

Land at Larchwood Avenue, Havant

Transport Assessment

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Plan 069276-CUR-00-00-DR-TP-06004_P01 – Cycle Catchment Plan
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69235-CUR-00-XX-DR-TP-05002-P01 – Visibility Splay
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1.0 Introduction

1.1 Brief

- 1.1.1 Curtins has been appointed by Tiger Developments Ltd to provide traffic and transport advice in relation to the proposed development of an 81-bed hotel on land at Larchwood Avenue in Havant, Hampshire.
- 1.1.2 The proposed scheme comprises an 81 bedroom hotel development on a vacant site to the west of Larchwood Avenue, Havant. It is proposed that the hotel will span 4 floors and include 40 double rooms, 37 family rooms and 4 fully accessible rooms. The hotel shall be located in the south-western quarter of the site, with provision for 85 car parking spaces in addition to accessible and cycle parking facilities, plus associated highway and drainage infrastructure. A layby adjacent to the existing communications mast will be provided for the parking of service vehicles.

1.2 Purpose of This Report

- 1.2.1 This Transport Assessment (TA) has been prepared to accompany a full planning application for the scheme and considers the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective. It contains all the required information to inform Highways Officers at Hampshire County Council (HCC) with regard to all traffic and transportation matters associated with the scheme.

1.3 Scope of the Report

- 1.3.1 This TA has been prepared in accordance with current transport planning policy and takes account of national transport planning policies as set out in the National Planning Policy Framework (NPPF), as well as current best practice advice contained in the Manual for Streets (MfS) design guidance and its companion document Manual for Streets 2 (MfS2), which sets out the wider applications of the MfS design principles. The contents of the report are also consistent with the former Department for Transport's (DfT) 'Guidance for Transport Assessment'.
- 1.3.2 The Department for Transport document 'Guidance on Transport Assessment (March 2007)' details thresholds as a guide to different types of transport assessments required for development. The thresholds based on scale of land use for C1 Hotels state that for 75 to 100 bedrooms, a Transport Statement would be seen to be appropriate therefore, this TA is seen to be a robust assessment.
- 1.3.3 A scoping Assessment was presented to HCC and the response received stated that, "This size of this application means it falls within the scope of our agency agreement and therefore will be dealt with by our agent at Havant" and that Peter Marshall, Development Engineer at HCC has been made aware of the scope of the TA for the application submission. Scoping Assessment and associated response can be found in **Appendix A**.

- 1.3.4 The technical and geographic scope of the report has also been considered in relation to local policy guidance as set out by HCC's transport planning policies and Havant Borough Council's (HBC) transport planning guidance.
- 1.3.5 In addition to the above, an Interim Travel Plan (ITP) has been produced in order to encourage sustainable modes of transport and reduce the proportion of single occupancy vehicle trips generated by the site. It is considered that both reports provide a robust assessment and package of mitigation measures to address the salient traffic and transport issues in relation to the proposed scheme.
- 1.3.6 A detailed site visit was undertaken on Tuesday 5th June 2018 to review the site and surrounding highway conditions. During the site visit, vehicle movements associated with the existing local road network were observed during the morning peak period (07:00 to 09:00).
- 1.3.7 Considering the above, the following content and scope was deemed appropriate:
- (i) review of relevant national and local transport planning policy;
 - (ii) details of the vehicular, pedestrian and cycle access arrangements;
 - (iii) details of parking provision;
 - (iv) an audit of access to the site by all modes of travel;
 - (v) an estimated trip generation based on proposed site users;
 - (vi) assign the proposed development traffic to the surrounding network;
 - (vii) a review of highway safety within the vicinity of the site for the most recent five years;
 - (viii) swept path analysis of service and emergency vehicles;
 - (ix) consideration of any likely highway impacts associated with the proposals and propose mitigation measures where necessary; and
 - (x) combine the above into a Transport Assessment report.

1.4 Structure of the Report

- 1.4.1 Following this introduction, the following key transportation issues are addressed in the TA:
- (i) **Section 2** of the report provides a comprehensive description of the existing site and its location, and a description of the local highway network and highway safety within the vicinity of the site;
 - (ii) **Section 3** provides an audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - (iii) **Section 4** considers the development proposals including the parking and servicing proposals for the development;
 - (iv) **Section 5** outlines the traffic forecasting methodology, traffic generation and trip distribution;
 - (v) **Section 6** describes the development proposals in accordance with relevant local and national transport policy; and
 - (vi) **Section 7** summarises and concludes the report.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The proposed development site is currently vacant and located approximately 200m east of the A3(M) and 2.4km north west of Havant town centre and situated on the western edge of a predominantly residential town of Havant to the east of junction 4 of the A3(M). The site is located on Larchwood Avenue, south of the B2150 roundabout at the junction between Purbrook way and Hulbert Road.
- 2.1.2 The proposed development site is located approximately 7 kilometres north east of Portsmouth and approximately 17 kilometres west of Chichester.
- 2.1.3 The proposed development site is bounded by industrial facilities to the north, an Asda superstore to the south and west, and Larchwood Avenue to the east. Both McDonalds and KFC drive thru restaurants are located on the eastern side of Larchwood Avenue.
- 2.1.4 The site is accessed via Larchwood Ave, which is the main access road to industrial units at Eaton aerospace systems and Larchwood Business Centre. Other premises accessible off Larchwood Avenue include the McDonalds and KFC Restaurants. Beyond Larchwood Avenue and via the Larchwood Avenue/Asda roundabout, Asda superstore lies to the south and Asda petrol station to the north of the roundabout. To the south east of the site, beyond the Asda access road, is a residential area. Access to the residential area is via the B2150 Hulbert Road.
- 2.1.5 The site is bounded by Larchwood Avenue to the north east, an Asda Supercentre to the south and west and Eaton aerospace systems to the north. Larchwood Avenue and the Asda access road meet at a roundabout some 100m north east of the site with access to an Asda petrol filling station to the north. The Asda access road continues north east from the roundabout to meet Purbrook Way and the B2150 Hulbert Road at a five arm roundabout. To the south west the Asda access road provides access to Asda only.
- 2.1.6 Improvement works at the Purbrook Way/Hulbert Road roundabout have recently been completed. As part of the works the Purbrook Way approaches from the east and west have been signalised. The works also include a widened circulatory carriageway increased from two to three lanes, with Purbrook Way west and Hulbert Road north approaches also widened to three lanes.
- 2.1.7 The location of the site in relation to the wider regional area is illustrated at **Plan 069235-CUR-00-00-RP-TP-06001-P01** whilst the site in relation to the surrounding local area is illustrated at **Plan 069235-CUR-00-00-RP-TP-06002-P01**.
- 2.1.8 **Figure 2.1** illustrates the location of the site in relation to the surrounding local highway network.



Figure 2.1 - Site Location Plan

2.2 Existing Site Use

Existing Site Characteristics

- 2.2.1 The existing site is currently vacant with a communications mast located adjacent to the eastern edge. The site is partially concrete with shrubbery growing through the surface. **Existing Vehicular Access**
- 2.2.2 An existing gated access point from Larchwood Avenue currently provides the main vehicular access point to the site. There are no other existing points of access to the site.
- 2.2.3 The existing site access junction comprises a priority junction arrangement and provides a maximum 5.7m wide access which is gated at the rear of the adopted highway. A footway is provided on the east side of Larchwood Avenue.
- 2.2.4 The existing arrangement of the main vehicular site access is illustrated at **Figure 2.2**.



Figure 2.2 – Existing Vehicular Site Access

Existing Pedestrian / Cycle Access

- 2.2.5 Immediately south of the site from Larchwood Avenue, an unmarked track which is uneven and steep, links to the Asda service road where no footways are provided. A footway is provided on the east side of both Larchwood Avenue and the Asda access road, and on both sides of all other roads in the local area.
- 2.2.6 Dropped kerbs and tactile paving are provided at the McDonalds and KFC Site Access, although no dropped kerbs are provided at the KFC site egress.
- 2.2.7 A zebra crossing is provided on Larchwood Avenue at the junction with Larchwood Business Centre 70m north of the proposed site access point with another zebra crossing located on the Asda access road.
- 2.2.8 A footway link is provided through Larchwood Business Park from Larchwood Avenue to Purbrook Way where public transport links are accessible via a 230m walk from the site. A toucan crossing is provided at this location to assist in safe crossing of Purbrook Way.
- 2.2.9 A shared footway / cycleway is provided along Purbrook Road east and west of the Purbrook Way/Hulbert Road roundabout and Hulbert Road South. The shared facility extends across the Purbrook Way/Hulbert Road roundabout by way of Toucan crossing facilities. The crossings are also provided on Hulbert Road and Purbrook Way east and west of the roundabout.

2.3 Surrounding Highway Network

Larchwood Avenue

- 2.3.1 Larchwood Avenue is a private and unadopted single lane two-way carriageway, which extends from a three armed roundabout off the Asda access road to the north east of the proposed development site. It primarily serves industrial units at Eaton aerospace systems and Larchwood Business Centre which are situated to the north of the site. Other businesses accessible off Larchwood Avenue include McDonalds and KFC Restaurants both with drive thru facility to the east.
- 2.3.2 The carriageway varies from approximately 5.75m to 6.0m in width and has a 2.0m footway which is provided on the eastern side of the carriageway. Larchwood Avenue has no street lighting, no parking restrictions and is subject to a 30mph speed limit.
- 2.3.3 Dropped kerb crossing points with tactile paving are provided at appropriate locations to enable pedestrian connectivity across access points, and a zebra crossing facility is in place to enable pedestrian accessibility to Larchwood Business Centre.



Figure 2.3 – View north along Larchwood Avenue

- 2.3.4 Pedestrian access to the bus stops on Purbrook Way is achievable via steps provided along the footway link from Larchwood Business Centre on Larchwood Avenue.



Figure 2.4 – Footway Link from Larchwood Business Centre to Purbrook Way

Asda Access Road

- 2.3.5 The Asda access road is a private and unadopted two-way carriageway with one lane provided in each direction, extending in a south westerly course from its junction with the Purbrook Way / Hulbert Road roundabout, to the Asda Havant Supercentre to the south of the development site.
- 2.3.6 The access road has a 20mph speed limit, is in good condition, has ample street lighting provided and has no parking restrictions in place.
- 2.3.7 Two three armed roundabouts are situated along the Asda access road. One of which is situated at the centre point of the access road and allows access to Larchwood Avenue and the Asda petrol filling station, at this roundabout a two-lane approach is provided from the north east only. The second roundabout is located further south and provides access to the Asda Havant Supercentre.
- 2.3.8 The carriageway measures between approximately 11 and 12 metres in width. A footway is available on the eastern side extending for the full length of the access road measuring approximately 2.5m in width. A zebra crossing is provided south of the Larchwood Avenue / Asda access road roundabout which connects the pedestrian footway on the east of the Asda access road with a 2.0m footway on the west of the Asda access road which extends north from the zebra crossing to connect with Larchwood Avenue.



Figure 2.5 – View North of Larchwood Avenue / Asda Access Road Roundabout

Purbrook Way

- 2.3.9 Purbrook Way is a two-way single carriageway road with two lanes provided in each direction, which runs in an east to west alignment, and is located to the north of the proposed development site. Purbrook Way links to the Purbrook Way / Hulbert Road roundabout to the east and the A3 (M) southbound at junction 4 and Purbrook to the west. The road is subject to a speed limit of 30mph and street lighting is provided.
- 2.3.10 The carriageway measures approximately 13 metres in width (including central hatching). On the southern side of the carriageway, a shared pedestrian / cycleway is provided from the Purbrook Way / Hulbert Road roundabout to a bus stop that provides access to westbound services. Between the bus stop and the roundabout, a toucan crossing is provided connecting to the northern side of the carriageway where there is a continuous shared footway/cycleway measuring between 2.0m and 2.5m in width. A bus stop is also provided on the north side of the carriageway which provides access to eastbound services.



Figure 2.6 – View west on Purbrook Way

2.4 Existing Highway Safety

- 2.4.1 Personal Injury Collision (PIC) data for the highway network adjacent to the site has been obtained via Crashmap and has been interrogated for the most recent five-year period on Larchwood Avenue and Asda access road, and from 30th June 2016 until the present day at the Purbrook Way/Hulbert Road roundabout and along Purbrook Road.
- 2.4.2 Improvement works at the Purbrook Way/Hulbert Road roundabout have recently been completed which includes works to the Purbrook Way approaches from the east and west which have been signalised. The works also include a widened circulatory carriageway increased from two to three lanes, with Purbrook Way west and Hulbert Road north approaches also widened to three lanes. The improvement works scheme was operational from 30th June 2016.
- 2.4.3 No collisions have occurred in the vicinity of the site access on Larchwood Avenue in the past five years.
- 2.4.4 Three collisions have occurred in the vicinity of the Larchwood Avenue / Asda access road roundabout. All were of slight severity and occurred in 2013. One on the 18th of September, one on the 19th of September and one on the 26th October. None have occurred since.
- 2.4.5 One collision of slight severity occurred south of the Larchwood Avenue / Asda access road roundabout on 27th November 2013.
- 2.4.6 One collision of slight severity occurred more recently on the 22nd August 2016 on the Asda access road north of the Larchwood Avenue / Asda access road roundabout.



Figure 2.7 – Collisions on Asda access road (Source: <http://www.crashmap.co.uk/Search>)

- 2.4.7 Three collisions have occurred since completion of the Purbrook Way / Hulbert Road roundabout improvements and all were of slight severity and recorded in 2017. One occurred on the 17th of March, one on the 20th of June and one on the 15th of August. All other collisions recorded at the roundabout were prior to the installation of the roundabout improvements.
- 2.4.8 One collision of slight severity was recorded on Purbrook Way on the 13th of October 2016.
- 2.4.9 When considering the above it is concluded that in terms of highway safety, the surrounding highway network can comfortably accommodate existing traffic flows on the network without detriment. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development particular in light of the recent highway improvements that have been undertaken to increase safe pedestrian and cycle crossing facilities.

3.0 Accessibility by Sustainable Modes of Travel

3.1 Introduction

- 3.1.1 A key element of national, regional and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 3.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- (i) Pedestrian Accessibility;
 - (ii) Accessibility by Cycle; and
 - (iii) Accessibility by Public Transport.

