



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS 020 8780 0426

WATERPERRY COURT DEVELOPMENTS LTD

WATERPERRY COURT, MIDDLETON ROAD, BANBURY,
OX16 4QG

TRANSPORT ASSESSMENT

November 2021

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Ref: File path P:\ P2573 Waterperry Court Transport Assessment November 2021 v2

I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by Waterperry Court Developments Ltd in relation to the proposed development at Waterperry Court, Middleton Road, Banbury, OX16 4QG.
- I.2 The site's location is presented on a map in Figure I of this report. The existing site boundary is displayed in Appendix A.
- I.3 The site is located in close proximity to Banbury Town Centre and benefits from being very close to the train station. The town centre also has a bus station and shopping centre – Castle Quay.
- I.4 The local County Council and Highway Authority is Oxfordshire County Council and the local District Council is Cherwell District Council.
- I.5 The existing site currently comprises of five self-contained office buildings making up 1,462 sqm. The units are a mixture of four and five storey units, including basement to the rear, with 52 parking spaces.
- I.6 The site is bordered by the railway line to the west, Bridge Street to the north, Merton Street to the east and a Royal Mail building to the south.
- I.7 The proposals seek to convert the existing office building into an 87 bedroom hotel. The parking will be partially retained to provide 41 parking spaces, including three wheelchair accessible spaces. Ten electric vehicle parking spaces will also be provided.
- I.8 The existing vehicle access will be retained under the proposals. The proposed site plans are provided in Appendix B. Cyle parking provision will also be provided. Servicing will be retained internally via Waterperry Court.
- I.9 This Transport Assessment examines local planning policy, the connectivity of the site, the parking and servicing arrangements that will be made as part of the

new development and the impact, if any, of the development on local conditions.

- I.10 A Travel Plan which aims to minimise car use and promote sustainable travel options in relation to the scheme accompanies this Transport Assessment.
- I.11 Pre-application advice has been sought for a previous iteration of the scheme, with Highways correspondence provided. Relevant sections have been copied herein for ease of reference:

“The site is located in a highly accessible location, close to the train station, bus station and town centre. By virtue of its location so close to the train station it is considered likely that many guests who would stay at the proposed hotel would use sustainable transport, the hotel would be likely to largely serve train passengers.

However the proposed provision on 29 car parking spaces for an c.82 bed hotel may be low as this needs to accommodate those guests who do travel by car as well as staff. Evidence should be provided to demonstrate that the proposed provision would accommodate all parking demand from guests and staff. If it does not, then evidence should be provided that the nearby long-stay car parks have a surplus spare capacity to accommodate the demand from the hotel without creating a shortfall for other users.

EV charging points must be provided in line with standards set out in the recently adopted Oxfordshire Electric Vehicle Infrastructure Strategy.

Cycle parking for both staff and visitors must be provided in line with standards and must be secure, covered, conveniently located and easily accessible from the street.

In terms of trip generation, a hotel would typically generate fewer peak hour trips than the extant office use. Any forthcoming application would require a Transport Statement which sets out the likely traffic and transport impacts and implications of the proposed development.

An 82-room hotel would require a Travel Plan Statement in line with OCC thresholds. This should set out a plan for increasing active and sustainable travel while limiting / reducing single occupancy vehicle use. The OCC guidance will help you produce an effective Travel Plan Statement – this includes a template available here.”

- I.12 The following chapter outlines the policy relevant to this study.

2.0 TRANSPORT POLICY CONTEXT

2.1 A range of local, regional and national policies have been examined as part of the preparation of this transport assessment. These include policies relating to the relationship between new development and transport as set out in:

- Cherwell District Council Local Plan 2011 – 2031
- Oxfordshire Local Transport Plan 2015 – 2031
- Oxfordshire Electric Vehicle Infrastructure Strategy 2021
- Oxfordshire Transport for New Developments: Transport Assessment and Travel Plans 2014
- National Planning Policy Framework 2021

Cherwell District Council Local Plan 2011 - 2031

2.2 The Cherwell Local Plan sets out the proposals to support the local economy and communities over the next few decades. Policy SLE 4: Improved Transport and Connections is relevant to this study, copied herein for ease of reference:

Policy SLE 4: Improved Transport and Connections

The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.

We will support key transport proposals including:

- **Transport Improvements at Banbury, Bicester and at the Former RAF Upper Heyford in accordance with the County Council's Local Transport Plan and Movement Strategies**
- **Projects associated with East-West rail including new stations at Bicester Town and Water Eaton**
- **Rail freight associated development at Graven Hill, Bicester**
- **Improvements to M40 junctions.**

Consultation on options for new link and relief roads at Bicester and Banbury will be undertaken through the Local Transport Plan (LTP) review process. Routes identified following strategic options appraisal work for LTP4 will be confirmed by the County Council and will be incorporated in Local Plan Part 2.

New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development.

All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.

2.3 Section B270 makes reference to transport connectivity and parking:

"B.270 Our urban areas will see significant growth during the period of the Local Plan, and will need to adapt and respond to these pressures both within their existing boundaries and beyond, while retaining their unique character and heritage. A balance will need to be struck between making best use of land and respecting established urban character and creating new and vibrant sustainable neighbourhoods. Applicants should also have regard to national guidance and best practice advice on design, including on public space, street design, trees in the street scene, public buildings, housing, work environments inclusive design, tall buildings and eco-towns, e.g. guidance published by the Commission for Architecture and the Built Environment CABE (now merged with the Design Council). English Heritage has also published much guidance on integration of development into the historic environment. Applicants will also need to have regard to policies from Oxfordshire County Council, such as the Parking Policy."

Oxfordshire Local Transport Plan 2015 – 2031

2.4 'Connecting Oxfordshire' is the Oxfordshire CC's Local Transport Plan. The document sets out to ensure that the County's transport system is fit to support the population and economic growth.

2.5 The document has been developed with these overarching transport goals:

- *"To support jobs and housing growth and economic vitality;*
- *To reduce transport emissions and meet our obligations to Government;*
- *To protect, and where possible enhance Oxfordshire's environment and improve quality of life; and*
- *To improve public health, air quality, safety and individual wellbeing"*

2.6 Cycle parking standards are prescribed at a rate of one stand per 12 staff and one stand per ten beds. In line with policy, 22 cycle parking spaces (11 stands with capacity for two cycles each) have been provided. The cycle stands are covered.

Oxfordshire Electric Vehicle Infrastructure Strategy 2021

- 2.7 The Oxfordshire Electric Vehicle Strategy outlines the strategy to improve uptake of Electric Vehicle infrastructure throughout the County. The following relevant extract has been copied herein:

“8.1.4. The Oxfordshire District Councils currently have a variety of planning policy requirements covering climate change, air quality and zero and ultra-low emission transport. All the District Councils include statements supportive of sustainable transport and some specifically encourage improved EV charging provision. Oxford City Council’s recently adopted Oxford Local Plan 2016-2036 and the emerging Area Action Plan for the Salt Cross development in West Oxfordshire also set out planning conditions for the quantity of EV chargers to be provide in new developments. These standards are set out in Policy EVI 8: below.

8.1.5. South Oxfordshire District Council’s recently adopted Local Plan 2035 (Policy Trans 5) requires proposals for all types of development to be designed to enable the charging of plug-in and low emission vehicles and to provide facilities to support the take up of electric and/or low emission vehicles. Further guidance will be provided in the District’s forthcoming Design Guide (Supplementary Planning Document). The Cherwell District Council Local Plan and Vale of White Horse District Council Local Plan are due for or in the process of review and the Councils are currently considering options...

Policy EVI 8: The Councils will benchmark nationally, and between themselves, each seeking to set minimum standards for the quantity of EV charging to be provided in developments in their planning requirements. The standards set will seek to meet or exceed those set in the Oxford City Council Local Plan (2016-2036) which state that;

- Where parking is to be provided, planning permission will only be granted for developments if:
 - Provision is made for EV charging points for each residential unit with an allocated parking space; and*
 - Non-allocated spaces are provided with at least 25% (with a minimum of 2) having electric charging points installed.**
- Planning permission will only be granted for non-residential development that includes parking spaces if a minimum of 25% of the spaces are provided with electric charging points.”*

Transport for New Developments: Transport Assessment and Travel Plans 2014

- 2.8 This document sets out the format and requirements of Transport Assessments and Travel Plans associated with new developments throughout Oxfordshire. It sits under the overarching policies set out in the Council's Local Transport Plan.
- 2.9 Guidance within this document has been taken into consideration when preparing this Transport Assessment.
- 2.10 Oxfordshire CC Guidance only appears to provide parking standards for new residential developments, therefore this Transport Assessment shall assess the required amount of parking for the hotel proposal on a first principles basis and by means of parking surveys, evaluate the impact that this subsequent provision will have on the adjoining roads (if any).

National Planning Policy Framework 2021

- 2.11 On a national level, the National Planning Policy Framework (NPPF) sets out national policy. Section 113 relates to traffic movements:

"113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

- 2.12 Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant extracts have been copied herein:

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

- A) the potential impacts of development on transport networks can be addressed;*
- B) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- C) opportunities to promote walking, cycling and public transport use are identified and pursued;*

D) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

E) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

107. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

2.13 In preparing the development proposal and this Transport Assessment, the above policies have been considered.

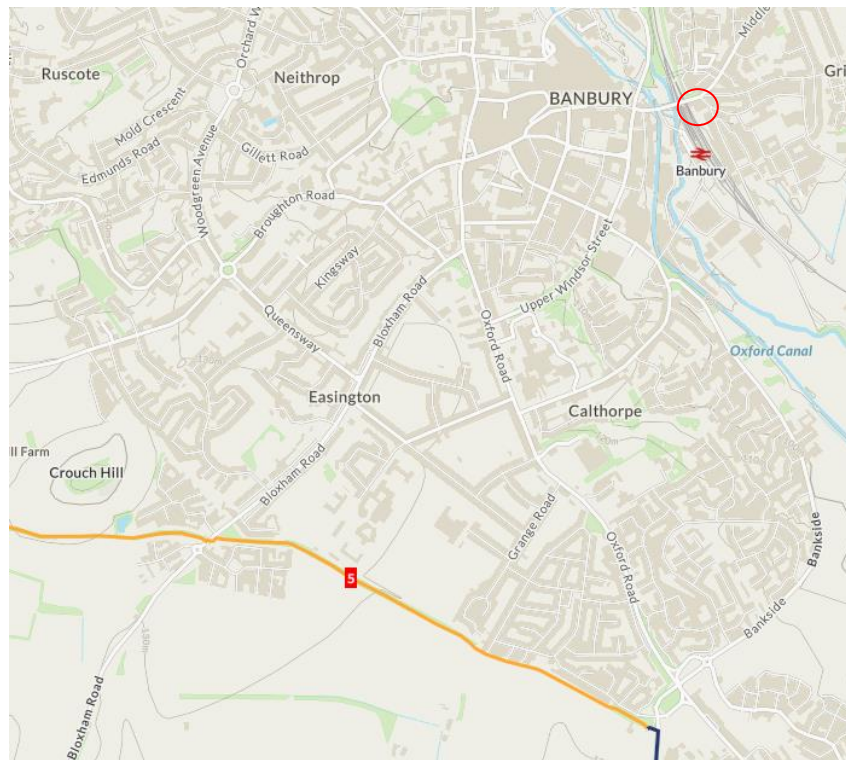
3.0 SITE AREA AUDIT

- 3.1 The site is located in close proximity to Banbury Town Centre and benefits from being very close to the train station, which is approximately a three minute walk to the south of the site.
- 3.2 The town centre also has a large shopping centre (Castle Quay) which is only a seven minute walk from the site and bus station which is a five minute walk.
- 3.3 As such the site has very good access to a range of sustainable and public transport services. This chapter assesses the site and surrounding area on a number of issues including sustainable and public transport, vehicle and pedestrian access and local parking facilities.

Pedestrian and Cycle Access

- 3.4 The immediate connectivity of a development site includes factors that relate to pedestrian and cycle access as well as access by wheelchair users. In terms of pedestrian facilities in the area, footways are generally of a high standard, are level / trip free and well lit.
- 3.5 The Bridge Street / Merton Street frontage provides pedestrian access to the north and west of the site, towards the town centre across the railway bridge and to the residential area to the north. This is aided by the provision of a signal controlled crossing over Merton Street, with a subsequent signalised crossing also provided over Middleton Road. Each of these crossings feature tactile paving and dropped kerbs, ensuring step free access.
- 3.6 The footway to the south provides access to the station, utilising a footbridge over the railway via the multistorey car park.
- 3.7 Local roads provide a combination of dropped kerbs, tactile paving and raised carriageway surfaces to aid pedestrian and wheelchair access to the wider town centre area.

- 3.8 The closest National Cycle Route is located to the south of Banbury, accessible on White Post Road, a nine minute cycle ride to the south of the site:



Source: <https://explore.osmaps.com/en/?lat=52.043914&lon=-1.331049&zoom=14.7875>

- 3.9 National Cycle Route Five is part of the 'Shakespeare Cycleway', which goes from Stratford-Upon-Avon to the Globe Theatre, London. The route is 167 miles long and is 40% traffic free and 82% asphalt.

