



12-18 CROWN STREET, READING

TRANSPORT NOTE

05 AUGUST 2020



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TRANSPORT NOTE

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Evoke Transport
The White Building
33 King's Road
Reading
RG1 3AR
T: 0118 380 0182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk
[Linkedin.com/company/evoke-transport](https://www.linkedin.com/company/evoke-transport)

APPROVAL					
Number:	Name:		Position:	Date:	Modifications:
01	Author:	Meg Hopkins	Transport Planner	30/04/2020	
	Checked:	David Fletcher	Associate	30/04/2020	
	Approved:	David Fletcher	Associate	30/04/2020	
01A	Author:	Meg Hopkins	Transport Planner	05/08/2020	Finalised Plans
	Checked:	David Fletcher	Associate	05/08/2020	
	Approved:	David Fletcher	Associate	05/08/2020	

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1. Introduction

1.1. Context

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Shall Do Crown Street Ltd (“the Client”) to produce a Transport Note to accompany a planning application for the change of use of the existing Reading Serviced Apartments building (C1 use class) at 12-18 Crown Street to provide C3 residential apartments.
- 1.1.2. The local planning authority (LPA) and local highway authority (LHA) are Reading Borough Council (RBC).

1.2. Proposed Development

- 1.2.1. The proposed development seeks to change the use of the existing C1 serviced apartments to provide residential accommodation (C3). The proposed development will provide 44 apartments comprising of;
 - 4 studio apartments;
 - 18 x one-bedroom / one person apartments;
 - 9 x one-bedroom / two person apartments;
 - 4 x two-bedroom / three person apartments; and
 - 9 x two-bedroom / four person apartments.
- 1.2.2. Drawings of the proposed site layout and plans of the buildings are attached at **Appendix A**. The eight parking spaces (including two disabled bays) will be retained and will be offered on a lease basis to residents with priority given first to disabled residents and larger family units. Cycle parking will be provided in ground floor stores which will provide 44 cycle parking spaces.

1.3. Report Structure

- 1.3.1. This Transport Note considers the sustainability / suitability of the site’s location in respect of the proposed development. It has been produced with consideration of the National Planning Policy Framework (NPPF) and Planning Practice Guidelines (PPG).
- 1.3.2. This report is split in to the following sections;
 - Section 2: Transport Policy & Existing Situation;
 - Section 3: Trip Generation and Impact; and
 - Section 4: Summary and Conclusions.

2. Transport Policy and Existing Situation

2.1. Policy

2.1.1. The key transport policy documents at a national and Local level have been considered when assessing the development proposals, these include the key policy documents outlined below:

- National Planning Policy Framework (February 2019);
- Planning Practice Guidance Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
- Reading Borough Local Plan (November 2019);
- Draft Reading Transport Strategy 2036;
- Reading Local Transport Plan 3 (2011);
- Reading Revised Parking Standards and Design Supplementary Planning Document (October 2011); and
- Reading Waste Management Guidelines for Property Developers, Architects, Planners and Contractors.

2.1.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling, public transport and electric vehicles. Policy TR5 of the RBC Local Plan states that developments should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport

2.1.3. The NPPF concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.2. Existing Site

2.2.1. The site is currently occupied by Reading Serviced Apartments which provides in the region of 44 one and two-bedroom serviced apartments and has 8 car parking spaces (2 disabled parking bays) to the rear accessed off St Giles Close, as shown in Figure 1. The building currently provides 10 covered and secure cycle parking space within a cycle store at ground floor level.

Figure 1 – Existing Car Parking



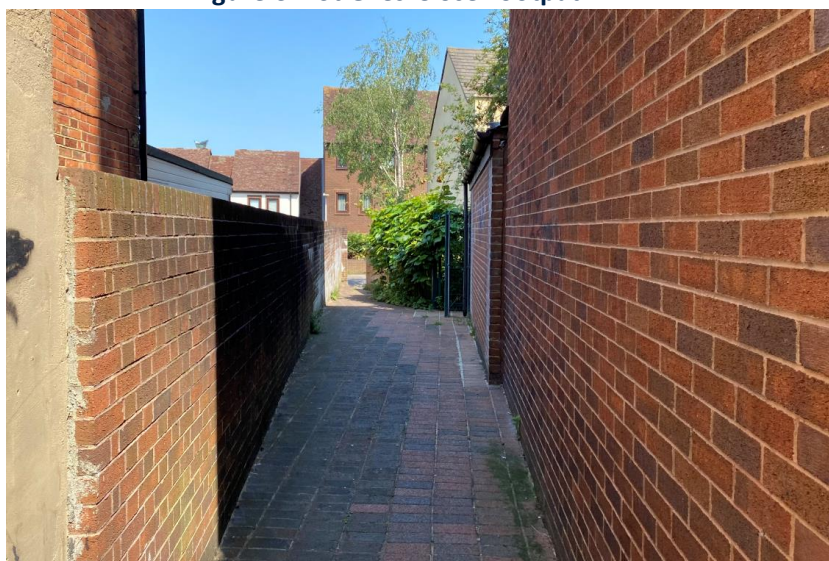
2.2.2. At present refuse is stored to the rear of the site with four 1100 litre Eurobins provided, two for refuse and two for recycling as shown below in Figure 2.

Figure 2 – Existing Refuse Storage



- 2.2.3. The bin storage area is fronting the rear of the site, serviced off St Giles Close. Due to the height restrictions of the undercroft access, a private refuse collection contract with Berkshire Clearance Services is currently in place with more frequent collections undertaken by a smaller vehicle.
- 2.2.4. The site is located within a highly accessible location, with Reading Railway Station located within 1.1 kilometre of the site, the Town Centre located within 700m of the site and bus stops located on London Street within 100m of the site. The site is bordered to the north by Nelson Mews and St Giles Close beyond that, to the east by Unite Students student accommodation, to the south by Crown Street and to the west by residential properties located off Crown Street.
- 2.2.5. A narrow alleyway footpath link is provided immediately to the west of the building which provides a pedestrian connection from Crown Street through to St Giles Close, as shown in Figure 3.

Figure 3 – St Giles Close Footpath Link



2.3. Pedestrian Network

- 2.3.1. To enable an assessment of the viability of walking between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances.

- 2.3.2. The Institute of Highways and Transportation's (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000), states in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres. The distances for various land uses, are summarised in Table 1.

Table 1 Acceptable Walking Distances (metres)

Definition	Town Centres	Commuting/School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Providing for Journeys on Foot (IHT, 2000)

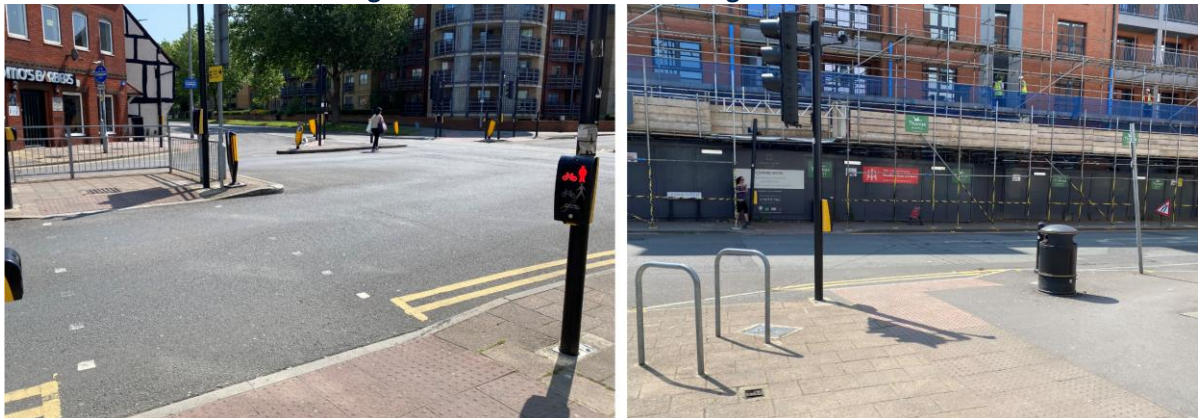
- 2.3.3. Reading Town Centre is within 700m of the site, wide streetlit footways are provided along Crown Street and London Street, as outlined in Figure 4 below.

Figure 4 – Crown Street and London Street Footways



- 2.3.4. As outlined in Figure 5 below, signalised pedestrian and cycle crossings (Toucan) are provided at the London Street / Crown Street crossing which assist with movements.

Figure 5 – Crown Street Crossings



- 2.3.5. Signal controlled pedestrian crossings (Puffin) are also provided at the Queens Road / London Street crossroads which assist with pedestrian movements in to the town centre and towards Reading Railway Station which is located 1.1 kilometres north of the site.
- 2.3.6. To the rear of the site, St Giles Close provides streetlit footways which connect with footway on Church Street, Letcombe Street, Mill Lane and Queens Road. Signal controlled pedestrian crossings are also provided.

