

**FORMER BEALES HOTEL
COMET WAY
HATFIELD
HERTFORDSHIRE
AL10 9NG**

Transport Statement

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1 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by RPS to support a planning application for the proposed demolition of the existing buildings and erection of 145 residential flats at the Former Beales Hotel, Comet Way, Hatfield, Hertfordshire.
- 1.2 The local planning authority is Welwyn Hatfield Borough Council (WHBC) and the local highway authority is Hertfordshire County Council (HCC).

Proposed Development and Planning Background

- 1.3 The development proposal is described as follows:
- “Demolition of existing building and construction of residential units (Use Class C3) with private and communal amenity space, landscaping, access, associated car and cycle parking, refuse and recycling storage and supporting infrastructure.”**
- 1.4 The application site has relevant planning history which is material to the consideration of this planning application.
- 1.5 The established lawful use of the site is for a Hotel (C1 use class). The site comprises of the former Beales Hotel with a total of 53 hotel rooms and 119 car parking spaces. The site is now occupied by the YMCA, providing hostel accommodation, on a temporary basis. The site is accessed by vehicles and pedestrians from the A1001 Comet Way on the sites south east border.
- 1.6 This report describes the transport characteristics of the site and surrounding highway network and the accessibility to sustainable transport alternatives to the private car. It also reviews the trip generation associated with this approved hotel use and the proposed residential use and quantifies the net impact. In addition, it considers the appropriate car parking provision to serve the site.
- 1.7 This TS has been prepared in accordance with the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) for Travel Plans, Transport Assessments and Transport Statements with reference to Manual for Streets.

Report Structure

- 1.8 This TS has been structured as follows:
- **Section 2** describes the existing site in relation to the surrounding transport network including the site’s accessibility to modes other than the private car;
 - **Section 3** reviews relevant national and local land use and transport planning policy;
 - **Section 4** provides details of the development proposal and access arrangements. This chapter also reviews both the proposed vehicular and cycle parking provision against the local parking standards. It also assesses the impact of the proposed car parking levels on the safety and operation of the local road network;

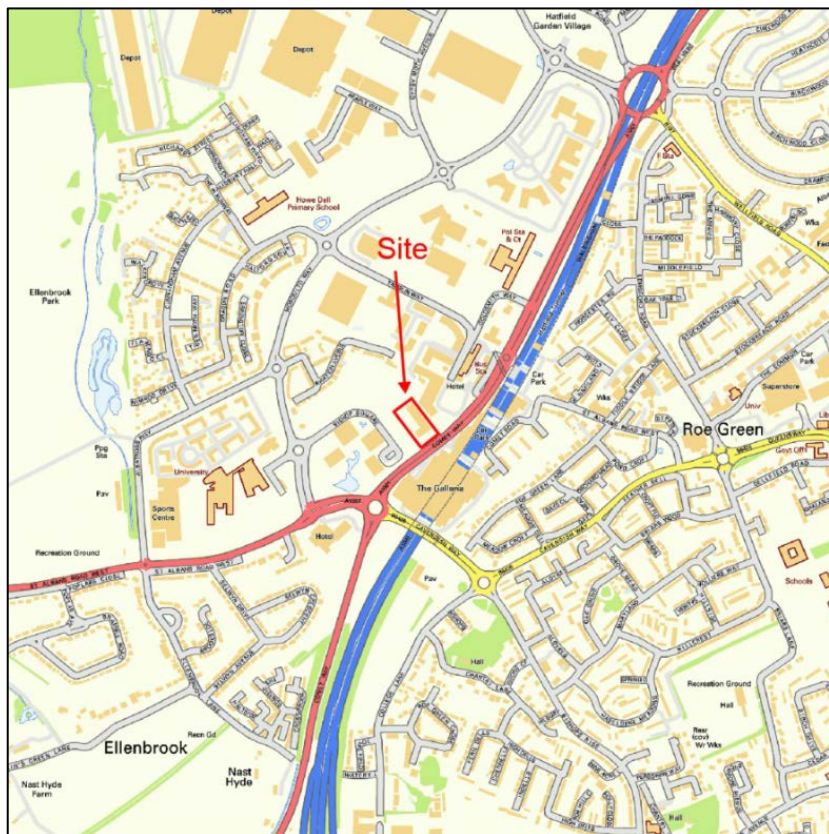
- **Section 5** provides information on the trip generation of the existing Hotel use and the proposed residential flats and considers the impact on the local highway network; and
- **Section 6** provides a summary of the report and conclusions.

2 EXISTING SITE AND TRANSPORT CONDITIONS

Site Location and Existing Use

- 2.1 The application site is located at Comet Way, Hatfield, AL10 9NG, approximately 1km to the west of Hatfield Town Centre. The site is bounded to the north by a large car park, to the east by retail stores and restaurants, to the south by the A1001 Comet Way and to the west by a two-storey car park.
- 2.2 The existing site comprises of the Former Beales Hotel with a total of 53 hotel rooms and 119 car parking spaces. The site is now occupied by the YMCA on a temporary basis. The existing site is accessed by vehicles and pedestrians from the A1001 Comet Way on the sites south east border.
- 2.3 A site location plan is provided in **Figure 1**.

Figure 1: Site Location Plan



Accessibility

- 2.4 This section considers the accessibility of the site in terms of opportunities for travel by walking and cycling, and public transport.

Walking

- 2.5 The site is located adjacent to Comet Way which has a shared footway / cycleway on the northern side and footway on the southern side providing links to Hatfield town centre to the east and further onto Hatfield railway station. To the south west of the site, the A1057 St Albans Road West provides a footway / cycleway connection to the University of Hertfordshire main campus.
- 2.6 All roads and footways in the area surrounding the site are well lit with street lighting at regular intervals on both sides of the carriageway. These local footways provide access to a range of local facilities, including local bus stops, retail stores, restaurants and supermarkets.
- 2.7 The pedestrian access to the site is via the existing vehicular access from the shared footway / cycleway on the northern side of Comet Way.
- 2.8 Controlled pedestrian crossings are located at the major crossing points at both major roundabouts at the northern and southern extents of Comet Way. The Controlled crossing points are accompanied by dropped kerbs, tactile paving and pedestrian refuge islands allowing for easy and safe crossing for people with all mobility needs. The southern controlled pedestrian crossing way provides connection to the Galleria Shopping Centre and National Cycle Route 61 which links to the town centre and railway station.
- 2.9 **Appendix 1** shows indicative walking isochrones from the site, based on a walking speed of 80m per minute (circa 4.8kph), up to a maximum walking distance of 2km from the centre of the site. The walking isochrones demonstrate that the local bus stops and many local facilities are within a reasonable walking distance of the site.