3.2 Pedestrian Accessibility

- 3.2.1 The proposed development site is situated at the centre of an established commercial area of Havant and therefore pedestrian infrastructure of a good standard already exists around the site and wider residential area. The continuous pedestrian network provides safe and convenient access to neighbouring residential and town centre areas and routes are generally flat with street lighting provided. Development schemes already delivered within the vicinity of the site around Havant have sought to improve pedestrian amenity, public realm and the permeability of the residential area.
- 3.2.2 A footway measuring at least two metres in width is provided on the eastern side of the carriageway, opposite the site for approximately 65m westbound from the Larchwood Avenue roundabout up until the point at which the footway meets the priority junction into McDonalds car park and continues further south to the KFC exit point.
- 3.2.3 Other key roads around the site facilitate safe pedestrian movement from the site to the town centre and neighbouring residential areas. A network of footpaths is present to the east of the site around the Larchwood Avenue roundabout which provides direct access to the Asda superstore to the south, and further north the Purbrook Way / Hulbert Road signalised roundabout is accessible by pedestrians via toucan crossings, a segregated traffic free route through the central island and drop kerb crossing points and provides access to the surrounding neighbourhoods east of the A3(M). This provides safe opportunities for encouraging users of the site to walk when accessing local amenities and employment spaces.

- 3.2.4 Elsewhere throughout the surrounding development area there are a number of crossing facilities at key areas, including a zebra crossing outside the Larchwood Business Centre entrance on Larchwood Avenue, and a zebra crossing situated approximately 45m south of the McDonald's roundabout. Dropped kerb crossing points with tactile paving are located at minor side roads surrounding the local amenities. The provision of traffic management features along the Asda access road from the Purbrook Way roundabout to reduce vehicle speeds, including a 20mph speed limited zone and 'slow' road markings throughout the entirety of the business park which promotes a suitable environment for safe pedestrian journeys.
- 3.2.5 The Chartered Institution for Highways and Transportation (CIHT) publication '*Guidelines for providing for journeys on foot*' [2000] highlights that the definition of acceptable working distances depends on a number of factors, including the quality of the development and personal circumstances such as physical ability, encumbrances and convenience of other available transport modes. The CIHT's '*Providing for Journeys on Foot*' subsequently suggests walking distances which are relevant to this planning application. These are reproduced in **Table 3.1**.

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 3.1 – CIHT Suggested Acceptable Walking Distances

- 3.2.6 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan TPNO69235_003** shows distances of 500m, 1,000m and 2,000m which demonstrate the 'Desirable', 'Acceptable' and the 'Preferred Maximum' walking distances by the CIHT for many trips. The catchment areas have been taken from the centre of the proposed development site and show that the all business park amenities, surrounding residential areas and the Bedhampton train station can be accessed within a two-kilometre walking distance. The distance to local amenities is within the 500m isochrone and subsequently in accordance with CIHT guidance.
- 3.2.7 The walking catchment plan also confirms that residents and users of the development can access the site using sustainable transport modes other than the private car, with a significant number of local bus stops located within a 500m walking distance of the site.

3.3 Accessibility by Cycle

- 3.3.1 To demonstrate the accessibility of the site by cycling, **Plan TPNO69235_004** presents an eight-kilometre cycling catchment plan for the site. The catchment has been measured from the centre point of the development site and demonstrates that a significant area of Havant, including a separate rail station located in Bedhampton for multi-modal journeys, are within reasonable walking distance as well as cycle distance of the site. In addition, both the outskirts of Cosham, Blendworth and Emsworth reside within the eight-kilometre cycle catchment area.
- 3.3.2 Whilst there are no designated national cycle routes located within the vicinity of the site, local roads are generally flat with restricted vehicle speeds and traffic calming measures in place with the surrounding highway accommodating cycle network links which are sign posted. They are therefore considered suitable for use by cyclists travelling to and from the site by bike, particularly for those living locally.
- 3.3.3 There is a good provision of cycle infrastructure surrounding the site, including a shared cycle and pedestrian footpath in both directions along the B2150 at the Purbrook Way Roundabout and shared use footway and cycleways around Victoria Road and Farnborough Road. The Havant Borough Cycle Network Map is included in **Appendix B** to further demonstrate the accessibility of the site.
- 3.3.4 Based on the above review and accessibility mapping, it is therefore considered that employees and users of the site are provided with reasonable opportunities to travel by bicycle.

3.4 Accessibility by Public Transport

- 3.4.1 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that, ideally, a bus stop should be located within 400m from a new development to provide good opportunities for sustainable travel choices.
- 3.4.2 The closest public bus stops to the proposed development are located approximately 100 metres north of Larchwood Avenue along Purbrook Way. Bus stops are provided with shelter, seating and lighting. Connectivity to these bus stops is provided via the footway through Larchwood Business Park and also via the pedestrian facilities at the Purbrook Way / Hulbert Road roundabout.
- 3.4.3 Further south of the development site situated adjacent to the Asda superstore, there is a bus stop which provides accessibility to bus routes 20 and 39. Both the Purbrook Way bus stop and Asda bus stops comprise of a sheltered waiting area with timetable information which are served by Stagecoach services throughout the day. Further bus stops are located beyond the Purbrook Way roundabout along the eastern arm of Purbrook Way providing additional opportunities for travel by public transport. **Table 3.2** below details the available public bus services and associated frequencies available from the closest stops to the development site.

Bus Service	Operator	Route	Peak Hourly Frequency		
			Mon – Fri		Daytime freq.
			AM Peak	PM Peak	
20	Stagecoach	The Hard - Portsmouth - Havant	07:05, 07:35, 08:05, 08:35	16:35, 17:15, 18:00	Every 30 minutes
		Havant – Portsmouth – The Hard	07:15, 07:45, 08:15, 08:45	15:15, 17:15, 17:45, 18:15	Every 30 minutes
37	Stagecoach	Havant - Petersfield	07:00, 08:45, 10:00	16:00, 17:00, 18:05	Hourly (from 10:00 – 18:05)
		Petersfield - Havant	06:43, 07:20, 09:30	17:30, 18:40	Hourly (from 09:30 – 17:30)
39	Stagecoach	Havant – Wecock Farm	07:00 – 09:00 (every 12-15 mins)	17:00 – 18:00 (every 15 mins)	Every 12 mins
		Wecock Farm - Havant	07:30, 08:35	16:30, 16:55, 17:30, 18:00	Every 30 minutes

Table 3.2 - Public Bus Service Details

3.4.4 The bus services outlined in **Table 3.2** include public buses which operate from the stops adjacent to the site. These buses provide access to a wide range of areas both within Havant and further afield toward Waterlooville and further north to Petersfield.

3.4.5 **Plans TPNO69235_005** furthers this assessment and demonstrate those areas which are accessible via public transport within 20, 40 and 60-minute journeys from the site during the AM and PM peak periods. It is noted that a large number of origins and destinations are present within the isochrone, including a number of rail stations with services direct to London in less than an hour. It is considered that the available local public transport opportunities provide a good frequency of services and will provide opportunity for visitors and employees of the site to travel using public transport.

3.5 Summary

3.5.1 Based on the above review, it is considered that the site is accessible by sustainable modes of transport. This assessment forms a part of the supporting ITP as it will detail the information required for users of the site to make informed travel choices with the aim of increasing uptake by these modes and a reduction of car use associated with the site. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

4.0 Development Proposals

4.1 Overview of Proposals

- 4.1.1 This TA has been prepared to order to support the proposed hotel development off Larchwood Avenue. The proposed scheme comprises an 81 bedroom hotel development on a vacant site to the west of Larchwood Avenue, Havant. The proposed ground floor layout is included within the Holmes Miller drawing: Ground Floor Plan, Proposed, 4231-AL(0)110_Rev H which can be found in **Appendix C**.
- 4.1.2 It is proposed that the hotel will span 4 floors and include 40 double rooms, 37 family rooms and 4 fully accessible rooms. The hotel shall be located in the south-western quarter of the site, with provision for 85 car parking spaces in addition to accessible and cycle parking facilities, plus associated highway and drainage infrastructure. A layby adjacent to the existing communications mast will be provided for the parking of service vehicles.
- 4.1.3 Footway links to tie into the existing provision on the eastern kerb line of Larchwood Avenue are proposed as shown on Drawing **69235-CUR-00-XX-DR-TP-05001-P01**. As there is no existing provision to tie into on the western side of the carriageway on Larchwood Avenue, it is proposed to install dropped kerbs adjacent to the site access in order to provide access to existing footways on the eastern side of Larchwood Avenue.
- 4.1.4 The proposed hotel development is programmed to be operational by 2019.

4.2 Site Access

- 4.2.1 The proposed scheme will be served via the existing site access junction from Larchwood Avenue and upgrades to the access point have been designed in accordance with the Manual for Streets (MfS) and Manual for Streets 2 (MfS2) as well as local Hampshire County Council highways design guidance.
- 4.2.2 There is no anticipated concern with achieving required visibility splays due to the slow speeds of vehicles in the vicinity of the access point. The visibility splay achievable to the north from the site access is in excess of the requirement of 43m for a 30mph speed limit according to MfS. The 43m visibility splay to the north is illustrated in Drawing **69235-CUR-00-XX-DR-TP-05002-P01**.

4.3 Car and Cycle Parking Provision

- 4.3.1 HBC Parking Supplementary Planning Document (July 2016) provides guidance for car and cycle parking requirements for developments which advises that for an 81 bedroomed hotel, a minimum of 81 car parking spaces would be required. Proposals include the provision of 85 car parking spaces which is compliant with current guidelines.

- 4.3.2 Parking for people with disabilities is to be provided at a minimum of 5% of the total car parking provision. 6 car parking spaces are proposed to accommodate people with disabilities which exceeds the minimum guidelines set out in the HBC parking document. Parking for people with disabilities should be designed in line with Department for Transport document 'Inclusive Mobility (Dec 2015)' requirements which states that,

"spaces for Blue Badge holders should be provided as close as possible, preferably within 50 metres of the facilities served by the car park with level or ramped (preferred gradient 5 per cent) access" and, "Where bays are perpendicular to the access aisle, an additional width of at least 1200mm along each side. Where bays are adjacent the same 1200mm space can serve both sides. There should also be a 1200mm wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist."

- 4.3.3 Disabled parking has therefore been designed with these guidelines in mind.
- 4.3.4 Minimum cycle parking standards are defined within the HBC Parking Supplementary Planning Document, July 2016 which recommends a minimum of 1 short stay cycle parking space per 10 hotel bedrooms. 5 cycle parking Sheffield stands are proposed to be provided which provides short stay cycle parking for up to 10 cycles and meets the minimum parking standards.
- 4.3.5 For long stay sheltered and secure cycle parking, One stand per six staff members or 40 sqm of GEA are to be provided according to the HBC cycle parking standards. The maximum number of staff proposed to be on site at any one time shall be ten staff members. This accounts for the peak staffing period where cleaning and operational staff shall be in attendance. To comply with HBC cycle parking requirements, a total of 2 long stay sheltered and secure cycle spaces shall be provided.
- 4.3.6 The proposals include for ten cycle parking spaces and are therefore considered to be appropriate for the scale and nature of the proposed hotel and are in accordance with minimum cycle parking standards. As above, the hotel will adopt and implement a Travel Plan which is intended to help encourage active modes of travel including cycling. As a result of the Travel Plan, the use of onsite cycle parking spaces will be monitored.

4.4 Servicing

- 4.4.1 The suggested level of servicing activity would comprise the following vehicular movements:
- Six linen combined deliver/collections per week by an 18 tonne goods vehicle;
 - Three to four food and beverage deliveries per week by an 18 tonne goods vehicle;
 - One other consumables delivery per week by an 18 tonne goods vehicle;
 - One dray (beverages) per week by an 18 tonne goods vehicle; and

- Three to four refuse collections per week by a private contract firm using a six-wheel 26 tonne vehicle.

4.4.2 It should be noted that the above service vehicle movements are maximum figures which would equate to at most, five service trips per day. Where possible service trips shall be limited to times out of highway peak periods.

4.4.3 Swept path analysis has been carried out to demonstrate that the proposed layout can accommodate the movement of refuse and service vehicle movements safely by accessing and egressing the site in forward gear, completing a turning manoeuvre safely within the site. Swept path analysis for a service vehicle has been carried out for a 10m Rigid Goods Vehicle which is slightly larger than an 18 tonne goods vehicle.

4.4.4 The swept path analysis is illustrated in Drawings **69235-CUR-00-XX-DR-TP-05003-P00** and **69235-CUR-00-XX-DR-TP-05004-P01**.

4.4.5 The site shall be satisfactorily accessible to goods vehicles with suitable servicing management in place.

4.5 Interim Travel Plan

4.5.1 An Interim Travel Plan (ITP) has been provided to support the proposed development scheme going forward. The ITP is to be adopted and operated by senior staff members. The ITP will be for the benefit of staff and visitors to the hotel.

4.5.2 The ITP contains a site-specific package of measures to encourage the use of sustainable travel options and reduce car journeys made to the site which could be implemented at the hotel. The main measures include a Travel Information Pack for staff following employment.

4.5.3 The ITP is also proposed to be made available to any visitors of the hotel. The Information Pack will contain the following information to encourage walking, cycling and public transport travel to and from the site:

- information on the hotel's operations and opening times;
- information on local cycles, local bike hire schemes and cycle stores for staff;
- information on Bikeability for staff;
- contact details for taxi companies, local car clubs and car sharing databases; and
- links to the Traveline website and journey planner.

5.0 Traffic Forecasting

5.1 Introduction

- 5.1.1 This section of the report details the methodology used to predict the residual vehicular impacts associated with the proposed development and derive future year traffic flows in order to consider the number of additional trips that would be generated by the proposed hotel development. The proposed scheme is for a four-storey hotel development which is to provide a total of 81 bedrooms on site.

5.2 Vehicular Traffic Generation

- 5.2.1 In order to verify the modal split and estimated trip generation of the hotel following its completion, the TRICS database version 7.5.1 has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys for varying land uses in multiple destinations across the UK, including hotels. The database was interrogated for Use Class C1 under 'Hotel, Food and Drink – Hotels'. The following additional search criteria were used in TRICS, as follows:

- (i) multi-modal surveys;
- (ii) only sites in England, Wales and Scotland selected;
- (iii) selection by number of bedrooms;
- (iv) TRICS default date range for survey dates;
- (v) weekdays only;
- (vi) sites in 'edge of town centre', 'edge of town' and 'suburban area' locations only; and
- (vii) only hotel sites without a Travel Plan in place.

- 5.2.2 The TRICS trip generation assessment has been based on the proposed hotel to accommodate a total of 81 bedrooms, without a Travel Plan in place. This is considered to provide a robust assessment given that the assessment has not accounted for potential Travel Plan reductions.

- 5.2.3 A copy of the TRICS output report, including further details on selection parameters and the calculated TRICS modal split, is attached at **Appendix D**. The resultant AM and PM vehicular trip rates for the proposed hotel development and associated trips is provided within **Table 5.1**.