Public Transport

- 3.10 The site is in very close proximity to both the train station and bus station, which are expected to transport the vast majority of visitors and members of staff to the site.
- 3.11 Rail services from the station, which is a three minute walk to the south west of the site are detailed within Table 1:

Table 1. Local Rail Services

Station	Towards	Frequency *	Service Provider	First / Last Service
Banbury Train Station	London Marylebone	3 per hour	Chiltern Railway	05:15 / 22:36 M - F 06:04 / 22:36 Sat 07:50 / 22:17 Sun
	Birmingham Moor Street	2 per hour	Chiltern Railway	06:04 / 23:42 M - F 06:00 / 23:10 Sat 09:10 / 23:09 Sun
	Reading via Oxford	1 per hour	CrossCountry	06:54 / 22:54 M - F 06:56 / 21:54 Sat 09:54 / 21:54 Sun
	Manchester Piccadilly	1 per hour	CrossCountry	06:57 / 21:57 M - F 06:57 / 23:10 Sat 09:57 / 20:57 Sun

Source: Train Operating Companies

*During Peak Hour Mon - Fri

- 3.12 Banbury Station features a ticket office open everyday, live departure screens, customer services, an ATM machine, pay phone, post box, wi-fi, refreshments, café, waiting room and step free access coverage to all platforms via lifts.
- 3.13 The site is in close proximity to 23 different bus routes, with access via local stops on Merton Street and Middleton Road, in addition to access to the bus station in the town centre, which is a four minute walk away. The bus routes are summarised in Table 2:

Table 2. Local Bus Services

Service Number	Route	Frequency	Operator
B7 / B7A	Banbury - Grimsbury	6 per day Mon - Fri 09:15 - 16:15	Kidlington Assisted Transport CIC
132	Buckingham - Tingewick - Brackley (- Banbury)	Saturday only - 11:23 and 14:50	Redline
200	Banbury - Daventry	13 per weekday - 06:40 - 18:25 11 per Saturday 07:50 - 18:25	Stagecoach
500	Banbury - Middleton Cheney - Brackley - Radstone Fields	Every 30 mins Mon - Sat. 06:00 - 23:10. Every hour Sunday	Stagecoach
B9	Banbury Gateway - Town centre - Longelandes Way - Hardwick	Every 15 Mins Mon - Sat 06:20 - 23:15. Every hour Sunday	Stagecoach
5	Banbury - Barton on the Heath	1 per week	Shipston Link
6	Stratford-upon-Avon - Banbury	Weekdays 10:25 - 14:15	Johnson's Excelbus
7	Stratford upon Avon - Banbury	4 per day	Johnson's Excelbus
50A	Stratford - Shipston - Brailes - Banbury	Weekdays 06:15 - 16:05 Sat 09:05 - 04:05	Johnson's Excelbus
75 / 75A	Stratford-upon-Avon - Banbury via Lower Brailes	5 per day Mon - Sat 09:35 - 17:30	Johnson's Coaches
76 / 76A / 76X	Stratford-upon-Avon - Banbury via Ettington	9 per day Weekdays / Sat 07:30 - 17:50	Johnson's Coaches
77A	Banbury - Leamington Spa	5 per day Mon - Sat 10:20 - 18:10	Johnson's Coaches
488 / 489	Banbury - Bloxham - Hook Norton - Chipping Norton	Every hour Mon - Sat 06:15 - 19:05 (1740 Sat), 6 on Sun	Stagecoach
497	Radford - Fenny Compton - Avon Dassett - Banbury	Two Every Thurs at 13:30	Coventry Minibus
501	Banbury - Leamington	One every Saturday - 12:15	Stagecoach
502	Banbury - Leamington	One every Saturday - 12:45	Stagecoach
H4	Banbury - Oxford	Two Mon - Fri 07:20 and 15:20	Stagecoach
S4 Gold	Banbury - Adderbury - Deddington - Steeple Aston - Tackley - Kidlington -	Hourly 05:55 - 21:45 Mon to Fri and 06:35 - 21:45 Sat. 7 Services Sunday	Stagecoach

source: bustimes.org

3.14 All local bus stops provide information identifying which bus routes call at each stand, timetables for those routes, shelters, maps, seating, and lighting.

Local Facilities

3.15 The site is located on the edge of the town centre, with a wide range of facilities available to staff and guests within a short distance of the site. The presence of these local facilities within close proximity of the site adds to the sustainability of the proposed development, encouraging walking or cycling short distances.

3.16 In summary, not only does the site benefit from very good levels of public transport accessibility, but it also benefits from very good pedestrian and cycle links with the local and wider area and a good range of local amenities.

4.0 TRIP GENERATION & IMPACT

- 4.1 As previously detailed, the proposal involves the conversion of the existing building which previously operated as a 1,462 sqm of office space and the redevelopment of the site in order to provide an 87 bedroom hotel in its place.
- 4.2 Trip generation assessments for the existing and proposed land uses have been derived from the TRICS database based on town centre locations. Given the sites excellent public transport accessibility and proximity to the town centre, the site's attributes are considered to align closest to the town centre classification within the TRICS database. Sites have been filtered to only include those with parking on-site, as per the existing site.
- 4.3 Table 3 presents a summary of the trip generation forecast for the current office use. Full details of the trip generation assessment including TRICS database site information and outputs are presented in Appendix C.

Table 3. Current 1,462 sqm Office Land Use Trip Generation

Period	Vehicles	...of which		Cycles	Vehicle Occupants	Public Transport	Pedestrians
		Taxi	OGVs				
07:00	7	0	0.0	0.1	7	3	2
08:00	9	0	0.1	0.5	10	4	4
09:00	8	0	0.0	0.2	8	4	5
10:00	6	0	0.0	0.2	6	2	8
11:00	4	0	0.0	0.1	5	2	11
12:00	4	0	0.0	0.2	5	2	34
13:00	4	0	0.0	0.2	5	1	26
14:00	4	0	0.1	0.1	4	3	13
15:00	7	0	0.0	0.3	8	3	8
16:00	10	0	0.0	0.3	10	3	5
17:00	9	0	0.0	0.4	9	3	4
18:00	3	0	0.0	0.2	3	2	1
Total	76	2	0.2	3	82	33	121

Source: TRICS database

- 4.4 The results of the assessment suggest that the site's current office land use could generate 76 vehicle trips per day carrying 82 occupants, along with 33 public transport trips and 121 pedestrian trips. The AM period is 08:00 – 09:00, with

nine vehicle movements and the peak PM period is 16:00 – 17:00, which has ten vehicle movements.

- 4.5 With regard to the proposed development, Table 4 shows the trip generation assessment for a 87 bedroom town centre hotel based on TRICS database surveys.

Table 4. Proposed 87 Bedroom Hotel Trip Generation

Period	Vehicles	...of which		Cycles	Vehicle Occupants	Public Transport	Pedestrians
		Taxi	OGVs				
06:00	3	2	0	0	2	6	2
07:00	18	3	0	1	18	3	8
08:00	19	1	2	0	21	10	18
09:00	16	3	1	0	19	8	20
10:00	14	1	0	0	21	2	20
11:00	12	0	0	0	19	2	24
12:00	13	1	1	0	18	3	23
13:00	10	2	0	0	13	5	20
14:00	11	2	0	0	13	2	25
15:00	11	1	0	1	12	3	17
16:00	15	2	0	1	19	2	20
17:00	19	1	0	0	21	9	26
18:00	14	3	0	1	17	2	30
19:00	7	0	0	0	9	1	22
20:00	5	0	0	0	5	1	20
21:00	6	1	0	0	5	1	21
Total	194	22	5	4	231	60	316

Source: TRICS database

- 4.6 The TRICS assessment suggests that the proposed hotel could generate 194 vehicle trips per day carrying 231 occupants, along with 60 public transport trips per day and 316 pedestrian trips per day.
- 4.7 Table 5 shows the net effect of the development, comparing the site's current office land use with the proposed hotel use.

Table 5. Net Trip Generation

Period	Vehicles	...of which		Cycles	Vehicle Occupants	Public Transport	Pedestrians
		Taxi	OGVs				
07:00	+11	+3	0	+1	+11	0	+6
08:00	+10	+1	+2	0	+11	+6	+14
09:00	+8	+3	+1	0	+11	+4	+15
10:00	+8	+1	0	0	+15	0	+12
11:00	+8	0	0	0	+14	0	+13
12:00	+9	+1	+1	0	+13	+1	-11
13:00	+6	+2	0	0	+8	+4	-6
14:00	+7	+2	0	0	+9	-1	+12
15:00	+4	+1	0	+1	+4	0	+9
16:00	+5	+2	0	+1	+9	-1	+15
17:00	+10	+1	0	0	+12	+6	+22
18:00	+11	+3	0	+1	+14	0	+29
Total	+118	+20	+5	+1	+149	+27	+195

Source: TRICS database

- 4.8 The net effect of the development compared to the site's current use would be an increase of 118 vehicle trips (and associated vehicle occupant trips) per day. During the AM peak hour (07:00-08:00) there would be 11 additional vehicle trips and 11 additional during the PM peak hour (18:00-19:00).
- 4.9 The hotel proposal is expected to generate demand for an additional 20 taxi trips, five OGV, one cyclist, 27 public transport trips and 195 pedestrians. It should be reiterated that as the site is so close to the train station, it is expected a larger amount of visitors will be accessing the site via the train than by car as it is so close and convenient.
- 4.10 On a worst-case assessment the development would lead to an additional 118 vehicle trips per day, with 11 during the AM peak hour and 11 during the PM peak hour. This would equate on average to one additional vehicle movement every six minutes within each respective peak hour. The majority of these trips would however be contra to the general direction of traffic at these times, as hotel guests tend to leave the area during the AM peak when other trips (journey to work, shopping, school) tend to be inbound. The converse is true for the PM peak period.

4.11 In order to provide context on the additional vehicle trips expected from the proposals, local Department for Transport vehicle count points have been researched. The closest count point, point 931327 is located on Middleton Road, to the north of the site. The latest manual count was undertaken in 2009, which counted 10,044 motor vehicles. An additional 118 vehicle trips represents a 1.17% increase, which will likely fall into daily fluctuations and therefore go unnoticed.

Guest and Staff Travel Surveys

4.12 As the development is yet to be built, it is not possible to survey existing guests and staff. However, to gain an indication of guest and staff travel patterns, data from a series of sources has been examined.

4.13 This includes a breakdown of the mode splits derived from the TRICS assessment detailed previously, surveys carried out by Paul Mew Associates at other comparable budget hotel sites and local Census 'Journey to Work' data. Table 6 brings together these data sources.

Table 6. Hotel Mode Split Data

	TRICS Mode Split	Budget Hotel Surveys ⁽¹⁾	Census Journey to Work ⁽²⁾	Average Mode Split
Vehicles / Car Driver	28%	57%	53%	50%
Car Passengers	6%		5%	
Taxis	4%	17%	1%	7%
Cyclists	1%	0%	4%	2%
Pedestrians	52%	0%	27%	26%
Bus	4%	1%	3%	14%
Rail	2%	24%	6%	
Coach	3%	-	-	1%
Motorbike	-	1%	1%	1%
All Modes	100%	100%	100%	100%

Sources: (1) Windsor and Kingston-upon-Thames Budget Hotels Surveys 2009, (2) ONS Table QS701EW - Method of Travel to Work: E05006521: Banbury Grimsby and Castle Ward, (3) SADC Planning Ref 5/2012/1621/SMR.

4.14 For certain modes, there appears to be a general consensus, namely car driver / car passenger modes splits which are broadly similar from the 34% to the 57% mark. On this basis the TRICS assessment previously detailed may slightly overestimate car based trips and underestimate public transport trips, especially

train trips, which the proposals will most certainly have greater than 2% of visitors accessing.

Servicing Trips

4.15 Based on experience of other similar sized hotels, the proposed hotel would be expected to require the following servicing;

- 6 x linen, food and consumables deliveries per week by 18 tonne rigid vehicle (9.88m length x 2.51m width)
- 1 x alcohol delivery per week by dray, and
- 3 x refuse and recycling collections by private contractor refuse vehicle per week.

4.16 Full servicing details are provided later on within the report.

4.17 In summary, the proposals are expected to have a minimal and insignificant impact upon the local road network. Presenting a worst case, an additional 118 vehicle movements on the adjoining road network would represent a 1.17% increase in vehicle movements.

4.18 The following section outlines the expected parking impact from the proposals.

5.0 PARKING ASSESSMENT

- 5.1 This chapter sets out the parking arrangements that will be put in place as part of the hotel development.
- 5.2 The following section sets details of the expected car parking demand relating to the development and the availability of local parking provision. As there appear to be no specific standards for hotel parking, parking surveys have been used to assess the impact that the parking provision will have on the adjoining roads (if any).
- 5.3 The first stage of assessing the parking impact of the proposed development is to survey the existing baseline conditions on the adjoining road network.
- 5.4 This parking survey has been conducted in accordance with the industry standard Lambeth's Parking Survey Methodology. A copy of the methodology is presented in Appendix D of this report.
- 5.5 The first stage of the parking survey is to map out the parking study area. All kerb space largely within a 200 metre distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded to-scale onto Ordnance Survey (OS) mapping.
- 5.6 The parking study area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would simply stop at an imaginary 200 metre line, surveyor discretion has therefore been applied. The full extent of the area included within this parking survey is presented in Figure 2.
- 5.7 The survey area has been split into individual streets or sections of streets comprising of the following:

- Alma Road,
- Bridge Street,

- Causeway,
- Cricketers Fields,
- Junction Road,
- Mckeevor Place,
- Merton Street,
- Middleton Road,
- Waterloo Drive, and
- Waterperry Court

5.8 In addition to the above roads, local multistorey car park Station East has also been recorded, which is assessed later in the report.

5.9 All vehicle crossovers and kerb space within five metres of junctions have been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site. The total distance of kerb space between crossovers/junctions has been recorded and split into increments of five metres in accordance with the Lambeth parking survey methodology.

5.10 Bridge Street and Waterloo Drive have both been removed from further analysis as they do not feature any parking opportunities. Cricketers Fields has also been removed as this road features private parking only, which would not be available to future visitors or staff.

5.11 The following table presents the inventory of all parking opportunities within a 200 metre walk of the site:

Table 7 – Kerb Side Parking Inventory

Road	KERB SIDE INVENTORY			
	Unrestricted Parking		Disabled Parking	
	Metres	Spaces	Metres	Spaces
Alma Road	30	6	0	0
Causeway	120	24	0	0
Junction Road	15	3	10	2
McKeever Place	10	2	0	0
Merton Street	75	17*	0	0
Total	250	52	10	2

*two perpendicular spaces measured at 2.4 metres
 Source: PMA Survey

5.12 There are 52 unrestricted kerb side parking opportunities within the 200 metre survey area of the site. In addition, there are two disabled parking bays within 200 metres walking distance of the site. These have been removed from further analysis in line with the methodology.

5.13 Refer to Figures 3a-c for the full Parking Survey Inventory details.

Weekday Overnight Parking Survey Results

5.14 The next stage of the on-street parking assessment is to carry out a series of parking beat surveys. The widely applied industry standard Lambeth methodology states that one survey between the hours of 0030-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday). Overnight parking surveys are designed to capture the peak demand for on-street parking in a given area. In addition to overnight surveys, 15:00 and 19:00 surveys have also been undertaken in order to reflect hotel check in time and the peak evening time afterwards.

5.15 The surveys were undertaken on Monday 18th October 2021 at 03:30, 15:00 and 19:00 and on Tuesday 19th October 2021 at 03:00.

5.16 The average number of cars parked overnight within the parking opportunities in the survey area is shown in Table 8. Refer to Appendix E for the full parking stress survey results.

Table 8. Average Overnight Parking Stress Survey Results

Road	OVERNIGHT SURVEY AVERAGE			15:00 SURVEY			19:00 SURVEY		
	Unrestricted Parking								
	Total Spaces	Cars Parked	Parking Stress (%)	Total Spaces	Cars Parked	Parking Stress (%)	Total Spaces	Cars Parked	Parking Stress (%)
Alma Road	6	5	83%	6	5	83%	6	4	67%
Causeway	24	22	92%	24	16	67%	24	17	71%
Junction Road	3	3	100%	3	2	67%	3	4	133%
McKeever Place	2	0	0%	2	0	0%	2	0	0%
Merton Street	17	19	112%	17	18	106%	17	18	106%
Total	52	49	94%	52	41	79%	52	43	83%

Source: PMA Survey

5.17 The average overnight parking stress survey for unrestricted parking is 94%, which is high. There are 52 unrestricted parking opportunities and on average 49 cars were observed to be parking, leaving three available opportunities.