Cycling

- 2.10 Cycling is an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design). Topography is not an impediment to cycling within the vicinity of the site.
- 2.11 Off road shared pedestrian and cycle footways are located along Comet Way, Mosquito Way, St Albans Way, Cavendish Way and Wellfield Road. These cycle routes help to connect the site key local facilities including the University of Hertfordshire, The Galleria and David Lloyd Hatfield.
- 2.12 The southern Comet Way controlled crossing provides connections to Alban Way off road cycle route. Alban Way forms part of the National Cycle Route 61 which runs north east through Hatfield's residential area to Great north road and continues to Hatfield town centre and the railway station. National Cycle Route 61 also provides off road cycle connections to Welwyn Garden City to the north and St Albans to the north and could be used for commuting and leisure cycling.
- 2.13 A map showing the local Cycle Network located in close proximity to the site is illustrated in **Appendix 2**.

- 2.14 **Appendix 3** shows indicative cycle isochrones from the site at 1km (circa 5-minute cycle time) intervals up to 5km. The cycle isochrones indicate that all local facilities within the Hatfield area are within easy cycle distance of the site.

Public Transport

Bus

- 2.15 There are 3 bus stops located within 450m walking distance from the site which provide access to a total of 17 bus services that provide regular services to a number of local destinations including Welwyn Garden City, Potters Bar, Cockfosters, Queensbury and Hatfield Railway Station.
- 2.16 **Table 2.1** provides a summary of these local bus services.

Table 2.1: Bus Services and Frequencies

Service	Route	Frequency (Buses per Hour)			
		AM Peak	PM Peak	Sat	Sun
The Comet Hotel					
301	Stevenage – Hemel Hempstead	2	2	2	1
302	Stevenage – Hemel Hempstead	1	2	2	1
341	Hatfield - Broxbourne	0	1	1	N/A
602	Hatfield - Watford	2	2	2	1
610	Cockfosters - Luton	1	3	1	N/A
611	Hatfield - Cockfosters	1 per day at 17:25 (Saturday – Sunday)			
612	Hatfield - Luton	1 per day at 16:55 (Monday – Friday)			
614	Hatfield - Queensbury	2	3	1	N/A
635	Hitchin - Watford	1	1	No Service	
641	Hertford - Broxbourne	No Service		1	N/A
644	Hatfield - Queensbury	1	1	No Service	
653	St Albans – Welwyn Garden City	2	3	2	1
Shuttle	Angerland park & ride - UH de Havilland	6	6	No Service	
The Galleria					
242	Waltham Cross – Welwyn Garden City	5 Services from 10:06 – 17:56 (Sunday only)			
303	Hatfield - Oaklands	1 per day at 08:00 (Monday – Friday)			
312	Hatfield – Bell Bar	1 per day at 10:10 (Wednesday Only)			
724	Heathrow Airport – Harlow Bus Station	1	1	1	1 Service every 2 hours

Source: Unobus.info / Intalikhk.org.uk (November 2021)

- 2.17 **Table 3.1** shows that the site is served by a total of 3 bus stops within close proximity to the site. These services provide a total 20 bus services in the morning peak and 27 services in the evening peak. These bus services route to a number of key local destinations such as Watford, St Albans, Welwyn Garden City and Hatfield centre.
- 2.18 Hatfield Railway Station can be accessed by bus service 602 from The Galleria (Stop C) which is approximately 400m walk distance from the site (approximately 5-minute walk), the bus from this stop takes approximately 10 minutes to get to Hatfield Railway Station.
- 2.19 The frequency of the local bus services and the areas they cover accessible from the nearest bus stops will provide future residents and visitors with a realistic choice to the private car, for journeys to work.

- 2.20 A map showing the local bus routes is provided in **Appendix 4**.

Rail

- 2.21 Hatfield National Railway Station is located approximately 2.15km to the east of the site and provides regular Great Northern and Thameslink services towards key destination including London, Cambridge and Peterborough.
- 2.22 During the weekdays the station provides a half-hourly fast service to London King's Cross southbound and also every 15 minutes a stopping service to Moorgate. Northbound there is a half-hourly service to Cambridge and also every 15-minute stopping service to Welwyn Garden City.
- 2.23 The station provides 238 cycle parking spaces and is within easy 11-minute cycle ride of the development site. In addition, bus service 602 accessible from the Galleria bus stop C, provides a high frequency service that connects to the station.

Accessibility to Local Facilities

- 2.24 In accordance with National and Local planning policy and guidance, land use development sites should be accessible by a variety of transport modes thereby resulting in less reliance on the private car.
- 2.25 Manual for Streets (Paragraph 4.4.1) states the following:
- “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.”**
- 2.26 Furthermore, Local Transport Note 1/04a (Department for Transport 2004), considers acceptable walking and cycling distances at Paragraph 3.10.3, stating:
- “There are limits to the distances generally considered acceptable for utility walking and cycling. The mean average length for walking journeys is approximately 1 km (0.6 miles) , and for cycling, it is 4 km (2.4 miles) , although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk, or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking / cycling conditions. Useful guidance on desirable, acceptable and preferred maximum walking distances for different purposes is included in Tables 3.2 and 3.3 of Providing for Journeys on Foot, IHT 2000.”**
- 2.27 The Institution of Highways and Transportation (IHT) ‘Guidelines for Providing Journeys on Foot’ (2000) suggest acceptable, desirable and maximum walking distances, as shown in **Table 2.2**.

Table 2.2: Acceptable, Desirable and Maximum Walking Distances

Definition	Walking Distances (m)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: IHT 'Guidelines for Providing Journeys on Foot'

- 2.28 It is evident from **Table 2.2** that walking offers a great potential to replace short car trips, particularly, but not exclusively, for trips 2km or less.
- 2.29 **Table 2.3** identifies the walking and cycle distance and time to local facilities measured from the centre of the site. This is not an exhaustive list, but rather an example of distances and travel times to local facilities.

