

A Planning Application by
ONE YMCA

In respect of
**Temporary Hostel Use of the Beales Hotel, Comet Way,
HATFIELD**

Transport Statement

April 2021



Document Management

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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been instructed by One YMCA with regard to the proposed temporary (three years) use of the Beales Hotel as a hostel. It is proposed to use the 53 bedrooms of the hotel and to provide 40 modular units in the car park to provide accommodation for up to a total of 91 residents who will be relocating from the existing hostel at Peartree whilst re-development of that site takes place to provide a new permanent hostel. Welwyn Hatfield Borough Council is the Local Planning Authority (LPA) and Hertfordshire County Council is the Local Highway Authority (LHA).
- 1.2 The site is located north of Comet Way in Hatfield. The site location is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: OpenStreetMap

- 1.3 This report provides details of the application proposals, changes to the existing site and compliance with local and national highways related planning policy.

Background

- 1.4 Pre-application advice was sought from Welwyn Hatfield Borough Council for the temporary use of the Beales Hotel as temporary hostel accommodation. On Page 3 of reference no. 6/2020/3282/PA it concludes stating that, *'having regard to the above considerations there is no in principle objection to the proposed development.'* The 'above considerations' include highways and parking matters.

2 Existing Transport Facilities

2.1 The site is located on the north side of the A1001, Comet Way in Hatfield. The site location is shown in **Figure 1.1**. This Chapter sets out the existing transport facilities, local amenities and highway safety record.

Pedestrian and Cycle Infrastructure

Walking

2.2 Segregated footways/cycleways are provided on both sides of Comet Way. Signal controlled pedestrian crossing facilities are available at the Comet Roundabout junction with the A1057 and B6426, Cavendish Way on all arms except the western A1057 arm. Comet Way is a dual carriageway with a railing along the central reservation so pedestrians have to travel west along Comet Way to cross at the Comet roundabout. Access to the Galleria (a mixed use leisure and retail complex) is possible on Cavendish Way. Alternatively, travelling 260m northeast along Comet Way provides a signal controlled pedestrian crossing leading to the Galleria on the south side of the carriageway. Dropped kerbs and tactile paving are provided at these key crossing points.

2.3 The former Institution of Highways and Transportation (IHT now CIHT) publication '*Providing for Journeys on Foot*' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in **Table 2.1** below are taken from Table 3.2 of that publication and set out the thresholds considered for local services and amenities.