5.18 The daytime surveys indicate that the parking stress is less, which is to be expected. The parking stress at 15:00 was recorded at 79% and 19:00 was 83%.

5.19 In addition to the local on-street parking opportunities, the number of cars within Station East Car Park, to the south of the site was also recorded. The car park is 150 metres (two minute) walking distance from the site.

5.20 Surveys of the car park were undertaken at the same time as other surveys. Table 9 represents the results:

Table 9 – Station East Survey

Station East Car Park – 795 Total Spaces			
Date	Time	Survey Count	Spaces Remaining
18/10/2021	03:30	20	775
18/10/2021	15:00	154	641
18/10/2021	19:00	102	693
19/10/2021	03:00	44	751

Source: PMA Survey

- 5.21 The surveys of the car park have indicated that parking stress was very low, especially overnight, with ample available capacity for future use. The number of available spaces ranged from 641 to 775 parking spaces.
- 5.22 In order to estimate the demand for parking on Station East Car Park, a series of demand parking surveys at other budget hotel sites within south-east England have been undertaken as part of other development projects. At three sites, counts of the number of cars parked in the hotel's car parks were carried out at hourly intervals from 15:00 to 23:00 and then again from 07:00 to 22:00 the following day on a typical weekday. In addition to the number of cars parked, data on the number of rooms sold on the night of the surveys was obtained from the hotel operator. This allowed a parking demand ratio profile, per bedroom sold, to be ascertained, which has then been applied to the proposed 87 bedroom proposal at Banbury.
- 5.23 Two scenarios have been prepared relating to average hotel occupancy and full hotel occupancy. Table 10 shows the results of the assessment, while full details are provided in Appendix F.

Table 10. Weekday Forecast Parking Demand Profile (No. Spaces)

Time	Hotel Occupancy Scenario	
	Average (87%)	Full (100%)
15:00	16	18
16:00	17	20
17:00	21	24
18:00	26	30
19:00	38	43
20:00	41	47
21:00	47	54
22:00	50	57
23:00	51	59
07:00	42	49
08:00	27	31
09:00	22	26
10:00	19	22

Source: PMA Surveys July 2017

- 5.24 Based on the 2017 parking surveys at other budget hotel sites, the 87 bed Banbury hotel would be forecast to provide for a maximum of 51 parking spaces at average hotel occupancy and 59 parking spaces at full occupancy. Maximum levels of demand occur during the overnight period (indicated by the survey results taken at 23:00).
- 5.25 The results also show how the profile of parking demand changes by time of day. From a low base at 15:00, demand levels rise steadily during the evening period as guests arrive to check-in, and then fall during the morning period as guests check-out and leave.
- 5.26 Taking the maximum demand for parking as a worst case scenario and taking away the proposed parking (41 parking spaces) provides an overspill of 18 spaces (at full hotel occupancy), which would occur overnight.
- 5.27 The surveys undertaken at Station East indicate that there is a surplus of at least 725 parking spaces overnight. An additional 18 cars parking within this car park would therefore likely go unnoticed and represent a 3% increase in parking stress within the car park, from 19% to 22%.
- 5.28 The following table presents the multi storey car park data with the expected demand for parking generated by the scheme at full capacity, therefore

presenting a worst case scenario at all points during the day (however the maximum impact is expected overnight):

Table 11. Expected Worst Case Impact on Station East Car Park

Station East Car Park		795 spaces	
Survey Time	Count	Remaining Empty Spaces	Additional 18 Cars Parking – Remaining number of spaces
Mon 03:30	20	775	757
Mon 15:00	154	641	623
Mon 19:00	102	693	675
Tues 03:00	44	751	733

5.29 The surveys therefore show that there is ample additional space for the expected number of car visitors expected to access the site. It should be stated that the other hotels surveyed do not have the excellent public transport access that the proposed does, therefore the number of visitors expected to wish to park is very much a worst case and will likely be much lower.

Disabled Parking

5.30 Three of the proposed retained 41 parking spaces are proposed as wheelchair accessible.

Coach Parking

5.31 The proposed hotel operators does not market themselves to coach parties, with coach party trade forming no part of their business model. Neither do they tend to attract guests arriving in large parties by coach. As such very few coaches are expected to be generated by the proposed use of the site.

5.32 If coach drop-off and pick-up activity is expected, it is suggested that coach operators would have to seek legal drop-off / pick-up facilities in the area and if required longer term coach parking facilities further afield.

Cycle Parking

- 5.33 Covered cycle parking is proposed at car park level. Cycle parking will be secure, conveniently located and easily accessible from the street in line with policy. OCC Policy states that a minimum of 11 cycle stands must be provided, which can be seen found within Appendix B.

Electric Vehicle Parking

- 5.34 Policy states that non-residential development that includes parking will only be granted if a minimum of 25% of the parking spaces are provided with electric charging points. 10 of the 41 total spaces will therefore be provided with E.V. points.

6.0 DELIVERY & SERVICING

6.1 Delivery and servicing strategies help organisations to better manage deliveries and provide a framework to make sure that freight vehicle activity to and from developments works effectively. They also help to reduce CO2 emissions, congestion and collisions by:

- Managing deliveries to reduce the number of trips, particularly during peak hours,
- Identifying where safe and legal loading can take place; and
- Using delivery companies who can demonstrate their commitment to best practice - for example, members of the Fleet Operator Recognition Scheme (FORS)

6.2 Based on experience of other similar sized budget hotels, the proposed hotel would be expected to require the following servicing;

- 6 x linen, food and consumables deliveries per week by 18 tonne rigid vehicle (9.88m length x 2.51m width)
- 1 x alcohol delivery per week by dray, and
- 3 x refuse and recycling collections by private contractor refuse vehicle per week.

6.3 Servicing vehicles will access the site as before, utilising the car park for drop-offs.

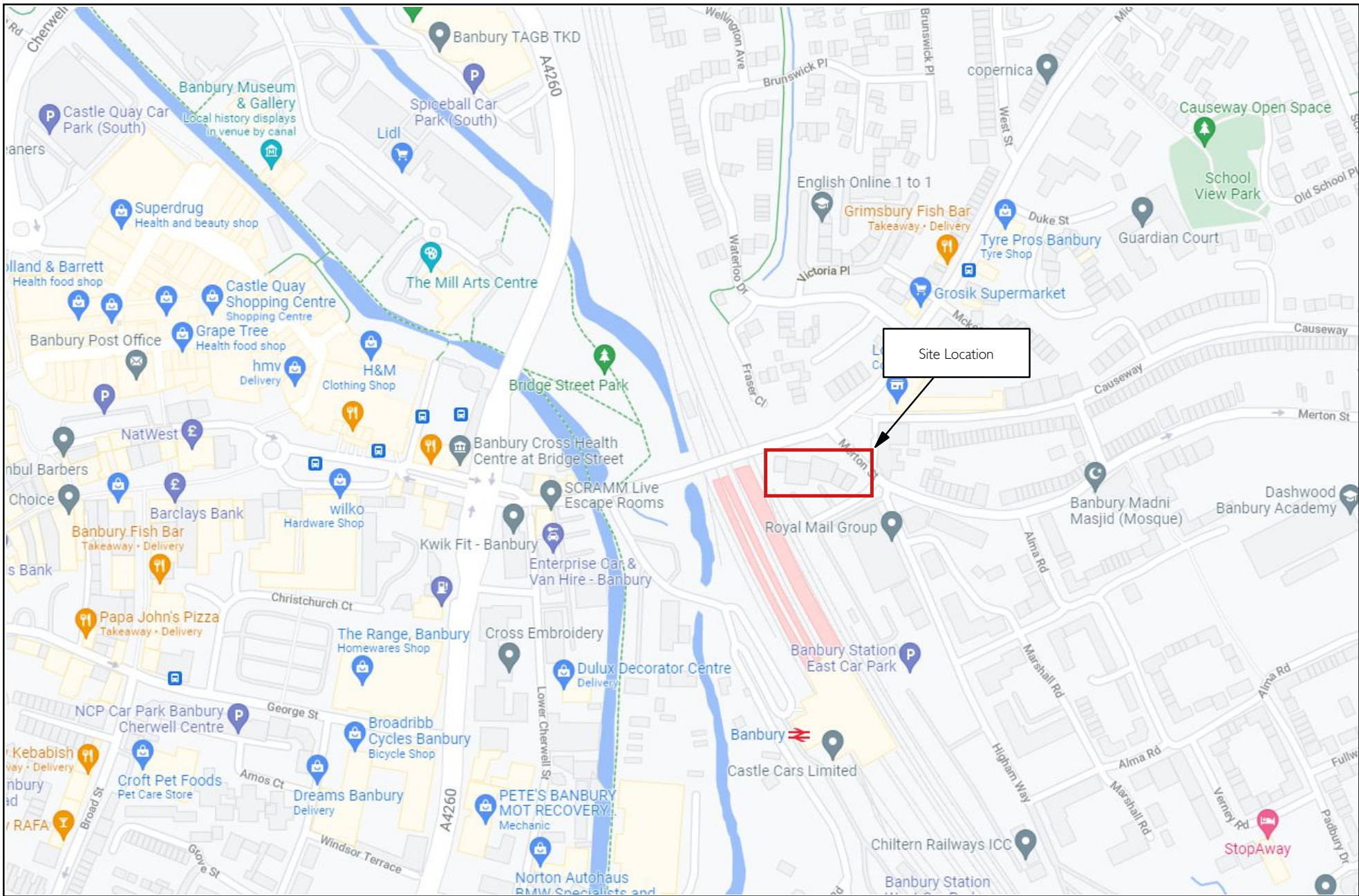
6.4 During servicing activities, delivery and refuse vehicle operatives will provide banksmen to supervise vehicle movements and to ensure pedestrian / cyclist safety.

6.5 Servicing would be scheduled such that the likelihood of delivery and refuse collection vehicles requiring access to the on-site service area at the same time would be avoided. Service trips would also schedule to specific times of the day so as not to occur during peak hours.


7.0 SUMMARY AND CONCLUSIONS

- 7.1 The development site is located in an area of very good public transport accessibility with a wide range of local rail and bus connections. In addition, the local pedestrian environment is good with level footways to aid movement between the site and local public transport access points.
- 7.2 The proposals seek to provide a 87 bedroom hotel, with 41 parking spaces retained.
- 7.3 On site parking provision is expected to provide enough parking at most times for the hotel. At peak times the multi storey car park in close proximity to the site has ample capacity for the expected number of additional cars parking.
- 7.4 Wheelchair accessible parking spaces, electric vehicle charging points and cycle parking is provided in line with Policy.
- 7.5 Servicing of the development will be carried out in line with previous servicing of the former office. Service trips would be limited to specific times of the day so as not to occur during peak hours or coincide with other service trips.
- 7.6 A Travel Plan has been prepared to promote the use of sustainable modes of transport.

