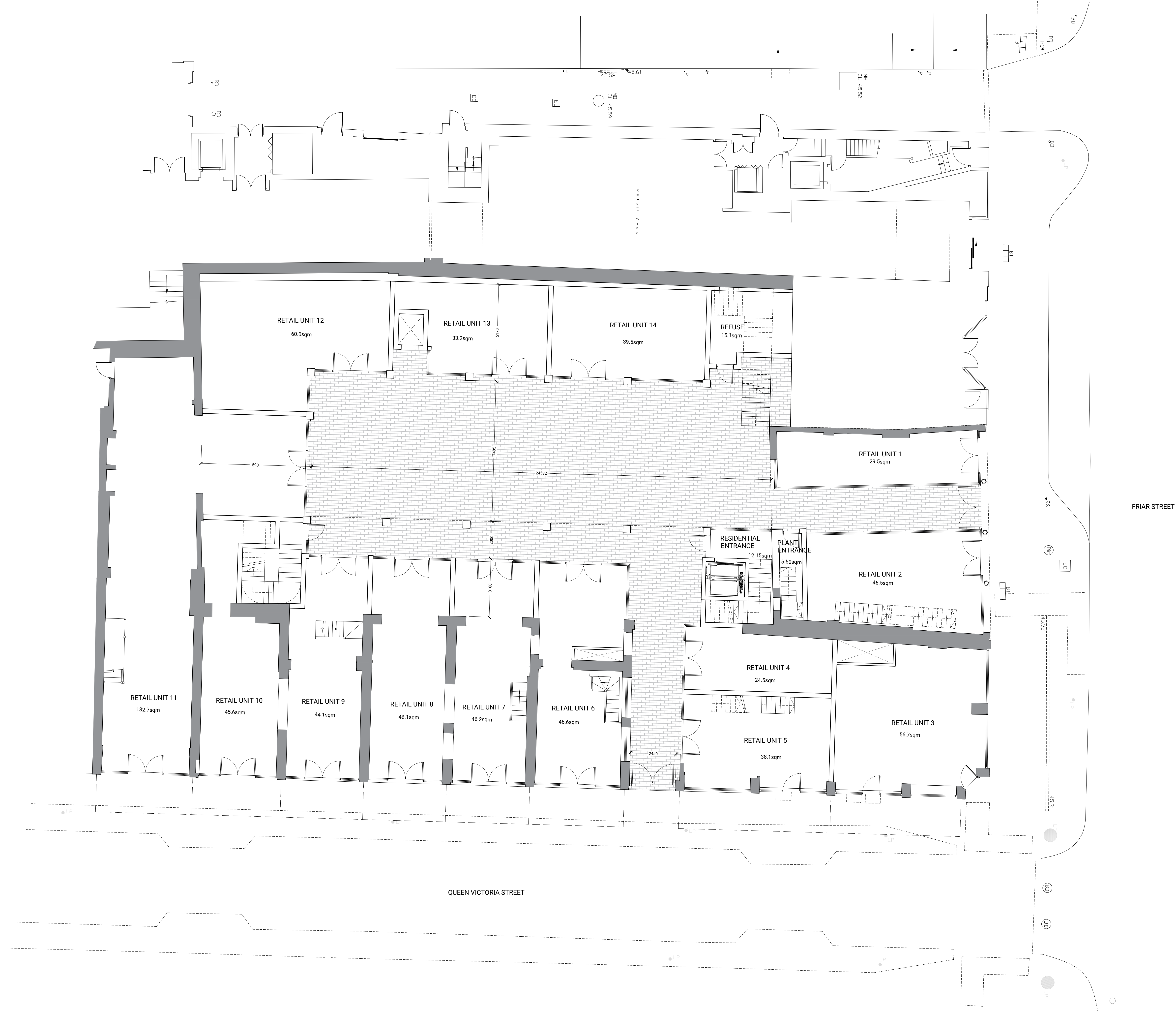
1. Specialist advice is required to confirm the fire strategy and escape distances.

D0	05.08.20	Design issue
D1	06.08.20	Amendments following client comments
D2	14.08.20	Heritage comments incorporated
		Stair location altered
D3	04.09.20	
D4	15.09.20	Client Alterations
D5	09.12.20	Client Alterations, Risers added
D6	08.01.21	Stair added in Retail Unit 5
REV.	DATE	ISSUE

QUEEN VICTORIA ST
1- 15 Queen Victoria St
Reading RG1 1SY

Proposed
Ground Floor Plan
OPTION 6 (Base Scheme)

STATUS		SIZE
Design		A1
PROJECT NO.	DRAWING NO.	REV.
20357	SK6.110	D6



APPENDIX C – TRICS Analysis

Calculation Reference: AUDIT-754101-210112-0159

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS

MULTI-MODAL TOTAL VEHICLESSelected 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 25/11/19

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.

Secondary Filtering selection:Use Class:

C1

6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	2 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	2 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

6 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

6 days

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

LIST OF SITES relevant to selection parameters

1	CB-06-A-01	HOTEL		CUMBRIA
	ENGLISH STREET			
	CARLISLE			
	Town Centre			
	High Street			
	Total Number of bedrooms:	92		
	Survey date: MONDAY	20/06/16		Survey Type: MANUAL
2	ES-06-A-01	HOTEL		EAST SUSSEX
	KINGS ROAD			
	BRIGHTON			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	154		
	Survey date: WEDNESDAY	16/10/19		Survey Type: MANUAL
3	GM-06-A-08	IBIS		GREATER MANCHESTER
	PORTLAND STREET			
	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	THISTLE		TEES VALLEY
	FRY STREET			
	MIDDLESBROUGH			
	Town Centre			
	Commercial Zone			
	Total Number of bedrooms:	132		
	Survey date: THURSDAY	03/10/13		Survey Type: MANUAL
5	TW-06-A-03	HOTEL		TYNE & WEAR
	SANDHILL			
	NEWCASTLE UPON TYNE			
	QUAYSIDE			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	24		
	Survey date: TUESDAY	14/06/16		Survey Type: MANUAL
6	WL-06-A-02	HOLIDAY INN EXPRESS		WILTSHIRE
	BRIDGE STREET			
	SWINDON			
	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**

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 - 25/11/19
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.

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 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.

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 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**

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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