Table 2.1 IHT suggested walking distance thresholds

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

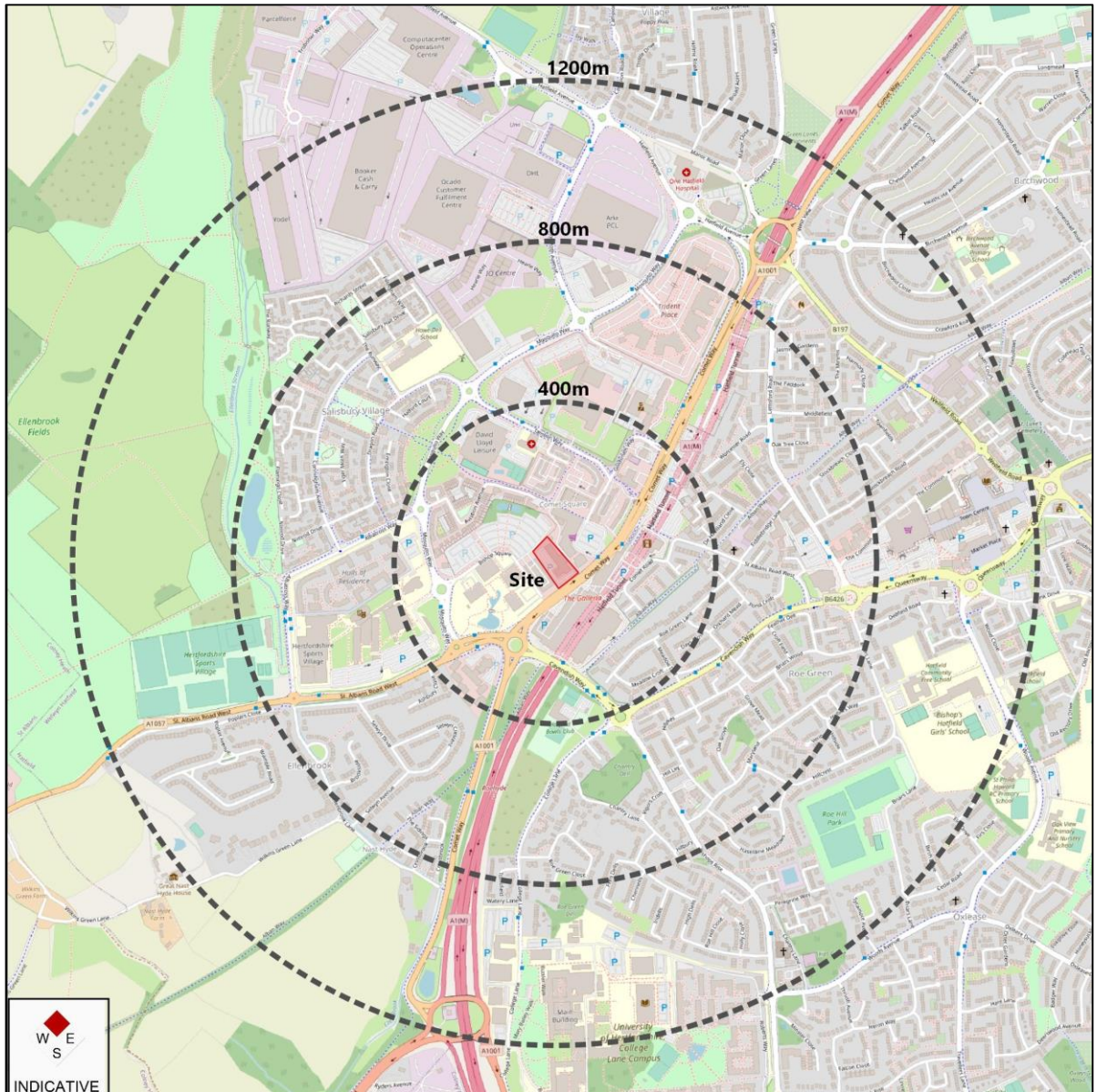
Source: Table 3.2 of *Providing for Journeys on Foot* (IHT)

2.4 Paragraph 4.4.1 of Manual for Streets (2007) states that, "*Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.*" *Building Sustainable Transport into New Developments* (DfT, 2008) gives the following advice on pedestrian catchment areas: "*Walking neighbourhoods are typically characterised as having*

a range of facilities within 10 minutes' walking distance (around 800 metres)". This is further stressed in CIHT guidance "Planning for Walking" (2015).

2.5 As shown in **Figure 2.1**, the Site is located close to key facilities which supports walking trips for residents of the hostel.