FIGURES

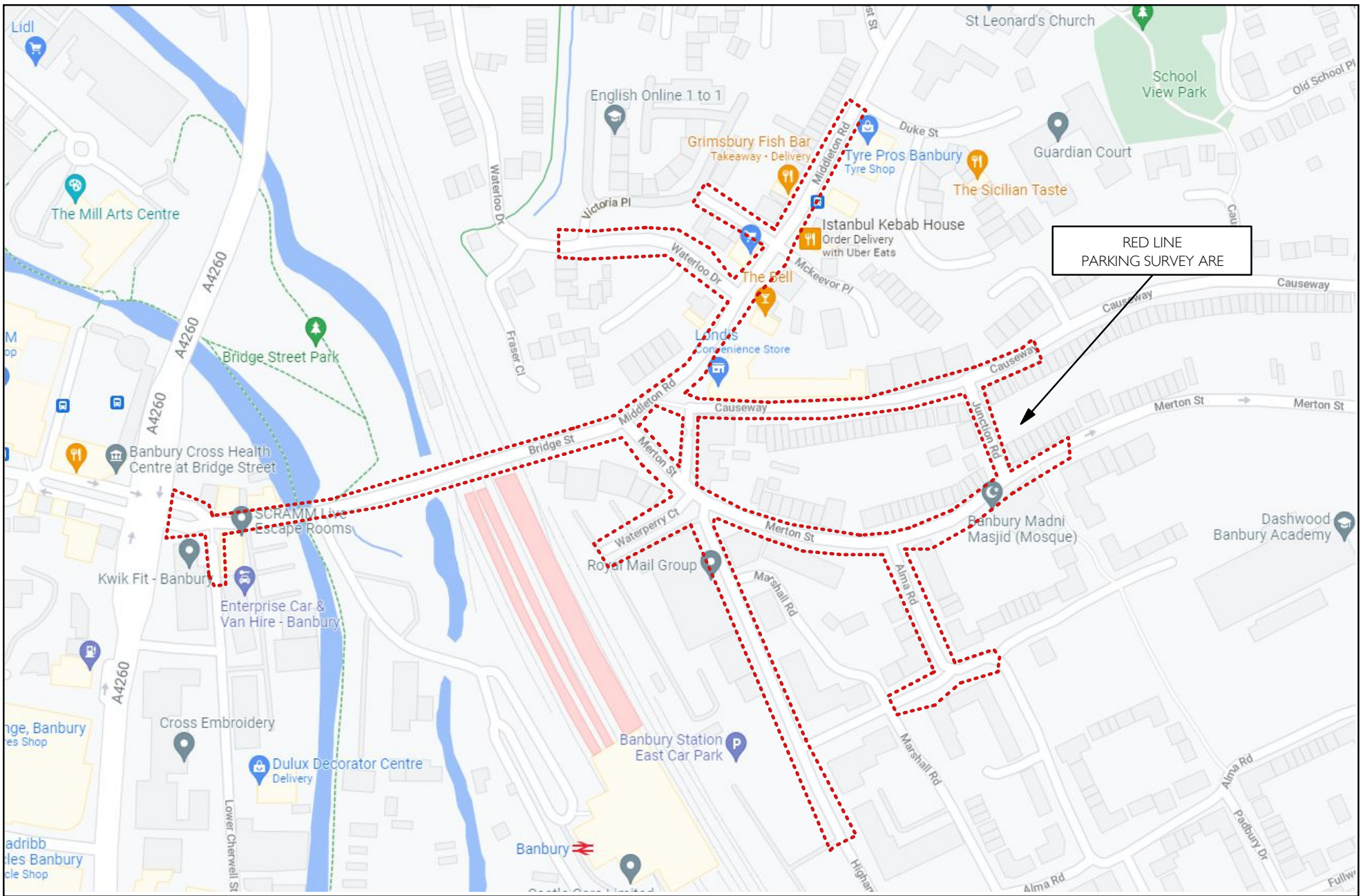


Date: Nov 2021
 Scale: NTS
 Source: Gmaps/PMA
 Drawing No: P2573/TA/1



P2573: WATERPERRY COURT, MIDDLETON ROAD, BANBURY
 Figure 1.
 Site Location



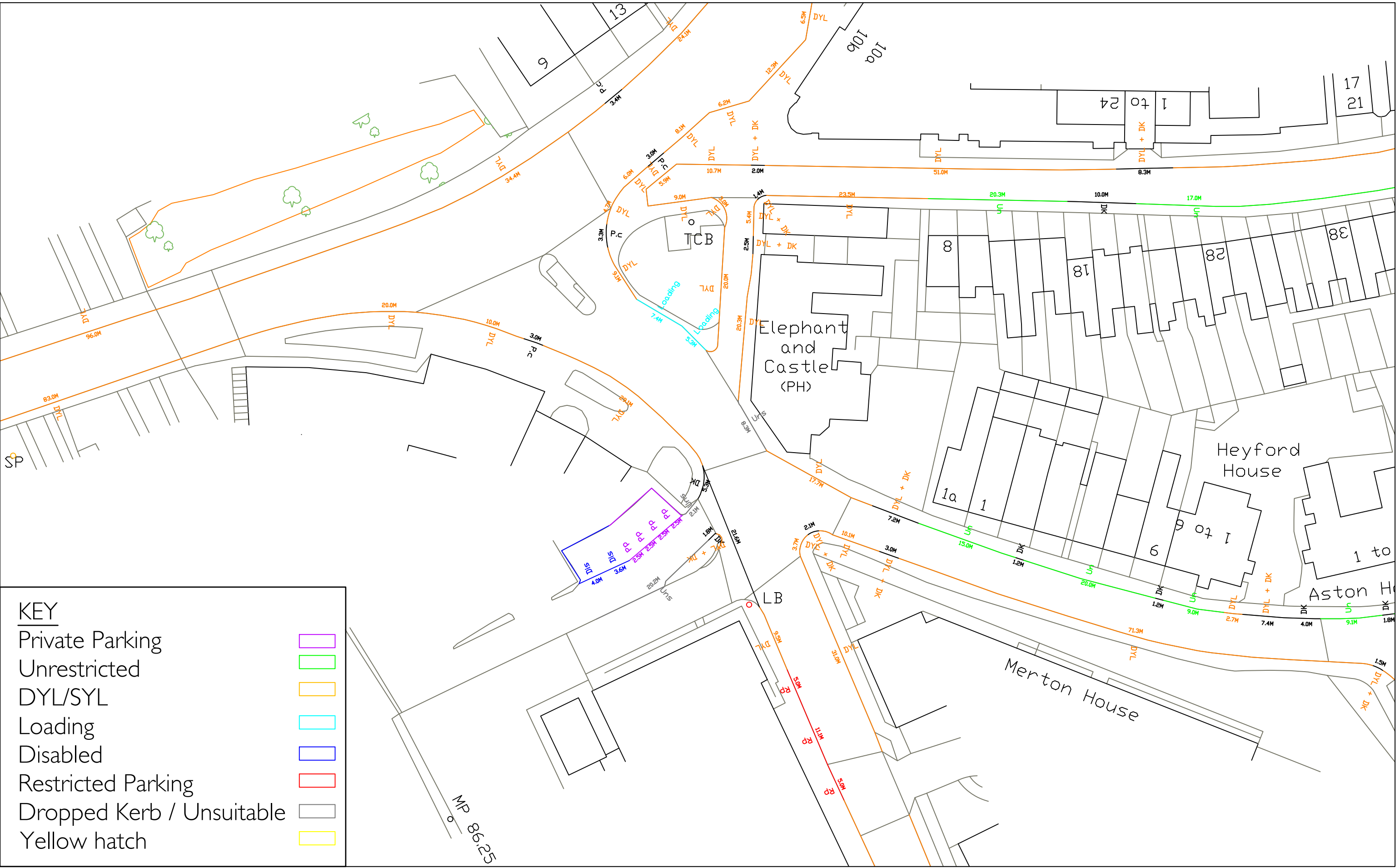


RED LINE
PARKING SURVEY ARE

Date: Oct 2021
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 Drawing No: P2573/TA/2

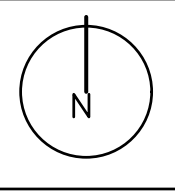


P2573: WATERPERRY COURT, MIDDLETON ROAD, BANBURY
 Figure 2.
 Parking Survey Area



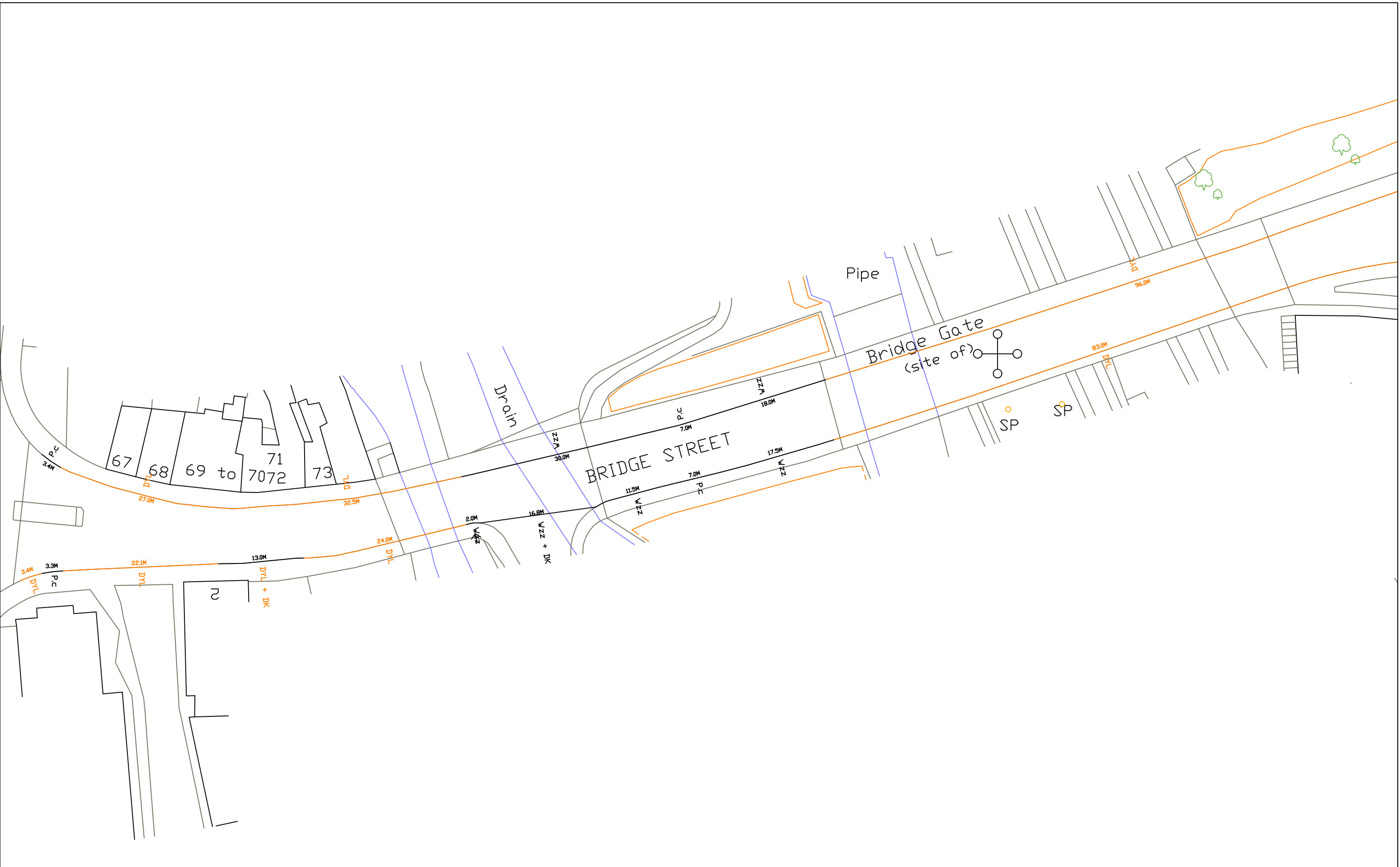
KEY	
Private Parking	
Unrestricted	
DYL/SYL	
Loading	
Disabled	
Restricted Parking	
Dropped Kerb / Unsuitable	
Yellow hatch	

Date: November 2021
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2573/TA/03

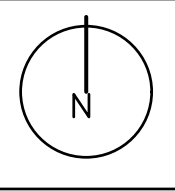


P2573: WATERPERRY COURT, BANBURY, OX16 4QG
 Figure 3.a
 Parking Survey Inventory


PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

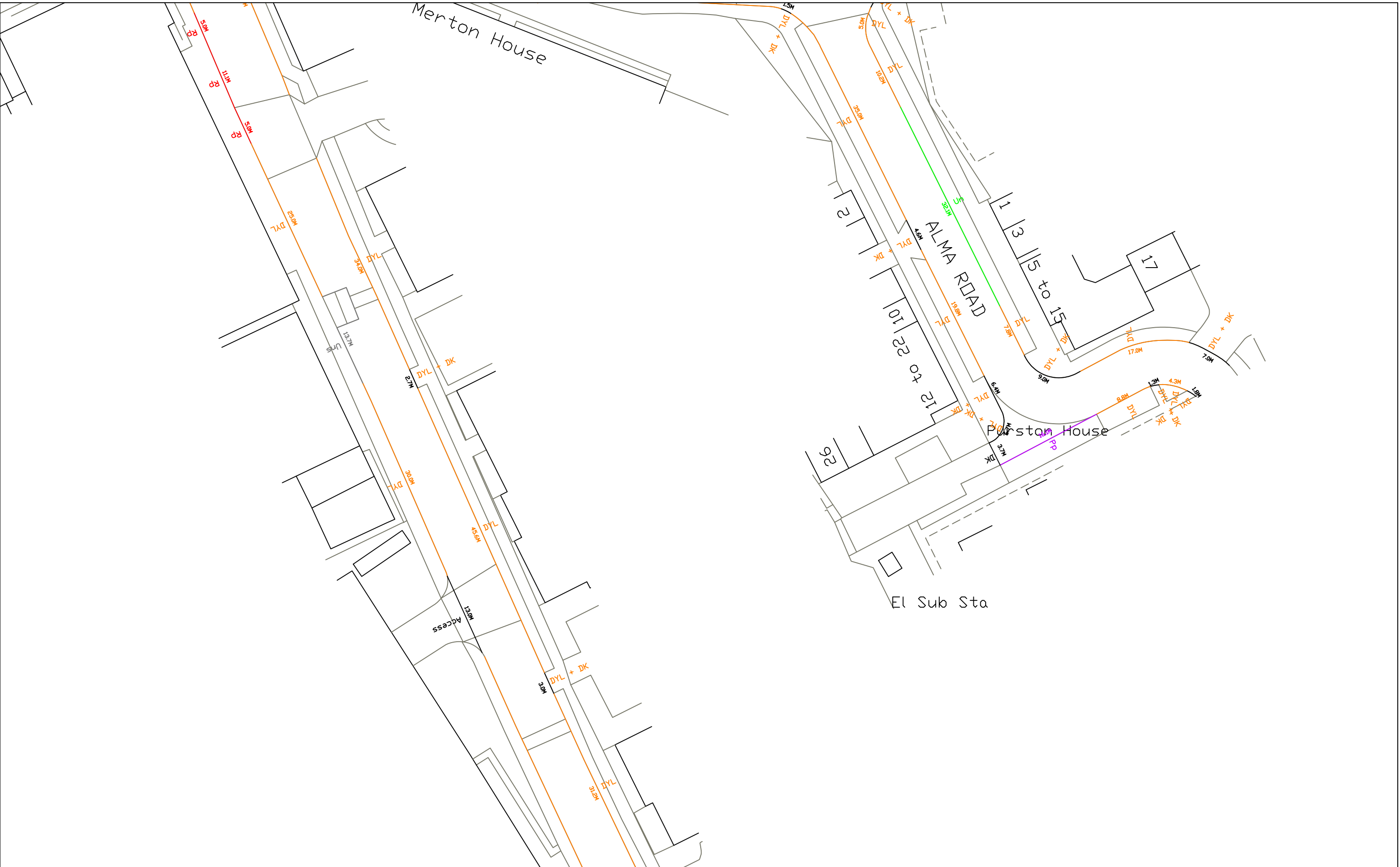


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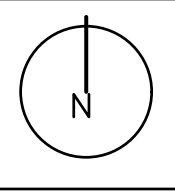


P2573: WATERPERRY COURT, BANBURY, OX16 4QG
 Figure 3.b
 Parking Survey Inventory


PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

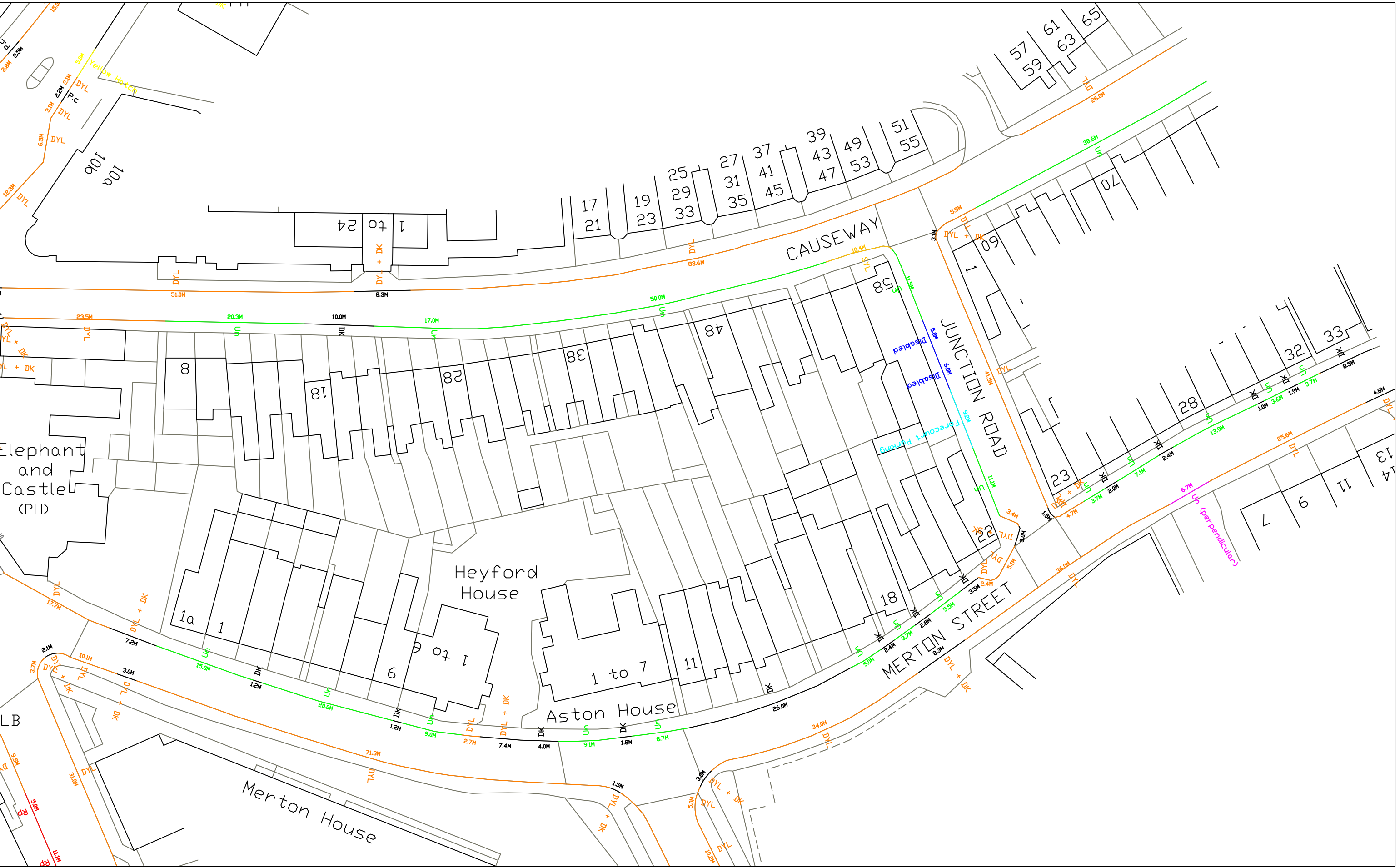


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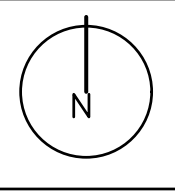