Table 2.3: Distance of Key Facilities from the Development Site

Facility		Distance from centre of site (kilometre)	Indicative Journey Times (minutes)	
			Walk	Cycle
Education				
Nursery	Bright Comets Day	0.4	5	2
Primary School	Birchwood Avenue	1.5	19	8
Primary	Southfield	1.4	18	7
Secondary School	Hatfield Community Free School	1.3	16	7
Higher	University of Hertfordshire	0.5	6	3
Health and Community				
Primary Health Centre	Wrafton House NHS Surgery	1.2	15	6
Dentist	Birchwood Dental	1.1	14	6
Pharmacy	Asda Pharmacy	0.9	11	5
Pharmacy	Boots Pharmacy	1.1	14	6
Shopping / Retail				
Shopping Centre	Galleria	0.3	4	2
Town Centre	Hatfield	1.1	14	6
Supermarket	Aldi	0.2	3	1
Supermarket	Asda	0.9	11	5
Leisure Facilities				
Pub / Restaurant	Wetherspoon	0.1	1	1
Leisure Centre	David Lloyd Health Club	0.6	8	3
Sports Pitches / Facilities	University of Hertfordshire Sports Village	0.7	9	4
Leisure Centre	Birchwood Leisure Centre	2	25	10
Leisure Centre	Hatfield Swim Centre	0.8	10	4
Employment				
Employment Areas	Hatfield Town Centre	1.1	13	6
Employment Areas	Hatfield Business Park	0.6	8	3
Employment Areas	Hatfield Industrial Area - Gypsy Moth Avenue	1.2	15	6
Public Transport				
Bus Stops	Local Bus Stops	0.5	6	3
Rail Station	Hatfield	2.15	27	11

2.30 **Table 2.3** demonstrates that a range of key facilities within the Hatfield area are accessible from the development by foot or cycle, thereby minimising the need to travel by private car.

2.31 The development is also located within easy walk and cycle distance of the Galleria Shopping Centre and Hatfield Town centre. The location of Hatfield rail station to the east of the town centre would allow future residents who commute by rail, to access local facilities in the town centre and Galleria as part of a link trip. This will reduce the need for rail commuters to travel by car.

Travel Plan

2.32 As can be seen from the accessibility review the site is within an easy walk and cycle distance of many local facilities and public transport. Therefore, the location of the development will provide residents with the opportunity to travel by alternative modes to the private car.

2.33 Further, the transport impact assessment (section 5) shows that the development is not likely to generate a significant amount of transport movement above the established lawful hotel use.

2.34 To further encourage the use of alternative modes of transport to the private car a Framework Residential Travel Plan has been produced as a separate document. The applicant is committed to:

- Encouraging the use of sustainable modes of transport, such as walking, cycling and using public transport;
- Reducing unnecessary travel; and
- Encouraging the use of sustainable travel by providing sustainable travel information.

2.35 This commitment is evidenced by provision car parking levels on a need basis as against any perceived historic demand; cycle parking in accordance with adopted standards.

2.36 This physical infrastructure will be complemented by the applicant providing each new household with a Residential Travel Information Pack.

2.37 The information within the Travel Information Packs will help introduce residents to alternative modes and enable them to consider the trips to be made and the modes of transport they can use. It is intended that the Travel Information Packs will encourage a change in perceptions and attitudes and therefore the desired change in travel behaviour, i.e., less unnecessary car use.

Local Highway Network

2.38 The A1001 Comet Way runs on a broadly north / south alignment between junction 3 and 4 with the A1 (M).

2.39 The section of Comet Way in the vicinity of the site consists of an urban all-purpose dual carriageway with central reserve and subject to a 50mph speed limit. Comet Way is provided with a shared footway / cycleway on the northern side and a footway on the southern side and benefits from a system of street lighting.

2.40 Comet Way in the vicinity of the site is subject to urban clearway to prevent vehicles from parking on the carriageway.

2.41 Comet Way provides access to the development via left in left out priority junction with the north bound carriageway.

Road Traffic Collision Analysis

2.42 A review has been undertaken of road traffic collision data involving personal injury that have occurred on the road network in the vicinity of the site over a five-year period. Collision data has been obtained from HCC for the period October 2016 to September 2021.

2.43 The area covered includes the following junctions and links:

- A1001 Comet Way / Hatfield Avenue / Manor Road / Birchwood Avenue / Wellfield Road – roundabout junction;
- A1001 Comet Way / A1057 / B6426 Cavendish Way (Comet Roundabout) – roundabout junction; and
- A1001 Comet Way that runs between the two roundabouts junctions and provides access to the site.

2.44 During this period a total of 43 injury collisions were recorded within the study area, 6 of which were serious with the rest being slight.

2.45 The details of the collisions for each junction and link are provided in the tables below:

Table 2.4: Collision Data – A1001 Comet Way / Hatfield Avenue / Manor Road / Birchwood Avenue / Wellfield Road – Birchwood Roundabout

Location	Date / Time	Severity	Conditions	Summary	Causation Factor
A1001 Birchwood Roundabout at J/w Birchwood Avenue	08/05/2017 (08:40)	Slight	Light / Dry	Vehicle 2 has entered roundabout, vehicle 1 on roundabout has collided with rear of vehicle 2.	Driver Error
A1001 Birchwood Roundabout at J/w Wellfield Road	19/08/2017 (22:20)	Slight	Dark / Dry	Vehicle 1 entered roundabout colliding with vehicle 2 which was already on roundabout.	Driver Error
A1001 Birchwood Roundabout at J/w Comet Way	28/06/2018 (08:55)	Slight	Light / Dry	Vehicle 1 approaching roundabout, vehicle 2 collides with the back of vehicle 1	Driver Error
A1001 Birchwood Roundabout at J/w Hatfield Avenue	08/05/2018 (17:50)	Slight	Light / Dry	Vehicle 2 on roundabout brakes due to vehicle 3 entering roundabout, vehicle 1 has collided with vehicle 2.	Driver Error
A1001 Birchwood Roundabout at J/w Comet Way	22/11/2018 (11:35)	Slight	Light / Dry	Vehicle 1 waiting to enter roundabout, vehicle 2 collided with rear of vehicle 1.	Driver Error
A1001 Birchwood Roundabout at J/w Wellfield Road	05/03/2019 (16:55)	Slight	Light / Dry	Vehicle 1 waiting to enter roundabout, vehicle 2 collided with rear of vehicle 1.	Driver Error
A1001 Birchwood Roundabout at J/w Wellfield Road	28/02/2019 (08:05)	Serious	Light / Dry	Vehicle 2 on roundabout brakes due to vehicle 3 entering roundabout, vehicle 1 has collided with vehicle 2.	Driver Error