Figure 2.1 Walking Catchment



Background plan: © OpenStreetMap contributors – Note: crow flies distances

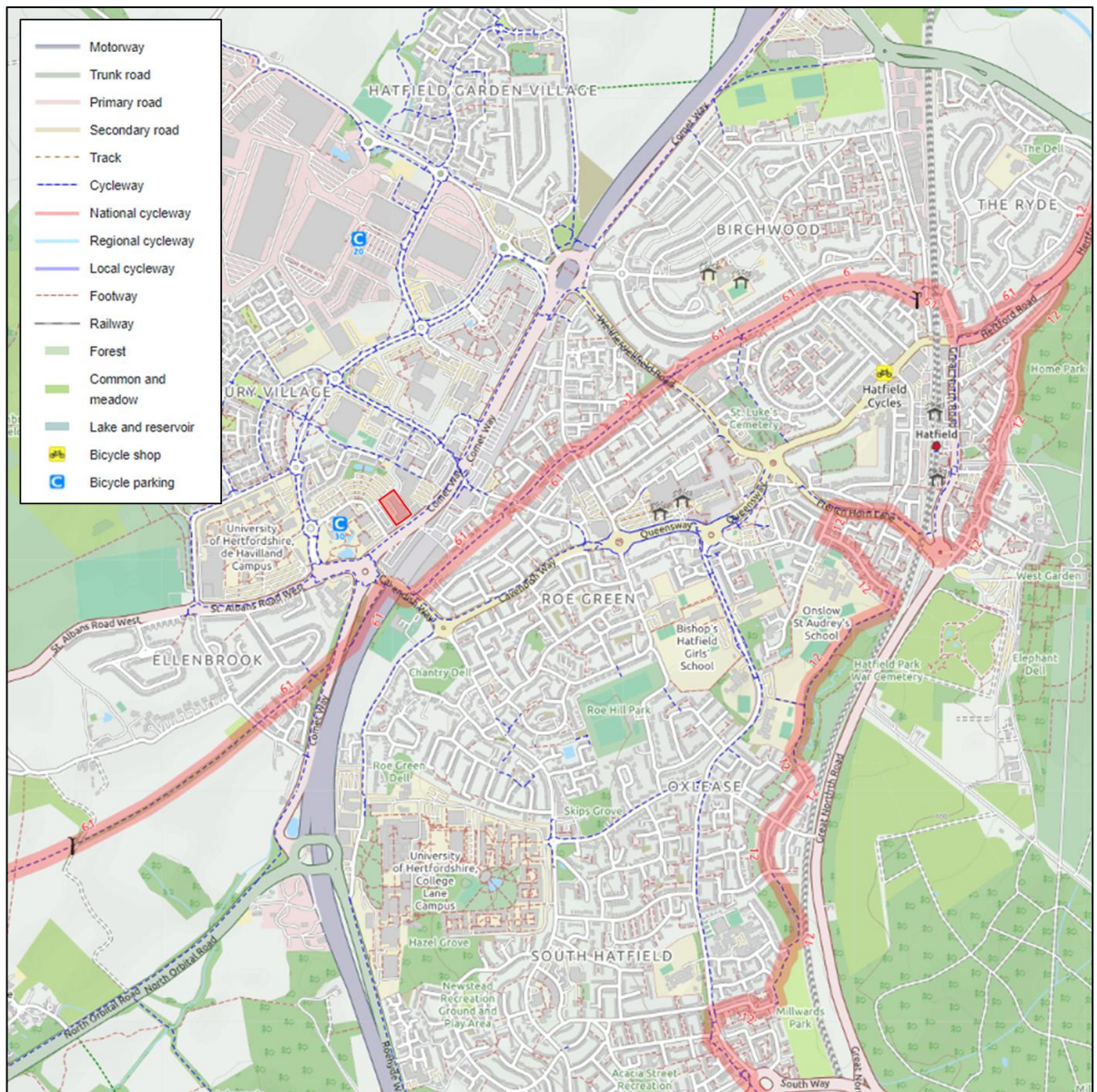
Cycling

2.6 A local segregated walking/ cycle route can be found accessed from Comet Way at the front of the site, this local route runs the entire length of Comet Way and forms parts of a network of shared surface cycle routes around Hatfield. These shared surface routes also run along Tamblin Way,

Mosquito Way, Cavendish Way, St Albans Road West, Hatfield Avenue and Goldsmith Way and provide connections to the Town Centre, Hatfield Garden Village, Salisbury Village and the University of Hertfordshire.

- 2.7 Within 350m of the site, cycle users can also access National Cycle Route 61 (NCR61). NCR61 runs from Maidenhead to Hoddesdon (where it joins NCR 1) via St Albans, Hatfield, Welwyn Garden City and Hertford, in addition, within Hatfield NCR 12, which runs from Enfield Lock in north London to Spalding via Stevenage, St Neots and Peterborough, can also be accessed.
- 2.8 The local cycle routes are can be seen at **Figure 2.2**. The town centre is 2.3km from the Site, a comfortable cycle distance. This is supported by cycle parking that will be available for residents at the Site.

Figure 2.2 Cycle Network



Source: © OpenStreetMap contributors

Public Transport

Buses

2.9 The nearest bus stop to the site is located on Comet Way, approximately 80m east of the site access. This is served by route 655, which is currently suspended. Significantly more services are available on Cavendish Way at the Galleria bus station. The bus stop for northwest bound services is 450m away whilst the nearest southeast bound bus stop is 330m from the site. The local bus services and their frequencies are shown in **Table 2.2** and are currently operating during the Covid related lockdown. More services are normally available.