TRICS – Hotel	Vehicles					
	Arrive		Depart		Total	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM 08:00 – 09:00	0.099	8	0.210	17	0.309	25
PM 17:00 – 18:00	0.164	14	0.085	7	0.249	21
Total	0.263	22	0.295	24	0.558	46

Table 5.1 – TRICS Vehicle Trip Rates and Trip Generation for the Proposed Development (total 81 bedrooms)

- 5.2.4 **Table 5.1** forecasts that a hotel with a maximum capacity for 81 bedrooms could generate around 25 and 21 two-way vehicular movements in the AM and PM peak hours associated with the hotel, respectively. This equates to approximately one movement every two minutes, on average, during the busiest AM peak hour, and one movement every three minutes, on average, during the busiest PM peak hour associated with the hotel development.
- 5.2.5 Business and Industrial movements typically have their peak movement as arrivals in the AM peak period 08:00 – 09:00 and departures in the PM peak period 17:00 – 18:00, reflecting the employment nature of the industrial park and Larchwood Business Centre. The TRICS outputs show that the peak AM and PM periods for a hotel development are also 08:00 – 09:00 and 17:00 – 18:00 however, the peak movements associated with a hotel development are departures in the AM peak period and arrivals in the PM peak period, which opposes that of the surrounding industrial and business park typical network movements.
- 5.2.6 All trips associated with the proposed development would be considered as new trips on the local highway network. In the worst case AM peak period, one additional 2-way trip in the AM peak period would be arriving and departing via the Purbrook Way / Hulbert Road roundabout either north, south east or west every two minutes. This would not be considered a material increase at this junction.
- 5.2.7 The additional 2-way movement every 2 minutes in the AM peak period accessing and egressing the hotel via Larchwood Avenue / Asda roundabout north, again would not be considered to be a material increase at this junction.
- 5.2.8 The Department for Transport document 'Guidance on Transport Assessment (March 2007)' suggests a threshold of 30 2-way peak hour trips, below which a Transport Assessment (TA) or Transport Statement (TS) may not be required. The level of anticipated trips generated by the proposed development indicates that the development is not seen to have a detrimental impact on the local highway network.

5.2.9 A recent planning application (APP/16/00875) for a local KFC development on land at Larchwood Avenue opposite the proposed hotel development were approved in February 2017, for which a supporting Transport Assessment with no junction capacity modelling assessments was submitted. The KFC development has considerably higher proposed trip generation figures than the anticipated low traffic generation figures of the proposed hotel development. Even with consideration of the pass by and diverted trips associated with the KFC development, the number of new trips generated by the KFC development are higher than the level of anticipated trips associated with the proposed hotel development.

5.2.10 Given the comparable impacts of these developments, it is concluded that no further junction capacity assessment work shall be required.

5.3 Multi Modal Trips

5.3.1 As previously mentioned, Curtins have prepared an Interim Travel Plan (ITP) for the proposed hotel development. The TRICS analysis included in **Appendix D** and the resultant AM and PM multimodal trip rates for the proposed hotel development and associated trips are provided within **Table 5.2**.

TRICS – Hotel	Vehicles	Taxi	Vehicle Occupants	Cyclists	Pedestrians	Public Transport	Total
Modal Split (%)	38	4	46	1	4	8	100

Table 5.2 – TRICS Multi Modal Split for the Proposed Development

5.3.2 The ITP will reduce the number of vehicular trips made by employees to the hotel by up to 10%, through the implementation of incentives and supportive measures. For example, Interim Travel Plan measures seek to encourage walking and cycling trips by employees to the hotel as well as encouraging staff travelling to work to car share or to travel by public transport and therefore the vehicular trip generation figure for the proposed hotel development would reduce accordingly.

6.0 Transport Planning Policy

6.0 Introduction

- 6.0.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

6.1 National Planning Policy Framework (NPPF)

- 6.1.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.1.2 Paragraph 10 states that at the heart of the National Planning Policy Framework (NPPF) is a:

"...presumption in favour of sustainable development."

- 6.1.3 For decision making this means granting permission unless:

"...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies."

- 6.1.4 Chapter 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

"Transport issues should be considered from the earliest stages of plan making and development proposals, so that:

c) opportunities to promote walking, cycling and public transport use are identified and pursued"

- 6.1.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport which *"can help to reduce congestion and emissions, and improve air quality and public health"* and provide *"safe and suitable"* access for all.

- 6.1.6 In paragraph 109 the NPPF states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

- 6.1.7 Paragraph 110 of the NPPF states that applications for new development should:

- a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

6.2 National Planning Practice Guidance (NPPG)

6.2.1 In addition to the NPPF, the Government's Planning Practice Guidance (PPG) was introduced on 6 March 2014 by DCLG to supplement existing national policy and replace Guidance on Transport Assessment (Department for Transport [DfT], 2008).

6.2.2 Within the PPG, the 'Travel Plans, Transport Assessments and Statements' and 'Transport Evidence Bases in Plan Making and Decision Taking' guidance advises on the requirement for highways assessment in developments and outlines the approach for delivering an effective Transport Assessment, Transport Statement or Travel Plan. Paragraph 2 suggests that the benefits of a transport evidence base include:

- *“Improving the sustainability of transport provision;*
- *Enhancing accessibility;*
- *Creating choice amongst different modes of transport;*
- *Improving health and wellbeing;*
- *Support economic vitality;*
- *Improving public understanding of the transport implications of development; and,*
- *Enabling other highway and transport authorities/service providers to support and deliver the transport infrastructure that conforms to the Local Plan”.*

6.2.3 Paragraph 5 continues this approach and emphasises the value of transport assessments in identifying short, medium and longer term issues associated with local communities such as “*accessibility, congestion, mobility, safety, pollution and carbon reduction.*”

6.2.4 The PPG also presents an overview of the key principles which should be reviewed when preparing a TA, TS or TP, and emphasises the role of the local planning authority in determining the overall requirements of the assessment. These are detailed in paragraph 7, which states that any highways assessment should be:

- *"Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *Be brought forward through collaborative ongoing working between the local planning authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities.)"*

6.2.5 Upon its introduction, the PPG superseded the DfT's Guidance on Transport Assessments, which provided detailed guidance on the parameters of highways assessments. It is noted however that a number of key principles in Guidance on Transport Assessment relating to significant changes in traffic, in particular thresholds which define where a notable impact may occur, were not carried over. It is therefore considered that the key principles set out in the former document will be addressed where appropriate and in the absence of replacement policy.

6.2.6 In addition to the national policy outlined above, this report also recognises the best practice advice and principles contained in 'Manual for Streets' (DfT, 2007) and its companion document 'Manual for Streets 2 – Wider Application of the Principles' (CIHT, September 2010).

6.3 Hampshire Local Transport Plan 2011 - 2031

6.3.1 The third Local Transport Plan (LTP3) is produced by HCC and details the transport strategy for the county of Hampshire for the twenty year period between 2011 and 2031. The objectives of the LTP3 are set out within the document, which aims to address the role transport policy will play *'as an essential component of the wider public agenda; derived from and contributing to policies on health and well-being, the economy and the environment.'* The LTP3 categorises its main policy objectives under five broad themes:

- *"Supporting the economy through resilient highways*
- *Management of traffic;*
- *The role of public transport;*
- *Quality of life and place; and,*
- *Transport and growth areas."*

6.3.2 The LTP3 emphasises the relationship between maximising the efficiency of the transport network and improving the economy, maintenance and management processes. It also promotes effective land-use

planning and highway development control to ensure that the existing network remains resilient and reliable for all users, particularly when addressing the impact of new developments. It continues this approach in highlighting the need to *'manage and mitigate the adverse impacts of traffic and travel on people, natural habitats and landscapes'* where possible.

- 6.3.3 A major strand of the LTP3 policy also acknowledges the opportunities provided by new development to *'deliver better streetscapes, de-carbonise transport and reduce the need to travel.'* These aims can be achieved through the enhanced provision of public transport networks and wider improvements to pedestrian and cycling infrastructure. HCC highlight the role of developers in facilitating *'much-needed investment'* into transport infrastructure and supporting key travel corridors to *'improve travel choice, support employment in the area'* and improve the local economy.

6.4 Havant Borough Core Strategy (March 2011)

- 6.4.1 The Havant Borough Core Strategy sets the planning framework for local communities until 2026. The objectives of the core strategy are detailed in Chapter 9 of the document in which the intentions for transport and infrastructure within the local area. These objectives are reinforced by transport policy CS20. The core strategy supports, *"reducing the need to travel by car by locating development close to existing facilities and caring for our borough so that there is green infrastructure"*.
- 6.4.2 The importance of the car has been highlighted as a necessity to society and that the demand for car use, *"will remain strong for the foreseeable future and therefore measures will be put in place to enable people to have more transport choice, with the aim of reducing car use."*
- 6.4.3 Policy CS20 Transport and Access Strategy states that development will be permitted that:
- *"Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.*
 - *Does not increase congestion and promotes better use of existing transport networks.*
 - *Improves accessibility to goods, services and employment and promotes equality in the transport system.*
 - *Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.*
 - *Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.*
 - *Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate. assesses the non-transport infrastructure requirements to support the proposed new development. The South East Regional Partnership Board has produced a number of guides, including one on transport infrastructure. Havant Borough Core Strategy March 2011 110 A3(M) Havant rail station*

- *Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park."*

6.5 Summary

- 6.5.1 The proposals are for the proposed 81-bed hotel development, which is situated in an accessible location. There is an existing pedestrian network within the immediate vicinity of the development site which connects to neighbouring retail and residential estates which are likely to be used by visitors and employees of the hotel. There are also good links to existing bus stops within walking distance of the site.
- 6.5.2 The development proposal is supported by a Transport Assessment which demonstrates that the proposed development would not result in any significant detrimental impact on the local highway network. The accompanying Interim Travel Plan also demonstrates the commitment to working with employees and visitors to reduce the number of vehicular trips made by proposed hotel development.
- 6.5.3 On this basis, it is reasonable to conclude that the proposed development scheme is considered to be consistent with local and national transport planning policy.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed by Tiger Developments Ltd to provide traffic and transport advice to support a planning application for the proposed development of a hotel in Havant, Hampshire to accommodate 81 bedrooms. The existing site access arrangements shall be improved.
- 7.1.2 This Transport Assessment (TA) has been prepared to accompany a planning application for the scheme and considers the development proposals and their potential impact of the surrounding area from a traffic and transportation perspective. It contains all the required information to inform Highways Officers at Hampshire County Council (HCC) and Havant Borough Council (HBC) with regard to all traffic and transportation matters associated with the scheme.
- 7.1.3 A recent planning application (APP/16/00875) for a local KFC development on land opposite the proposed hotel development was approved in February 2017, for which a supporting Transport Assessment with no junction capacity modelling assessments was submitted. Given the measurably lower impacts of the hotel development proposals when compared to that of a popular Drive Thru restaurant, it is concluded that detail contained within this TA provides enough detail to enable a suitable analysis to be concluded.
- 7.1.4 The development proposals include the provision of 85 car parking spaces, including 6 accessible parking bays and provision to accommodate 10 short stay cycle parking spaces and 2 long stay cycle sheltered and secure cycle parking spaces which is compliant with current HBC guidelines.
- 7.1.5 Existing highway safety records have been reviewed to confirm that any existing highway safety issues on the local highway network will not be exacerbated by the development proposals.
- 7.1.6 A traffic generation exercise has been undertaken to assess the impact of the proposed hotel development on the local highway network, once the hotel is fully occupied. The calculations have been based on vehicular TRICS data and travel patterns.
- 7.1.7 The traffic generation exercise confirms that the proposed expansion could result in approximately 25 additional total two-way trips during the busiest AM peak hour associated with the hotel development. This equates to approximately one additional arrival or departure every 2 minutes travelling on the local highway network. The peak movements associated with a hotel development are departures in the AM peak period and arrivals in the PM peak period, which opposes that of the surrounding industrial and business park typical network movements and therefore will not significantly add to the busiest arms of local junctions.

- 7.1.8 The site is accessible by sustainable modes of transport, the surrounding area exhibits good levels of pedestrian and cycling infrastructure and there are a number of public transport opportunities within acceptable walking distance of the site. It is reasonable to conclude that the proposed development scheme is considered to be consistent with local and national transport planning policy.
- 7.1.9 This TA is also supported by an Interim Travel Plan. The Interim Travel Plan contains a site-specific package of measures to encourage the use of sustainable travel options and reduce car journeys made to the hotel for both staff and visitors.

7.2 Conclusions

- 7.2.1 It is concluded that the proposed hotel development scheme is in line with national and local transport policies by way of locating development in an accessible location with existing and proposed supporting land uses nearby, that are within walking and cycling distance. The proposed hotel development site also benefits from an acceptable level of existing sustainable travel opportunities.
- 7.2.2 From a traffic and transportation perspective it has been demonstrated that the proposed should receive 'in principal' support from Highways Officers at HBC.

Plans



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Project:
LARCHWOOD AVENUE, HAVANT

Status:
PRELIMINARY

Drg Title:
**LOCATION PLAN
REGIONAL LEVEL**

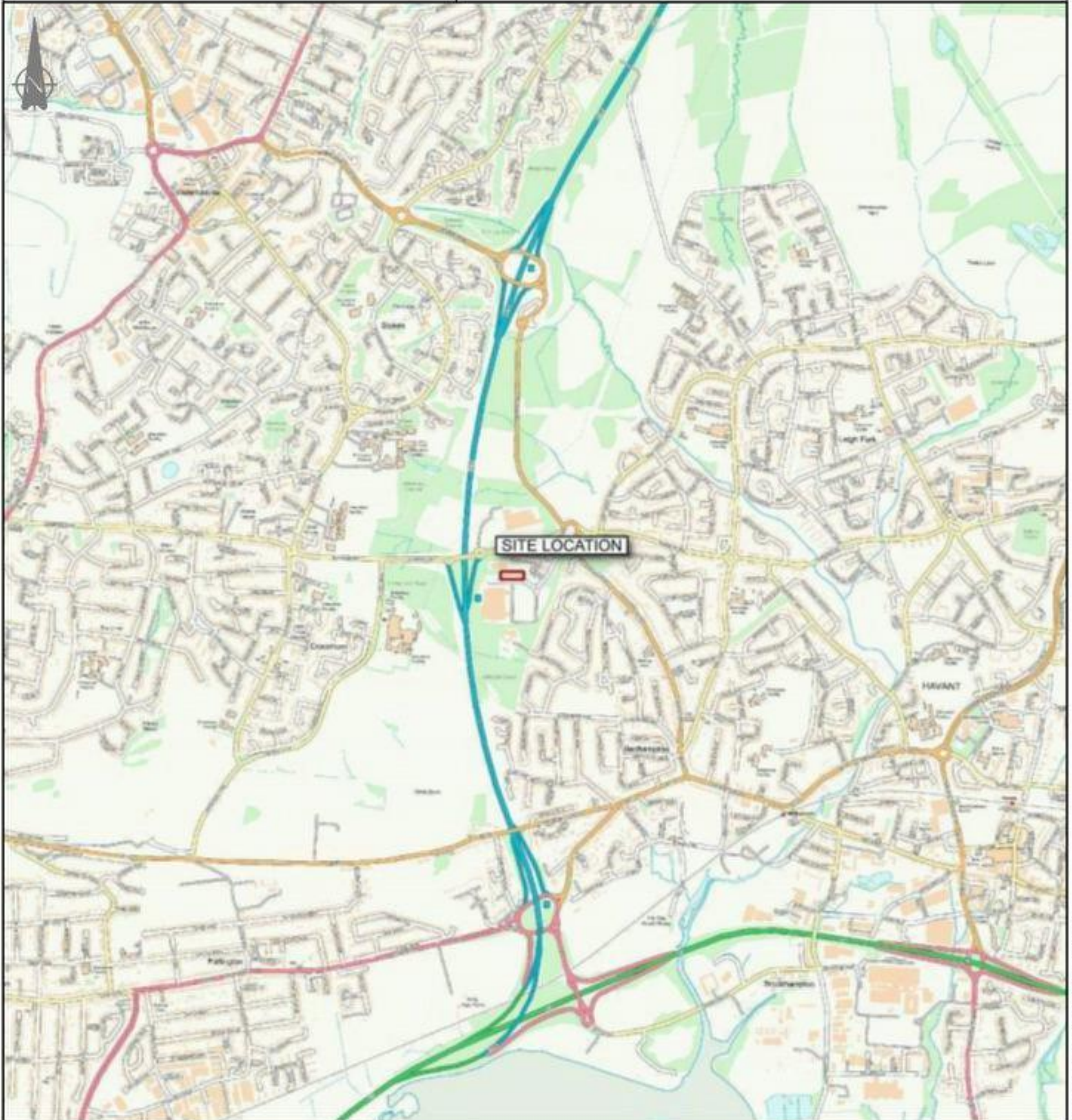
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Designed By: LL Date: 13/08/18