Location	Date / Time	Severity	Conditions	Summary	Causation Factor
A1001 Birchwood Roundabout at J/w Comet Way	04/06/2019 (18:60)	Slight	Light / Wet	Vehicle 2 has collided with vehicle 1 who was travelling the wrong way round roundabout.	Driver Error
A1001 Birchwood Roundabout at J/w Manor Road	08/09/2019 (10:05)	Slight	Light / Dry	Vehicle 2 (bicycle) on roundabout has been hit by vehicle 1 entering roundabout.	Driver Error
A1001 Birchwood Roundabout at J/w Comet Way	07/11/2019 (13:25)	Slight	Light / Dry	Vehicle 1 waiting at red signal, vehicle 2 collided with rear of vehicle 1.	Driver Error
A1001 Birchwood Roundabout at J/w Comet Way	24/12/2019 (09:50)	Serious	Light / Wet	Vehicle 2 on roundabout has been hit by vehicle 1 entering roundabout.	Driver Error Wet Road
A1001 Birchwood Roundabout at J/w Comet Way	17/04/2020 (16:40)	Slight	Light / Wet	Vehicle 1 has entered roundabout and has collided with rear of vehicle 2 (bicycle).	Driver Error
A1001 Birchwood Roundabout at J/w Manor Road	15/09/2020 (01:30)	Serious	Dark / Wet	Vehicle 1 on roundabout suffered blackout and collided with lamppost	Driver Error
A1001 Birchwood Roundabout at J/w Comet Way	14/04/2021 (13:30)	Slight	Light / Dry	Vehicle 1 waiting to enter roundabout, vehicle 2 collided with rear of vehicle 1.	Driver Error
A1001 Birchwood Roundabout at J/w Comet Way	17/05/2018 (04:15)	Slight	Dark / Dry	Vehicle 1 waiting at red signal, vehicle 2 collided with rear of vehicle 1.	Driver Error

Table 2.5: Collision Data – A1001 Comet Way / A1057 / B6426 Cavendish Way (Comet Roundabout)

Location	Date / Time	Severity	Conditions	Summary	Causation Factor
A1001 Comet Way at J/w A1001 Comet Roundabout	19/11 /2016 (22:35)	Slight	Dark / Wet	Vehicle 1 has stopped for amber traffic light and vehicle 2 has hit the rear of vehicle 1.	Wet Road Driver Error
A1001 Comet Roundabout at J/w Cavendish Way	16/06 /2017 (12:20)	Slight	Light / Dry	Both vehicles on roundabout, vehicle 1 has changed lanes crossing path of vehicle 2 causing collision.	Driver Error
A1001 Comet Way Roundabout at J/w St Albans Road West	09/12 /2017 (09:15)	Slight	Light / Frosty	Vehicle entered roundabout on green light, vehicle 2 has carried on roundabout on red light causing collision.	Wet Road Driver Error
A1001 Comet Way at J/w A1001 Comet Roundabout	24/12 /2017 (14:50)	Slight	Light / Dry	Vehicle 1 waiting at red light, vehicle 2 has entered roundabout, vehicle 1 then rolled forward and hit vehicle 2.	Driver Error
A1001 Comet Roundabout at J/w Cavendish Way	03/04 /2018 (16:25)	Serious	Light / Dry	Vehicle 1 entered junction and collided with vehicle 2 (Bicycle).	Driver Error

Location	Date / Time	Severity	Conditions	Summary	Causation Factor
A1001 Comet Roundabout at J/w Cavendish Way	28/11 /2018 (08:35)	Slight	Light / Wet	Vehicle 2 (Bicycle) crossing road on green signal, vehicle 1 drives through red signal and hits Vehicle 2.	N/A
A1001 Comet Way Roundabout at J/w St Albans Road West	18/06 /2019 (08:50)	Slight	Light / Dry	Vehicle 1 moves off at green signal hitting pedestrian running across road.	N/A
A1001 Comet Roundabout at J/w Cavendish Way	07/11 /2019 (09:00)	Slight	Light / Wet	When entering roundabout vehicle 1 has changed lanes and collided with vehicle 2.	Driver Error
A1001 Comet Roundabout at J/w Cavendish Way	28/11 /2020 (21:05)	Slight	Dark / Dry	When leaving roundabout vehicle 1 has collided with vehicle 2.	N/A
A1001 Comet Roundabout at J/w Cavendish Way	22/05 /2021 13:00	Serious	Light / Dry	Vehicle 1 left roundabout and collided with pedestrian crossing road.	Driver Error
A1001 Comet Way Roundabout at J/w St Albans Road West	17/02 /2019 (10:40)	Slight	Light / Dry	Vehicle 1 waiting at red signal, vehicle 2 collided with rear of vehicle 1.	Driver Error

Table 2.6: Collision Data – A1001 Comet Way Link

Location	Date / Time	Severity	Conditions	Summary	Causation Factor
A1001 Comet Way at Toucan Crossing & Approx 116m Sw J/w Birchwood Roundabout	15/12/2016 (21:45)	Slight	Dark / Dry	Vehicle 1 collided with pedestrian crossing; pedestrian was alcohol impaired.	Pedestrian/ Driver Error
A1001 Comet Way at J/w Harpsfield Broadway	15/06/2017 (14:40)	Slight	Light / Dry	Vehicle 1 has turned into Harpsfield Broadway colliding with pedestrian	Pedestrian/ Driver Error
A1001 Comet Way at J/w Jetliner Way	10/02/2019 (18:50)	Slight	Dark / Dry	Vehicle 1 moving off at signals has collided with pedestrian against lights.	Pedestrian Error
A1001 Comet Way at J/w Galleria	18/04/2019 (21:25)	Slight	Dark / Dry	Vehicle 1 has turned onto comet way, vehicle 2 has gone through red light and collided with vehicle 1.	Driver Error
A1001 Comet Way at J/w Galleria	06/07/2020 (11:15)	Serious	Light / Dry	Vehicle 2 has pulled out onto Comet Way where vehicle 1 has collided with Vehicle 2.	Driver Error
A1001 Comet Way at J/w Galleria	17/01/2021 (21:00)	Slight	Dark / Dry	Vehicle 2 travelling south on Comet way has collided with vehicle 2 turning into Galleria.	Driver Error

Location	Date / Time	Severity	Conditions	Summary	Causation Factor
A1001 Comet Way at J/w Goldsmiths Way	30/09/2020 (06:45)	Slight	Light / Dry	Vehicle 2 has failed to stop at red signal and collided with vehicle 1 turning into Goldsmiths Way	Driver Error

Summary

- 2.46 The review of the collision data indicates no common patterns of collisions due to the characteristics of the local road network in the vicinity of the development site, rather carelessness on behalf of drivers / road users, indicating that the local highway network has no pre-existing inherent deficiencies.

Summary

- 2.47 The site is accessible to a range of facilities within the local Hatfield area by foot or cycle.
- 2.48 The site benefits from excellent accessibility to local frequent bus services that connect to the surrounding local area.
- 2.49 The site is also located within easy cycle distance of Hatfield rail station, on the East Coast Mainline and provides access to Central London, Welwyn Garden City and Cambridge.
- 2.50 In terms of sustainability, the location of the site is conducive to providing future residents with a realistic choice of active and sustainable travel modes for day-to-day requirements.