Table 2.2 Bus Services

Route	Destinations	Weekday	Saturday	Sunday
301	Stevenage – Welwyn Garden City – Hatfield Railway Station – St. Albans	Every 30 minutes	Hourly	Hourly
302	Welwyn Garden City – Hatfield – St. Albans – Hemel Hempstead	Hourly	Hourly	Hourly
341	Hatfield – Hatfield Railway Station – Broxbourne	Every 2 hours	Every 2 hours	-
602	Watford – Hatfield Railway Station	Every 30 minutes	Every 30 minutes	Hourly
610	Luton – Hatfield – Welham Green – Potters Bar – Enfield	Hourly	-	-
614/644	Queensbury – Edgware – Barnet – Hatfield	Every 30 minutes	-	-
615	Hatfield – Borehamwood – Stanmore	Hourly at peak periods	-	-
622	Watford – Bricket Wood – Hatfield	Every 2 hours	Every 2 hours	-
625	Letchworth – Hitchin – Stevenage - Hatfield	Every 90 minutes in peak periods	-	-
635	Baldock – Letchworth – Hitchin – Stevenage - Hatfield	Hourly	Every 2 hours	Every 2 hours
641	Hatfield Railway Station - Broxbourne	Every 2 hours	Every 2 hours	-
653	Welwyn Garden City – Hatfield Railway Station – New Greens	Every 30 minutes	Every 30 minutes	Hourly
724	Harlow – Hatfield Railway Station – Heathrow Airport	Hourly	Hourly	Every 2 hours
737	Oxford – High Wycombe – Luton Airport – Stansted Airport	Every 2.5 hours	Every 2.5 hours	Every 2.5 hours

Sources: Intalink.org.uk, yellowbuses.co.uk and bustimes.org.

Rail

- 2.10 Hatfield railway station is 1.8km to the east of the site and can be reached by bus routes 301, 341, 602, 641, 653 and 724. The station provides a half-hourly fast service southbound to London Kings Cross and also every 15 minutes a stopping service to Moorgate and half-hourly on weekends. Northbound there is a half-hourly service to Cambridge with alternate trains extended to Cambridge North. There is also a service to Welwyn Garden City on the same pattern as that to Moorgate.

Local Amenities

2.11 There are plenty of key amenities available within reasonable walking or cycling distance of the site. The Galleria provides access to shops, restaurants and a cinema and can be accessed off Cavendish Way. A summary of key destinations available locally in Hatfield is provided below:

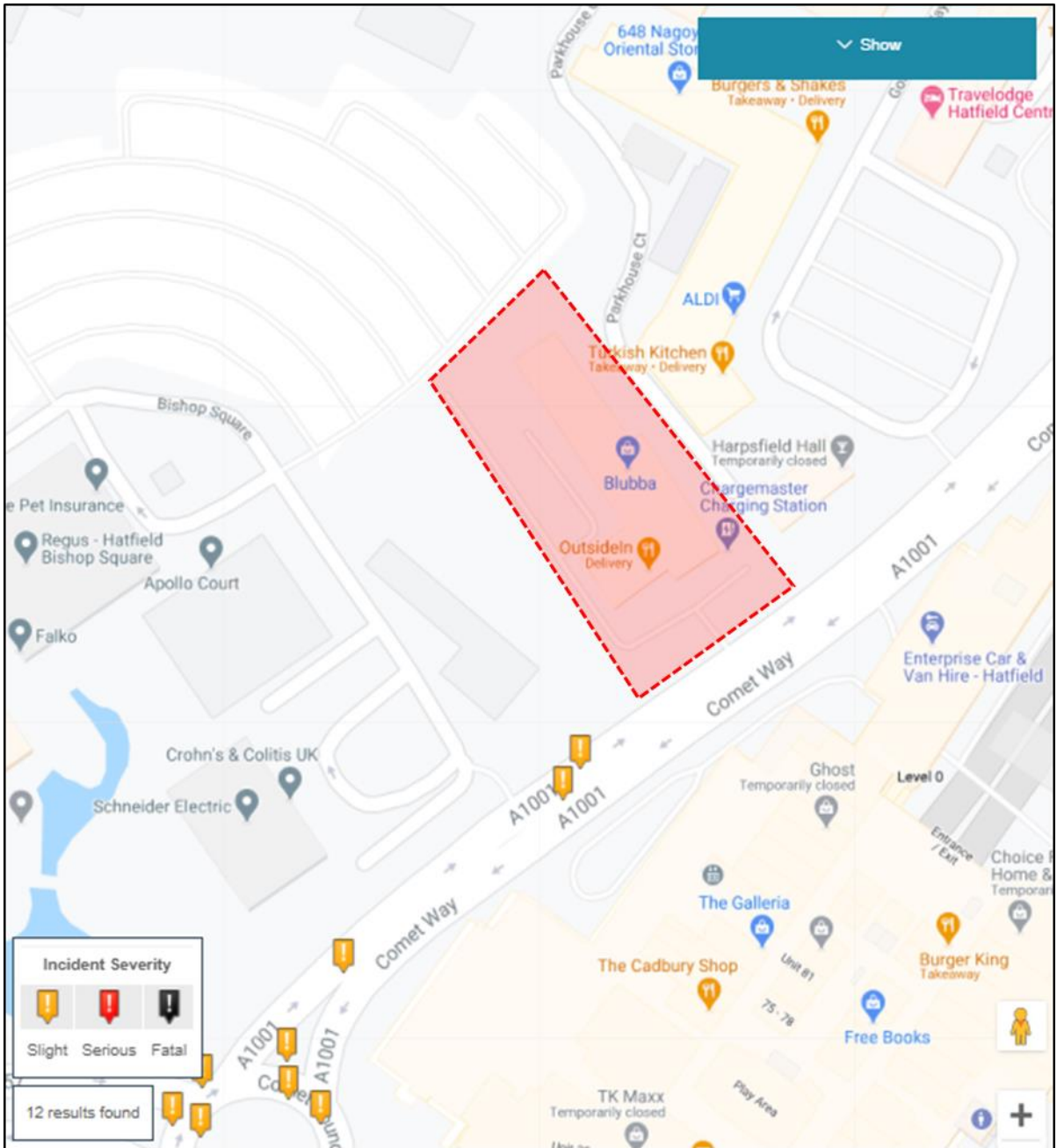
▪ Aldi food store	-	150m
▪ Public house	-	150m
▪ Takeaway	-	150m
▪ Galleria bus station	-	330m
▪ Galleria shopping centre	-	330m
▪ GP surgery	-	1,000m
▪ Town centre	-	2,300m
▪ Business park	-	2,650m
▪ Railway station	-	3,200m

2.12 These amenities will help to encourage the proposed temporary hostel residents to make sustainable travel choices and the frequent bus services will also support sustainable travel to amenities further afield.

Highway Safety Records

2.13 The Crashmap website has been utilised in order to review highway safety in the vicinity of the application site. **Figure 2.3** is an extract from the mapping provided by Crashmap, showing all incidents recorded within the past five years (up to and including 2019).

Figure 2.3 Crashmap Highway Safety Data



Source: Crashmap

2.14 The map extract illustrates that in the past 5 years there have been no incidents recorded at the site access off Comet Way. There have been some incidents along Comet Way all classed as slight. There has been a small cluster of incidents at the junction with Comet Roundabout, also classed as slight. Given that the site access has no record of incidents and that the proposed development will result in a reduction of vehicle trips as set out in Chapter 5, there is no highway safety issue of concern in the vicinity of the site.

Concluding Remarks

- 2.15 The above demonstrates that the site is in a sustainable location supported by good walking, cycling and public transport links. We would therefore concur with the Borough Council in their pre-application advice that, *'the site is close to public transport as well as day-to-day services and facilities'* and that, *'Levels of car ownership are likely to be low among the hostel residents.'*

3 Development Proposals

- 3.1 The development proposals involve the use of the 53 bedroom Beales Hotel as a hostel and the erection of 40 modular units to provide temporary occupation for existing hostel residents at Peartree Lane, Welwyn Garden City. This is for three years whilst re-development of a new hostel takes place at Peartree Lane. The proposed site layout drawing is provided at **Appendix A**.

Access

- 3.2 The existing access to the hotel off Comet Way will be retained and used for access by all users to the proposed hostel. This is a priority controlled junction and is considered satisfactory for the reduced number of vehicular trips that the hostel will attract as described in Chapter 4.