P2573: WATERPERRY COURT, BANBURY, OX16 4QG
 Figure 3.c
 Parking Survey Inventory


PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: November 2021
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2573/TA/03

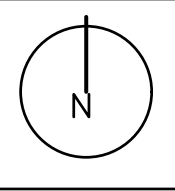


P2573: WATERPERRY COURT, BANBURY, OX16 4QG
 Figure 3.d
 Parking Survey Inventory


 PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



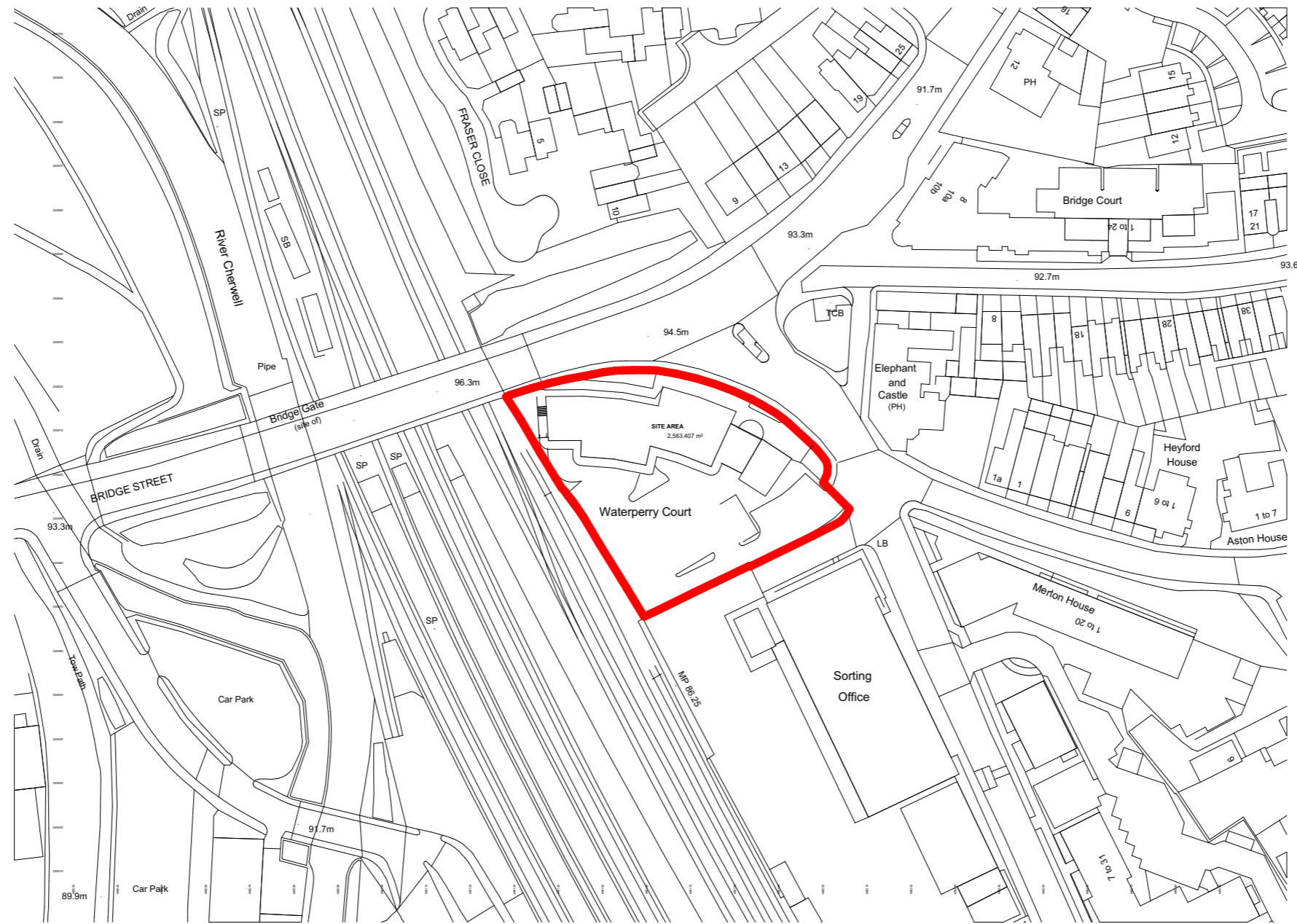
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 Source: OS/PMA
 Drawing No. P2573/TA/03



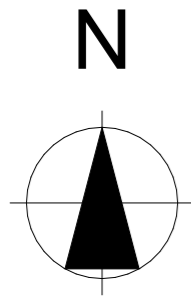
P2573: WATERPERRY COURT, BANBURY, OX16 4QG
 Figure 3.e
 Parking Survey Inventory


 PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX A Site Boundary



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Site Area: 2,563.407 m² / 0.256 HA

EXISTING LOCATION PLAN - SCALE 1:1250 @ A3

GENERAL NOTES

1. Do not scale from this drawing. Refer to stated dimensions.
2. All dimensions to be verified on site by the contractor, before proceeding, and such dimensions to be his responsibility.
3. Report all drawing errors, omissions and discrepancies
4. All stated areas on this drawing are approximate and to be treated as strictly indicative.
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Rev	Date	Drawing Revision	By	Chk

Preliminary Issue

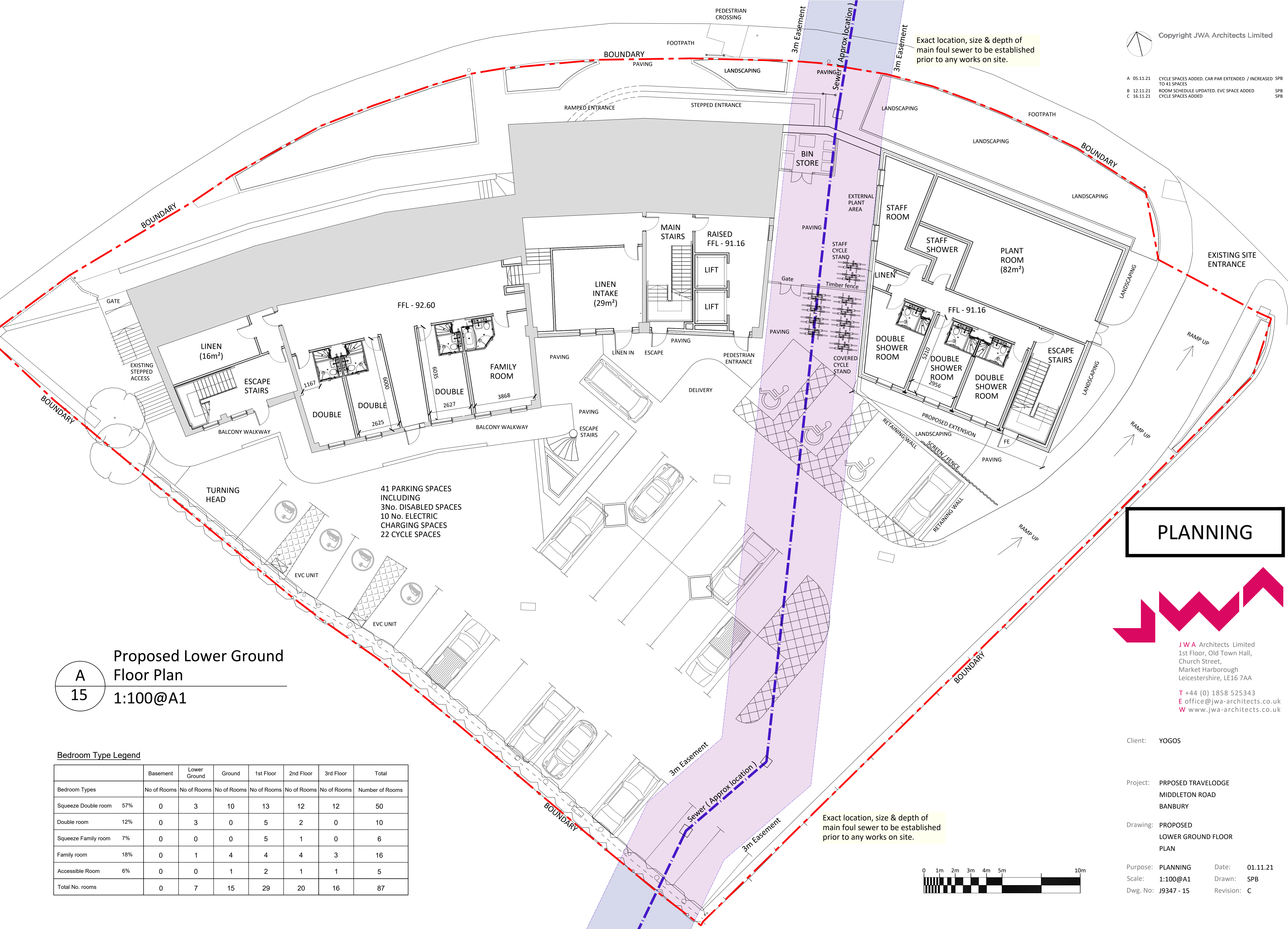
MAS architecture / interiors / project management
 Studio G005 • THE ATKINS • Lower Bond Street • Hinckley • Leicestershire • LE10 1QU
 Tel +44 (0)1455 616 445 • Fax +44 (0)1455 616 445 • Email • info@masarchitecture.co.uk
 62 • Upper Montagu Street • London • W1H 1SW
 Tel +44 (0)207 725 5810 • Fax +44 (0)207 725 5810 • Email • info@masarchitecture.co.uk
www.masarchitecture.co.uk

project: Waterperry Court, Banbury
 drawing: Existing Location Plan
 drawn by: MM checked:
 scale: 1:1250 @ A3 date: 09.07.20 dwg. no. 47906(PD-08)001

Do not scale from this drawing- dimensions and levels to be checked on site by the contractor- all dimensions in millimeters unless otherwise noted • all levels in meters unless otherwise noted
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APPENDIX B
Proposed Site Plan

- A 05.11.21 CYCLE SPACES ADDED, CAR PAR EXTENDED / INCREASED SPB TO 41 SPACES
- B 12.11.21 ROOM SCHEDULE UPDATED, EVC SPACE ADDED SPB
- C 16.11.21 CYCLE SPACES ADDED SPB



PLANNING



JWA Architects Limited
 1st Floor, Old Town Hall,
 Church Street,
 Market Harborough
 Leicestershire, LE16 7AA
 T +44 (0) 1858 525343
 E office@jwa-architects.co.uk
 W www.jwa-architects.co.uk

Client: YOGOS

Project: PROPOSED TRAVEL LODGE
 MIDDLETON ROAD
 BANBURY

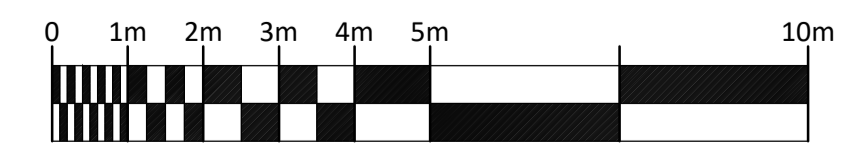
Drawing: PROPOSED
 LOWER GROUND FLOOR
 PLAN

Purpose: PLANNING Date: 01.11.21
 Scale: 1:100@A1 Drawn: SPB
 Dwg. No: J9347 - 15 Revision: C

A 15 Proposed Lower Ground Floor Plan 1:100@A1

Bedroom Type Legend

	Basement	Lower Ground	Ground	1st Floor	2nd Floor	3rd Floor	Total
Bedroom Types	No of Rooms	No of Rooms	No of Rooms	No of Rooms	No of Rooms	No of Rooms	Number of Rooms
Squeeze Double room	57%	0	3	10	13	12	50
Double room	12%	0	3	0	5	2	10
Squeeze Family room	7%	0	0	0	5	1	6
Family room	18%	0	1	4	4	4	16
Accessible Room	6%	0	0	1	2	1	5
Total No. rooms	0	7	15	29	20	16	87



APPENDIX C

TRICS Trip Generation Data

Calculation Reference: AUDIT-711001-211026-1007

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SO SLOUGH	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 960 to 45000 (units: sqm)
Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 13/11/19

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 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	7
-------------	---

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	5
High Street	1

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

Secondary Filtering selection:

Use Class:

Not Known 7 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	5 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	CA-02-A-05 NEW ROAD PETERBOROUGH	OFFICES		CAMBRI DGESHI RE
	Town Centre Built-Up Zone Total Gross floor area:		8793 sqm	
	<i>Survey date: TUESDAY</i>		<i>16/12/14</i>	<i>Survey Type: MANUAL</i>
2	EX-02-A-03 VICTORIA AVENUE SOUTHEND-ON-SEA	HMRC		ESSEX
	Town Centre Built-Up Zone Total Gross floor area:		45000 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>23/10/13</i>	<i>Survey Type: MANUAL</i>
3	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:		3960 sqm	
	<i>Survey date: MONDAY</i>		<i>26/09/16</i>	<i>Survey Type: MANUAL</i>
4	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street Total Gross floor area:		1800 sqm	
	<i>Survey date: THURSDAY</i>		<i>27/02/14</i>	<i>Survey Type: MANUAL</i>
5	TV-02-A-04 CORPORATION ROAD MIDDLESBROUGH	COUNCIL OFFICES		TEES VALLEY
	Town Centre Commercial Zone Total Gross floor area:		3950 sqm	
	<i>Survey date: TUESDAY</i>		<i>08/10/13</i>	<i>Survey Type: MANUAL</i>
6	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:		2090 sqm	
	<i>Survey date: MONDAY</i>		<i>13/06/16</i>	<i>Survey Type: MANUAL</i>
7	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES		WARWICKSHIRE
	Town Centre Built-Up Zone Total Gross floor area:		960 sqm	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>