2.5. Bus Connections

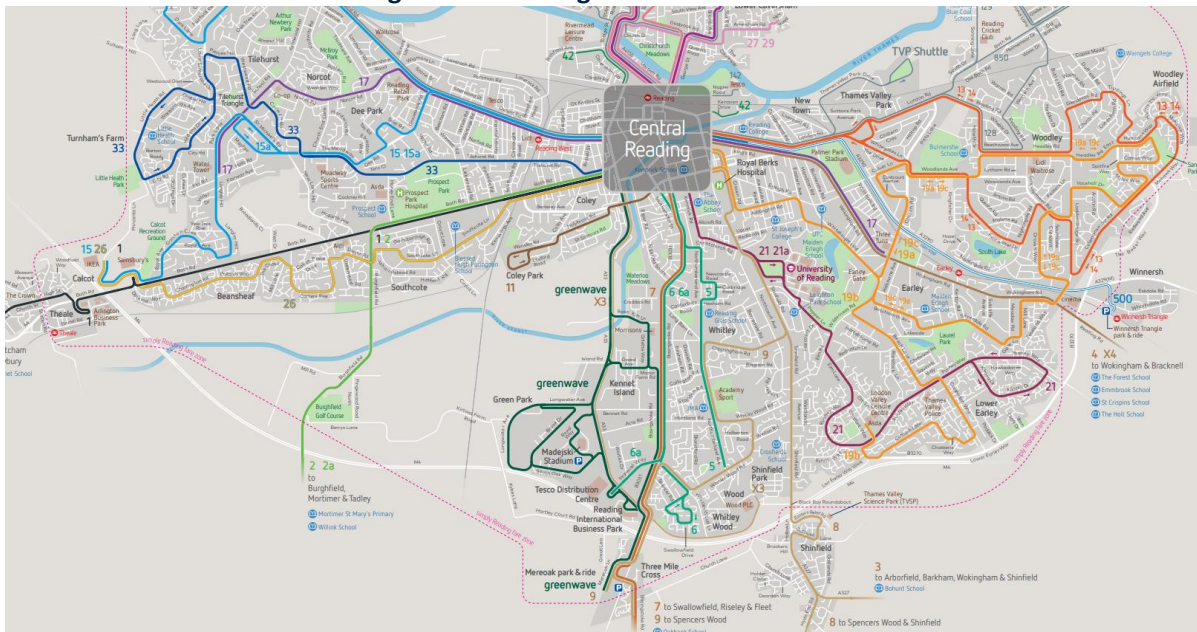
- 2.5.1. Bus stops are located on London Street within 100m of the site. The northbound bus stop on London Street provide shelters, seating, lighting, bus flags and timetable information whilst the southbound stop provides a bus flag and timetable information, as outlined in Figure 7.

Figure 7 – London Street Bus Stops



- 2.5.2. The stops are served by the 3, 5, 6 / 6A, 7, 8, 9, 11, 19 / 19A / 19B, 21 / 21A and provide regular services to Reading Town Centre, Reading Railway Station, Coley Park, Lower Earley, Whitley, Whitley Wood, Spencer's Wood, Hartley Wintney and Fleet. Combined the stops are served by approximately 25 buses per hour. Reading Railway Station is accessible within an 8-9-minute bus journey. The Reading bus routes map is outlined below in Figure 8.

Figure 8 – Reading Bus Routes



Source: Reading Buses

2.6. Rail Connections

- 2.6.1. Reading Railway Station is located 1.1 kilometres to the north of the site which is accessible via a 14-minute walk or a 4-5 minute cycle. Reading Railway Station is managed by Network Rail and served by Great Western Railway, CrossCountry and South Western Railway services. Being a transport hub,

Reading Railway Station provides frequent services both locally and further afield, including to London Paddington, London Waterloo, Gatwick Airport, Cardiff, Bournemouth and Bristol Temple Meads, amongst many others. A total of 344 cycle parking spaces are provided at Reading Railway Station.

- 2.6.2. The level of accessibility to frequent bus and rail services to a wide range of locations ensures that travel to and from the site by bus and rail are viable options and could form part of a multi-modal journey from the site to wider afield.

2.7. Car Clubs

- 2.7.1. In the coming years, Reading faces challenges of population growth, congestion and the environment. Reading declared a Climate Emergency in 2019 and are committed to reducing congestion and vehicle trips. Part of the strategy is to increase the existing offer of car clubs in the town.
- 2.7.2. Car clubs provide a cost-effective and flexible alternative to owning a car and can help tackle these challenges. Car clubs provide the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour, up to a whole weekend, or longer. They reduce the need for people to own their own cars by providing access to conveniently located, high-quality vehicles on an affordable 'pay-as-you drive' basis.
- 2.7.3. The nearest existing car club, is CoWheels (www.co-wheels.org.uk) which has three dedicated car club vehicles within 2.0 kilometres of the site;
- Baptist Church, Cemetery Junction – 1,300 metres;
 - Dunsden Crescent, Whiteknights Campus – 1,800 metres; and
 - Sherfield Drive, St Patricks Hall – 1,900 metres.

2.8. Local Amenities

- 2.8.1. Being within just 700m of Reading Town Centre, a wide range of facilities and amenities are located well within the 'preferred maximum' walking distance recommended by IHT. These include (but are not limited to); The Oracle Shopping Centre, restaurants, pubs, Vue Cinema, churches, recreation facilities, car parks, libraries and offices. The Oracle Shopping Centre is demonstrated in Figure 9, with a summary of nearby local amenities and their associated walking and cycling distance included in Table 2.

Figure 9 – Oracle Shopping Centre

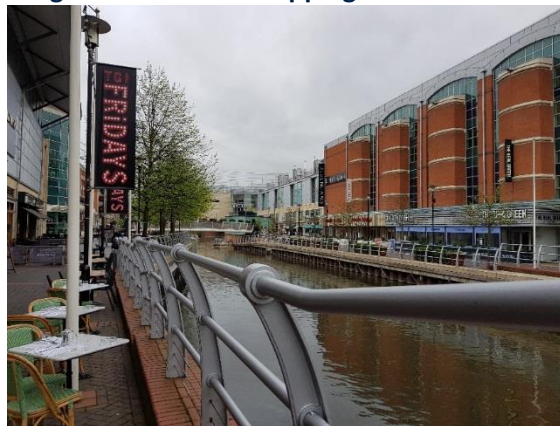


Table 2 Summary of Walking and Cycling Distances to Local Amenities

Amenity	Distance (metres)	Walking Time (Minutes)	Cycling Time (minutes)
Retail and Leisure			
Tesco Express	60m	1	1
Reading Town Centre	700m	9	3
Broad Street	800m	10	3
Forbury Retail Park	1200m	15	5
Reading Link Retail Park	1000m	13	4
VUE Cinema	600m	8	3
South Street Arts Centre	450m	6	2
Workout20 Gym	300m	4	2
Schools and Universities			
Kendrick School	290m	4	2
University of Reading (London Road Campus)	450m	6	2
University of Reading (Whiteknights)	1800m	23	7
The Abbey School	500m	7	2
Reading College	1200m	15	5
Reading School	1300m	17	5
Healthcare			
Kendrick View Dental Practice	300m	4	2
Boots Pharmacy	750m	10	3
London Street Doctor's Surgery	300m	4	2
Royal Berkshire Hospital	950m	12	4
Transport			
Reading Railway Station	1100m	14	5
London Street Bus Stops	100m	2	1
Car Club - CoWheels Cemetery Junction	1300m	17	5

- 2.8.2. In terms of education, a variety of schools (both primary, secondary, college and universities) are located within the 'preferred maximum' walking distance recommended by IHT. The site is also well connected in terms of health provision, with Royal Berkshire Hospital located less than 1km away.

2.9. Census Analysis

- 2.9.1. Census 2011 data has been analysed for the Reading 011 Output Area to establish the journey to work modal split for people that live within the MSOA. The results are shown below in Table 3.