Parking

- 3.3 The amount of car parking will be reduced by 29 spaces from the existing 119 parking spaces with the introduction of the 40 modular units on the car park. This will still leave 90 car parking spaces, which is above the 'Welwyn Hatfield Supplementary Planning Guidance Parking Standards Adopted January 2004' which states a maximum of three car parking spaces per four units. However, it is noted that this is a temporary development use and as described in the following Chapter, demand for car parking will be low.
- 3.4 The Parking Standards state that one cycle parking space per three units is required for hostels equating to 31 spaces for the proposed development. There are eight existing cycle parking spaces on the east side of the hotel. It is therefore proposed to provide 24 additional cycle parking spaces giving a total of 32 cycle parking spaces. There are 20 existing residents at Peartree Lane who own a bicycle. Therefore, providing 32 cycle parking spaces will satisfy existing demand whilst providing additional capacity for staff choosing to cycle and growth in resident cycle use.

Servicing and Refuse Collection

- 3.5 Servicing and refuse collection for the temporary hostel will continue as currently undertaken for the hotel. Refuse vehicles serve the site using the car park at the front of the hotel building where bins will be located on collection days.

4 Traffic Impact

Traffic Generation

- 4.1 To ascertain the traffic impact of the proposed development, trip generations for the hotel and hostel have been calculated. These are set out below.

Existing Hotel Use

- 4.2 The Beales Hotel is currently closed and so to determine the likely traffic impact of the hotel, reference was made to the TRICS database - the UK's national system of trip generation analysis. Sites were selected from the whole of England, excluding Greater London, town centre and edge of town locations. The sample included sites located in edge of town centre, suburban and neighbourhood centre locations. The TRICS report is included in **Appendix B**, and results in a sample of seven sites with an average of 66 bedrooms. The resulting trip generation for the existing 53-bedroom hotel is illustrated in **Table 4.1** overleaf with the network peak hours highlighted.

Table 4.1 Existing Trip Generation (Hotel)

	Trip Rates (per bedroom GFA)		Trip Generation*	
	Arrivals	Departures	Arrivals	Departures
07:00-08:00	0.028	0.094	1	5
08:00-09:00	0.142	0.126	8	7
09:00-10:00	0.12	0.124	6	7
10:00-11:00	0.078	0.089	4	5
11:00-12:00	0.052	0.065	3	3
12:00-13:00	0.096	0.078	5	4
13:00-14:00	0.059	0.083	3	4
14:00-15:00	0.076	0.092	4	5
15:00-16:00	0.092	0.096	5	5
16:00-17:00	0.122	0.105	6	6
17:00-18:00	0.159	0.118	8	6
18:00-19:00	0.192	0.105	10	6
19:00-20:00	0.126	0.063	7	3
20:00-21:00	0.092	0.048	5	3
21:00-22:00	0.052	0.028	3	1
Daily Trip Rates (15 hours):	1.486	1.314	79	70

Source: TRICS 7.7.4

*hotel has 53 bedrooms

4.3 As can be seen in **Table 4.1**, vehicular trip generation from the hotel will be in the order of 149 two-way daily trips forecast at the Site. The hotel is predicted to attract 15 two-way trips during the morning peak hour and 14 two-way trip generations during the evening peak hour.

Proposed Temporary Hostel Use

4.4 The proposed hostel will have capacity for 93 residents, 53 bedrooms in the hotel and 40 units from the proposed modular units on the car park. The TRICS database does not contain trip data for hostels, therefore One YMCA have provided information about residents and staff at their Peartree site as this is where staff and residents will be re-locating from whilst the new hostel is built. This has revealed that none of the residents own cars and so it is assumed that there will be no car-based trips for the residents. They are also not expected to receive visitors.

4.5 For the staff, the following information has been received on staff numbers and shift times.

Monday to Friday:

- Support / Reception staff am team 08:00 – 16:00 with average of 6 per shift;
- Support / Reception staff pm team 14:00 - 22:00 with average of 6 per shift; and
- Night Support 22:00-08:00 with 2 staff per shift.

Saturday & Sunday:

- Support staff 08:00-22:00 with 1 staff member;
- Reception staff am 8:00-16:00 with 1 staff member;
- Reception staff pm 14:00-22:00 with 1 staff member; and
- Night Support 22:00 – 08:00 with 2 per shift.