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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.433	7	9508	0.033	7	9508	0.466
08:00 - 09:00	7	9508	0.575	7	9508	0.069	7	9508	0.644
09:00 - 10:00	7	9508	0.452	7	9508	0.083	7	9508	0.535
10:00 - 11:00	7	9508	0.258	7	9508	0.167	7	9508	0.425
11:00 - 12:00	7	9508	0.165	7	9508	0.140	7	9508	0.305
12:00 - 13:00	7	9508	0.162	7	9508	0.135	7	9508	0.297
13:00 - 14:00	7	9508	0.152	7	9508	0.146	7	9508	0.298
14:00 - 15:00	7	9508	0.104	7	9508	0.153	7	9508	0.257
15:00 - 16:00	7	9508	0.108	7	9508	0.400	7	9508	0.508
16:00 - 17:00	7	9508	0.113	7	9508	0.548	7	9508	0.661
17:00 - 18:00	7	9508	0.048	7	9508	0.545	7	9508	0.593
18:00 - 19:00	7	9508	0.047	7	9508	0.155	7	9508	0.202
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.617			2.574			5.191

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:	960 - 45000 (units: sqm)
Survey date date range:	01/01/13 - 13/11/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.000	7	9508	0.000	7	9508	0.000
08:00 - 09:00	7	9508	0.009	7	9508	0.009	7	9508	0.018
09:00 - 10:00	7	9508	0.003	7	9508	0.003	7	9508	0.006
10:00 - 11:00	7	9508	0.017	7	9508	0.017	7	9508	0.034
11:00 - 12:00	7	9508	0.012	7	9508	0.012	7	9508	0.024
12:00 - 13:00	7	9508	0.011	7	9508	0.011	7	9508	0.022
13:00 - 14:00	7	9508	0.011	7	9508	0.011	7	9508	0.022
14:00 - 15:00	7	9508	0.008	7	9508	0.008	7	9508	0.016
15:00 - 16:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
16:00 - 17:00	7	9508	0.006	7	9508	0.006	7	9508	0.012
17:00 - 18:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
18:00 - 19:00	7	9508	0.002	7	9508	0.002	7	9508	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.079			0.158

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.002	7	9508	0.000	7	9508	0.002
08:00 - 09:00	7	9508	0.002	7	9508	0.003	7	9508	0.005
09:00 - 10:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
10:00 - 11:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
11:00 - 12:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
12:00 - 13:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
13:00 - 14:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
14:00 - 15:00	7	9508	0.002	7	9508	0.002	7	9508	0.004
15:00 - 16:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
16:00 - 17:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
17:00 - 18:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
18:00 - 19:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.005			0.011

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.009	7	9508	0.000	7	9508	0.009
08:00 - 09:00	7	9508	0.032	7	9508	0.000	7	9508	0.032
09:00 - 10:00	7	9508	0.014	7	9508	0.000	7	9508	0.014
10:00 - 11:00	7	9508	0.008	7	9508	0.006	7	9508	0.014
11:00 - 12:00	7	9508	0.003	7	9508	0.002	7	9508	0.005
12:00 - 13:00	7	9508	0.006	7	9508	0.009	7	9508	0.015
13:00 - 14:00	7	9508	0.009	7	9508	0.005	7	9508	0.014
14:00 - 15:00	7	9508	0.003	7	9508	0.005	7	9508	0.008
15:00 - 16:00	7	9508	0.006	7	9508	0.014	7	9508	0.020
16:00 - 17:00	7	9508	0.003	7	9508	0.020	7	9508	0.023
17:00 - 18:00	7	9508	0.000	7	9508	0.026	7	9508	0.026
18:00 - 19:00	7	9508	0.002	7	9508	0.014	7	9508	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.101			0.196

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.470	7	9508	0.035	7	9508	0.505
08:00 - 09:00	7	9508	0.631	7	9508	0.039	7	9508	0.670
09:00 - 10:00	7	9508	0.493	7	9508	0.080	7	9508	0.573
10:00 - 11:00	7	9508	0.281	7	9508	0.141	7	9508	0.422
11:00 - 12:00	7	9508	0.183	7	9508	0.155	7	9508	0.338
12:00 - 13:00	7	9508	0.185	7	9508	0.143	7	9508	0.328
13:00 - 14:00	7	9508	0.177	7	9508	0.164	7	9508	0.341
14:00 - 15:00	7	9508	0.116	7	9508	0.186	7	9508	0.302
15:00 - 16:00	7	9508	0.128	7	9508	0.433	7	9508	0.561
16:00 - 17:00	7	9508	0.099	7	9508	0.618	7	9508	0.717
17:00 - 18:00	7	9508	0.039	7	9508	0.604	7	9508	0.643
18:00 - 19:00	7	9508	0.042	7	9508	0.180	7	9508	0.222
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.844			2.778			5.622

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.164	7	9508	0.005	7	9508	0.169
08:00 - 09:00	7	9508	0.245	7	9508	0.026	7	9508	0.271
09:00 - 10:00	7	9508	0.227	7	9508	0.084	7	9508	0.311
10:00 - 11:00	7	9508	0.335	7	9508	0.189	7	9508	0.524
11:00 - 12:00	7	9508	0.305	7	9508	0.436	7	9508	0.741
12:00 - 13:00	7	9508	1.029	7	9508	1.300	7	9508	2.329
13:00 - 14:00	7	9508	1.026	7	9508	0.730	7	9508	1.756
14:00 - 15:00	7	9508	0.457	7	9508	0.406	7	9508	0.863
15:00 - 16:00	7	9508	0.197	7	9508	0.344	7	9508	0.541
16:00 - 17:00	7	9508	0.104	7	9508	0.272	7	9508	0.376
17:00 - 18:00	7	9508	0.023	7	9508	0.252	7	9508	0.275
18:00 - 19:00	7	9508	0.008	7	9508	0.081	7	9508	0.089
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.120			4.125			8.245

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.108	7	9508	0.000	7	9508	0.108
08:00 - 09:00	7	9508	0.134	7	9508	0.008	7	9508	0.142
09:00 - 10:00	7	9508	0.111	7	9508	0.005	7	9508	0.116
10:00 - 11:00	7	9508	0.071	7	9508	0.041	7	9508	0.112
11:00 - 12:00	7	9508	0.074	7	9508	0.078	7	9508	0.152
12:00 - 13:00	7	9508	0.068	7	9508	0.053	7	9508	0.121
13:00 - 14:00	7	9508	0.041	7	9508	0.051	7	9508	0.092
14:00 - 15:00	7	9508	0.050	7	9508	0.065	7	9508	0.115
15:00 - 16:00	7	9508	0.032	7	9508	0.105	7	9508	0.137
16:00 - 17:00	7	9508	0.012	7	9508	0.101	7	9508	0.113
17:00 - 18:00	7	9508	0.002	7	9508	0.101	7	9508	0.103
18:00 - 19:00	7	9508	0.000	7	9508	0.053	7	9508	0.053
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.703			0.661			1.364

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.116	7	9508	0.000	7	9508	0.116
08:00 - 09:00	7	9508	0.132	7	9508	0.000	7	9508	0.132
09:00 - 10:00	7	9508	0.125	7	9508	0.000	7	9508	0.125
10:00 - 11:00	7	9508	0.024	7	9508	0.002	7	9508	0.026
11:00 - 12:00	7	9508	0.012	7	9508	0.005	7	9508	0.017
12:00 - 13:00	7	9508	0.008	7	9508	0.009	7	9508	0.017
13:00 - 14:00	7	9508	0.005	7	9508	0.006	7	9508	0.011
14:00 - 15:00	7	9508	0.017	7	9508	0.051	7	9508	0.068
15:00 - 16:00	7	9508	0.005	7	9508	0.075	7	9508	0.080
16:00 - 17:00	7	9508	0.003	7	9508	0.111	7	9508	0.114
17:00 - 18:00	7	9508	0.002	7	9508	0.119	7	9508	0.121
18:00 - 19:00	7	9508	0.000	7	9508	0.051	7	9508	0.051
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.449			0.429			0.878

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.224	7	9508	0.000	7	9508	0.224
08:00 - 09:00	7	9508	0.266	7	9508	0.008	7	9508	0.274
09:00 - 10:00	7	9508	0.236	7	9508	0.005	7	9508	0.241
10:00 - 11:00	7	9508	0.095	7	9508	0.042	7	9508	0.137
11:00 - 12:00	7	9508	0.086	7	9508	0.083	7	9508	0.169
12:00 - 13:00	7	9508	0.075	7	9508	0.062	7	9508	0.137
13:00 - 14:00	7	9508	0.045	7	9508	0.057	7	9508	0.102
14:00 - 15:00	7	9508	0.066	7	9508	0.116	7	9508	0.182
15:00 - 16:00	7	9508	0.036	7	9508	0.180	7	9508	0.216
16:00 - 17:00	7	9508	0.015	7	9508	0.212	7	9508	0.227
17:00 - 18:00	7	9508	0.003	7	9508	0.219	7	9508	0.222
18:00 - 19:00	7	9508	0.000	7	9508	0.104	7	9508	0.104
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.147			1.088			2.235

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.867	7	9508	0.039	7	9508	0.906
08:00 - 09:00	7	9508	1.174	7	9508	0.072	7	9508	1.246
09:00 - 10:00	7	9508	0.969	7	9508	0.168	7	9508	1.137
10:00 - 11:00	7	9508	0.718	7	9508	0.379	7	9508	1.097
11:00 - 12:00	7	9508	0.577	7	9508	0.675	7	9508	1.252
12:00 - 13:00	7	9508	1.295	7	9508	1.513	7	9508	2.808
13:00 - 14:00	7	9508	1.258	7	9508	0.956	7	9508	2.214
14:00 - 15:00	7	9508	0.642	7	9508	0.712	7	9508	1.354
15:00 - 16:00	7	9508	0.367	7	9508	0.971	7	9508	1.338
16:00 - 17:00	7	9508	0.221	7	9508	1.121	7	9508	1.342
17:00 - 18:00	7	9508	0.065	7	9508	1.101	7	9508	1.166
18:00 - 19:00	7	9508	0.051	7	9508	0.379	7	9508	0.430
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.204			8.086			16.290

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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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.416	7	9508	0.023	7	9508	0.439
08:00 - 09:00	7	9508	0.536	7	9508	0.033	7	9508	0.569
09:00 - 10:00	7	9508	0.440	7	9508	0.075	7	9508	0.515
10:00 - 11:00	7	9508	0.230	7	9508	0.141	7	9508	0.371
11:00 - 12:00	7	9508	0.144	7	9508	0.120	7	9508	0.264
12:00 - 13:00	7	9508	0.135	7	9508	0.105	7	9508	0.240
13:00 - 14:00	7	9508	0.137	7	9508	0.132	7	9508	0.269
14:00 - 15:00	7	9508	0.089	7	9508	0.140	7	9508	0.229
15:00 - 16:00	7	9508	0.098	7	9508	0.386	7	9508	0.484
16:00 - 17:00	7	9508	0.087	7	9508	0.518	7	9508	0.605
17:00 - 18:00	7	9508	0.038	7	9508	0.526	7	9508	0.564
18:00 - 19:00	7	9508	0.041	7	9508	0.149	7	9508	0.190
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.391			2.348			4.739

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.012	7	9508	0.011	7	9508	0.023
08:00 - 09:00	7	9508	0.024	7	9508	0.023	7	9508	0.047
09:00 - 10:00	7	9508	0.005	7	9508	0.005	7	9508	0.010
10:00 - 11:00	7	9508	0.011	7	9508	0.009	7	9508	0.020
11:00 - 12:00	7	9508	0.009	7	9508	0.008	7	9508	0.017
12:00 - 13:00	7	9508	0.017	7	9508	0.018	7	9508	0.035
13:00 - 14:00	7	9508	0.005	7	9508	0.003	7	9508	0.008
14:00 - 15:00	7	9508	0.005	7	9508	0.005	7	9508	0.010
15:00 - 16:00	7	9508	0.011	7	9508	0.011	7	9508	0.022
16:00 - 17:00	7	9508	0.017	7	9508	0.020	7	9508	0.037
17:00 - 18:00	7	9508	0.011	7	9508	0.011	7	9508	0.022
18:00 - 19:00	7	9508	0.005	7	9508	0.005	7	9508	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.129			0.261

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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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9508	0.003	7	9508	0.000	7	9508	0.003
08:00 - 09:00	7	9508	0.005	7	9508	0.002	7	9508	0.007
09:00 - 10:00	7	9508	0.005	7	9508	0.000	7	9508	0.005
10:00 - 11:00	7	9508	0.002	7	9508	0.000	7	9508	0.002
11:00 - 12:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
12:00 - 13:00	7	9508	0.000	7	9508	0.002	7	9508	0.002
13:00 - 14:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
14:00 - 15:00	7	9508	0.002	7	9508	0.000	7	9508	0.002
15:00 - 16:00	7	9508	0.000	7	9508	0.003	7	9508	0.003
16:00 - 17:00	7	9508	0.003	7	9508	0.005	7	9508	0.008
17:00 - 18:00	7	9508	0.000	7	9508	0.009	7	9508	0.009
18:00 - 19:00	7	9508	0.000	7	9508	0.000	7	9508	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.021			0.041

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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Calculation Reference: AUDIT-711001-211026-1054

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
09	NORTH	
	CB	CUMBRIA 1 days
	TV	TEES VALLEY 1 days
	TW	TYNE & WEAR 1 days

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/11/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	4 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
-------------	---

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	2
High Street	1

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

Secondary Filtering selection:

Use Class:

C1 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No 4 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 4 days

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

LIST OF SITES relevant to selection parameters

1	CB-06-A-01 ENGLISH STREET CARLISLE	HOTEL		CUMBRIA
	Town Centre High Street			
	Total Number of bedrooms:		92	
	Survey date: MONDAY		20/06/16	Survey Type: MANUAL
2	ES-06-A-01 KINGS ROAD BRIGHTON	HOTEL		EAST SUSSEX
	Town Centre Built-Up Zone			
	Total Number of bedrooms:		154	
	Survey date: WEDNESDAY		16/10/19	Survey Type: MANUAL
3	TV-06-A-04 FRY STREET MIDDLESBROUGH	THISTLE		TEES VALLEY
	Town Centre Commercial Zone			
	Total Number of bedrooms:		132	
	Survey date: THURSDAY		03/10/13	Survey Type: MANUAL
4	TW-06-A-03 SANDHILL NEWCASTLE UPON TYNE QUAYSIDE	HOTEL		TYNE & WEAR
	Town Centre Built-Up Zone			
	Total Number of bedrooms:		24	
	Survey date: TUESDAY		14/06/16	Survey Type: MANUAL