Table 3 – Journey to Work Data

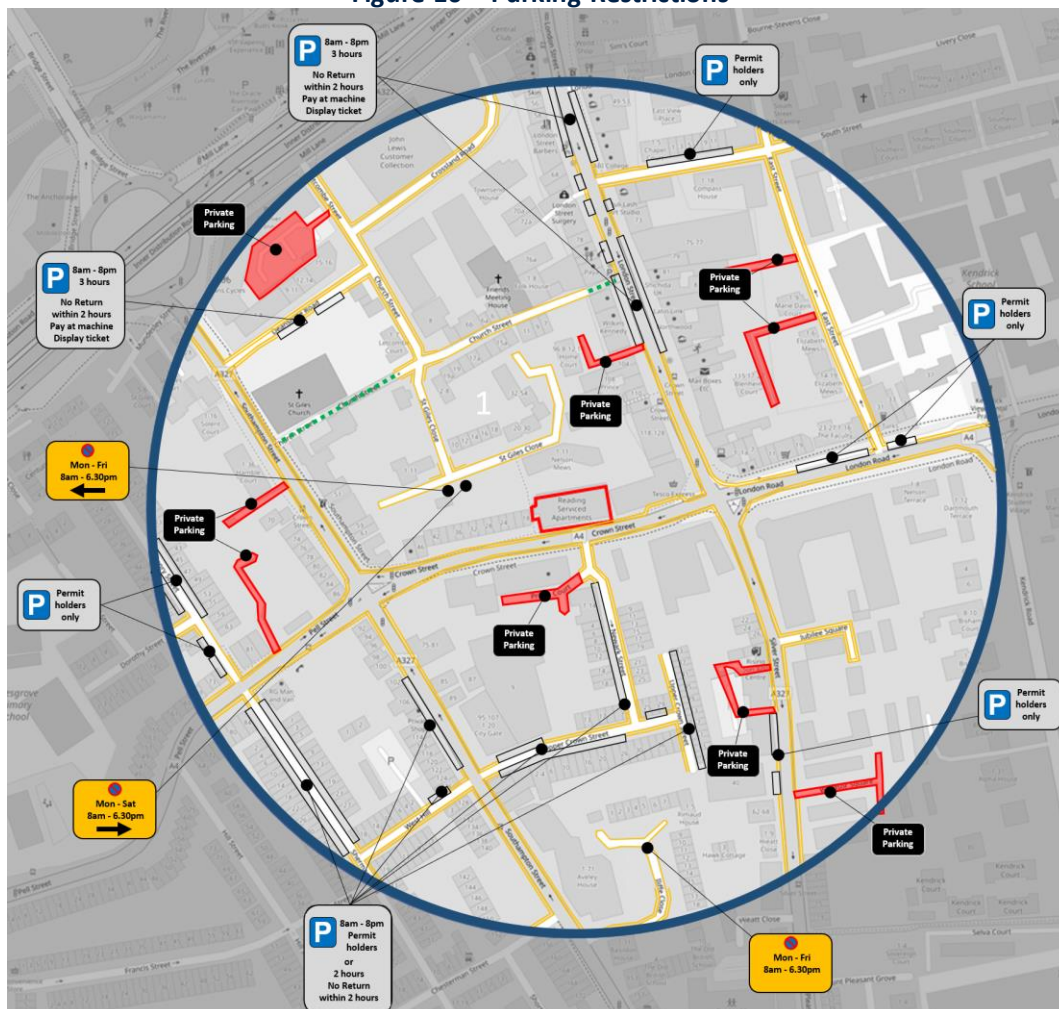
Mode	Resident Population
Train	20.6%
Bus	11.8%
Taxi	0.2%
Motorcycle	0.4%
Car Driver	29.2%
Car Passenger	3.1%
Bicycle	3.6%
On foot	31.0%
Other	0.1%
Total	100%

- 2.9.2. Table 3 shows that 67.0% of residents travel to work by sustainable modes of transport with an additional 3.1% car sharing. This shows that the site is located in a highly sustainable location and together with the amenities outlined in Table 3 shows that the vast majority of trips can be made to and from the site by sustainable modes of transport, reducing the need to own a car.
- 2.9.3. Census data for the Reading 011 MSOA in which the site is located has been compared against the accommodation type, which is “flats / apartments or maisonettes” within the 2011 Census. This shows that 49.5% of households in the MSOA do not own a car at all, with 43.7% owning one car and 6.8% owning two or more cars. Applying a ratio of 2.5 cars per household to the two or more cars per household category means that for the MSOA there is a parking ratio of 0.61 cars per household.
- 2.9.4. It is evident that the journey to work modal shares and the car ownership data reflect the sustainable modes of transport on offer to potential residents and visitors at the site’s location.

2.10. Parking Restrictions

- 2.10.1. The majority of roads in the vicinity of the site either have single or double yellow line parking restrictions in place or are restricted to resident permit holders only between 08:00-20:00. The Lambeth Parking Survey methodology, which is the most widely accepted industry methodology for parking, states that residents want to park within 200m of their property (2-3 minutes walk). The roads within 200m of the site are all covered by parking restrictions, as outlined in Figure 10, which ensure that any of the proposed residents at the site would not be able to park on-street.

Figure 10 – Parking Restrictions

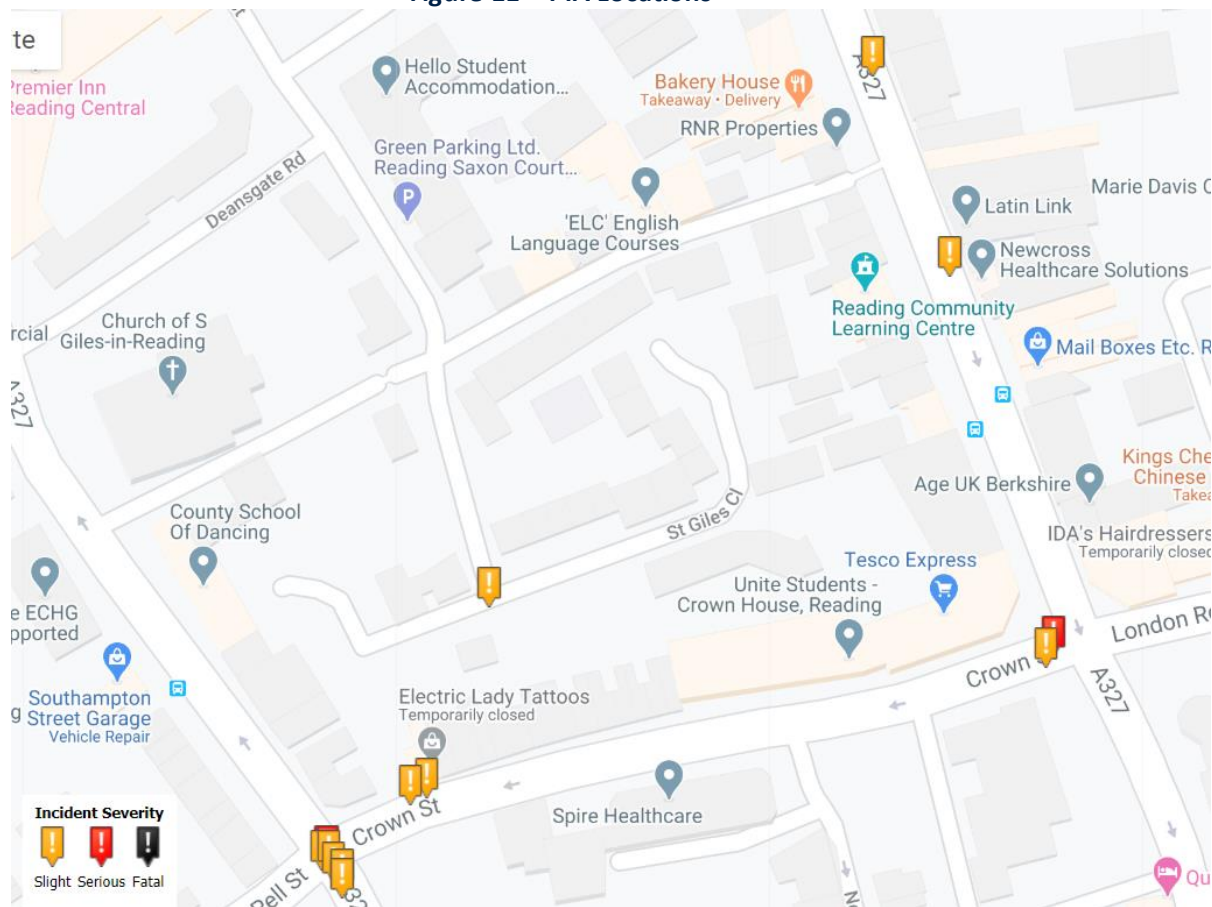


- 2.10.2. Short term visitor parking for 2-3 hours is available in bays in the vicinity of the site. Notably Reading Saxon Court Car Park is located within 200m of the site and provides 60 parking spaces at a daily rate of £9 or weekly rate of £54 should any residents or visitors need to park.

2.11. Road Safety

- 2.11.1. A review of the most recently available five years of injury accident data (2015-2019) has been undertaken using the Crashmap database. The study area includes Crown Street between Silver Street and Southampton Street, London Street between the site and the bus stops and St Giles Close. The results are provided in Figure 11.

Figure 11 – PIA Locations



Source: Crashmap

- 2.11.2. Over the most recent available five-year period (up to end of December 2019) a total of fourteen recorded injury accidents occurred in the study area. There were three serious injury accidents and the rest were all slight injury accidents, with no fatalities taking place and injury accidents taking place at the site access junction or in the immediate vicinity of the site.
- 2.11.3. A total of two injury accidents have taken place at the Crown Street / London Street / Silver Street crossroads with one serious injury accident and one slight injury accident. The serious incident involved a pedestrian being struck by a vehicle in 2017 whilst the slight incident involved a motorcyclist and a pedestrian colliding in 2018.
- 2.11.4. A total of seven injury accident occurred in the vicinity of the Crown Street / Pell Street / Southampton Street crossroads, with two serious incidents and five slight incidents. Three of the incidents involved pedal cycles, one involved a pedestrian and the remaining all solely involved vehicles.