4.6 For a robust assessment, the above staff movements are assumed to all be single occupancy car-based trips. **Table 4.2** below shows the proposed trip generations for a weekday. Weekend trip generations will be negligible.

Table 4.2 Proposed Trip Generation (Hostel)

	Trip Generation	
	Arrivals	Departures
07:00-08:00	6	0
08:00-09:00	0	2
09:00-10:00	0	0
10:00-11:00	0	0
11:00-12:00	0	0
12:00-13:00	0	0
13:00-14:00	6	0
14:00-15:00	0	0
15:00-16:00	0	0
16:00-17:00	0	6
17:00-18:00	0	0
18:00-19:00	0	0
19:00-20:00	0	0
20:00-21:00	0	0
21:00-22:00	2	0
22:00-23:00	0	6
23:00-24:00	0	0
Daily Trips (24 hours)	14	14

*no. of bedrooms = 91

4.7 As can be seen in **Table 4.2**, vehicular trip generation from the hostel will be low with 28 two-way daily trips forecast at the Site. There will be two two-way trips during the morning peak hour and no trip generations during the evening peak hour of 17:00 to 18:00.

Net Impact

4.8 The summary of the predicted trip generation in the peak hours and the resulting net impact are illustrated in **Table 4.3** overleaf.

Table 4.3 Net Impact

	Existing		Proposed		Net Impact	
	Arr	Dep	Arr	Dep	Arr	Dep
08:00-09:00	8	7	0	2	-8	-5
17:00-18:00	8	6	0	0	-8	-6
Daily (15 hours for existing and 24 hours for proposed)	79	70	14	14	-65	-56

Source: TRICS 7.7.4

4.9 The figures in **Table 4.3** show that the proposed hostel use will result in a reduction in vehicular trips generated at the Site. During the morning peak hour there will be a reduction of 13 two-way trips, whilst in the evening peak hour there will be a reduction of 14 two-way trips. Daily trips will reduce by 65 arrivals and 56 departures. Therefore, the temporary use of the site as a hostel for 91 residents will result in a beneficial impact on the local highway network.

5 Conclusion

- 5.1 TPA has been instructed by One YMCA with regard to the proposed conversion of the existing Beales Hotel as a hostel and erection of 40 modular units in the car park providing accommodation for a total of 93 residents. The application is for a temporary (three years) permission whilst the existing hostel site at Peartree Lane in Welwyn Garden City is being re-developed. The site is located on the north side of Comet Way in Hatfield.
- 5.2 The site is located within walking distance of key facilities including the Galleria and plenty of bus services providing links to Hatfield town centre where further key facilities and employment are available. The location of the site therefore allows future residents to travel via sustainable modes of transport.
- 5.3 Access is provided via the existing priority controlled junction off Comet Way. The access junction has a proven record of operating safely and the proposals will result in a reduction of traffic at the access. During the morning peak hour there will be a reduction of eight arrivals and five departures whilst during the evening peak hour there will be a reduction of eight arrivals and six departures.
- 5.4 Cycle parking for the proposed hostel is proposed at levels consistent with local planning policy standards. An additional 24 cycle parking spaces are proposed at the site giving a total of 32 cycle parking spaces satisfying the local parking standards. Car parking will be above the standards although it is noted that this is a temporary development and demand for car parking will be low.
- 5.5 Servicing and refuse collection arrangements for the hostel will continue as per the hotel.
- 5.6 The development proposals are considered to be suitable for the site and are consistent with local and national highways related planning policy guidance.

APPENDIX A

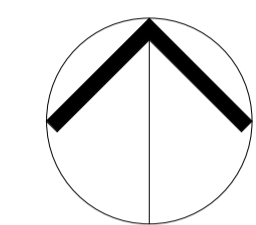


VISUAL SCALE 1:500 @ A1

Refer to site plans for orientation, site levels, plot numbers and layouts.