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

69235 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY:  Site

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Project:
LARCHWOOD AVENUE, HAVANT

Drg Title:
LOCATION PLAN
LOCAL LEVEL

Status:
PRELIMINARY

Drawn By: LL Checked By: NA

Designed By: LL Date: 13/08/18

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

69235 - CUR - 00 - XX - DR - TP - 06002 - P01



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Project:
LARCHWOOD AVENUE, HAVANT

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

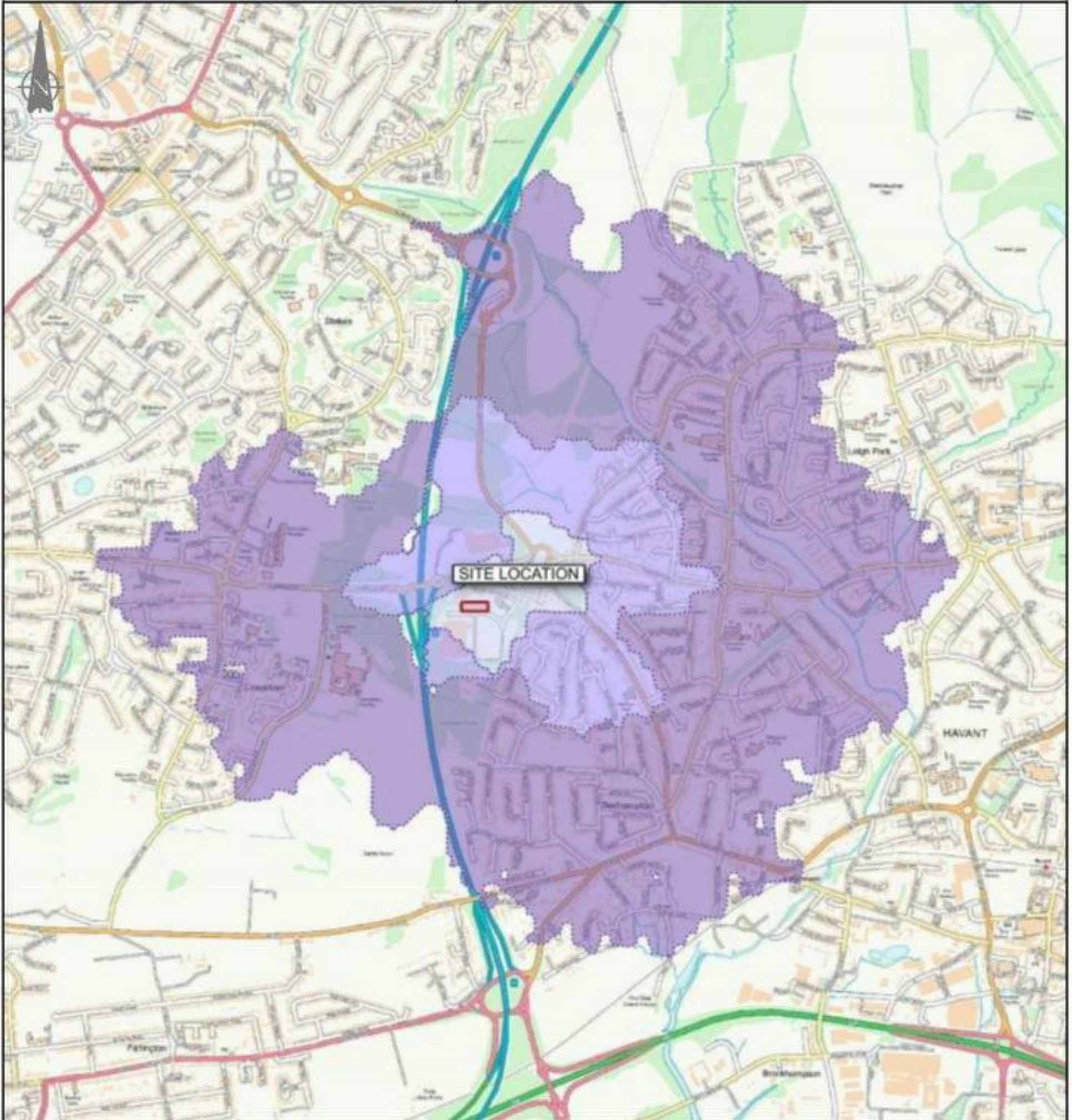
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Designed By: LL Date: 13/08/18

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY:  Site

Walking Catchment:

-  2000m
-  1000m
-  500m

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Project:
LARCHWOOD AVENUE, HAVANT

Drg Title:
**ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT**

Status:
PRELIMINARY

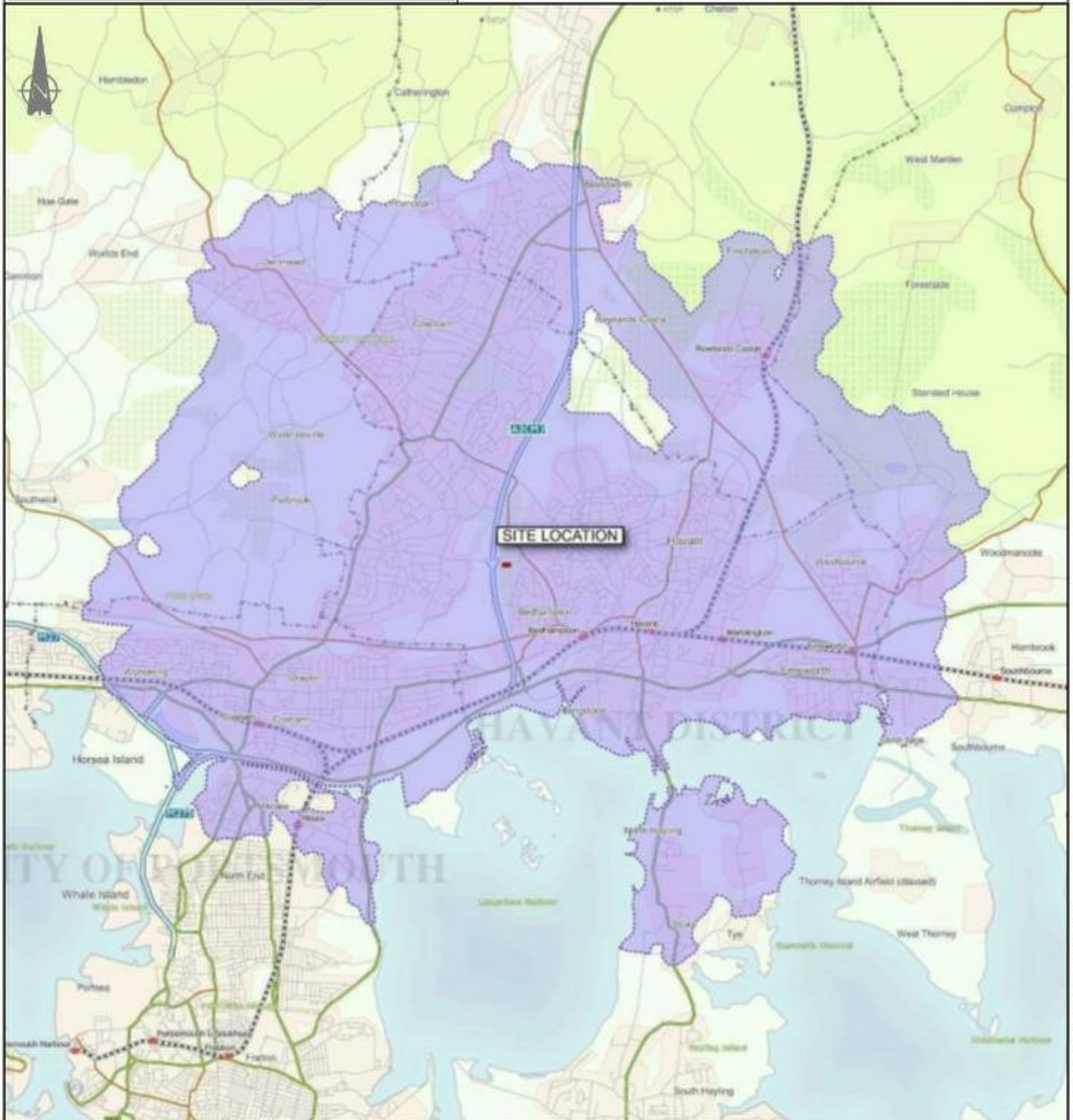
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Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY:  Site  Cycle Catchment:
8000m

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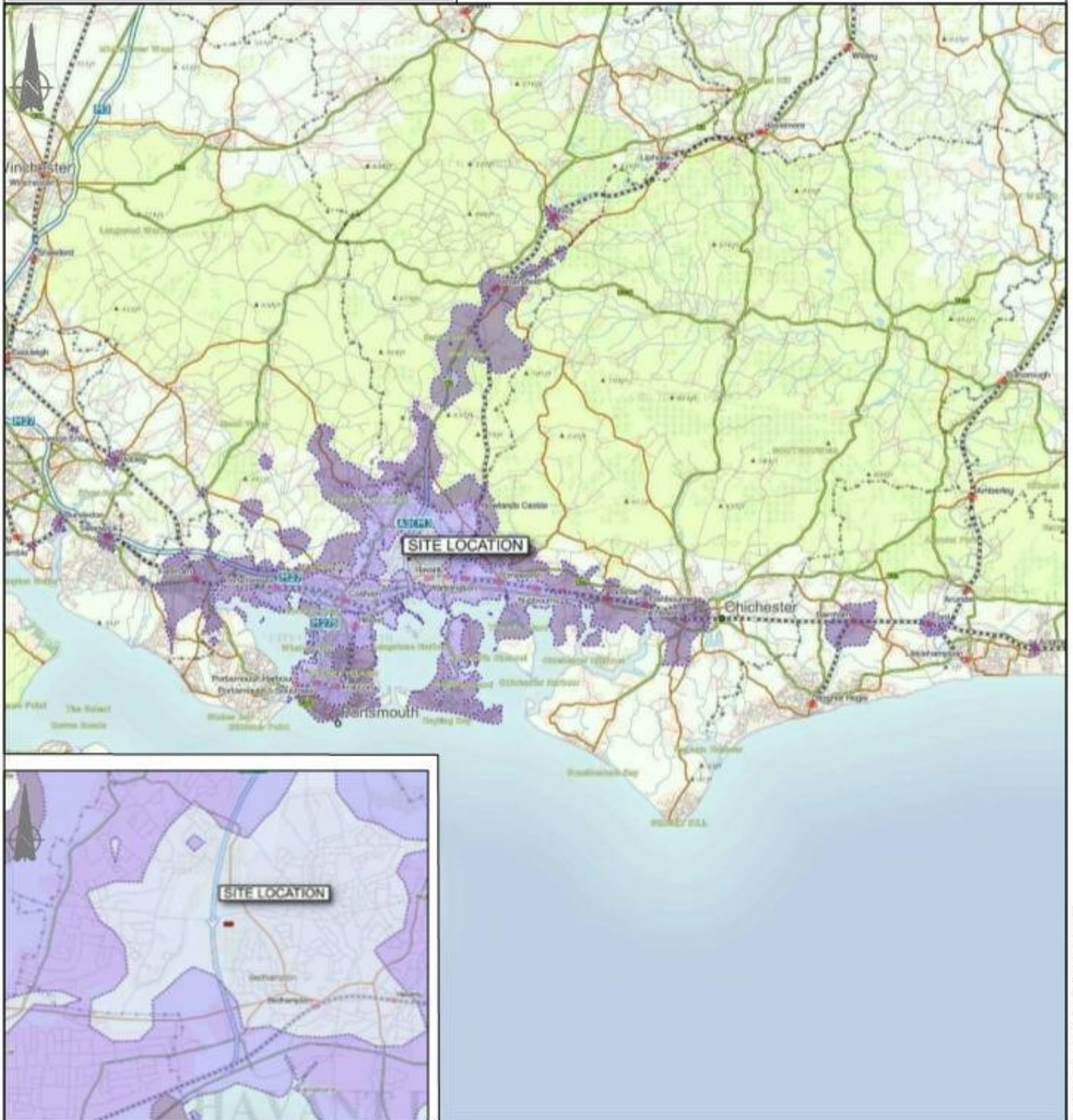
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Project: LARCHWOOD AVENUE, HAVANT
Drg Title: ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT
CATCHMENT

Status: PRELIMINARY
Drawn By: LL Checked By: NA
Designed By: LL Date: 13/08/18
Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:
69235 - CUR - 00 - XX - DR - TP - 06005 - P01