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-06-A-08	No Parking
WL-06-A-02	No Parking

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.019	1	154	0.013	1	154	0.032
07:00 - 08:00	4	101	0.104	4	101	0.102	4	101	0.206
08:00 - 09:00	4	101	0.095	4	101	0.127	4	101	0.222
09:00 - 10:00	4	101	0.104	4	101	0.085	4	101	0.189
10:00 - 11:00	4	101	0.075	4	101	0.085	4	101	0.160
11:00 - 12:00	4	101	0.057	4	101	0.085	4	101	0.142
12:00 - 13:00	4	101	0.082	4	101	0.062	4	101	0.144
13:00 - 14:00	4	101	0.062	4	101	0.052	4	101	0.114
14:00 - 15:00	4	101	0.057	4	101	0.075	4	101	0.132
15:00 - 16:00	4	101	0.052	4	101	0.070	4	101	0.122
16:00 - 17:00	4	101	0.102	4	101	0.075	4	101	0.177
17:00 - 18:00	4	101	0.127	4	101	0.095	4	101	0.222
18:00 - 19:00	4	101	0.097	4	101	0.062	4	101	0.159
19:00 - 20:00	4	101	0.042	4	101	0.040	4	101	0.082
20:00 - 21:00	4	101	0.030	4	101	0.027	4	101	0.057
21:00 - 22:00	4	101	0.032	4	101	0.037	4	101	0.069
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.137			1.092			2.229

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 - 154 (units:)
Survey date range: 01/01/13 - 25/11/19
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.013	1	154	0.013	1	154	0.026
07:00 - 08:00	4	101	0.017	4	101	0.017	4	101	0.034
08:00 - 09:00	4	101	0.005	4	101	0.005	4	101	0.010
09:00 - 10:00	4	101	0.015	4	101	0.015	4	101	0.030
10:00 - 11:00	4	101	0.005	4	101	0.005	4	101	0.010
11:00 - 12:00	4	101	0.000	4	101	0.000	4	101	0.000
12:00 - 13:00	4	101	0.005	4	101	0.005	4	101	0.010
13:00 - 14:00	4	101	0.010	4	101	0.010	4	101	0.020
14:00 - 15:00	4	101	0.012	4	101	0.012	4	101	0.024
15:00 - 16:00	4	101	0.005	4	101	0.005	4	101	0.010
16:00 - 17:00	4	101	0.010	4	101	0.010	4	101	0.020
17:00 - 18:00	4	101	0.005	4	101	0.005	4	101	0.010
18:00 - 19:00	4	101	0.015	4	101	0.015	4	101	0.030
19:00 - 20:00	4	101	0.002	4	101	0.002	4	101	0.004
20:00 - 21:00	4	101	0.002	4	101	0.002	4	101	0.004
21:00 - 22:00	4	101	0.005	4	101	0.005	4	101	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.126			0.252

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	4	101	0.002	4	101	0.002	4	101	0.004
08:00 - 09:00	4	101	0.012	4	101	0.012	4	101	0.024
09:00 - 10:00	4	101	0.005	4	101	0.005	4	101	0.010
10:00 - 11:00	4	101	0.000	4	101	0.000	4	101	0.000
11:00 - 12:00	4	101	0.000	4	101	0.000	4	101	0.000
12:00 - 13:00	4	101	0.005	4	101	0.005	4	101	0.010
13:00 - 14:00	4	101	0.000	4	101	0.000	4	101	0.000
14:00 - 15:00	4	101	0.000	4	101	0.000	4	101	0.000
15:00 - 16:00	4	101	0.002	4	101	0.002	4	101	0.004
16:00 - 17:00	4	101	0.000	4	101	0.000	4	101	0.000
17:00 - 18:00	4	101	0.000	4	101	0.000	4	101	0.000
18:00 - 19:00	4	101	0.000	4	101	0.000	4	101	0.000
19:00 - 20:00	4	101	0.000	4	101	0.000	4	101	0.000
20:00 - 21:00	4	101	0.000	4	101	0.000	4	101	0.000
21:00 - 22:00	4	101	0.000	4	101	0.000	4	101	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	4	101	0.002	4	101	0.000	4	101	0.002
08:00 - 09:00	4	101	0.002	4	101	0.005	4	101	0.007
09:00 - 10:00	4	101	0.002	4	101	0.002	4	101	0.004
10:00 - 11:00	4	101	0.000	4	101	0.000	4	101	0.000
11:00 - 12:00	4	101	0.000	4	101	0.000	4	101	0.000
12:00 - 13:00	4	101	0.000	4	101	0.000	4	101	0.000
13:00 - 14:00	4	101	0.000	4	101	0.000	4	101	0.000
14:00 - 15:00	4	101	0.000	4	101	0.000	4	101	0.000
15:00 - 16:00	4	101	0.002	4	101	0.002	4	101	0.004
16:00 - 17:00	4	101	0.000	4	101	0.000	4	101	0.000
17:00 - 18:00	4	101	0.007	4	101	0.007	4	101	0.014
18:00 - 19:00	4	101	0.002	4	101	0.002	4	101	0.004
19:00 - 20:00	4	101	0.000	4	101	0.000	4	101	0.000
20:00 - 21:00	4	101	0.000	4	101	0.000	4	101	0.000
21:00 - 22:00	4	101	0.000	4	101	0.000	4	101	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.018			0.035

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	4	101	0.010	4	101	0.000	4	101	0.010
08:00 - 09:00	4	101	0.000	4	101	0.000	4	101	0.000
09:00 - 10:00	4	101	0.000	4	101	0.000	4	101	0.000
10:00 - 11:00	4	101	0.000	4	101	0.000	4	101	0.000
11:00 - 12:00	4	101	0.005	4	101	0.000	4	101	0.005
12:00 - 13:00	4	101	0.000	4	101	0.000	4	101	0.000
13:00 - 14:00	4	101	0.000	4	101	0.002	4	101	0.002
14:00 - 15:00	4	101	0.000	4	101	0.000	4	101	0.000
15:00 - 16:00	4	101	0.005	4	101	0.005	4	101	0.010
16:00 - 17:00	4	101	0.002	4	101	0.012	4	101	0.014
17:00 - 18:00	4	101	0.000	4	101	0.002	4	101	0.002
18:00 - 19:00	4	101	0.005	4	101	0.002	4	101	0.007
19:00 - 20:00	4	101	0.000	4	101	0.000	4	101	0.000
20:00 - 21:00	4	101	0.000	4	101	0.000	4	101	0.000
21:00 - 22:00	4	101	0.000	4	101	0.000	4	101	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.023			0.050

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.006	1	154	0.013	1	154	0.019
07:00 - 08:00	4	101	0.090	4	101	0.122	4	101	0.212
08:00 - 09:00	4	101	0.092	4	101	0.147	4	101	0.239
09:00 - 10:00	4	101	0.114	4	101	0.104	4	101	0.218
10:00 - 11:00	4	101	0.100	4	101	0.137	4	101	0.237
11:00 - 12:00	4	101	0.077	4	101	0.139	4	101	0.216
12:00 - 13:00	4	101	0.112	4	101	0.090	4	101	0.202
13:00 - 14:00	4	101	0.082	4	101	0.062	4	101	0.144
14:00 - 15:00	4	101	0.065	4	101	0.085	4	101	0.150
15:00 - 16:00	4	101	0.062	4	101	0.072	4	101	0.134
16:00 - 17:00	4	101	0.139	4	101	0.085	4	101	0.224
17:00 - 18:00	4	101	0.159	4	101	0.087	4	101	0.246
18:00 - 19:00	4	101	0.107	4	101	0.087	4	101	0.194
19:00 - 20:00	4	101	0.057	4	101	0.052	4	101	0.109
20:00 - 21:00	4	101	0.030	4	101	0.030	4	101	0.060
21:00 - 22:00	4	101	0.025	4	101	0.030	4	101	0.055
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.317			1.342			2.659

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.019	1	154	0.000	1	154	0.019
07:00 - 08:00	4	101	0.047	4	101	0.045	4	101	0.092
08:00 - 09:00	4	101	0.095	4	101	0.117	4	101	0.212
09:00 - 10:00	4	101	0.117	4	101	0.112	4	101	0.229
10:00 - 11:00	4	101	0.092	4	101	0.137	4	101	0.229
11:00 - 12:00	4	101	0.117	4	101	0.154	4	101	0.271
12:00 - 13:00	4	101	0.132	4	101	0.129	4	101	0.261
13:00 - 14:00	4	101	0.097	4	101	0.132	4	101	0.229
14:00 - 15:00	4	101	0.112	4	101	0.177	4	101	0.289
15:00 - 16:00	4	101	0.102	4	101	0.095	4	101	0.197
16:00 - 17:00	4	101	0.085	4	101	0.142	4	101	0.227
17:00 - 18:00	4	101	0.152	4	101	0.152	4	101	0.304
18:00 - 19:00	4	101	0.127	4	101	0.221	4	101	0.348
19:00 - 20:00	4	101	0.117	4	101	0.132	4	101	0.249
20:00 - 21:00	4	101	0.087	4	101	0.147	4	101	0.234
21:00 - 22:00	4	101	0.132	4	101	0.107	4	101	0.239
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.630			1.999			3.629

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.045	1	154	0.019	1	154	0.064
07:00 - 08:00	4	101	0.022	4	101	0.002	4	101	0.024
08:00 - 09:00	4	101	0.010	4	101	0.005	4	101	0.015
09:00 - 10:00	4	101	0.012	4	101	0.015	4	101	0.027
10:00 - 11:00	4	101	0.002	4	101	0.007	4	101	0.009
11:00 - 12:00	4	101	0.017	4	101	0.000	4	101	0.017
12:00 - 13:00	4	101	0.002	4	101	0.007	4	101	0.009
13:00 - 14:00	4	101	0.007	4	101	0.005	4	101	0.012
14:00 - 15:00	4	101	0.010	4	101	0.010	4	101	0.020
15:00 - 16:00	4	101	0.002	4	101	0.017	4	101	0.019
16:00 - 17:00	4	101	0.010	4	101	0.007	4	101	0.017
17:00 - 18:00	4	101	0.005	4	101	0.005	4	101	0.010
18:00 - 19:00	4	101	0.010	4	101	0.010	4	101	0.020
19:00 - 20:00	4	101	0.000	4	101	0.010	4	101	0.010
20:00 - 21:00	4	101	0.012	4	101	0.000	4	101	0.012
21:00 - 22:00	4	101	0.000	4	101	0.002	4	101	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.166			0.121			0.287

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.006	1	154	0.006
07:00 - 08:00	4	101	0.005	4	101	0.000	4	101	0.005
08:00 - 09:00	4	101	0.010	4	101	0.005	4	101	0.015
09:00 - 10:00	4	101	0.000	4	101	0.005	4	101	0.005
10:00 - 11:00	4	101	0.007	4	101	0.002	4	101	0.009
11:00 - 12:00	4	101	0.002	4	101	0.000	4	101	0.002
12:00 - 13:00	4	101	0.017	4	101	0.005	4	101	0.022
13:00 - 14:00	4	101	0.032	4	101	0.007	4	101	0.039
14:00 - 15:00	4	101	0.005	4	101	0.002	4	101	0.007
15:00 - 16:00	4	101	0.007	4	101	0.007	4	101	0.014
16:00 - 17:00	4	101	0.010	4	101	0.000	4	101	0.010
17:00 - 18:00	4	101	0.017	4	101	0.002	4	101	0.019
18:00 - 19:00	4	101	0.005	4	101	0.002	4	101	0.007
19:00 - 20:00	4	101	0.005	4	101	0.000	4	101	0.005
20:00 - 21:00	4	101	0.000	4	101	0.000	4	101	0.000
21:00 - 22:00	4	101	0.010	4	101	0.000	4	101	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.043			0.175

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	4	101	0.002	4	101	0.000	4	101	0.002
08:00 - 09:00	4	101	0.000	4	101	0.085	4	101	0.085
09:00 - 10:00	4	101	0.005	4	101	0.055	4	101	0.060
10:00 - 11:00	4	101	0.000	4	101	0.000	4	101	0.000
11:00 - 12:00	4	101	0.000	4	101	0.000	4	101	0.000
12:00 - 13:00	4	101	0.000	4	101	0.000	4	101	0.000
13:00 - 14:00	4	101	0.000	4	101	0.000	4	101	0.000
14:00 - 15:00	4	101	0.000	4	101	0.000	4	101	0.000
15:00 - 16:00	4	101	0.000	4	101	0.000	4	101	0.000
16:00 - 17:00	4	101	0.000	4	101	0.000	4	101	0.000
17:00 - 18:00	4	101	0.075	4	101	0.000	4	101	0.075
18:00 - 19:00	4	101	0.000	4	101	0.000	4	101	0.000
19:00 - 20:00	4	101	0.000	4	101	0.000	4	101	0.000
20:00 - 21:00	4	101	0.000	4	101	0.000	4	101	0.000
21:00 - 22:00	4	101	0.000	4	101	0.000	4	101	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.140			0.222

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.045	1	154	0.026	1	154	0.071
07:00 - 08:00	4	101	0.030	4	101	0.002	4	101	0.032
08:00 - 09:00	4	101	0.020	4	101	0.095	4	101	0.115
09:00 - 10:00	4	101	0.017	4	101	0.075	4	101	0.092
10:00 - 11:00	4	101	0.010	4	101	0.010	4	101	0.020
11:00 - 12:00	4	101	0.020	4	101	0.000	4	101	0.020
12:00 - 13:00	4	101	0.020	4	101	0.012	4	101	0.032
13:00 - 14:00	4	101	0.040	4	101	0.012	4	101	0.052
14:00 - 15:00	4	101	0.015	4	101	0.012	4	101	0.027
15:00 - 16:00	4	101	0.010	4	101	0.025	4	101	0.035
16:00 - 17:00	4	101	0.020	4	101	0.007	4	101	0.027
17:00 - 18:00	4	101	0.097	4	101	0.007	4	101	0.104
18:00 - 19:00	4	101	0.015	4	101	0.012	4	101	0.027
19:00 - 20:00	4	101	0.005	4	101	0.010	4	101	0.015
20:00 - 21:00	4	101	0.012	4	101	0.000	4	101	0.012
21:00 - 22:00	4	101	0.010	4	101	0.002	4	101	0.012
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.386			0.307			0.693