- 2.11.5. The crossing facilities at both these junctions are high quality Toucan crossings with advanced cycle stop lines. As such it is considered that these injury accidents were not a result of a defect in the public highway and were in fact a result of driver error.
- 2.11.6. It is therefore considered that there is no inherent road safety issues in the vicinity of the site and the development proposals are highly unlikely to exacerbate the level of injury accidents in the vicinity of the site.

2.12. Summary

- 2.12.1. This section has demonstrated that the site is extremely accessible with high quality pedestrian and cycle links into Reading Town Centre, located just 700m away. The closest bus stops to the site provide regular services to the town centre and further afield, including local schools and employment and Reading Railway Station is a transport hub with numerous, frequent services to a wide range of destinations.
- 2.12.2. An array of local amenities and facilities including employment, healthcare and educational facilities are located within short walking and cycling distance of the site. A review of PIA incidents indicates no trend that may worsen as a result of the development proposals. The site is therefore considered accessible in highways terms.

3. Proposed Development

3.1. Proposed Development

3.1.1. The development proposals seek to change the use of the existing C1 serviced apartments to provide 44 residential (C3) apartments. These apartments will comprise:

- 4 studio apartments;
- 18 x one-bedroom / one person apartments;
- 9 x one-bedroom / two person apartments;
- 4 x two-bedroom / three person apartments; and
- 9 x two-bedroom / four person apartments.

3.2. Access Arrangements

3.2.1. Pedestrian access will be retained along the site frontage onto Crown Street, with additional access points being provided to the southwest and north of the building. Access to the cycle and refuse storage facilities will be provided to the north of the site.

3.2.2. Vehicular access will remain the same, with an access point to the north of the building branching from St Giles Street to provide access to the car and cycle parking and refuse storage.

3.3. Car Parking

3.3.1. RBC set out their car and cycle parking standards within their Local Development Framework's Revised Parking Standards and Design Supplementary Planning Document (SPD) (October 2011). Within the SPD, Reading is divided into zones and the site is located within Zone 2 'Primary Core Area'. Table 4 summarises these standards for C3 residential dwellings within Zone 2 and calculates the number of car and cycle spaces required for the proposed change of use.

Table 4 - Car Parking Standards

Use	Car Parking Standard	Visitor Parking Requirement	Disabled Parking Requirements	TOTAL
C3 Dwelling Flat 1-2 bed	1 per dwelling	1 space per 10 dwellings (Flats only)	3 disabled spaces or 5% of total capacity, whichever is greater	44 + 4 visitor spaces

3.3.2. Based on the parking standards outlined in Table 4 above, a total of 48 car parking spaces would be required for the development proposals, including the provision of 4 visitor spaces and 3 disabled spaces.

3.3.3. It should be of note that the Thomas Homes residential scheme (Ref 170794) located on the opposite side of the carriageway to the site used Zone 1 parking standards that represent a lower demand for parking. Zone 1 parking standards would require the provision of 0.5 spaces per flat, equating to a total of 22 spaces, including the provision of three disabled and no visitor spaces would be required.

3.3.4. The development proposals outline a change of use of the existing building with no alterations to the existing parking provision which includes eight car parking spaces, including the provision of two disabled spaces.

3.3.5. This lower provision of car parking compared to RBC standards is deemed appropriate for the development proposals due the location of the site close to Reading Town Centre, providing

amenities, leisure facilities, employment opportunities and access to a range of public transport links all within walking and cycling distance of the site.

- 3.3.6. As mentioned previously, the local highway network bordering the site and surrounding areas are marked with single or double yellow lines or are restricted to resident permit holders only between 08:00-20:00. All roads within 200m of the site are covered by parking restrictions which ensure that future residents of the proposed development would not be able to park on-street.
- 3.3.7. To ensure that no residents park on surrounding roads with permit holder restrictions, it is proposed that all residents are exempt from applying for resident parking permits. The stringent existing parking controls and permit restriction on residents will ensure that there is no on-street overspill parking.
- 3.3.8. The development will be marketed as car-lite to future residents with the parking spaces provided on a lease basis. Priority will be given first to disabled residents and then to the larger family units.
- 3.3.9. RBC declared a Climate Emergency in February 2019 with goals which seek to invest in and promote more sustainable modes of transport including walking, cycling, public transport and the use of car clubs. Given the highly accessible location of the site, it would be counter to this objective to provide a high level of on-site parking when measures are in place to prevent any on-street parking overspill.
- 3.3.10. Short term visitor parking for 2-3 hours is available in bays in the vicinity of the site. Notably Reading Saxon Court Car Park is located within 200m of the site, as shown in Figure 10, and provides 60 parking spaces at a daily rate of £9 or weekly rate of £54 should any residents or visitors need to park.

3.4. Cycle Parking

- 3.4.1. RBC provide minimum cycle parking standards within their Revised Parking Standards and Design SPD and Table 5 below summarises these standards and calculates the cycle and motorcycle parking requirements of the proposed development.

Table 5 – Cycle Parking Standards

Use	Bicycle Parking	
	Minimum Standard	Total required
C3 Dwelling Flat 1/2-bed	0.5 per dwelling	22

- 3.4.2. Cycle parking must be:

- Conveniently located in relation to the trip origin and destination;
- Easy to use (where cycles can be secured easily and quickly);
- Secure (where parking is overlooked by development nearby, located close to well used areas or is within the coverage of a local security camera system. After dark, lighting is required to ensure personal safety for bike users); and
- Covered.

- 3.4.3. Given the car-lite nature of the proposals, the proposed development will provide a total of 44 cycle parking spaces, the equivalent of one cycle space per dwelling. This is far greater provision than RBC's required standards and reflects the sustainable and accessible location of the development within close proximity to Reading Town Centre, Reading Station and a number of cycle routes and facilities. The higher provision of cycle storage will also encourage residents to use cycling as their main mode of transport to and from the site and will further reduce the need for car journeys associated with the site.

- 3.4.4. Safe and secure cycle parking will be provided at two locations within the site, both accessed from the northern side of the building. Both cycle storage facilities are outlined within the plans attached as **Appendix A** and the storage facility located to the west will provide 6 two-tier stackers (providing space for 12 bicycles) and the eastern facility will provide storage for 32 bicycles in the form of Sheffield stands.

3.5. Trip Generation

- 3.5.1. To demonstrate that the proposed redevelopment will have no detrimental impact on the existing local road network, the TRICS database (Version 7.7.1) has been interrogated to determine the likely trip generation of both the existing Reading Serviced Apartments and the proposed residential development.

Existing Trip Generation

- 3.5.2. The existing site provides 44 serviced apartments with eight car parking spaces. In order to provide a robust assessment of the existing trip generation of the serviced apartments, the TRICS database has been scoured to find similar sites and calculate the trip generation. The following criteria was selected on TRICS:

- Hotels;
- Multi-modal surveys;
- Sites in England only (excluding Greater London);
- Surveys undertaken Monday-Friday only;
- 0-100 bedrooms;
- Sites located in 'Town Centre' and 'Edge of Town Centre'; and
- Surveys from 01/01/20010 – 01/01/2020.

- 3.5.3. A total of five sites were selected in the calculation with the TRICS outputs attached as **Appendix B**. The trips generated for each mode of transport by the existing serviced apartments are outlined in Table 6 below.

Table 6 – Existing Serviced Apartments Trips

Mode	AM Peak			PM Peak			Daily		
	IN	OUT	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Train	0	0	0	0	0	0	5	2	7
Bus	0	0	0	4	0	4	8	6	14
Taxi	0	0	0	0	0	0	3	3	6
Motorcycle	0	0	0	0	0	0	0	0	0
Car Driver	5	4	9	5	4	9	48	41	89
Car Passenger	7	7	14	10	5	15	79	65	144
Bicycle	0	0	0	0	0	0	1	1	2
On foot	4	5	9	5	6	11	69	81	150
Other	1	1	2	1	0	1	8	7	15
Total	17	17	34	25	15	40	221	206	427

- 3.5.4. Based on the TRICS trip rates, the assessment shows that the existing site generates 34 two-way people trips in the AM peak hour, 40 in the PM peak hour and up to 427 two-way people trips per day. The existing site currently generates in the region of nine two-way vehicle trips in the AM and PM peak hours and 89 two-way vehicle trips daily.

Proposed Trip Generation

3.5.5. The proposed development will provide 44 flats/apartments. The TRICS database has been interrogated for sites with similar characteristics to the proposed site. The following parameters were used:

- Residential - Flats Privately Owned;
- Multi-modal Sites in England excluding London;
- Surveys Undertaken Monday-Friday only;
- 0-100 dwellings;
- Sites located in 'Edge of Town Centre' and 'Town Centre' only;
- Surveys from 01/01/20010 – 01/01/2020.