KEY: Site Public Transport Catchment
 60 minutes
 40 minutes
 20 minutes

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Drawings

Dropped Kerb
1200mm x 400mm
Tactile Paving

6m Radius

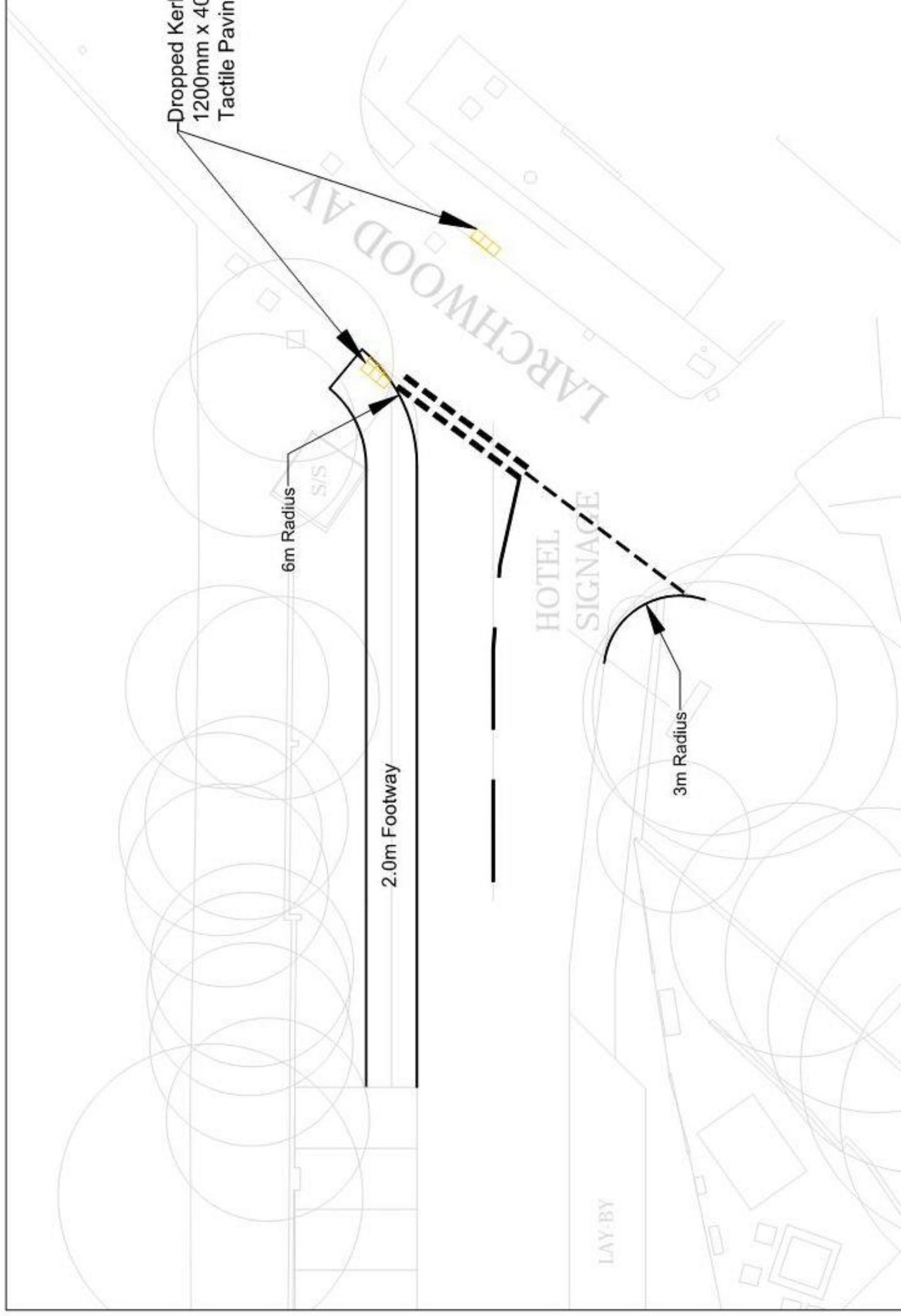
2.0m Footway

HOTEL
SIGNAGE

3m Radius

LAY-BY

LARCHWOOD AV

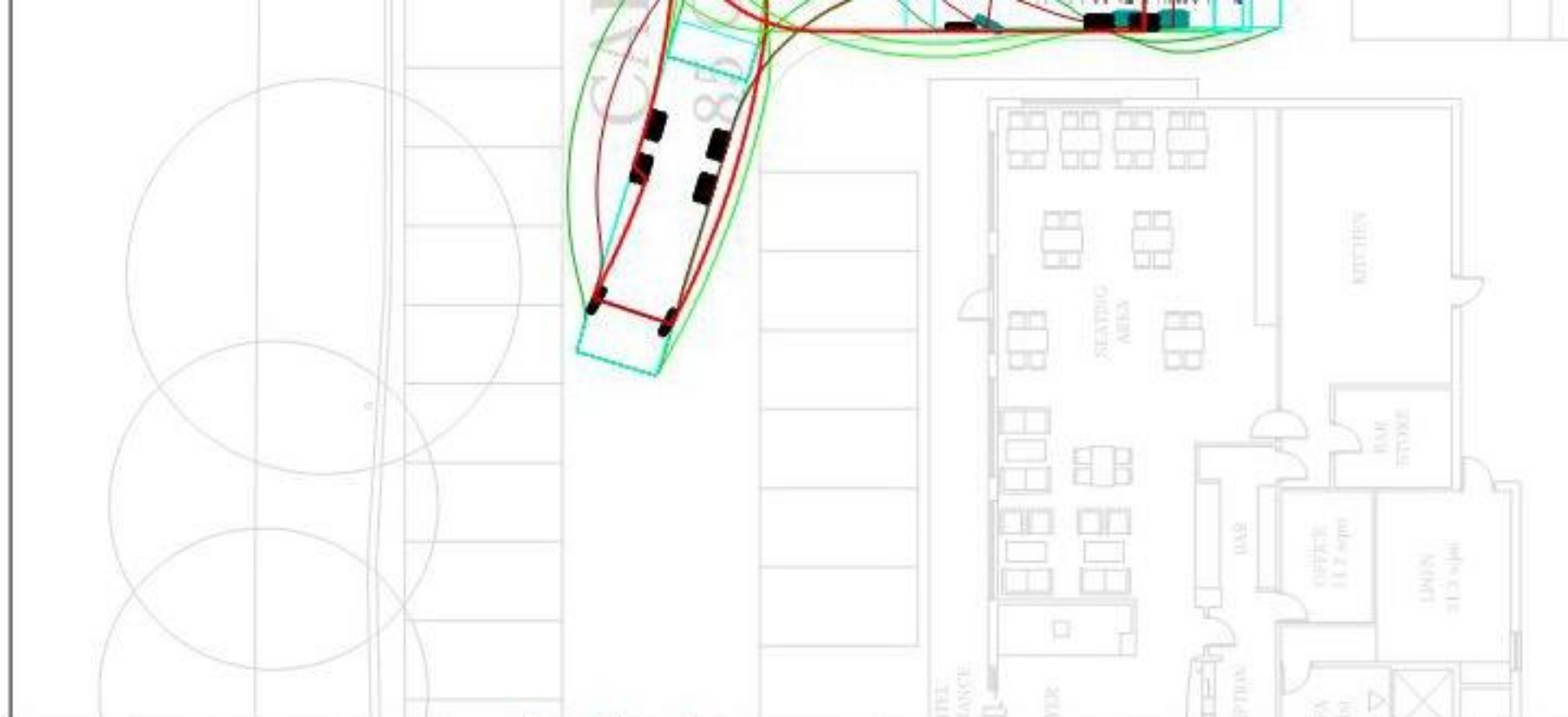


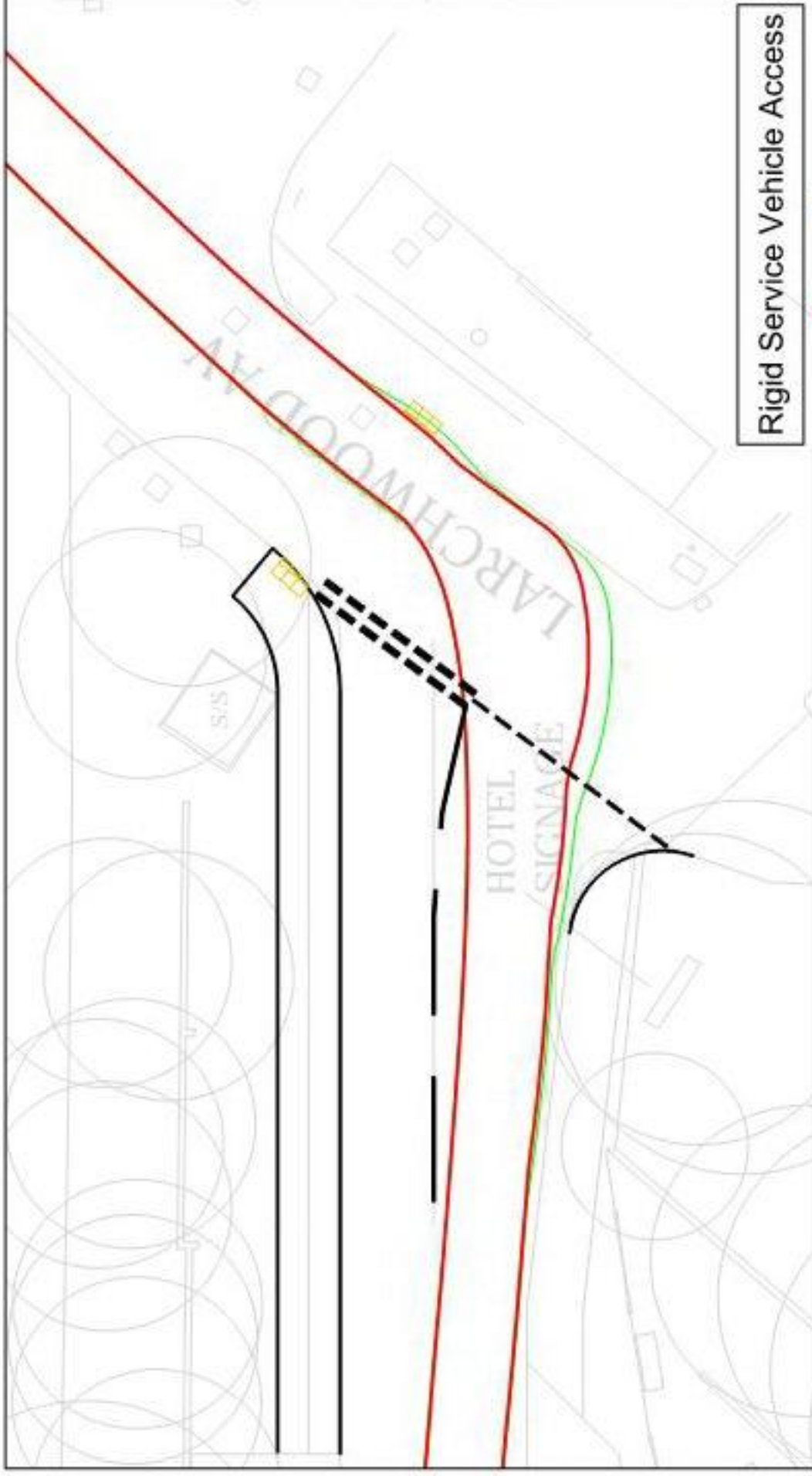
2.4m x 43m Visibility Splay

LARCHWOOD AV

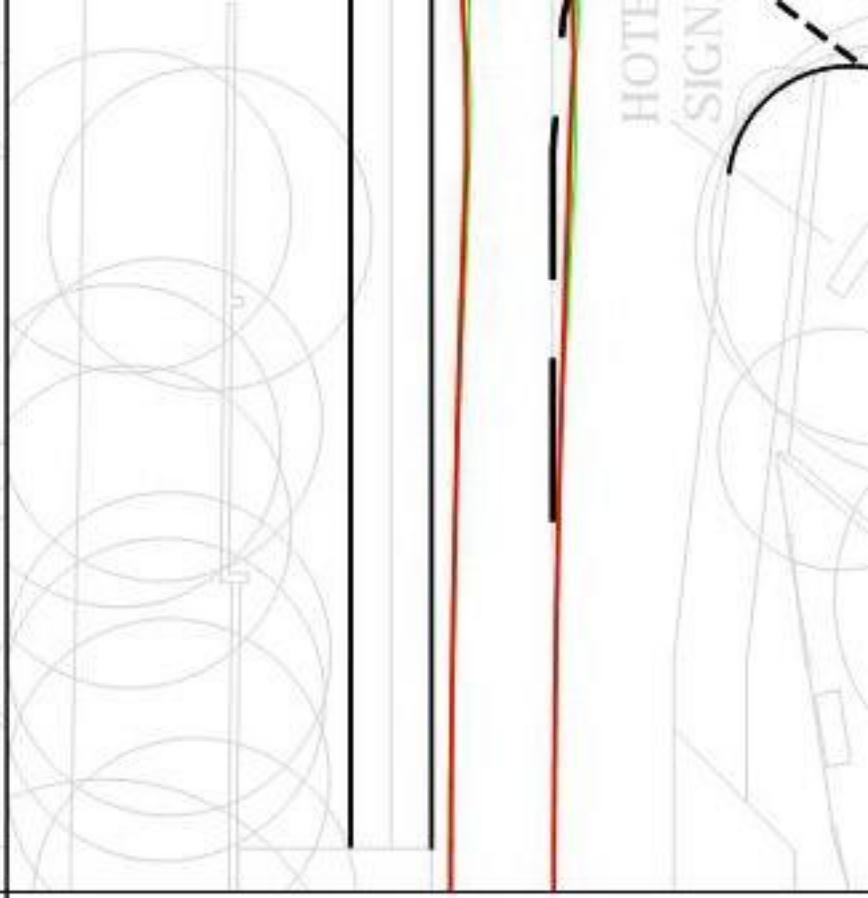
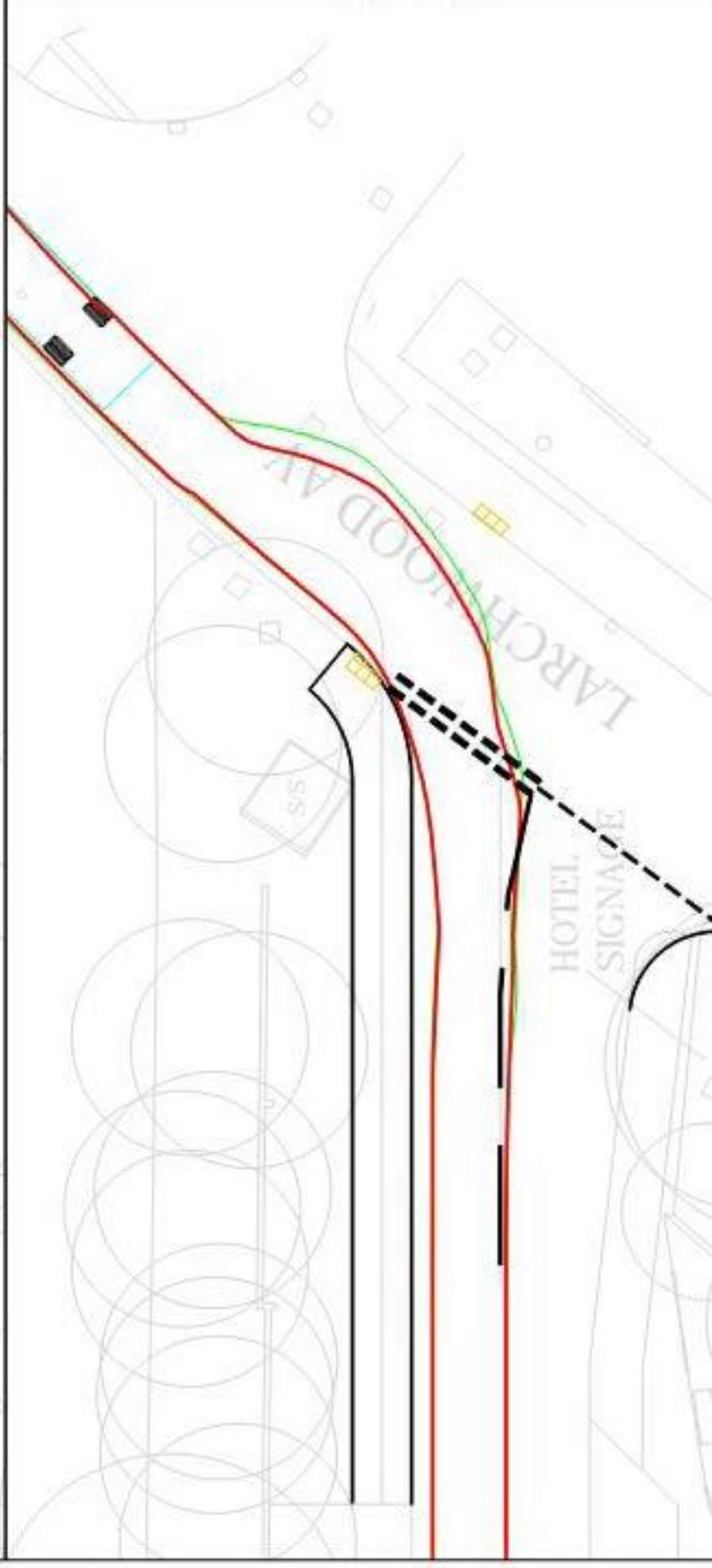
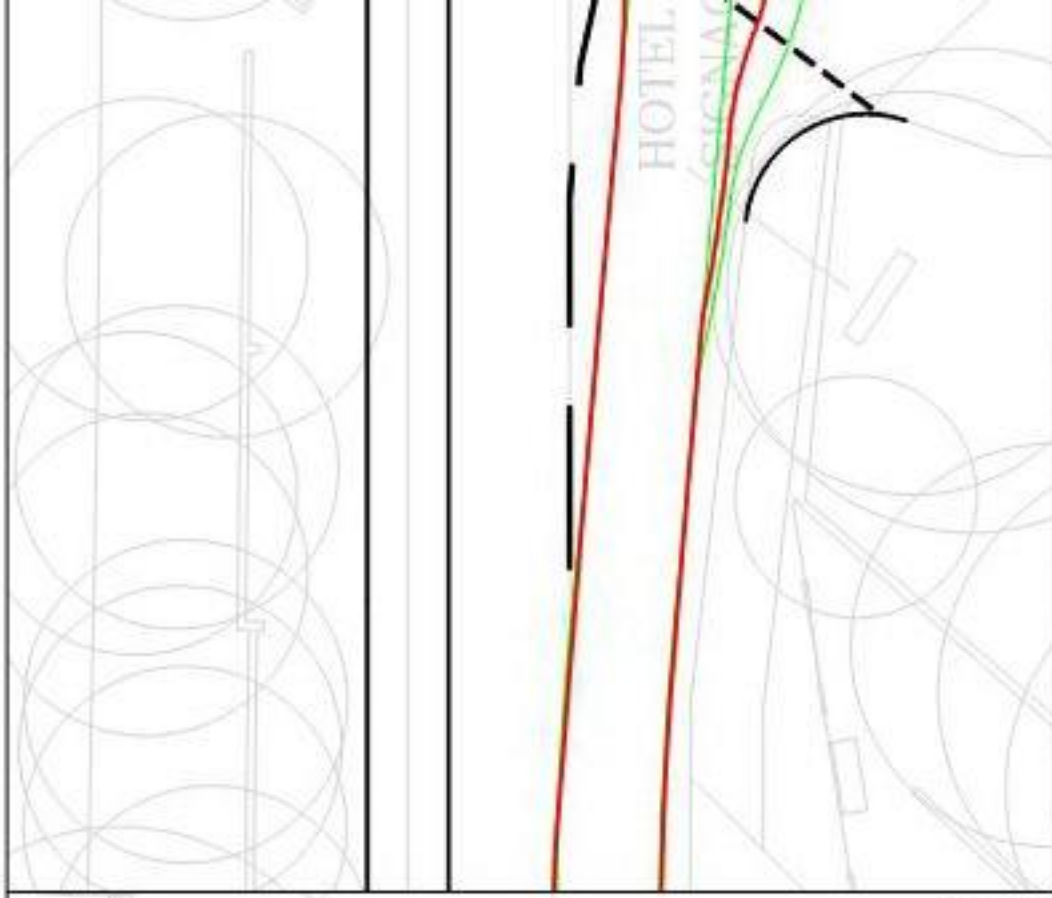
HOTEL
SIGNAGE

BY





Rigid Service Vehicle Access



Appendix A – Scoping Assessment

Sarah Strauther

From: Drury, Holly [REDACTED]
Sent: 07 August 2018 16:38
To: Sarah Strauther
Cc: Matt Price; [REDACTED]
Subject: RE: Highways Scoping Note: Proposed 80 Bedroom Hotel Development, Havant, PO9 3QL

Dear Sarah

Thank you for your email. This size of this application means it falls within the scope of our agency agreement and therefore will be dealt with by our agent at Havant (Peter Marshall) cc'd in for information.

Pre-app advice from HCC is a paid for service and the details can be found in the following link.

<http://documents.hants.gov.uk/Pre-ApplicationCharging-GuidanceforDevelopers.pdf>

Kind Regards

Holly

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Hampshire County Council operates a pre-application highway advice service for developers.

Hampshire County Council welcomes and encourages discussions before a developer submits a planning application.

Please follow this link for further information

[Pre-Application guidance for developers](#)

From: Sarah Strauther [REDACTED]
Sent: 02 August 2018 09:00
To: Highways Development Control
Cc: Matt Price
Subject: Highways Scoping Note: Proposed 80 Bedroom Hotel Development, Havant, PO9 3QL

Good Morning,

Curtins has been appointed to prepare highways and transportation documentation to accompany the planning application for a development site for a circa 80 key hotel site on land to the west of Havant and adjacent to the A3(M) junction 4.

The site is bounded by an ASDA superstore to the south, light industrial and retail units to the east and north and the A3(M) to the west.

Appropriate car and cycle parking facilities in accordance with Havant Borough Council parking standards and footway connections to link into existing provision are included as part of development proposals.

It is noted that due to the scale of the proposed development (being greater than 75 bedrooms), a Transport Assessment (TA) and Interim Travel Plan (ITP) shall be required to support the planning application.

Recent permissions for a local KFC development were approved in February 2017, for which a supporting Transport Assessment with no junction capacity modelling assessments was submitted. The KFC development has considerably higher proposed trip generation figures than the anticipated low traffic generation figures of the proposed hotel development, considering the pass by and diverted trips associated with the KFC development, the new trips generated by the KFC development are higher than the proposed trips associated with the proposed hotel development.

Given the comparable impacts of these developments, it is seen that a TA without junction capacity assessments should be considered appropriate in this instance.

We propose that the scope below to be sufficient in order for HCC Highways Officers to consider the development proposals from a highways perspective:

Transport Assessment

- Assess the existing site and provide a description of the local highway network;