APPLICATION BOUNDARY

PROPOSED SITE PLAN 40 BED/ 2 STOREY OPTION



North



Existing cycle storage hoops
Proposed cycle storage hoops
Existing Bin Storage

Rev	Date	Drawn	Description
02	23.03.21	SD	Issue For Planning
01	18.03.21	SD	Issued For Comment

EXPEDITE

RIBA #
Chartered Practice

01392 691631
www.expediteps.com

Client's Name
For and on Behalf of ISO
Spaces and One YMCA

Job Title
Beales Hotel, Comet Way,
Hatfield, AL10 9NG

Drawing Title
Proposed Site Plan - 40 Bed
Scheme

Scale
1 : 500 @ A1

Drawing Number
AS21.13 L.01.01

Rev
02

Status
PLANNING

APPENDIX B

Calculation Reference: AUDIT-219602-210205-0250

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	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: 38 to 100 (units:)
 Range Selected by User: 15 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/11/19

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

Selected survey days:

Monday	4 days
Tuesday	1 days
Thursday	1 days
Friday	1 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:

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

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	2
Built-Up Zone	2
Village	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 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 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	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No 7 days

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

PTAL Rating:

No PTAL Present 7 days

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

LIST OF SITES relevant to selection parameters

1	GS-06-A-02 GLOUCESTER ROAD CHELTENHAM SPA SAINT MARKS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms: 67 <i>Survey date: THURSDAY 28/11/13</i>	PREMIER INN GLOUCESTERSHIRE	<i>Survey Type: MANUAL</i>
2	NF-06-A-04 THORPE ROAD NORWICH THORPE HAMLET Edge of Town Centre Built-Up Zone Total Number of bedrooms: 38 <i>Survey date: MONDAY 25/11/19</i>	HOTEL NORFOLK	<i>Survey Type: MANUAL</i>
3	NT-06-A-02 LONDON ROAD NOTTINGHAM Edge of Town Centre Built-Up Zone Total Number of bedrooms: 87 <i>Survey date: MONDAY 24/06/13</i>	PREMIER INN NOTTINGHAMSHIRE	<i>Survey Type: MANUAL</i>
4	NY-06-A-01 PARK PARADE HARROGATE Edge of Town Centre Residential Zone Total Number of bedrooms: 100 <i>Survey date: TUESDAY 23/10/18</i>	ASCEND HOTEL NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
5	TW-06-A-02 CASPER WAY GATESHEAD SWALWELL Suburban Area (PPS6 Out of Centre) Development Zone Total Number of bedrooms: 60 <i>Survey date: FRIDAY 13/11/15</i>	TRAVELODGE TYNE & WEAR	<i>Survey Type: MANUAL</i>
6	WM-06-A-05 BIRMINGHAM ROAD BIRMINGHAM HOPWOOD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of bedrooms: 56 <i>Survey date: MONDAY 09/11/15</i>	HOTEL WEST MIDLANDS	<i>Survey Type: MANUAL</i>
7	WY-06-A-03 DEAN CLOUGH HALIFAX Edge of Town Centre Development Zone Total Number of bedrooms: 51 <i>Survey date: MONDAY 22/10/18</i>	TRAVELODGE WEST YORKSHIRE	<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 06 - HOTEL, FOOD & DRINK/A - HOTELS

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									
07:00 - 08:00	7	66	0.028	7	66	0.094	7	66	0.122
08:00 - 09:00	7	66	0.142	7	66	0.126	7	66	0.268
09:00 - 10:00	7	66	0.120	7	66	0.124	7	66	0.244
10:00 - 11:00	7	66	0.078	7	66	0.089	7	66	0.167
11:00 - 12:00	7	66	0.052	7	66	0.065	7	66	0.117
12:00 - 13:00	7	66	0.096	7	66	0.078	7	66	0.174
13:00 - 14:00	7	66	0.059	7	66	0.083	7	66	0.142
14:00 - 15:00	7	66	0.076	7	66	0.092	7	66	0.168
15:00 - 16:00	7	66	0.092	7	66	0.096	7	66	0.188
16:00 - 17:00	7	66	0.122	7	66	0.105	7	66	0.227
17:00 - 18:00	7	66	0.159	7	66	0.118	7	66	0.277
18:00 - 19:00	7	66	0.192	7	66	0.105	7	66	0.297
19:00 - 20:00	7	66	0.126	7	66	0.063	7	66	0.189
20:00 - 21:00	7	66	0.092	7	66	0.048	7	66	0.140
21:00 - 22:00	7	66	0.052	7	66	0.028	7	66	0.080
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.486			1.314			2.800

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: 38 - 100 (units:)
 Survey date range: 01/01/12 - 25/11/19
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.