3.5.6. A total of eight sites were selected in the calculation with the TRICS outputs attached as **Appendix C**. The total people trip rates and trips generated by the proposed development have been used to calculate the trips that will be generated for each mode of transport using 2011 Census modal split data. The resultant trip generation is outlined in Table 7.

Table 7 – Proposed Residential Trips

Mode	AM Peak			PM Peak			Daily		
	IN	OUT	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Train	1	5	6	4	2	6	25	26	51
Bus	1	3	4	2	1	3	15	15	30
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	1	1
Car Driver	1	6	7	5	3	8	36	37	73
Car Passenger	0	1	1	1	0	1	4	4	8
Bicycle	0	1	1	1	0	1	4	5	9
On foot	2	7	9	6	3	9	38	39	77
Other	0	0	0	0	0	0	0	0	0
Total	5	23	28	19	9	28	122	127	249

3.5.7. Table 7 shows that the proposed residential site is likely to generate 28 two-way people trips in the AM peak hour, 28 in the PM peak hour and up to 249 two-way people trips per day. The development proposals are likely to generate seven two-way vehicle trips during the AM peak hour, eight two-way vehicle trips during the PM peak hour and 73 two-way vehicle trips daily.

Net Trip Generation

3.5.8. The total trips generated by the existing site have been removed from the total trips generated by the proposed development in order to calculate the net change in trip generation associated with the redevelopment proposals. The net trips are outlined in Table 8.

Table 8 – Net Trip Generation

Mode	AM Peak			PM Peak			Daily		
	IN	OUT	TWO WAY	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Train	1	5	6	4	2	6	20	24	44
Bus	1	3	4	-2	1	-1	7	9	16
Taxi	0	0	0	0	0	0	-3	-3	-6
Motorcycle	0	0	0	0	0	0	0	1	1
Car Driver	-4	2	-2	0	-1	-1	-12	-4	-16
Car Passenger	-7	-6	-13	-9	-5	-14	-75	-61	-136
Bicycle	0	1	1	1	0	1	3	4	7
On foot	-2	2	0	1	-3	-2	-31	-42	-73
Other	-1	-1	-2	-1	0	-1	-8	-7	-15
Total	-12	5	-7	-7	-5	-12	-98	-80	-178

- 3.5.9. Table 8 demonstrates that the proposed development is likely to result in the reduction of seven two-way person trips during the AM peak, 12 two two-way person trips during the PM peak and 178 two-way person trips over the entire day compared to the existing use as serviced apartments.
- 3.5.10. The development proposals result in an overall reduction of journeys undertaken by car by 136 two-way trips per day. In reality, given that the site currently provides eight parking spaces, and this will remain unchanged then it is considered that the vehicle trip generation will remain broadly the same.

3.6. Development Impact

Bus Impact

- 3.6.1. The change of use is anticipated to generate approximately four additional two-way bus trips in the AM peak hour (08:00-09:00) and 16 two-way bus trips daily. Due to the frequent nature of bus services from the stops in the vicinity of the site, these trips will not have a significant impact on the capacity of the services.

Rail Impact

- 3.6.2. The development proposals are anticipated to generate approximately six two-way train trips in the AM and PM peak hours. Reading Station is served by regular services to London, Oxford, Bristol and Gatwick Airport. Due to the frequent train services the proposed development will not result in a significant impact on the capacity of the rail network.

Walking and Cycling Impact

- 3.6.3. **Section 2** of this TN describes the provision of walking and cycling facilities within the close proximity of the site and the site's sustainable and accessible location. Table 8 demonstrates the proposed development is anticipated to generate an additional seven daily cyclist trips and reduce daily pedestrian trips by 73.
- 3.6.4. It is considered that this number of additional cycle trips would have a negligible effect on the operation of the pedestrian and cycle routes in the vicinity of the site, and the provision of high quality sheltered and secure cycle parking at the site will allow cyclists from the site to safely store their bicycles.

3.7. Deliveries and Servicing

- 3.7.1. Deliveries to the residential units will primarily consist of the following:

- Refuse vehicles;
- Post, parcel and mail deliveries and collections;
- Ad-hoc grocery deliveries / other courier services;
- Occasional Maintenance vehicles; and
- Removals vehicles.

- 3.7.2. It is of note that the types of delivery and servicing trips outlined above are already likely to be operating at neighbouring residential sites along Crown Street and the majority would have already been accessing the existing serviced apartments.
- 3.7.3. There is likely to be the occasional removals vehicle when residents move into / out of properties. This will be most notable when the development is first occupied, subsequent to which, these movements will be infrequent.
- 3.7.4. The estimated delivery and servicing trips are outlined in Table 9.

Table 9 - Servicing Trip Generation

Delivery	Vehicle	Time of Day	Approx. Frequency
Post	Post Van	09:00-17:00	Daily
Parcel / Couriers	Transit Van	07:00-22:00	1-3 per day
Groceries	Transit Van	07:00-22:00	1-3 per day
Refuse Collection	Small Refuse Vehicle	07:30-17:00	Weekly / Bi-weekly
Recycling Collection	Small Refuse Vehicle	07:30-17:00	Weekly / Bi-weekly
Maintenance Vehicles	Transit Van / Box Van	09:00-17:00	1-2 timer per year
Removals Vehicles	Pantechnicon	09:00-17:00	Infrequent

- 3.7.5. Based on this, it is anticipated that the proposed development is likely to generate 7-12 delivery and servicing trips per day, equating to less than one trip per hour across core delivery hours. It is likely that the majority of delivery and servicing trips will take place outside of the network peak hours.

3.8. Refuse Storage

- 3.8.1. RBC's Waste Management Guidelines for Property Developer, Architects, Planner and Contractors requires 1 x 1100L bin per five flats, based on fortnightly collection. This would equate to the need for 9 x 1100L Eurobins to be provided at the proposed development.
- 3.8.2. Due to the constraints of the site, with the undercroft restricting the height to the rear of the building, the existing site is serviced by a private refuse collection company. Refuse collection will continue to be undertaken by a private refuse collection company with a smaller vehicle used. The refuse vehicle would enter the hardstanding car park area located to the rear / north of the site accessed via St Giles Close. It is likely that refuse collection will take place weekly or bi-weekly with Eurobins stored within the footprint of the building.
- 3.8.3. It is anticipated that refuse collection will occur on a weekly or bi-weekly basis (to be agreed with private refuse collection contractor). If a weekly private collection is agreed, a total of 5 x 1100L Eurobins would be required for the proposed development. If refuse collection were to occur bi-weekly, 3 x 1100L Eurobins will be required.
- 3.8.4. A dedicated refuse storage area will be provided within the building and residents will be able to access the bin store from the north of the site. The refuse store location will ensure that no residents have to carry their refuse more than 30m.

3.9. Summary

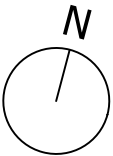
- 3.9.1. This section has outlined the development proposals, including car and cycle parking provision, refuse storage and trip generation.
- 3.9.2. The development proposals are not considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure. The proposed development is anticipated to marginally reduce the number of trips during the AM peak hour, PM peak hour and daily, so it can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF. The restriction on future residents from applying for on-street parking permit will ensure that the reduced level of on-site parking will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda.

4. Conclusion

- 4.1.1. Evoke has been commissioned by Shall Do Crown Street Ltd to produce a Transport Note to accompany a planning application for the change of use of the existing Reading Serviced Apartments building (C1 use class) at 12-18 Crown Street to provide C3 residential apartments. The proposed development seeks to change the use of the existing C1 serviced apartments to provide a total of 44 apartments.
- 4.1.2. This site is extremely accessible with high quality pedestrian and cycle links into Reading Town Centre, located just 700m away. The closest bus stops to the site provide regular services to the town centre and further afield, including local schools and employment and Reading Railway Station is a transport hub with numerous, frequent services to a wide range of destinations.
- 4.1.3. An array of local amenities and facilities including employment, healthcare and educational facilities are located within short walking and cycling distance of the site. A review of PIA incidents indicates no trend that may worsen as a result of the development proposals. The site is therefore considered accessible in highways terms.
- 4.1.4. This lower provision of car parking compared to RBC standards is deemed appropriate for the development proposals due the location of the site. The reduced level of on-site parking will not impact the surrounding highway network and will be in accordance with Reading's Climate Emergency agenda.
- 4.1.5. To ensure that no residents park on surrounding roads with permit holder restrictions, it is proposed that all residents are exempt from applying for resident parking permits. The stringent existing parking controls and permit restriction on residents will ensure that there is no on-street overspill parking.
- 4.1.6. The development proposals are not considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure. The proposed development is anticipated to marginally reduce the number of trips during the AM peak hour, PM peak hour and daily.
- 4.1.7. It is therefore considered that the site is a suitable and sustainable location for the proposed development and would not have a detrimental impact on the operation of the local highway or transport networks or highway safety. The development would not result in a severe residual impact in accordance with the NPPF

Appendix A – Proposed Plans

SCALE 1:200
SCALE 1:1



THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING WORK OF ANY KIND. NO DIMENSIONS TO BE SCALED FROM THIS DRAWING.