- Review of relevant national and local transport planning policy;
- Provide design input and guidance as part of the design team in relation to access and movement for all modes including;
 - Pedestrians;
 - Cyclists;
 - Cars;
 - Servicing and refuse and
 - Any other specific requirements such as mini-buses and coaches.
- Swept path analysis of service and emergency vehicles;
- Advise on and design any new access junction requirements using AutoCAD software;
- Audit the accessibility of the site by sustainable modes of travel and produce appropriate TRACC Accessibility plans to accompany report;
- Consider any mitigation required and advise on improvements needed to sustainable connections and highway improvements/works, with indicative amended designs provided where applicable;
- Determine the traffic generation associated with the proposals;
- Road Safety Assessment;
- Assign the proposed development traffic to the surrounding network; and
- Combine the above into a Transport Assessment report.

Interim Travel Plan

- Background and Benefits;
- Audit of local sustainable transport network;
- Development proposals;
- Analysis of existing sustainable travel data
- Proposed staff travel surveys;
- Travel Plan targets;
- Travel Plan initiatives;
- Travel Plan management strategy;
- Travel Plan consultation strategy;
- Monitoring and review; and
- Action Plan and Budget.

Please provide a response if you have any comments on the above scope of works to support development proposals of this scale.

Due to the limited timescales for application submission, we will not be entering into formal scoping measures with HCC at this time.

Kind Regards,

 **curtins** consultants

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 **curtins**

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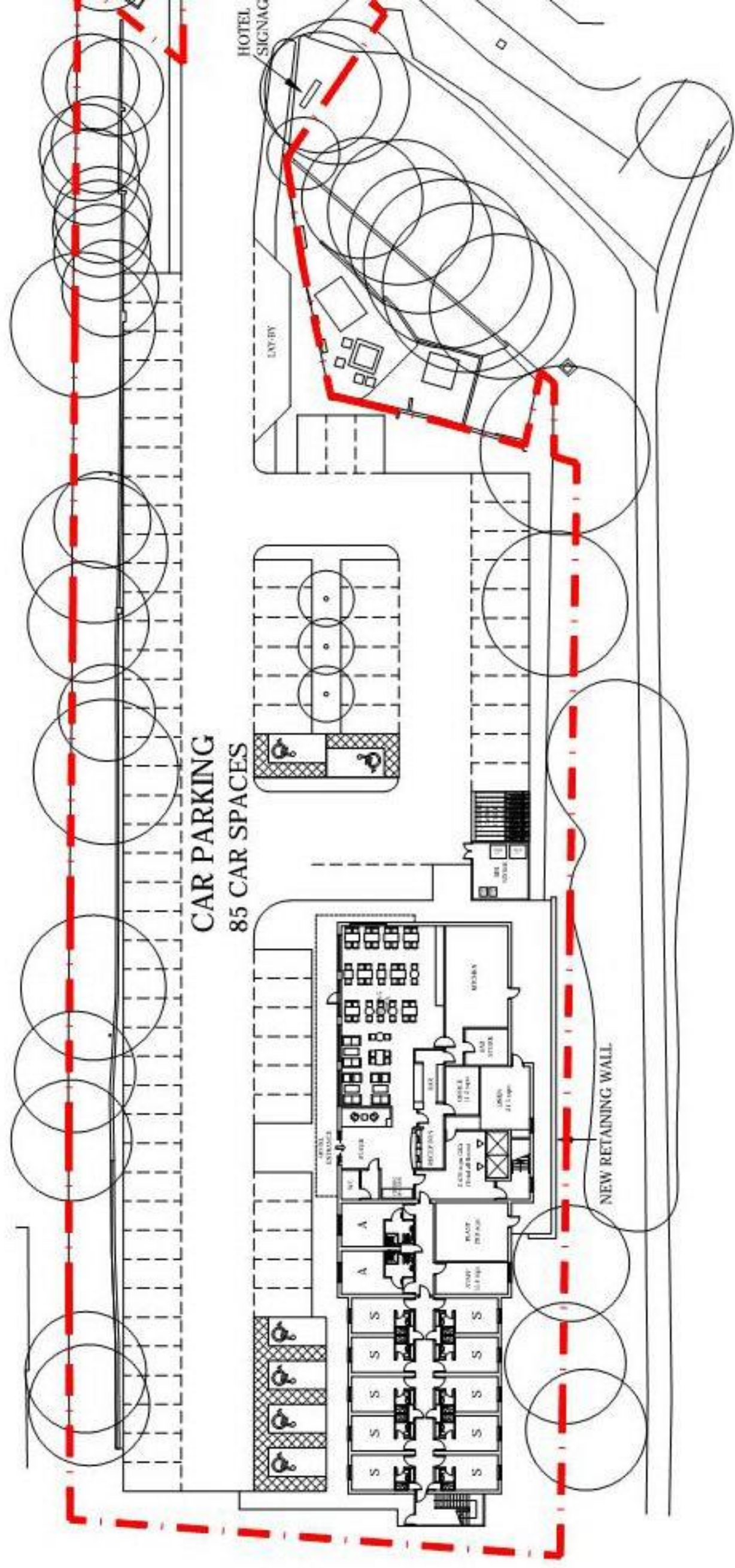
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Appendix B – Havant Borough Cycle Network



Appendix C – Proposed Ground Floor Layout



Appendix D – TRICS Output Report

Calculation Reference: AUDIT-148308-180605-0654

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL VEHICLESSelected regions and areas:

03 SOUTH WEST		
DV	DEVON	1 days
GS	GLOUCESTERSHIRE	1 days
WL	WILTSHIRE	1 days
04 EAST ANGLIA		
NF	NORFOLK	1 days
05 EAST MIDLANDS		
NT	NOTTINGHAMSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
WY	WEST YORKSHIRE	1 days
08 NORTH WEST		
GM	GREATER MANCHESTER	1 days
09 NORTH		
CB	CUMBRIA	1 days
TV	TEES VALLEY	1 days
TW	TYNE & WEAR	1 days

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

Secondary 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 134 (units:)
 Range Selected by User: 20 to 200 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 26/09/16

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	1 days
Wednesday	2 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	10 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	5
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Built-Up Zone	4
High Street	1
No Sub Category	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,

Secondary Filtering selection:

Use Class:

C1 10 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:

5,001 to 10,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days
100,001 or More	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	4 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	5 days
1.1 to 1.5	5 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 10 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 10 days