3 PLANNING POLICY

3.1 This section of the TS briefly summarises the relevant national, regional and local transport policy against which the development proposals have been considered.

National Policy

National Planning Policy Framework (NPPF, 2021)

3.2 The current National Planning Policy Framework (NPPF), updated in July 2021, replaces the previous Framework published in March 2012 as revised in July 2018 and updated in February 2019.

3.3 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel, in particular Section 9 ‘Promoting Sustainable Transport’.

3.4 Paragraph 110 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- **appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;**
- **safe and suitable access to the site can be achieved for all users;**
- **the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and**
- **any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”**

3.5 Paragraph 111 continues that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

3.6 In terms of planning applications NPPF states at paragraph 112(a) that development should:

“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.”

3.7 Paragraph 113 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

3.8 Regarding parking, Paragraph 107 of the NPPF states that:

“In 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.”**

3.9 Paragraph 108 states that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with Chapter 11 of this Framework)...”

Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (March 2014)

3.10 This Guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.

3.11 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development.

3.12 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with NPPF.

3.13 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.

Local Policies and Guidance

Hertfordshire Local Transport Plan (2018)

3.14 Since 2014 Hertfordshire County Council (HCC) have been working on a new Transport Vision for Hertfordshire, which has resulted in the adoption of the new Local Transport Plan (LTP4). The LTP4 builds on the Local Transport Plan 3 which was published in 2011 to cover the period to 2031. This LTP sets out how transport can help deliver a positive future vision for Hertfordshire

by having a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage whilst also providing for safe and efficient travel. The plan also considers how future planning decisions and emerging technology might affect the way that transport needs to be provided in the longer term.

3.15 The Hertfordshire Vision states: “We want Hertfordshire to be a county where people have the opportunity to live healthy, fulfilling lives in thriving, prosperous communities.” To achieve this vision, the LTP aims to deliver nine transport objectives which contribute strongly to the Place, Prosperity and People elements of the vision. The objectives are:

- **“Improve access to international gateways and regional centres outside Hertfordshire;**
- **Enhance connectivity between urban centres in Hertfordshire;**
- **Improve accessibility between employers and their labour markets;**
- **Enhance journey reliability and network resilience across Hertfordshire;**
- **Enhance the quality and vitality of town centres;**
- **Preserve the character and quality of the Hertfordshire environment;**
- **Reduce carbon emissions;**
- **Make journeys and their impact safer and healthier; and**
- **Improve access and enable participation in everyday life through transport.”**

3.16 Cutting across the objectives are four principles guiding activity, which feature common to activities to manage and improve the transport system. The principles are:

- **“Integration of land use and transport planning**
- **Application and adoption of technology**
- **Cost effective delivery and maintenance**
- **Modal shift and encouraging active travel.”**

Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission (2016)

3.17 The draft Local Plan sets out the Council’s planning framework for the borough, identifying how much and what type of development is needed and where it should be accommodated. The previous district plan was adopted in 2005 and covered the period up to 2011. The new Local Plan covers the period to 2032. Policy SADM 2 and SADM3 are of relevance to this TS. Policy SADM2 states:

“Developments will be permitted provided:

- **There would be no unacceptable impacts on the local and / or strategic transport network. Development proposals which generate a significant amount of traffic movements must be accompanied by either a Transport Assessment or Transport Statement as appropriate in accordance with the criteria in the Hertfordshire County Council Highway Design Guide.**
- **There would be no impact on highway safety.**

- They are designed to allow safe and suitable means of access and site operation.
- They provide satisfactory and suitable levels of parking.”

3.18 Policy SADM3 states:

“All development at or above the thresholds set out in Hertfordshire County Council’s Travel Plan Guidance will be required to submit a Travel Plan as part of a planning application.”

Summary

- 3.19 The key transportation policy is to ensure that development is in locations, which are or can be made sustainable. Future development should be in accessible locations, which can reduce the need to travel for employment, leisure and education and encourage the use of sustainable transport modes such as walking, cycling and public transport.
- 3.20 In terms of sustainability the site is well located in respect of the local transport network. The development site is well located to local facilities and bus services and is within easy cycle distance of Hatfield rail station with frequent train services. The site will therefore provide future residents with realistic and sustainable travel alternatives to the private car.
- 3.21 The development proposal has been designed carefully to balance the relevant policy and design guidance. Safe and suitable access to the development for all modes of transport will be provided and parking is proposed to be at an appropriate level ensuring the opportunities for travel by sustainable modes will be maximised.
- 3.22 As such, the development being proposed is in a sustainable location which is accessible by modes other than the private car in accordance with relevant Local and Central Government policy.

4 DEVELOPMENT PROPOSALS

Introduction

- 4.1 This section of the TS describes the development proposals in terms of land use, accommodation schedule, access arrangements for all main modes, servicing and refuse collection, car and cycling parking provision.

Development Proposals

- 4.2 A full description of the proposed residential development is contained in the planning application supporting Planning Statement and accompanying plans.
- 4.3 The development proposal is to demolish the existing hotel use and provide 145 residential flats with associated private and communal space, car and cycle parking and landscaping. The 145 residential flats comprise the following mix:
- 63 x 1-bedroom flats;
 - 52 x 2-bedroom flats; and
 - 30 x 3-bedroom flats.
- 4.4 The development will provide 125 car parking spaces and 176 long stay and 8 short stay cycle parking spaces
- 4.5 The proposed site plan is provided at **Appendix 5**.

Access Arrangements

- 4.6 The existing hotel use is served by a left in left out priority junction with the north bound Comet Way carriageway located approximately in the middle of the southern site boundary. It is proposed that the existing vehicle access is closed and new left in left out priority junction is provided at the south eastern corner of the site. This will allow the vehicle access arrangement to connect efficiently to the internal car park access road located at the eastern site boundary.
- 4.7 The vehicle access will be 6m wide as it enters the site. The 6m width is sufficient to allow two large vehicles to pass and consistent with the advice contained within Manual for Streets (MfS). It is proposed that the junction radii are provided at 6m to accommodate the swept path of the largest design vehicle that accesses the site on a regular basis which will be a large refuse vehicle.
- 4.8 The design of the proposed left in left out priority junction is provided at **Appendix 6** of this report, with an extract detailed at **Figure 2**.