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.071	1	154	0.039	1	154	0.110
07:00 - 08:00	4	101	0.177	4	101	0.169	4	101	0.346
08:00 - 09:00	4	101	0.206	4	101	0.358	4	101	0.564
09:00 - 10:00	4	101	0.249	4	101	0.291	4	101	0.540
10:00 - 11:00	4	101	0.201	4	101	0.284	4	101	0.485
11:00 - 12:00	4	101	0.219	4	101	0.294	4	101	0.513
12:00 - 13:00	4	101	0.264	4	101	0.231	4	101	0.495
13:00 - 14:00	4	101	0.219	4	101	0.209	4	101	0.428
14:00 - 15:00	4	101	0.192	4	101	0.274	4	101	0.466
15:00 - 16:00	4	101	0.179	4	101	0.197	4	101	0.376
16:00 - 17:00	4	101	0.246	4	101	0.246	4	101	0.492
17:00 - 18:00	4	101	0.408	4	101	0.249	4	101	0.657
18:00 - 19:00	4	101	0.254	4	101	0.323	4	101	0.577
19:00 - 20:00	4	101	0.179	4	101	0.194	4	101	0.373
20:00 - 21:00	4	101	0.129	4	101	0.177	4	101	0.306
21:00 - 22:00	4	101	0.167	4	101	0.139	4	101	0.306
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.360			3.674			7.034

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.*

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.006	1	154	0.000	1	154	0.006
07:00 - 08:00	4	101	0.072	4	101	0.070	4	101	0.142
08:00 - 09:00	4	101	0.062	4	101	0.095	4	101	0.157
09:00 - 10:00	4	101	0.062	4	101	0.047	4	101	0.109
10:00 - 11:00	4	101	0.065	4	101	0.072	4	101	0.137
11:00 - 12:00	4	101	0.055	4	101	0.082	4	101	0.137
12:00 - 13:00	4	101	0.062	4	101	0.045	4	101	0.107
13:00 - 14:00	4	101	0.047	4	101	0.037	4	101	0.084
14:00 - 15:00	4	101	0.040	4	101	0.062	4	101	0.102
15:00 - 16:00	4	101	0.040	4	101	0.050	4	101	0.090
16:00 - 17:00	4	101	0.085	4	101	0.052	4	101	0.137
17:00 - 18:00	4	101	0.102	4	101	0.077	4	101	0.179
18:00 - 19:00	4	101	0.065	4	101	0.035	4	101	0.100
19:00 - 20:00	4	101	0.037	4	101	0.035	4	101	0.072
20:00 - 21:00	4	101	0.022	4	101	0.025	4	101	0.047
21:00 - 22:00	4	101	0.020	4	101	0.025	4	101	0.045
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.842			0.809			1.651

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	4	101	0.010	4	101	0.012	4	101	0.022
08:00 - 09:00	4	101	0.012	4	101	0.010	4	101	0.022
09:00 - 10:00	4	101	0.017	4	101	0.015	4	101	0.032
10:00 - 11:00	4	101	0.005	4	101	0.007	4	101	0.012
11:00 - 12:00	4	101	0.002	4	101	0.002	4	101	0.004
12:00 - 13:00	4	101	0.010	4	101	0.007	4	101	0.017
13:00 - 14:00	4	101	0.005	4	101	0.005	4	101	0.010
14:00 - 15:00	4	101	0.005	4	101	0.000	4	101	0.005
15:00 - 16:00	4	101	0.002	4	101	0.010	4	101	0.012
16:00 - 17:00	4	101	0.007	4	101	0.012	4	101	0.019
17:00 - 18:00	4	101	0.012	4	101	0.005	4	101	0.017
18:00 - 19:00	4	101	0.015	4	101	0.010	4	101	0.025
19:00 - 20:00	4	101	0.000	4	101	0.000	4	101	0.000
20:00 - 21:00	4	101	0.005	4	101	0.000	4	101	0.005
21:00 - 22:00	4	101	0.007	4	101	0.007	4	101	0.014
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.102			0.216

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	4	101	0.000	4	101	0.000	4	101	0.000
08:00 - 09:00	4	101	0.000	4	101	0.000	4	101	0.000
09:00 - 10:00	4	101	0.002	4	101	0.000	4	101	0.002
10:00 - 11:00	4	101	0.000	4	101	0.000	4	101	0.000
11:00 - 12:00	4	101	0.000	4	101	0.000	4	101	0.000
12:00 - 13:00	4	101	0.000	4	101	0.000	4	101	0.000
13:00 - 14:00	4	101	0.000	4	101	0.000	4	101	0.000
14:00 - 15:00	4	101	0.000	4	101	0.000	4	101	0.000
15:00 - 16:00	4	101	0.000	4	101	0.000	4	101	0.000
16:00 - 17:00	4	101	0.000	4	101	0.000	4	101	0.000
17:00 - 18:00	4	101	0.000	4	101	0.000	4	101	0.000
18:00 - 19:00	4	101	0.000	4	101	0.000	4	101	0.000
19:00 - 20:00	4	101	0.002	4	101	0.002	4	101	0.004
20:00 - 21:00	4	101	0.000	4	101	0.000	4	101	0.000
21:00 - 22:00	4	101	0.000	4	101	0.000	4	101	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.002			0.006

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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APPENDIX D

Lambeth Parking Survey Methodology

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

<http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp>

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm>

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to be taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing transportplanning@lambeth.gov.uk with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

Lambeth Council
Transport Planning & Strategy
1st Floor Blue Star House
234-244 Stockwell Road
London SW9 9SP

Telephone: 020 7926 9000
Fax: 020 7926 9001
Email: transportplanning@lambeth.gov.uk
www.lambeth.gov.uk

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

Lambeth Council
Transport Planning & Strategy
1st Floor Blue Star House
234-244 Stockwell Road
London SW9 9SP

Telephone: 020 7926 9000
Fax: 020 7926 9001
Email: transportplanning@lambeth.gov.uk
www.lambeth.gov.uk

Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
 - If there is no possibility of parking somewhere within the 200m boundary
 - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

Areas Within A Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	350	70	70	100
B Street	250	50	40	80
C Street	150	30	10	33
Total	750	150	120	80

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	400	350	70	70	100
B Street	300	250	50	40	80
C Street	200	150	30	10	33
Total	900	750	150	120	80

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese

Se desejar esta informação noutra idioma é favor telefonar para 020 7926 2618.

Yoruba

Tí ẹ ba ẹ imoràn yí, ní èdè Òmíràn, ẹjọ, ẹ kàn wà l'ágogo 020 7926 2618.

French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi

Se wope saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

Transport Planning & Strategy

1st Floor Blue Star House

234-244 Stockwell Road

London SW9 9SP

Telephone: 020 7926 9000

Fax: 020 7926 9001

Email: transportplanning@lambeth.gov.uk

www.lambeth.gov.uk

APPENDIX E

Overnight Parking Results

PMA Bambury Survey Oct 2021

Sum of 18/10/2021 03:30	Kerb Type											
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Drop Kerb	Forecourt Parking	Loading	Pay At Machine	Private Parking	Restricted Parking	Single Yellow Line	Unrestricted	Unrestricted (perpendicular)	Grand Total
Alma Road		0	0				1			4		5
Bridge Street		0										0
Causeway		3	0						2	22		27
Cricketers Fields			0				6					6
Junction Road	1	0		1						3		5
Mckeevor Place		0	0							0		0
Merton Street		4	3		1			0		18	2	28
Middleton Road		1						2				3
Station East Car Park (Level 0)						10						10
Station East Car Park (Level 1)						1						1
Station East Car Park (Level 2)						9						9
Station East Car Park (Level 3)						0						0
Waterloo Drive		0							0			0
Waterperry Court	2	0	0				6					8
Grand Total	3	8	3	1	1	20	13	2	2	47	2	102

Sum of 18/10/2021 15:00	Kerb Type											
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Drop Kerb	Forecourt Parking	Loading	Pay At Machine	Private Parking	Restricted Parking	Single Yellow Line	Unrestricted	Unrestricted (perpendicular)	Grand Total
Alma Road		0	0				1			5		6
Bridge Street		0										0
Causeway		2	0						2	16		20
Cricketers Fields			0				7					7
Junction Road	1	0		1						2		4
Mckeevor Place		0	0							0		0
Merton Street		2	3		0			1		16	2	24
Middleton Road		0						4				4
Station East Car Park (Level 0)						64						64
Station East Car Park (Level 1)						13						13
Station East Car Park (Level 2)						73						73
Station East Car Park (Level 3)						4						4
Waterloo Drive		0							0			0
Waterperry Court	0	0	0				2					2
Grand Total	1	4	3	1	0	154	10	5	2	39	2	221

Sum of 18/10/2021 17:00												
Road Name	Kerb Type	Double Yellow Line (No Parking At Any Time)	Drop Kerb	Forecourt Parking	Loading	Pay At Machine	Private Parking	Restricted Parking	Single Yellow Line	Unrestricted	Unrestricted (perpendicular)	Grand Total
Alma Road		0	0				1			4		5
Bridge Street		0										0
Causeway		2	0						1	17		20
Cricketers Fields			0				5					5
Junction Road	1	0		1						4		6
McKeevor Place		0	0							0		0
Merton Street		2	3		0			2		16	2	25
Middleton Road		0						4				4
Station East Car Park (Level 0)						48						48
Station East Car Park (Level 1)						10						10
Station East Car Park (Level 2)						42						42
Station East Car Park (Level 3)						2						2
Waterloo Drive		0							0			0
Waterperry Court	1	0	0				4					5
Grand Total	2	4	3	1	0	102	10	6	1	41	2	172

Sum of 19/10/2021 03:00												
Road Name	Kerb Type	Double Yellow Line (No Parking At Any Time)	Drop Kerb	Forecourt Parking	Loading	Pay At Machine	Private Parking	Restricted Parking	Single Yellow Line	Unrestricted	Unrestricted (perpendicular)	Grand Total
Alma Road		0	0				1			6		7
Bridge Street		0										0
Causeway		3	0						2	21		26
Cricketers Fields			0				6					6
Junction Road	1	0		1						3		5
McKeevor Place		0	0							0		0
Merton Street		4	3		1			0		17	2	27
Middleton Road		0						1				1
Station East Car Park (Level 0)						21						21
Station East Car Park (Level 1)						7						7
Station East Car Park (Level 2)						14						14
Station East Car Park (Level 3)						2						2
Waterloo Drive		0							0			0
Waterperry Court	2	0	0				6					8
Grand Total	3	7	3	1	1	44	13	1	2	47	2	124

APPENDIX F Hotel Parking Survey Data

Travelodge Parking Demand Surveys - July 2017

Location	Hemel Hempstead		Winnersh Triangle		Cambridge		Borehamwood		Combined Sites	
No. Spaces	128		76		118		58		380	
No. Bedrooms	108		93		138		96		435	
Parking Spaces / Bedroom	1.19		0.82		0.86		0.60		0.87	
No. Rooms Sold	92		82		138		67		379	
Hotel Occupancy	85%		88%		100%		70%		87%	
Time	No. Cars Parked	Car Park Occupancy	No. Cars Parked	Car Park Occupancy	No. Cars Parked	Car Park Occupancy	No. Cars Parked	Car Park Occupancy	No. Cars Parked	Car Park Occupancy
15:00	39	30%	11	14%	16	14%	12	21%	78	21%
16:00	37	29%	14	18%	20	17%	14	24%	85	22%
17:00	41	32%	20	26%	26	22%	17	29%	104	27%
18:00	50	39%	21	28%	39	33%	20	34%	130	34%
19:00	68	53%	31	41%	63	53%	27	47%	189	50%
20:00	67	52%	39	51%	68	58%	30	52%	204	54%
21:00	75	59%	45	59%	78	66%	36	62%	234	62%
22:00	78	61%	55	72%	76	64%	39	67%	248	65%
23:00	71	55%	66	87%	77	65%	41	71%	255	67%
07:00	72	56%	60	79%	53	45%	27	47%	212	56%
08:00	66	52%	16	21%	39	33%	16	28%	137	36%
09:00	53	41%	16	21%	27	23%	16	28%	112	29%
10:00	50	39%	11	14%	19	16%	16	28%	96	25%

Surveyed Parking Demand (spaces) per Room Sold

Location	Hemel Hempstead	Winnersh Triangle	Cambridge	Borehamwood	Combined Sites
15:00	0.36	0.12	0.12	0.13	0.18
16:00	0.34	0.15	0.14	0.15	0.20
17:00	0.38	0.22	0.19	0.18	0.24
18:00	0.46	0.23	0.28	0.21	0.30
19:00	0.63	0.33	0.46	0.28	0.43
20:00	0.62	0.42	0.49	0.31	0.47
21:00	0.69	0.48	0.57	0.38	0.54
22:00	0.72	0.59	0.55	0.41	0.57
23:00	0.66	0.71	0.56	0.43	0.59
07:00	0.67	0.65	0.38	0.28	0.49
08:00	0.61	0.17	0.28	0.17	0.31
09:00	0.49	0.17	0.20	0.17	0.26
10:00	0.46	0.12	0.14	0.17	0.22

Parking Demand Forecast for Banbury (87 bedrooms) Based on Surveyed Room Occupancy at Surveyed Sites

Location	Based on Hemel Hempstead Demand Rates	Based on Winnersh Triangle Demand Rates	Based on Cambridge Demand Rates	Based on Borehamwood Demand Rates	Based on Combined Sites Demand Rates
Room Occupancy	85%	88%	100%	70%	87%
15:00	31	10	10	11	16
16:00	30	13	13	13	17
17:00	33	19	16	15	21
18:00	40	20	25	18	26
19:00	55	29	40	24	38
20:00	54	36	43	27	41
21:00	60	42	49	33	47
22:00	63	51	48	35	50
23:00	57	62	49	37	51
07:00	58	56	33	24	42
08:00	53	15	25	15	27
09:00	43	15	17	15	22
10:00	40	10	12	15	19

No of beds

87

Demand minus parking (41 spaces)	Overspill
-25	0
-24	0
-20	0
-15	0
-3	0
0	0
6	6
9	9
10	10
1	1
-14	0
-19	0
-22	0

Parking Demand Forecast for Banbury (87 bedrooms) Based on Extrapolated Full Room Occupancy at Surveyed Sites

No of parking spaces proposed

Location	Based on Hemel Hempstead Demand Rates	Based on Winnersh Triangle Demand Rates	Based on Cambridge Demand Rates	Based on Borehamwood Demand Rates	Based on Combined Sites Demand Rates
Room Occupancy	100%	100%	100%	100%	100%
15:00	37	12	10	16	18
16:00	35	15	13	18	20
17:00	39	21	16	22	24
18:00	47	22	25	26	30
19:00	64	33	40	35	43
20:00	63	41	43	39	47
21:00	71	48	49	47	54
22:00	74	58	48	51	57
23:00	67	70	49	53	59
07:00	68	64	33	35	49
08:00	62	17	25	21	31
09:00	50	17	17	21	26
10:00	47	12	12	21	22

Demand minus parking (41 spaces)	Overspill
-23	0
-21	0
-17	0
-11	0
2	2
6	6
13	13
16	16
18	18
8	8
-10	-10
-15	0
-19	0