REV.	DATE	REVISION
-	-	-



UNIT KEY

- 1B 1P
- 1B 2P
- 2B 3P
- 2B 4P
- Studio

TOTAL UNITS

18no	1B 1P
9no	1B 2P
4no	2B 3P
9no	2B 4P
4no	Studio
44no	TOTAL

FOR INFORMATION

01 Ground Floor Plan

Scale 1:200

Osel
architects and
development consultants

PROJECT:
12-18 CROWN STREET
READING

CLIENT:
SHALL DO CROWN ST

DRAWING:
GROUND FLOOR
CHANGE OF USE SCHEME

DRAWING No.:
E19-029/-PRP000

REV:
-

SCALE: 1:200@A3

DRAWN: RC DATE: 02 Jun 2020

CHECKED: WTM DATE: 02 Jun 2020

26 Oldbury Place, London W1U 5PR Tel: 020 7224 2447 Fax: 020 7224 2997

E-mail: admin@oselarch.co.uk Web: www.oselarchitecture.co.uk
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Appendix B – Serviced Apartments (Hotel) TRICS Outputs

Filtering Summary

Land Use	06/A	HOTEL, FOOD & DRINK/HOTELS
Selected Trip Rate Calculation Parameter Range	0-100 BEDRMS	
Actual Trip Rate Calculation Parameter Range	24-100 BEDRMS	
Date Range	Minimum: 01/01/10	Maximum: 01/01/20
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	3
	Tuesday	2
Main Location Types selected	Town Centre	2
	Edge of Town Centre	3
Population <1 Mile ranges selected	20,001 to 25,000	1
	25,001 to 50,000	3
	50,001 to 100,000	1
Population <5 Mile ranges selected	75,001 to 100,000	2
	125,001 to 250,000	1
	500,001 or More	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	5

Calculation Reference: AUDIT-708731-200630-0625

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms

Actual Range: 24 to 100 (units:)

Range Selected by User: 0 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 01/01/20

*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	3 days
Tuesday	2 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	5 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	2
Edge of Town Centre	3

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

Development Zone	1
Residential Zone	1
Built-Up Zone	2
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	5 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 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	3 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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 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	5 days
-----------------	--------

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

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	NT-06-A-02 LONDON ROAD NOTTINGHAM	PREMIER INN		NOTTINGHAMSHIRE
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:		87	
	Survey date: MONDAY		24/06/13	Survey Type: MANUAL
3	NY-06-A-01 PARK PARADE HARROGATE	ASCEND HOTEL		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of bedrooms:		100	
	Survey date: TUESDAY		23/10/18	Survey Type: MANUAL
4	TW-06-A-03 SANDHILL NEWCASTLE UPON TYNE QUAYSIDE Town Centre Built-Up Zone Total Number of bedrooms:	HOTEL		TYNE & WEAR
	Survey date: TUESDAY		14/06/16	Survey Type: MANUAL
5	WY-06-A-03 DEAN CLOUGH HALIFAX	TRAVELODGE		WEST YORKSHIRE
	Edge of Town Centre Development Zone Total Number of bedrooms:		51	
	Survey date: MONDAY		22/10/18	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL 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									
07:00 - 08:00	5	71	0.054	5	71	0.088	5	71	0.142
08:00 - 09:00	5	71	0.150	5	71	0.121	5	71	0.271
09:00 - 10:00	5	71	0.133	5	71	0.147	5	71	0.280
10:00 - 11:00	5	71	0.088	5	71	0.110	5	71	0.198
11:00 - 12:00	5	71	0.045	5	71	0.059	5	71	0.104
12:00 - 13:00	5	71	0.093	5	71	0.065	5	71	0.158
13:00 - 14:00	5	71	0.059	5	71	0.065	5	71	0.124
14:00 - 15:00	5	71	0.071	5	71	0.073	5	71	0.144
15:00 - 16:00	5	71	0.079	5	71	0.062	5	71	0.141
16:00 - 17:00	5	71	0.116	5	71	0.102	5	71	0.218
17:00 - 18:00	5	71	0.147	5	71	0.093	5	71	0.240
18:00 - 19:00	5	71	0.124	5	71	0.076	5	71	0.200
19:00 - 20:00	5	71	0.085	5	71	0.028	5	71	0.113
20:00 - 21:00	5	71	0.056	5	71	0.017	5	71	0.073
21:00 - 22:00	5	71	0.056	5	71	0.031	5	71	0.087
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.356			1.137			2.493

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 - 100 (units:)
 Survey date range: 01/01/10 - 01/01/20
 Number of weekdays (Monday-Friday): 5
 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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TAXIS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	71	0.006	5	71	0.006	5	71	0.012
08:00 - 09:00	5	71	0.003	5	71	0.003	5	71	0.006
09:00 - 10:00	5	71	0.011	5	71	0.011	5	71	0.022
10:00 - 11:00	5	71	0.000	5	71	0.000	5	71	0.000
11:00 - 12:00	5	71	0.000	5	71	0.000	5	71	0.000
12:00 - 13:00	5	71	0.003	5	71	0.003	5	71	0.006
13:00 - 14:00	5	71	0.003	5	71	0.003	5	71	0.006
14:00 - 15:00	5	71	0.006	5	71	0.006	5	71	0.012
15:00 - 16:00	5	71	0.000	5	71	0.000	5	71	0.000
16:00 - 17:00	5	71	0.000	5	71	0.000	5	71	0.000
17:00 - 18:00	5	71	0.006	5	71	0.006	5	71	0.012
18:00 - 19:00	5	71	0.014	5	71	0.014	5	71	0.028
19:00 - 20:00	5	71	0.003	5	71	0.003	5	71	0.006
20:00 - 21:00	5	71	0.000	5	71	0.000	5	71	0.000
21:00 - 22:00	5	71	0.008	5	71	0.008	5	71	0.016
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.063			0.126

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL OGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	71	0.003	5	71	0.003	5	71	0.006
08:00 - 09:00	5	71	0.008	5	71	0.008	5	71	0.016
09:00 - 10:00	5	71	0.008	5	71	0.008	5	71	0.016
10:00 - 11:00	5	71	0.000	5	71	0.000	5	71	0.000
11:00 - 12:00	5	71	0.000	5	71	0.000	5	71	0.000
12:00 - 13:00	5	71	0.003	5	71	0.003	5	71	0.006
13:00 - 14:00	5	71	0.003	5	71	0.000	5	71	0.003
14:00 - 15:00	5	71	0.000	5	71	0.003	5	71	0.003
15:00 - 16:00	5	71	0.000	5	71	0.000	5	71	0.000
16:00 - 17:00	5	71	0.000	5	71	0.000	5	71	0.000
17:00 - 18:00	5	71	0.000	5	71	0.000	5	71	0.000
18:00 - 19:00	5	71	0.000	5	71	0.000	5	71	0.000
19:00 - 20:00	5	71	0.000	5	71	0.000	5	71	0.000
20:00 - 21:00	5	71	0.000	5	71	0.000	5	71	0.000
21:00 - 22:00	5	71	0.000	5	71	0.000	5	71	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PSVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	71	0.000	5	71	0.000	5	71	0.000
08:00 - 09:00	5	71	0.000	5	71	0.000	5	71	0.000
09:00 - 10:00	5	71	0.003	5	71	0.003	5	71	0.006
10:00 - 11:00	5	71	0.000	5	71	0.000	5	71	0.000
11:00 - 12:00	5	71	0.000	5	71	0.000	5	71	0.000
12:00 - 13:00	5	71	0.000	5	71	0.000	5	71	0.000
13:00 - 14:00	5	71	0.000	5	71	0.000	5	71	0.000
14:00 - 15:00	5	71	0.000	5	71	0.000	5	71	0.000
15:00 - 16:00	5	71	0.000	5	71	0.000	5	71	0.000
16:00 - 17:00	5	71	0.000	5	71	0.000	5	71	0.000
17:00 - 18:00	5	71	0.003	5	71	0.003	5	71	0.006
18:00 - 19:00	5	71	0.000	5	71	0.000	5	71	0.000
19:00 - 20:00	5	71	0.000	5	71	0.000	5	71	0.000
20:00 - 21:00	5	71	0.000	5	71	0.000	5	71	0.000
21:00 - 22:00	5	71	0.000	5	71	0.000	5	71	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	71	0.000	5	71	0.000	5	71	0.000
08:00 - 09:00	5	71	0.006	5	71	0.000	5	71	0.006
09:00 - 10:00	5	71	0.000	5	71	0.003	5	71	0.003
10:00 - 11:00	5	71	0.003	5	71	0.000	5	71	0.003
11:00 - 12:00	5	71	0.003	5	71	0.000	5	71	0.003
12:00 - 13:00	5	71	0.000	5	71	0.000	5	71	0.000
13:00 - 14:00	5	71	0.000	5	71	0.003	5	71	0.003
14:00 - 15:00	5	71	0.000	5	71	0.000	5	71	0.000
15:00 - 16:00	5	71	0.003	5	71	0.000	5	71	0.003
16:00 - 17:00	5	71	0.000	5	71	0.006	5	71	0.006
17:00 - 18:00	5	71	0.000	5	71	0.000	5	71	0.000
18:00 - 19:00	5	71	0.003	5	71	0.000	5	71	0.003
19:00 - 20:00	5	71	0.000	5	71	0.000	5	71	0.000
20:00 - 21:00	5	71	0.000	5	71	0.000	5	71	0.000
21:00 - 22:00	5	71	0.000	5	71	0.000	5	71	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.012			0.030