Servicing and Delivery Access

- 4.11 The servicing and delivery vehicles will access the site via the proposed vehicle access arrangement with the northbound Comet Way carriageway.
- 4.12 Refuse vehicles will access the bin transfer area via the eastern access road. A turning head area is provided in the vicinity of the entrance to the car park to allow the refuse vehicle to exit the site in forward gear. It is proposed that the refuse vehicle will wait just to the south of the car park entrance on the access road to collect these bins. This will avoid the refuse vehicle obstructing access to the car park.
- 4.13 The site will also need to accommodate delivery vehicles associated with food and internet deliveries. The site layout includes delivery vehicle areas located on the western side of the proposed vehicular access close to the main entrance to the residential development. The delivery areas can accommodate three large delivery vans or a larger delivery vehicle such as a pantechicon. Delivery vehicles will also use the turning head to exit the site in forward gear on the same basis as the refuse vehicle.
- 4.14 The proposed access arrangement, internal access road and delivery vehicle area has been subject to swept path analysis for a large 11.3m refuse vehicle, fire tender and large delivery van. The results of the swept path analysis demonstrate that all design vehicles can be accommodated at the site and can enter and exit in forward gear.
- 4.15 The swept path analysis is provided at **Appendix 7**.

Proposed Car Parking

Local Parking Policy Review

- 4.16 The local parking standards are provided within the Welwyn Hatfield Borough Council Parking Standards Supplementary Planning Guidance (SPG), adopted in January 2004. The standards set out in the SPG are summarised below in **Figure 3**.

Figure 3: Maximum Car Parking Standards

Use class	Description of Development	Maximum car parking standards		Cycle parking standards
		Zones 1 and 2	Elsewhere	
C3 Residential ²	a) General needs			1 1/2 space per unit if no garage or shed provided
	i) bedsits	0.75 spaces per bedsit	1.25 spaces per bedsit	
	ii) 1 bedroom dwellings	0.75 spaces per dwelling	1.25 spaces per dwelling	
	iii) 2 bedroom dwellings	1 space per dwelling	1.5 spaces per dwelling	
	iv) 3 bedroom dwellings	1.5 spaces per dwelling	2.25 spaces per dwelling	
	v) 4 or more bedroom dwellings	2.0 spaces per dwelling	3 spaces per dwelling	
	b) Houses in multiple occupation (i.e. separate households sharing facilities)	0.5 spaces per tenancy unit		
c) Elderly persons accommodation			1 s/t space per 3 units plus 1 1/2 space per 5 units	
i) retirement dwellings – no warden control, 1 or 2 bedroom (Category 1)	1.5 spaces per unit including 0.25 visitor space			
ii) Sheltered dwellings – warden control (Category 2)	0.75 space per unit including 0.25 visitor space			

- 4.17 The Council’s Vehicle Parking SPG classifies the area within which the site is located outside of zones 1 and 2, which implies the need for a relatively high level of car parking. However, the SPG is very out of date, having been adopted 17 years ago, and the zonal maps within it clearly show that it was produced before most of the development surrounding the site was built. The site is in a highly accessible location within Hatfield and this needs to be taken into consideration in terms of the appropriate level of car parking provision.
- 4.18 The SPG only specifies maximum parking standards for new residential developments and does not set minimum standards. The ‘Interim Policy for Car Parking Standards and Garage Sizes’ document, adopted in August 2014, states that the car parking standards set out in the SPG will be treated as guidelines rather than maximums. On this basis car parking provision is now decided on a case-by-case basis to achieve a sensible level of provision taking account of the existing SPG standards, NPPF guidance, the relevant circumstances of the proposal, the site context and wider surroundings.

Proposed Car Parking Provision and Justification

- 4.19 The development proposal is for 145 residential flats. It is proposed that the residential development is served by 125 car parking spaces. This equates to provision of circa 0.86 spaces per dwelling.
- 4.20 A previously approved planning application (Planning reference: 6/2020/3222MAJ) for the development of 118 residential units alongside 100 car parking spaces is located on Comet Way circa 300m to the north of the site. The approved planning application provides a car parking ratio of 0.85 car parking spaces per unit, the proposed development site is therefore providing a higher car parking ratio than the previously approved planning application.
- 4.21 The proposed parking provision will be sufficient to serve the proposed residential flats for the following reasons:

Accessibility

- 4.22 The SPG parking standards allow flexibility for reduced parking provision in the main urban areas of Hatfield (Zones 1 and 2) with accessibility to public transport and walking and cycling links to local facilities. As previously mentioned, the zonal maps with the Council’s Vehicle Parking SPG are very out of date, the zonal maps therefore do not take in to account the accessibility levels of the proposed site.
- 4.23 As demonstrated in Section 2, in terms of sustainability the site is well located in respect of the local transport network. The development site is well located to local facilities and bus services and is within easy cycle distance of Hatfield rail station with frequent train services. The site will therefore provide future residents with realistic and sustainable travel alternatives to the private car.
- 4.24 The location of the site is conducive to providing future residents with a realistic choice of active and sustainable travel modes for day-to-day requirements. The redevelopment proposal is in accordance with the relevant national and local transport policies relating to land use development.

Local Car Ownership Levels and Tenure

- 4.25 The determination of appropriate parking provision for residential development should take account of the existing local car ownership levels.

Car Ownership

- 4.26 **Table 4.1** shows the household car ownership for both houses and flats in the local area that covers the development site, as obtained from the 2011 Census data.

Table 4.1: Household Car Ownership Levels in Welwyn Hatfield 010

Cars or Vans	Whole house or bungalow	%	Flat, maisonette, apartment, caravan or other mobile or temporary structure	%
No cars or vans in household	395	16%	625	45%
1 car or van in household	951	39%	582	42%
2 or more cars or vans in household	1,108	45%	170	12%
Total	2,454	100%	1,377	100%

- 4.27 The above table demonstrates that for residential flats 45% of households do not own a car, which is very high compared to other areas within WHBC. This demonstrates that circa half the flats in the local area are living a car free lifestyle. Non-car ownership is generally associated with smaller household units, such as flats and maisonettes. The high levels of non-car ownership are an indication that the existing urban area satisfies their mobility needs via active travel or public transport.
- 4.28 From the 2011 Census data it is possible to ascertain the overall and average levels of car ownership based on the number of dwellings. For the Welwyn Hatfield MSOA 010 area the data is as follows:

Table 4.2: Car Ownership Per Dwelling

2011 Census Data	
No. Households	3,831
Total Number of Cars Owned	4,532
Average Car Ownership Per Household	1.18

4.29 The existing overall levels of car ownership are low for the local residential area covered by Welwyn Hatfield MSOA 010 compared to the overall car ownership for Hertfordshire (1.37 cars per household).

Tenure

4.30 The existing car ownership level of the Welwyn Hatfield MSOA 010 area is 1.18 per household (2011 Census). The tenure of the area is predominately housing 64% (2,454 houses / bungalows) compared to 36% flats (1377 flats / maisonettes).