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

LIST OF SITES relevant to selection parameters

1	CB-06-A-01	HOTEL		CUMBRIA
	ENGLISH STREET			
	CARLISLE			
	Town Centre			
	High Street			
	Total Number of bedrooms:	92		
	Survey date: MONDAY	20/06/16		Survey Type: MANUAL
2	DV-06-A-03	FUTURE INN		DEVON
	WILLIAM PRANCE ROAD			
	PLYMOUTH			
	Edge of Town			
	Industrial Zone			
	Total Number of bedrooms:	110		
	Survey date: WEDNESDAY	18/07/12		Survey Type: MANUAL
3	GM-06-A-08	IBIS		GREATER MANCHESTER
	PORTLAND STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	127		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL
4	GS-06-A-02	PREMIER INN		GLOUCESTERSHIRE
	GLOUCESTER ROAD			
	SAINT MARKS			
	CHELTENHAM SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of bedrooms:	67		
	Survey date: THURSDAY	28/11/13		Survey Type: MANUAL
5	NF-06-A-02	HOLIDAY INN		NORFOLK
	IPSWICH ROAD			
	HARFORD PARK			
	NORWICH			
	Edge of Town			
	No Sub Category			
	Total Number of bedrooms:	119		
	Survey date: THURSDAY	30/09/10		Survey Type: MANUAL
6	NT-06-A-02	PREMIER INN		NOTTINGHAMSHIRE
	LONDON ROAD			
	NOTTINGHAM			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	87		
	Survey date: MONDAY	24/06/13		Survey Type: MANUAL
7	TV-06-A-04	THISTLE		TEES VALLEY
	FRY STREET			
	MIDDLESBROUGH			
	Town Centre			
	Commercial Zone			
	Total Number of bedrooms:	132		
	Survey date: THURSDAY	03/10/13		Survey Type: MANUAL
8	TW-06-A-03	HOTEL		TYNE & WEAR
	SANDHILL			
	QUAYSIDE			
	NEWCASTLE UPON TYNE			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	24		
	Survey date: TUESDAY	14/06/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WL-06-A-02	HOLIDAY INN EXPRESS	WILTSHIRE
	BRIDGE STREET		
	SWINDON		
	Town Centre		
	Built-Up Zone		
	Total Number of bedrooms:	134	
	Survey date: WEDNESDAY	27/11/13	Survey Type: MANUAL
10	WY-06-A-02	HOTEL	WEST YORKSHIRE
	CLIFF ROAD		
	HEADINGLEY		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	24	
	Survey date: FRIDAY	11/06/10	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

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.066	5.240	10	92	0.121	9.694	10	92	0.187	14.934
08:00 - 09:00	10	92	0.131	10.480	10	92	0.221	17.642	10	92	0.352	28.122
09:00 - 10:00	10	92	0.118	9.432	10	92	0.120	9.607	10	92	0.238	19.039
10:00 - 11:00	10	92	0.088	7.074	10	92	0.106	8.472	10	92	0.194	15.546
11:00 - 12:00	10	92	0.068	5.415	10	92	0.099	7.948	10	92	0.167	13.363
12:00 - 13:00	10	92	0.097	7.773	10	92	0.060	4.803	10	92	0.157	12.576
13:00 - 14:00	10	92	0.091	7.249	10	92	0.097	7.773	10	92	0.188	15.022
14:00 - 15:00	10	92	0.057	4.541	10	92	0.081	6.463	10	92	0.138	11.004
15:00 - 16:00	10	92	0.072	5.764	10	92	0.105	8.384	10	92	0.177	14.148
16:00 - 17:00	10	92	0.118	9.432	10	92	0.104	8.297	10	92	0.222	17.729
17:00 - 18:00	10	92	0.159	12.751	10	92	0.088	7.074	10	92	0.247	19.825
18:00 - 19:00	10	92	0.115	9.170	10	92	0.073	5.852	10	92	0.188	15.022
19:00 - 20:00	10	92	0.107	8.559	10	92	0.067	5.328	10	92	0.174	13.887
20:00 - 21:00	10	92	0.058	4.629	10	92	0.039	3.144	10	92	0.097	7.773
21:00 - 22:00	10	92	0.034	2.707	10	92	0.040	3.231	10	92	0.074	5.938
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.379	110.216			1.421	113.712			2.800	223.928

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Parameter summary

Trip rate parameter range selected:	24 - 134 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

MULTI-MODAL TAXIS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.005	0.437	10	92	0.005	0.437	10	92	0.010	0.874
08:00 - 09:00	10	92	0.013	1.048	10	92	0.015	1.223	10	92	0.028	2.271
09:00 - 10:00	10	92	0.003	0.262	10	92	0.002	0.175	10	92	0.005	0.437
10:00 - 11:00	10	92	0.004	0.349	10	92	0.004	0.349	10	92	0.008	0.698
11:00 - 12:00	10	92	0.000	0.000	10	92	0.001	0.087	10	92	0.001	0.087
12:00 - 13:00	10	92	0.001	0.087	10	92	0.001	0.087	10	92	0.002	0.174
13:00 - 14:00	10	92	0.005	0.437	10	92	0.005	0.437	10	92	0.010	0.874
14:00 - 15:00	10	92	0.007	0.524	10	92	0.005	0.437	10	92	0.012	0.961
15:00 - 16:00	10	92	0.003	0.262	10	92	0.003	0.262	10	92	0.006	0.524
16:00 - 17:00	10	92	0.003	0.262	10	92	0.003	0.262	10	92	0.006	0.524
17:00 - 18:00	10	92	0.010	0.786	10	92	0.010	0.786	10	92	0.020	1.572
18:00 - 19:00	10	92	0.011	0.873	10	92	0.010	0.786	10	92	0.021	1.659
19:00 - 20:00	10	92	0.008	0.611	10	92	0.009	0.699	10	92	0.017	1.310
20:00 - 21:00	10	92	0.003	0.262	10	92	0.003	0.262	10	92	0.006	0.524
21:00 - 22:00	10	92	0.003	0.262	10	92	0.003	0.262	10	92	0.006	0.524
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.079	6.462			0.079	6.551			0.158	13.013

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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL OGVS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.001	0.087	10	92	0.001	0.087	10	92	0.002	0.174
08:00 - 09:00	10	92	0.007	0.524	10	92	0.005	0.437	10	92	0.012	0.961
09:00 - 10:00	10	92	0.003	0.262	10	92	0.005	0.437	10	92	0.008	0.699
10:00 - 11:00	10	92	0.001	0.087	10	92	0.001	0.087	10	92	0.002	0.174
11:00 - 12:00	10	92	0.002	0.175	10	92	0.001	0.087	10	92	0.003	0.262
12:00 - 13:00	10	92	0.003	0.262	10	92	0.003	0.262	10	92	0.006	0.524
13:00 - 14:00	10	92	0.001	0.087	10	92	0.002	0.175	10	92	0.003	0.262
14:00 - 15:00	10	92	0.001	0.087	10	92	0.001	0.087	10	92	0.002	0.174
15:00 - 16:00	10	92	0.001	0.087	10	92	0.001	0.087	10	92	0.002	0.174
16:00 - 17:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
17:00 - 18:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
18:00 - 19:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
19:00 - 20:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
20:00 - 21:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
21:00 - 22:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.020	1.658			0.020	1.746			0.040	3.404

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Number of Sundays:	0
Surveys automatically removed from selection:	2
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 PSVS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
08:00 - 09:00	10	92	0.001	0.087	10	92	0.003	0.262	10	92	0.004	0.349
09:00 - 10:00	10	92	0.001	0.087	10	92	0.001	0.087	10	92	0.002	0.174
10:00 - 11:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
11:00 - 12:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
12:00 - 13:00	10	92	0.002	0.175	10	92	0.000	0.000	10	92	0.002	0.175
13:00 - 14:00	10	92	0.000	0.000	10	92	0.002	0.175	10	92	0.002	0.175
14:00 - 15:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
15:00 - 16:00	10	92	0.002	0.175	10	92	0.001	0.087	10	92	0.003	0.262
16:00 - 17:00	10	92	0.002	0.175	10	92	0.002	0.175	10	92	0.004	0.350
17:00 - 18:00	10	92	0.003	0.262	10	92	0.004	0.349	10	92	0.007	0.611
18:00 - 19:00	10	92	0.007	0.524	10	92	0.001	0.087	10	92	0.008	0.611
19:00 - 20:00	10	92	0.001	0.087	10	92	0.003	0.262	10	92	0.004	0.349
20:00 - 21:00	10	92	0.001	0.087	10	92	0.002	0.175	10	92	0.003	0.262
21:00 - 22:00	10	92	0.001	0.087	10	92	0.001	0.087	10	92	0.002	0.174
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.021	1.746			0.020	1.746			0.041	3.492

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 - 134 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 CYCLISTS

Calculation factor: **1 BEDRMS**

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.005	0.437	10	92	0.000	0.000	10	92	0.005	0.437
08:00 - 09:00	10	92	0.005	0.437	10	92	0.001	0.087	10	92	0.006	0.524
09:00 - 10:00	10	92	0.001	0.087	10	92	0.000	0.000	10	92	0.001	0.087
10:00 - 11:00	10	92	0.000	0.000	10	92	0.003	0.262	10	92	0.003	0.262
11:00 - 12:00	10	92	0.001	0.087	10	92	0.001	0.087	10	92	0.002	0.174
12:00 - 13:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
13:00 - 14:00	10	92	0.003	0.262	10	92	0.003	0.262	10	92	0.006	0.524
14:00 - 15:00	10	92	0.002	0.175	10	92	0.011	0.873	10	92	0.013	1.048
15:00 - 16:00	10	92	0.003	0.262	10	92	0.002	0.175	10	92	0.005	0.437
16:00 - 17:00	10	92	0.001	0.087	10	92	0.004	0.349	10	92	0.005	0.436
17:00 - 18:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
18:00 - 19:00	10	92	0.003	0.262	10	92	0.001	0.087	10	92	0.004	0.349
19:00 - 20:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
20:00 - 21:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
21:00 - 22:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	2.096			0.026	2.182			0.050	4.278

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.

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Parameter summary

Trip rate parameter range selected:	24 - 134 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.070	5.590	10	92	0.142	11.354	10	92	0.212	16.944
08:00 - 09:00	10	92	0.141	11.266	10	92	0.265	21.223	10	92	0.406	32.489
09:00 - 10:00	10	92	0.140	11.179	10	92	0.171	13.712	10	92	0.311	24.891
10:00 - 11:00	10	92	0.109	8.734	10	92	0.138	11.004	10	92	0.247	19.738
11:00 - 12:00	10	92	0.082	6.550	10	92	0.119	9.520	10	92	0.201	16.070
12:00 - 13:00	10	92	0.127	10.131	10	92	0.080	6.376	10	92	0.207	16.507
13:00 - 14:00	10	92	0.127	10.131	10	92	0.118	9.432	10	92	0.245	19.563
14:00 - 15:00	10	92	0.073	5.852	10	92	0.104	8.297	10	92	0.177	14.149
15:00 - 16:00	10	92	0.091	7.249	10	92	0.122	9.782	10	92	0.213	17.031
16:00 - 17:00	10	92	0.165	13.188	10	92	0.121	9.694	10	92	0.286	22.882
17:00 - 18:00	10	92	0.225	17.991	10	92	0.107	8.559	10	92	0.332	26.550
18:00 - 19:00	10	92	0.129	10.306	10	92	0.108	8.646	10	92	0.237	18.952
19:00 - 20:00	10	92	0.143	11.441	10	92	0.105	8.384	10	92	0.248	19.825
20:00 - 21:00	10	92	0.071	5.677	10	92	0.048	3.843	10	92	0.119	9.520
21:00 - 22:00	10	92	0.041	3.319	10	92	0.040	3.231	10	92	0.081	6.550
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.734	138.604			1.788	143.057			3.522	281.661

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 - 134 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 PEDESTRIANS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.023	1.834	10	92	0.017	1.397	10	92	0.040	3.231
08:00 - 09:00	10	92	0.035	2.795	10	92	0.066	5.240	10	92	0.101	8.035
09:00 - 10:00	10	92	0.040	3.231	10	92	0.060	4.803	10	92	0.100	8.034
10:00 - 11:00	10	92	0.043	3.406	10	92	0.070	5.590	10	92	0.113	8.996
11:00 - 12:00	10	92	0.056	4.454	10	92	0.067	5.328	10	92	0.123	9.782
12:00 - 13:00	10	92	0.072	5.764	10	92	0.070	5.590	10	92	0.142	11.354
13:00 - 14:00	10	92	0.073	5.852	10	92	0.091	7.249	10	92	0.164	13.101
14:00 - 15:00	10	92	0.082	6.550	10	92	0.098	7.860	10	92	0.180	14.410
15:00 - 16:00	10	92	0.057	4.541	10	92	0.050	4.017	10	92	0.107	8.558
16:00 - 17:00	10	92	0.073	5.852	10	92	0.064	5.153	10	92	0.137	11.005
17:00 - 18:00	10	92	0.072	5.764	10	92	0.061	4.891	10	92	0.133	10.655
18:00 - 19:00	10	92	0.096	7.686	10	92	0.102	8.122	10	92	0.198	15.808
19:00 - 20:00	10	92	0.068	5.415	10	92	0.093	7.424	10	92	0.161	12.839
20:00 - 21:00	10	92	0.075	6.026	10	92	0.078	6.201	10	92	0.153	12.227
21:00 - 22:00	10	92	0.081	6.463	10	92	0.047	3.755	10	92	0.128	10.218
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.946	75.633			1.034	82.620			1.980	158.253

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 - 134 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 BUS/TRAM PASSENGERS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.004	0.349	10	92	0.004	0.349	10	92	0.008	0.698
08:00 - 09:00	10	92	0.003	0.262	10	92	0.002	0.175	10	92	0.005	0.437
09:00 - 10:00	10	92	0.005	0.437	10	92	0.008	0.611	10	92	0.013	1.048
10:00 - 11:00	10	92	0.002	0.175	10	92	0.003	0.262	10	92	0.005	0.437
11:00 - 12:00	10	92	0.010	0.786	10	92	0.001	0.087	10	92	0.011	0.873
12:00 - 13:00	10	92	0.005	0.437	10	92	0.005	0.437	10	92	0.010	0.874
13:00 - 14:00	10	92	0.005	0.437	10	92	0.008	0.611	10	92	0.013	1.048
14:00 - 15:00	10	92	0.008	0.611	10	92	0.005	0.437	10	92	0.013	1.048
15:00 - 16:00	10	92	0.001	0.087	10	92	0.009	0.699	10	92	0.010	0.786
16:00 - 17:00	10	92	0.007	0.524	10	92	0.001	0.087	10	92	0.008	0.611
17:00 - 18:00	10	92	0.003	0.262	10	92	0.002	0.175	10	92	0.005	0.437
18:00 - 19:00	10	92	0.008	0.611	10	92	0.002	0.175	10	92	0.010	0.786
19:00 - 20:00	10	92	0.001	0.087	10	92	0.001	0.087	10	92	0.002	0.174
20:00 - 21:00	10	92	0.005	0.437	10	92	0.001	0.087	10	92	0.006	0.524
21:00 - 22:00	10	92	0.003	0.262	10	92	0.000	0.000	10	92	0.003	0.262
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.070	5.764			0.052	4.279			0.122	10.043

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 - 134 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.005	0.437	10	92	0.003	0.262	10	92	0.008	0.699
08:00 - 09:00	10	92	0.008	0.611	10	92	0.001	0.087	10	92	0.009	0.698
09:00 - 10:00	10	92	0.004	0.349	10	92	0.004	0.349	10	92	0.008	0.698
10:00 - 11:00	10	92	0.005	0.437	10	92	0.003	0.262	10	92	0.008	0.699
11:00 - 12:00	10	92	0.004	0.349	10	92	0.005	0.437	10	92	0.009	0.786
12:00 - 13:00	10	92	0.003	0.262	10	92	0.000	0.000	10	92	0.003	0.262
13:00 - 14:00	10	92	0.015	1.223	10	92	0.002	0.175	10	92	0.017	1.398
14:00 - 15:00	10	92	0.008	0.611	10	92	0.001	0.087	10	92	0.009	0.698
15:00 - 16:00	10	92	0.009	0.699	10	92	0.010	0.786	10	92	0.019	1.485
16:00 - 17:00	10	92	0.005	0.437	10	92	0.005	0.437	10	92	0.010	0.874
17:00 - 18:00	10	92	0.010	0.786	10	92	0.002	0.175	10	92	0.012	0.961
18:00 - 19:00	10	92	0.009	0.699	10	92	0.003	0.262	10	92	0.012	0.961
19:00 - 20:00	10	92	0.004	0.349	10	92	0.003	0.262	10	92	0.007	0.611
20:00 - 21:00	10	92	0.004	0.349	10	92	0.000	0.000	10	92	0.004	0.349
21:00 - 22:00	10	92	0.007	0.524	10	92	0.000	0.000	10	92	0.007	0.524
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.100	8.122			0.042	3.581			0.142	11.703

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.