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									
07:00 - 08:00	5	71	0.071	5	71	0.088	5	71	0.159
08:00 - 09:00	5	71	0.169	5	71	0.158	5	71	0.327
09:00 - 10:00	5	71	0.158	5	71	0.206	5	71	0.364
10:00 - 11:00	5	71	0.116	5	71	0.167	5	71	0.283
11:00 - 12:00	5	71	0.068	5	71	0.113	5	71	0.181
12:00 - 13:00	5	71	0.133	5	71	0.105	5	71	0.238
13:00 - 14:00	5	71	0.079	5	71	0.082	5	71	0.161
14:00 - 15:00	5	71	0.096	5	71	0.088	5	71	0.184
15:00 - 16:00	5	71	0.096	5	71	0.071	5	71	0.167
16:00 - 17:00	5	71	0.161	5	71	0.116	5	71	0.277
17:00 - 18:00	5	71	0.220	5	71	0.107	5	71	0.327
18:00 - 19:00	5	71	0.178	5	71	0.082	5	71	0.260
19:00 - 20:00	5	71	0.124	5	71	0.054	5	71	0.178
20:00 - 21:00	5	71	0.071	5	71	0.023	5	71	0.094
21:00 - 22:00	5	71	0.059	5	71	0.023	5	71	0.082
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.799			1.483			3.282

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									
07:00 - 08:00	5	71	0.042	5	71	0.034	5	71	0.076
08:00 - 09:00	5	71	0.099	5	71	0.121	5	71	0.220
09:00 - 10:00	5	71	0.105	5	71	0.141	5	71	0.246
10:00 - 11:00	5	71	0.105	5	71	0.181	5	71	0.286
11:00 - 12:00	5	71	0.121	5	71	0.147	5	71	0.268
12:00 - 13:00	5	71	0.153	5	71	0.105	5	71	0.258
13:00 - 14:00	5	71	0.102	5	71	0.147	5	71	0.249
14:00 - 15:00	5	71	0.107	5	71	0.150	5	71	0.257
15:00 - 16:00	5	71	0.085	5	71	0.054	5	71	0.139
16:00 - 17:00	5	71	0.099	5	71	0.110	5	71	0.209
17:00 - 18:00	5	71	0.113	5	71	0.127	5	71	0.240
18:00 - 19:00	5	71	0.107	5	71	0.161	5	71	0.268
19:00 - 20:00	5	71	0.138	5	71	0.116	5	71	0.254
20:00 - 21:00	5	71	0.090	5	71	0.158	5	71	0.248
21:00 - 22:00	5	71	0.105	5	71	0.088	5	71	0.193
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.571			1.840			3.411

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	71	0.003	5	71	0.008	5	71	0.011
08:00 - 09:00	5	71	0.003	5	71	0.003	5	71	0.006
09:00 - 10:00	5	71	0.008	5	71	0.017	5	71	0.025
10:00 - 11:00	5	71	0.000	5	71	0.017	5	71	0.017
11:00 - 12:00	5	71	0.017	5	71	0.000	5	71	0.017
12:00 - 13:00	5	71	0.003	5	71	0.006	5	71	0.009
13:00 - 14:00	5	71	0.006	5	71	0.000	5	71	0.006
14:00 - 15:00	5	71	0.008	5	71	0.023	5	71	0.031
15:00 - 16:00	5	71	0.011	5	71	0.000	5	71	0.011
16:00 - 17:00	5	71	0.011	5	71	0.000	5	71	0.011
17:00 - 18:00	5	71	0.006	5	71	0.003	5	71	0.009
18:00 - 19:00	5	71	0.006	5	71	0.008	5	71	0.014
19:00 - 20:00	5	71	0.000	5	71	0.000	5	71	0.000
20:00 - 21:00	5	71	0.008	5	71	0.000	5	71	0.008
21:00 - 22:00	5	71	0.000	5	71	0.000	5	71	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.085			0.175

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	71	0.000	5	71	0.003	5	71	0.003
08:00 - 09:00	5	71	0.000	5	71	0.000	5	71	0.000
09:00 - 10:00	5	71	0.008	5	71	0.006	5	71	0.014
10:00 - 11:00	5	71	0.006	5	71	0.003	5	71	0.009
11:00 - 12:00	5	71	0.003	5	71	0.000	5	71	0.003
12:00 - 13:00	5	71	0.006	5	71	0.000	5	71	0.006
13:00 - 14:00	5	71	0.023	5	71	0.000	5	71	0.023
14:00 - 15:00	5	71	0.011	5	71	0.000	5	71	0.011
15:00 - 16:00	5	71	0.008	5	71	0.017	5	71	0.025
16:00 - 17:00	5	71	0.023	5	71	0.000	5	71	0.023
17:00 - 18:00	5	71	0.006	5	71	0.000	5	71	0.006
18:00 - 19:00	5	71	0.006	5	71	0.006	5	71	0.012
19:00 - 20:00	5	71	0.003	5	71	0.006	5	71	0.009
20:00 - 21:00	5	71	0.000	5	71	0.000	5	71	0.000
21:00 - 22:00	5	71	0.008	5	71	0.000	5	71	0.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.041			0.152

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	71	0.000	5	71	0.000	5	71	0.000
08:00 - 09:00	5	71	0.000	5	71	0.000	5	71	0.000
09:00 - 10:00	5	71	0.006	5	71	0.062	5	71	0.068
10:00 - 11:00	5	71	0.000	5	71	0.000	5	71	0.000
11:00 - 12:00	5	71	0.000	5	71	0.000	5	71	0.000
12:00 - 13:00	5	71	0.000	5	71	0.000	5	71	0.000
13:00 - 14:00	5	71	0.000	5	71	0.000	5	71	0.000
14:00 - 15:00	5	71	0.000	5	71	0.000	5	71	0.000
15:00 - 16:00	5	71	0.000	5	71	0.000	5	71	0.000
16:00 - 17:00	5	71	0.000	5	71	0.000	5	71	0.000
17:00 - 18:00	5	71	0.085	5	71	0.000	5	71	0.085
18:00 - 19:00	5	71	0.000	5	71	0.000	5	71	0.000
19:00 - 20:00	5	71	0.000	5	71	0.000	5	71	0.000
20:00 - 21:00	5	71	0.000	5	71	0.000	5	71	0.000
21:00 - 22:00	5	71	0.000	5	71	0.000	5	71	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.062			0.153

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									
07:00 - 08:00	5	71	0.003	5	71	0.011	5	71	0.014
08:00 - 09:00	5	71	0.003	5	71	0.003	5	71	0.006
09:00 - 10:00	5	71	0.023	5	71	0.085	5	71	0.108
10:00 - 11:00	5	71	0.006	5	71	0.020	5	71	0.026
11:00 - 12:00	5	71	0.020	5	71	0.000	5	71	0.020
12:00 - 13:00	5	71	0.008	5	71	0.006	5	71	0.014
13:00 - 14:00	5	71	0.028	5	71	0.000	5	71	0.028
14:00 - 15:00	5	71	0.020	5	71	0.023	5	71	0.043
15:00 - 16:00	5	71	0.020	5	71	0.017	5	71	0.037
16:00 - 17:00	5	71	0.034	5	71	0.000	5	71	0.034
17:00 - 18:00	5	71	0.096	5	71	0.003	5	71	0.099
18:00 - 19:00	5	71	0.011	5	71	0.014	5	71	0.025
19:00 - 20:00	5	71	0.003	5	71	0.006	5	71	0.009
20:00 - 21:00	5	71	0.008	5	71	0.000	5	71	0.008
21:00 - 22:00	5	71	0.008	5	71	0.000	5	71	0.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.291			0.188			0.479