4.31 The proposed development is for residential flats. Dwelling size and type are major factors in determining car ownership levels. This is logical as larger dwellings are more likely to be inhabited by people of driving age and / or households with larger incomes. Conversely, smaller dwellings would by their very nature, be occupied by a greater number of single person households and lower levels of income and car ownership.

4.32 It is known that car ownership levels associated with houses are normally much higher compared to flats. The Department of Community and Local Government 'Residential Car Parking Research' May 2007 sets out car ownership levels for all households in England, the average car ownership is 1.4 and for flats this reduces to 0.8. The average car ownership in Welwyn Hatfield MSOA 010 area is lower than the average for England. However, if the England car ownership ratio between houses and flats is applied to the local ward it would result in a car ownership of approximately 0.67 cars per flat.

4.33 It is proposed that the 145 residential flats are served by a parking ratio of 0.86 spaces per dwelling more than the likely 0.67 car ownership for flats in the local area. Based on the likely car ownership levels for flats in the local area the proposed 145 residential flats could be served by a minimum of circa 98 parking spaces. This would result in potentially 27 spare parking spaces and allow for visitor parking and fluctuations in car ownership at the specific development site compared to the existing local area.

4.34 The proposed parking will be sufficient to accommodate the likely parking demand associated with the residential flats and will not result in any overspill parking impact on the local streets within walking distance of the site.

4.35 The proposed development will also provide the following:

- 15 disabled parking spaces (included within the total car parking spaces provided);
- 13 electric vehicle charging parking spaces (10% provision).

4.36 The electric vehicle parking spaces will enable residents that do require a car for some journey purposes to choose an electric vehicle and minimise the impact of those journeys on the environment.

- 4.37 The proposed parking ratio of 0.86 spaces per dwelling will balance the negative traffic effects of car parking provision, against the realistic needs of future residents, resulting in a sustainable level of car parking to serve the residential flats. The proposal includes for one car club space provided on site, this will encourage future residents to not own a personal vehicle as they will be able to make use of the shared car club vehicle.

Cycle Parking

- 4.38 The proposed development will provide cycle parking in accordance with WHBC SPG Parking Standards and the 'Interim Policy for Parking Standards and Garage Sizes' (2014).
- 4.39 The cycle parking standard set in the SPF for residential developments, states that there must be:
- 'one long term space per unit if no garage or shed is provided.'
- 4.40 Based on the 145 residential units proposed, a minimum of 145 cycle parking spaces will be required to meet parking standards. However, in recognition of the site's sustainable location, and to encourage active travel, the cycle storage facilities proposed will provide 176 cycle parking spaces.
- 4.41 The local cycle parking standards do not include a requirement for visitor cycle parking. It is proposed to provide 8 visitor cycle parking spaces in the form of 4 'Sheffield' stands located at the main entrance to the residential development.

5 TRIP GENERATION AND TRANSPORT IMPACTS

Introduction

5.1 This section provides information on the trip generation of the established lawful C1 Hotel use and the proposed residential flats. It then details the net change in trips associated with the proposed residential flats.

Established Lawful C1 Hotel Use

5.2 To fully consider the transport implications of the proposed residential flats it will be necessary to understand the predicted traffic generation associated with the established lawful C1 Hotel Use.

5.3 The existing site comprises of the former Beales Hotel with a total of 53 hotel rooms and 119 car parking spaces. The site is now occupied by the YMCA albeit on a temporary basis.

5.4 The TRICS database has been used to provide an indication of the likely vehicle movements associated with the C1 Hotel use.

5.5 A copy of the TRICS output is provided at **Appendix 8. Table 5.1** below summarises the peak hour and daily trip rates obtained from the TRICS database.

Table 5.1: TRICS Hotel Trip Rates and Predicted Trip Generation – 53 beds

Scenario	Arrivals		Departures		Total	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM Peak 08:00-09:00	0.126	7	0.227	12	0.333	18
PM Peak 17:00-18:00	0.254	13	0.162	9	0.416	22
Daily Movements	2.091	111	2.105	111	4.196	222

5.6 The established lawful C1 Hotel use has the potential to generate 18 total trips in the morning peak, 22 total trips in the evening peak and 222 daily total trips.

Proposed Development – Residential Flats

5.7 The development proposal is to demolish the existing hotel use and provide 145 residential flats.

5.8 The trip generation for the proposed residential flats (C3 use class) has been based on the TRICS database for other similar developments in terms of size and location. The parameters used are as follows:

- Private flats;
- Number of dwellings: Range 20 – 215; and
- Location: Suburban Area and Edge of Town.

5.9 A copy of the TRICS output is provided at **Appendix 9. Table 5.2** below summarises the peak hour and daily trip rates obtained from the TRICS database.

Table 5.2: TRICS Private Flats Trip Rates and Predicted Trip Generation – 145 dwellings

Scenario	Arrivals		Departures		Total	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM Peak 08:00-09:00	0.066	10	0.195	28	0.261	38
PM Peak 17:00-18:00	0.162	23	0.072	10	0.234	34
Daily Movements	1.077	156	1.165	169	2.242	325

5.10 The proposed residential flats have the potential to generate 38 total trips in the morning peak, 34 total trips in the evening peak and 325 total daily trips.

5.11 The proposed residential flats are predicted to generate 1 vehicle trip approximately every two minutes during the morning and evening peak hours.

Net Impact

5.12 To provide an indication of the net traffic generation potential associated with the proposed residential flats, the establish lawful use as set out in **Table 5.1** has been subtracted from the proposed traffic generation detailed in **Table 5.2**.

5.13 **Table 5.3** below sets out the net impact associated with the residential flats for the morning and evening peak hour movements.

Table 5.3: Net Impact of the Proposed Residential Flats

	AM Peak Hour			PM Peak Hour			Daily Movements		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Established Lawful Hotel Use - Table 4.1	7	12	18	13	9	22	111	111	222
Proposed Private Flats Table 4.2	10	28	38	23	10	34	156	169	325
Net Impact	+3	+16	+20	+10	+1	+12	+45	+58	+103

- 5.14 The proposed residential flats are predicted to result in a net increase above the established lawful Hotel use of 20 additional movements in the morning and 12 additional movements in the evening peak hour and 49 additional daily movements.
- 5.15 The proposed development is predicted to generate one additional trip approximately every 3 minutes in the morning peak hour and one additional trip approximately every 5 minutes in the evening peak hour above the established lawful Hotel use. This level of traffic will not result in a material impact on Comet Way as this increase is significantly below daily variations in traffic flow. On this basis, no junction capacity assessment is considered necessary.
- 5.16 The NPPF states in paragraph 111:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”**
- 5.17 The analysis undertaken has demonstrated that the proposed development will not have a ‘severe’ impact on the road network, and that the means of access is safe for all road users.