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Parameter summary

Trip rate parameter range selected:	24 - 134 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 COACH PASSENGERS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
08:00 - 09:00	10	92	0.000	0.000	10	92	0.108	8.646	10	92	0.108	8.646
09:00 - 10:00	10	92	0.002	0.175	10	92	0.024	1.921	10	92	0.026	2.096
10:00 - 11:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
11:00 - 12:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
12:00 - 13:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
13:00 - 14:00	10	92	0.001	0.087	10	92	0.001	0.087	10	92	0.002	0.174
14:00 - 15:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
15:00 - 16:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
16:00 - 17:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
17:00 - 18:00	10	92	0.034	2.707	10	92	0.000	0.000	10	92	0.034	2.707
18:00 - 19:00	10	92	0.108	8.646	10	92	0.000	0.000	10	92	0.108	8.646
19:00 - 20:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
20:00 - 21:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
21:00 - 22:00	10	92	0.000	0.000	10	92	0.000	0.000	10	92	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.145	11.615			0.133	10.654			0.278	22.269

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 - 134 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.010	0.786	10	92	0.008	0.611	10	92	0.018	1.397
08:00 - 09:00	10	92	0.011	0.873	10	92	0.111	8.908	10	92	0.122	9.781
09:00 - 10:00	10	92	0.012	0.961	10	92	0.036	2.882	10	92	0.048	3.843
10:00 - 11:00	10	92	0.008	0.611	10	92	0.007	0.524	10	92	0.015	1.135
11:00 - 12:00	10	92	0.014	1.135	10	92	0.007	0.524	10	92	0.021	1.659
12:00 - 13:00	10	92	0.009	0.699	10	92	0.005	0.437	10	92	0.014	1.136
13:00 - 14:00	10	92	0.022	1.747	10	92	0.011	0.873	10	92	0.033	2.620
14:00 - 15:00	10	92	0.015	1.223	10	92	0.007	0.524	10	92	0.022	1.747
15:00 - 16:00	10	92	0.010	0.786	10	92	0.019	1.485	10	92	0.029	2.271
16:00 - 17:00	10	92	0.012	0.961	10	92	0.007	0.524	10	92	0.019	1.485
17:00 - 18:00	10	92	0.047	3.755	10	92	0.004	0.349	10	92	0.051	4.104
18:00 - 19:00	10	92	0.124	9.956	10	92	0.005	0.437	10	92	0.129	10.393
19:00 - 20:00	10	92	0.005	0.437	10	92	0.004	0.349	10	92	0.009	0.786
20:00 - 21:00	10	92	0.010	0.786	10	92	0.001	0.087	10	92	0.011	0.873
21:00 - 22:00	10	92	0.010	0.786	10	92	0.000	0.000	10	92	0.010	0.786
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.319	25.502			0.232	18.514			0.551	44.016

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 - 134 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 TOTAL PEOPLE

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 80 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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	10	92	0.108	8.646	10	92	0.167	13.362	10	92	0.275	22.008
08:00 - 09:00	10	92	0.192	15.371	10	92	0.443	35.459	10	92	0.635	50.830
09:00 - 10:00	10	92	0.193	15.459	10	92	0.267	21.397	10	92	0.460	36.856
10:00 - 11:00	10	92	0.159	12.751	10	92	0.217	17.380	10	92	0.376	30.131
11:00 - 12:00	10	92	0.153	12.227	10	92	0.193	15.459	10	92	0.346	27.686
12:00 - 13:00	10	92	0.207	16.594	10	92	0.155	12.402	10	92	0.362	28.996
13:00 - 14:00	10	92	0.225	17.991	10	92	0.223	17.817	10	92	0.448	35.808
14:00 - 15:00	10	92	0.172	13.799	10	92	0.219	17.555	10	92	0.391	31.354
15:00 - 16:00	10	92	0.160	12.838	10	92	0.193	15.459	10	92	0.353	28.297
16:00 - 17:00	10	92	0.251	20.087	10	92	0.197	15.721	10	92	0.448	35.808
17:00 - 18:00	10	92	0.344	27.511	10	92	0.172	13.799	10	92	0.516	41.310
18:00 - 19:00	10	92	0.353	28.210	10	92	0.216	17.293	10	92	0.569	45.503
19:00 - 20:00	10	92	0.216	17.293	10	92	0.202	16.157	10	92	0.418	33.450
20:00 - 21:00	10	92	0.156	12.489	10	92	0.127	10.131	10	92	0.283	22.620
21:00 - 22:00	10	92	0.132	10.568	10	92	0.087	6.987	10	92	0.219	17.555
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.021	241.834			3.078	246.378			6.099	488.212

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 - 134 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Calculation Reference: AUDIT-148308-180601-0643

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Secondary 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 213 (units:)
Range Selected by User: 40 to 160 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 26/09/16

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	2 days
Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	4
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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:

Industrial Zone	1
Commercial Zone	2
Residential Zone	1
Built-Up Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C1 6 days

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

Population within 1 mile:

5,001 to 10,000	3 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	3 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	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No 7 days

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

PTAL Rating:

No PTAL Present 7 days

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

LIST OF SITES relevant to selection parameters

1	DS-06-A-02	JURY'S INN		DERBYSHIRE
	KING STREET			
	DERBY			
	Town Centre			
	Commercial Zone			
	Total Number of bedrooms:	213		
	Survey date: TUESDAY	19/07/11		Survey Type: MANUAL
2	DV-06-A-03	FUTURE INN		DEVON
	WILLIAM PRANCE ROAD			
	PLYMOUTH			
	Edge of Town			
	Industrial Zone			
	Total Number of bedrooms:	110		
	Survey date: WEDNESDAY	18/07/12		Survey Type: MANUAL
3	GS-06-A-02	PREMIER INN		GLOUCESTERSHIRE
	GLOUCESTER ROAD			
	SAINT MARKS			
	CHELtenham SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of bedrooms:	67		
	Survey date: THURSDAY	28/11/13		Survey Type: MANUAL
4	NF-06-A-02	HOLIDAY INN		NORFOLK
	IPSWICH ROAD			
	HARFORD PARK			
	NORWICH			
	Edge of Town			
	No Sub Category			
	Total Number of bedrooms:	119		
	Survey date: THURSDAY	30/09/10		Survey Type: MANUAL
5	TV-06-A-04	THISTLE		TEES VALLEY
	FRY STREET			
	MIDDLESBROUGH			
	Town Centre			
	Commercial Zone			
	Total Number of bedrooms:	132		
	Survey date: THURSDAY	03/10/13		Survey Type: MANUAL
6	TW-06-A-03	HOTEL		TYNE & WEAR
	SANDHILL			
	QUAYSIDE			
	NEWCASTLE UPON TYNE			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	24		
	Survey date: TUESDAY	14/06/16		Survey Type: MANUAL
7	WL-06-A-02	HOLIDAY INN EXPRESS		WILTSHIRE
	BRIDGE STREET			
	SWINDON			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	134		
	Survey date: WEDNESDAY	27/11/13		Survey Type: MANUAL

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

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

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	7	114	0.064	7	114	0.120	7	114	0.184
08:00 - 09:00	7	114	0.099	7	114	0.210	7	114	0.309
09:00 - 10:00	7	114	0.109	7	114	0.104	7	114	0.213
10:00 - 11:00	7	114	0.079	7	114	0.084	7	114	0.163
11:00 - 12:00	7	114	0.056	7	114	0.088	7	114	0.144
12:00 - 13:00	7	114	0.101	7	114	0.068	7	114	0.169
13:00 - 14:00	7	114	0.091	7	114	0.108	7	114	0.199
14:00 - 15:00	7	114	0.060	7	114	0.084	7	114	0.144
15:00 - 16:00	7	114	0.078	7	114	0.116	7	114	0.194
16:00 - 17:00	7	114	0.114	7	114	0.100	7	114	0.214
17:00 - 18:00	7	114	0.164	7	114	0.085	7	114	0.249
18:00 - 19:00	7	114	0.125	7	114	0.085	7	114	0.210
19:00 - 20:00	7	114	0.113	7	114	0.074	7	114	0.187
20:00 - 21:00	7	114	0.058	7	114	0.041	7	114	0.099
21:00 - 22:00	7	114	0.041	7	114	0.038	7	114	0.079
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.352			1.405			2.757

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 - 213 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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

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	7	114	0.006	7	114	0.006	7	114	0.012
08:00 - 09:00	7	114	0.015	7	114	0.015	7	114	0.030
09:00 - 10:00	7	114	0.005	7	114	0.005	7	114	0.010
10:00 - 11:00	7	114	0.008	7	114	0.008	7	114	0.016
11:00 - 12:00	7	114	0.001	7	114	0.003	7	114	0.004
12:00 - 13:00	7	114	0.003	7	114	0.003	7	114	0.006
13:00 - 14:00	7	114	0.005	7	114	0.005	7	114	0.010
14:00 - 15:00	7	114	0.005	7	114	0.004	7	114	0.009
15:00 - 16:00	7	114	0.004	7	114	0.004	7	114	0.008
16:00 - 17:00	7	114	0.003	7	114	0.003	7	114	0.006
17:00 - 18:00	7	114	0.013	7	114	0.011	7	114	0.024
18:00 - 19:00	7	114	0.015	7	114	0.015	7	114	0.030
19:00 - 20:00	7	114	0.008	7	114	0.009	7	114	0.017
20:00 - 21:00	7	114	0.005	7	114	0.005	7	114	0.010
21:00 - 22:00	7	114	0.005	7	114	0.005	7	114	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.101			0.101			0.202

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 - 213 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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

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	7	114	0.000	7	114	0.000	7	114	0.000
08:00 - 09:00	7	114	0.005	7	114	0.004	7	114	0.009
09:00 - 10:00	7	114	0.001	7	114	0.004	7	114	0.005
10:00 - 11:00	7	114	0.001	7	114	0.001	7	114	0.002
11:00 - 12:00	7	114	0.003	7	114	0.001	7	114	0.004
12:00 - 13:00	7	114	0.003	7	114	0.003	7	114	0.006
13:00 - 14:00	7	114	0.001	7	114	0.003	7	114	0.004
14:00 - 15:00	7	114	0.001	7	114	0.001	7	114	0.002
15:00 - 16:00	7	114	0.001	7	114	0.001	7	114	0.002
16:00 - 17:00	7	114	0.000	7	114	0.000	7	114	0.000
17:00 - 18:00	7	114	0.000	7	114	0.000	7	114	0.000
18:00 - 19:00	7	114	0.000	7	114	0.000	7	114	0.000
19:00 - 20:00	7	114	0.000	7	114	0.000	7	114	0.000
20:00 - 21:00	7	114	0.000	7	114	0.000	7	114	0.000
21:00 - 22:00	7	114	0.000	7	114	0.000	7	114	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.018			0.034

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 - 213 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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

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	7	114	0.000	7	114	0.000	7	114	0.000
08:00 - 09:00	7	114	0.001	7	114	0.004	7	114	0.005
09:00 - 10:00	7	114	0.000	7	114	0.000	7	114	0.000
10:00 - 11:00	7	114	0.000	7	114	0.000	7	114	0.000
11:00 - 12:00	7	114	0.000	7	114	0.000	7	114	0.000
12:00 - 13:00	7	114	0.003	7	114	0.000	7	114	0.003
13:00 - 14:00	7	114	0.000	7	114	0.003	7	114	0.003
14:00 - 15:00	7	114	0.000	7	114	0.000	7	114	0.000
15:00 - 16:00	7	114	0.003	7	114	0.001	7	114	0.004
16:00 - 17:00	7	114	0.003	7	114	0.003	7	114	0.006
17:00 - 18:00	7	114	0.003	7	114	0.004	7	114	0.007
18:00 - 19:00	7	114	0.008	7	114	0.001	7	114	0.009
19:00 - 20:00	7	114	0.001	7	114	0.004	7	114	0.005
20:00 - 21:00	7	114	0.001	7	114	0.003	7	114	0.004
21:00 - 22:00	7	114	0.001	7	114	0.001	7	114	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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

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	7	114	0.006	7	114	0.000	7	114	0.006
08:00 - 09:00	7	114	0.005	7	114	0.001	7	114	0.006
09:00 - 10:00	7	114	0.001	7	114	0.000	7	114	0.001
10:00 - 11:00	7	114	0.000	7	114	0.003	7	114	0.003
11:00 - 12:00	7	114	0.000	7	114	0.001	7	114	0.001
12:00 - 13:00	7	114	0.000	7	114	0.000	7	114	0.000
13:00 - 14:00	7	114	0.003	7	114	0.003	7	114	0.006
14:00 - 15:00	7	114	0.003	7	114	0.013	7	114	0.016
15:00 - 16:00	7	114	0.001	7	114	0.003	7	114	0.004
16:00 - 17:00	7	114	0.001	7	114	0.003	7	114	0.004
17:00 - 18:00	7	114	0.000	7	114	0.000	7	114	0.000
18:00 - 19:00	7	114	0.000	7	114	0.000	7	114	0.000
19:00 - 20:00	7	114	0.000	7	114	0.000	7	114	0.000
20:00 - 21:00	7	114	0.000	7	114	0.000	7	114	0.000
21:00 - 22:00	7	114	0.000	7	114	0.000	7	114	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.027			0.047

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.

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/10 - 26/09/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

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