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

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									
07:00 - 08:00	5	71	0.116	5	71	0.133	5	71	0.249
08:00 - 09:00	5	71	0.277	5	71	0.282	5	71	0.559
09:00 - 10:00	5	71	0.285	5	71	0.435	5	71	0.720
10:00 - 11:00	5	71	0.229	5	71	0.367	5	71	0.596
11:00 - 12:00	5	71	0.212	5	71	0.260	5	71	0.472
12:00 - 13:00	5	71	0.294	5	71	0.215	5	71	0.509
13:00 - 14:00	5	71	0.209	5	71	0.232	5	71	0.441
14:00 - 15:00	5	71	0.223	5	71	0.260	5	71	0.483
15:00 - 16:00	5	71	0.203	5	71	0.141	5	71	0.344
16:00 - 17:00	5	71	0.294	5	71	0.232	5	71	0.526
17:00 - 18:00	5	71	0.429	5	71	0.237	5	71	0.666
18:00 - 19:00	5	71	0.299	5	71	0.257	5	71	0.556
19:00 - 20:00	5	71	0.266	5	71	0.175	5	71	0.441
20:00 - 21:00	5	71	0.169	5	71	0.181	5	71	0.350
21:00 - 22:00	5	71	0.172	5	71	0.110	5	71	0.282
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.677			3.517			7.194

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CARS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	71	0.042	5	71	0.045	5	71	0.087
08:00 - 09:00	5	71	0.119	5	71	0.099	5	71	0.218
09:00 - 10:00	5	71	0.079	5	71	0.105	5	71	0.184
10:00 - 11:00	5	71	0.071	5	71	0.105	5	71	0.176
11:00 - 12:00	5	71	0.042	5	71	0.051	5	71	0.093
12:00 - 13:00	5	71	0.076	5	71	0.059	5	71	0.135
13:00 - 14:00	5	71	0.051	5	71	0.051	5	71	0.102
14:00 - 15:00	5	71	0.059	5	71	0.056	5	71	0.115
15:00 - 16:00	5	71	0.068	5	71	0.056	5	71	0.124
16:00 - 17:00	5	71	0.110	5	71	0.085	5	71	0.195
17:00 - 18:00	5	71	0.121	5	71	0.088	5	71	0.209
18:00 - 19:00	5	71	0.102	5	71	0.056	5	71	0.158
19:00 - 20:00	5	71	0.068	5	71	0.034	5	71	0.102
20:00 - 21:00	5	71	0.048	5	71	0.017	5	71	0.065
21:00 - 22:00	5	71	0.037	5	71	0.014	5	71	0.051
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.093			0.921			2.014

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL LGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	71	0.003	5	71	0.011	5	71	0.014
08:00 - 09:00	5	71	0.020	5	71	0.014	5	71	0.034
09:00 - 10:00	5	71	0.031	5	71	0.025	5	71	0.056
10:00 - 11:00	5	71	0.014	5	71	0.008	5	71	0.022
11:00 - 12:00	5	71	0.003	5	71	0.006	5	71	0.009
12:00 - 13:00	5	71	0.011	5	71	0.006	5	71	0.017
13:00 - 14:00	5	71	0.003	5	71	0.011	5	71	0.014
14:00 - 15:00	5	71	0.006	5	71	0.003	5	71	0.009
15:00 - 16:00	5	71	0.006	5	71	0.006	5	71	0.012
16:00 - 17:00	5	71	0.006	5	71	0.014	5	71	0.020
17:00 - 18:00	5	71	0.017	5	71	0.000	5	71	0.017
18:00 - 19:00	5	71	0.014	5	71	0.003	5	71	0.017
19:00 - 20:00	5	71	0.008	5	71	0.003	5	71	0.011
20:00 - 21:00	5	71	0.008	5	71	0.003	5	71	0.011
21:00 - 22:00	5	71	0.011	5	71	0.008	5	71	0.019
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.161			0.121			0.282

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	71	0.000	5	71	0.000	5	71	0.000
08:00 - 09:00	5	71	0.000	5	71	0.000	5	71	0.000
09:00 - 10:00	5	71	0.000	5	71	0.000	5	71	0.000
10:00 - 11:00	5	71	0.003	5	71	0.003	5	71	0.006
11:00 - 12:00	5	71	0.000	5	71	0.000	5	71	0.000
12:00 - 13:00	5	71	0.000	5	71	0.000	5	71	0.000
13:00 - 14:00	5	71	0.000	5	71	0.000	5	71	0.000
14:00 - 15:00	5	71	0.000	5	71	0.000	5	71	0.000
15:00 - 16:00	5	71	0.006	5	71	0.000	5	71	0.006
16:00 - 17:00	5	71	0.000	5	71	0.000	5	71	0.000
17:00 - 18:00	5	71	0.000	5	71	0.000	5	71	0.000
18:00 - 19:00	5	71	0.000	5	71	0.000	5	71	0.000
19:00 - 20:00	5	71	0.000	5	71	0.000	5	71	0.000
20:00 - 21:00	5	71	0.000	5	71	0.000	5	71	0.000
21:00 - 22:00	5	71	0.000	5	71	0.000	5	71	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.003			0.012

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL Light Vehicles (LV)

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 Rigid Trucks - No Trailer (OGV1)

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 Trucks Towing Trailers (OGV2)

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 Buses

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 Non-Motorised Vehicles (NMV)

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 Cycles

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

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

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 Scooters

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 Non-Vehicular People Movements (NVPM)
 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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Appendix C – Residential TRICS Outputs

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	0-100 DWELLS	
Actual Trip Rate Calculation Parameter Range	6-94 DWELLS	
Date Range	Minimum: 01/01/10	Maximum: 01/01/20
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	4
	Thursday	3
	Friday	1
Main Location Types selected	Town Centre	2
	Edge of Town Centre	6
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	1
	25,001 to 50,000	6
Population <5 Mile ranges selected	50,001 to 75,000	3
	75,001 to 100,000	1
	125,001 to 250,000	2
	250,001 to 500,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	6
PTAL Rating	No PTAL Present	8

Calculation Reference: AUDIT-708731-200630-0654

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	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: No of Dwellings
 Actual Range: 6 to 94 (units:)
 Range Selected by User: 0 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 01/01/20

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:

Tuesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	8 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	2
Edge of 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:

Residential Zone	3
Built-Up Zone	5

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:

C3	8 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 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	6 days

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

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 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	2 days
1.1 to 1.5	6 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:

Yes	1 days
No	7 days

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

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
2	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone Total No of Dwellings:		40	
	Survey date: THURSDAY		12/06/14	Survey Type: MANUAL
3	EX-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS		ESSEX
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
4	EX-03-C-02 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	BLOCK OF FLATS		ESSEX
	Edge of Town Centre Residential Zone Total No of Dwellings:		94	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
5	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total No of Dwellings:		20	
	Survey date: FRIDAY		14/10/11	Survey Type: MANUAL
6	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		HAMPSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		90	
	Survey date: TUESDAY		05/06/18	Survey Type: MANUAL
7	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		51	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
8	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		85	
	Survey date: THURSDAY		18/12/14	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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
07:00 - 08:00	8	56	0.058	8	56	0.136	8	56	0.194
08:00 - 09:00	8	56	0.058	8	56	0.190	8	56	0.248
09:00 - 10:00	8	56	0.074	8	56	0.089	8	56	0.163
10:00 - 11:00	8	56	0.094	8	56	0.114	8	56	0.208
11:00 - 12:00	8	56	0.096	8	56	0.092	8	56	0.188
12:00 - 13:00	8	56	0.143	8	56	0.121	8	56	0.264
13:00 - 14:00	8	56	0.121	8	56	0.123	8	56	0.244
14:00 - 15:00	8	56	0.085	8	56	0.094	8	56	0.179
15:00 - 16:00	8	56	0.080	8	56	0.067	8	56	0.147
16:00 - 17:00	8	56	0.150	8	56	0.074	8	56	0.224
17:00 - 18:00	8	56	0.156	8	56	0.100	8	56	0.256
18:00 - 19:00	8	56	0.163	8	56	0.103	8	56	0.266
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.278			1.303			2.581

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: 6 - 94 (units:)
 Survey date range: 01/01/10 - 01/01/20
 Number of weekdays (Monday-Friday): 8
 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
07:00 - 08:00	8	56	0.096	8	56	0.308	8	56	0.404
08:00 - 09:00	8	56	0.118	8	56	0.491	8	56	0.609
09:00 - 10:00	8	56	0.136	8	56	0.199	8	56	0.335
10:00 - 11:00	8	56	0.176	8	56	0.237	8	56	0.413
11:00 - 12:00	8	56	0.183	8	56	0.181	8	56	0.364
12:00 - 13:00	8	56	0.290	8	56	0.283	8	56	0.573
13:00 - 14:00	8	56	0.254	8	56	0.219	8	56	0.473
14:00 - 15:00	8	56	0.179	8	56	0.172	8	56	0.351
15:00 - 16:00	8	56	0.219	8	56	0.152	8	56	0.371
16:00 - 17:00	8	56	0.362	8	56	0.179	8	56	0.541
17:00 - 18:00	8	56	0.404	8	56	0.237	8	56	0.641
18:00 - 19:00	8	56	0.384	8	56	0.203	8	56	0.587
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.801			2.861			5.662

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.