6 SUMMARY AND CONCLUSION

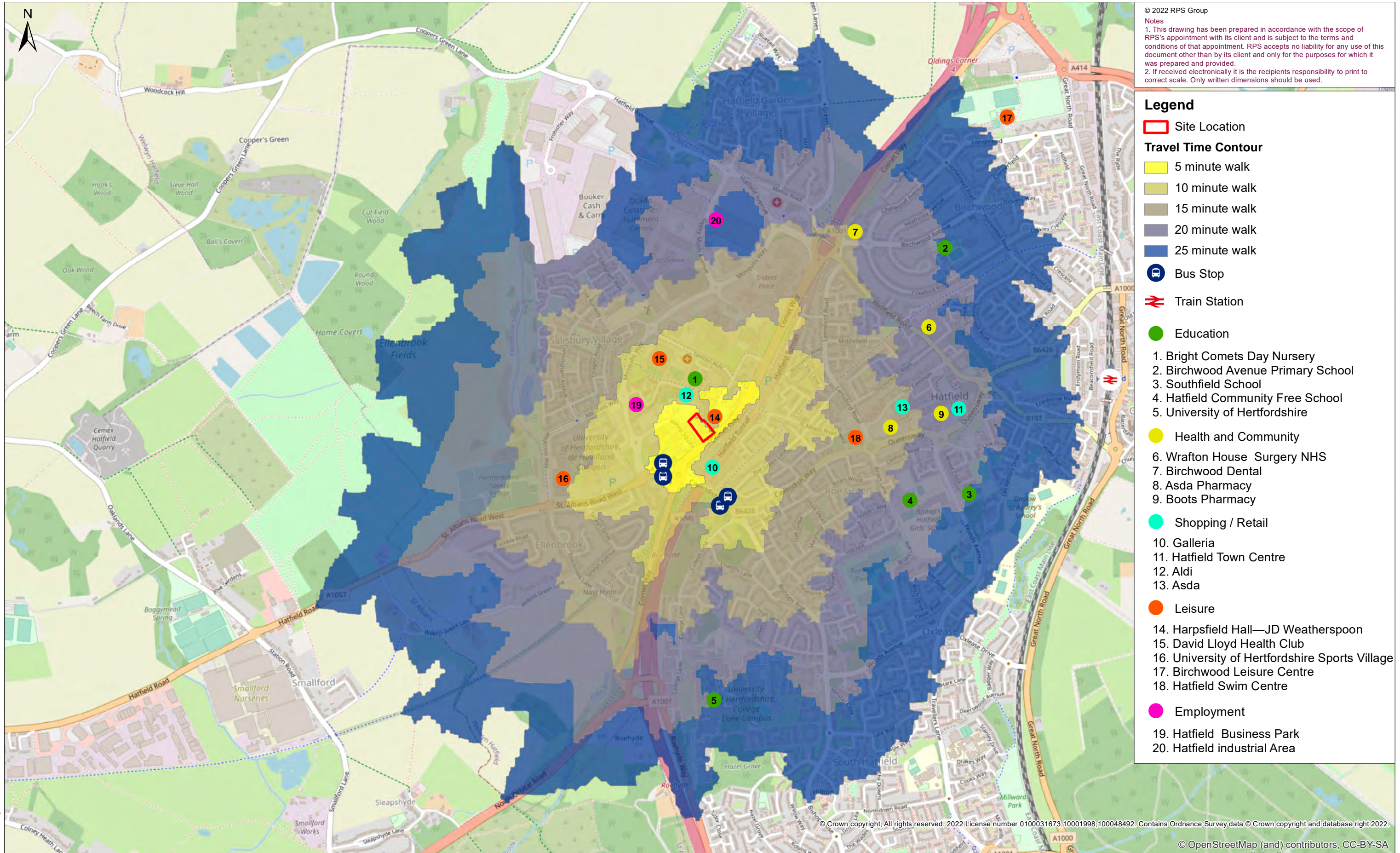
- 6.1 This Transport Statement (TS) has been prepared by RPS to support a planning application for the proposed demolition of the existing buildings and erection of 145 residential flats at Comet Way, Hatfield, Hertfordshire.
- 6.2 The development proposal is to demolish the existing hotel use and provide 145 residential flats with associated private and communal space, car and cycle parking and landscaping. The 145 residential flats comprise the following mix:
- 63 x 1-bedroom flats;
 - 52 x 2-bedroom flats; and
 - 30 x 3-bedroom flats.
- 6.3 The existing hotel use is served by a left in left out priority junction with the north bound Comet Way carriageway located approximately in the middle of the southern site boundary. It is proposed that the existing vehicle access is closed and new left in left out priority junction is provided at the south eastern corner of the site. This will allow the vehicle access arrangement to connect efficiently to the internal car park access road located at the eastern site boundary.
- 6.4 It is proposed that the residential development is served by 125 car parking spaces. This equates to provision of 0.86 space per dwelling. The proposed parking provision reflects the site's sustainable location in proximity to local facilities and bus services and is within easy cycle distance of Hatfield rail station. The car parking provision exceeds the likely car ownership levels for flatted developments in the area and will not result in any overspill parking impact on the local streets within walking distance of the site. The proposed parking provision will balance the negative effects of car parking provision, against the realistic needs for future residents, resulting in a sustainable level of car parking.
- 6.5 Based on the 145 residential units proposed, a minimum of 145 cycle parking spaces will be required to meet parking standards. However, in recognition of the site's sustainable location, and to encourage active travel, the cycle storage facilities proposed will provide 176 cycle parking spaces.
- 6.6 The local cycle parking standards do not include a requirement for visitor cycle parking. It is proposed to provide 8 visitor cycle parking spaces in the form of 4 'Sheffield' stands located at the main entrance to the residential development.
- 6.7 In terms of sustainability the site is well located in respect of the local transport network. The development site is well located to local facilities and bus services and is within easy cycle distance of Hatfield rail station with frequent train services. The site will therefore provide future residents with realistic and sustainable travel alternatives to the private car.
- 6.8 The trip generation of the proposed use has been calculated based upon the trip rates derived from the TRICS database. The proposed residential flats are predicted to result in a slight net increase above the established lawful Hotel use of 20 total trips in the morning peak hour and 12 total trips in the evening peak hour.
- 6.9 The proposed development is predicted to generate one additional trip approximately every 3 minutes in the morning peak hour and one additional trip approximately every 5 minutes in the

evening peak hour above the established lawful Hotel use. This level of traffic will not result in a material impact on Comet Way and will be significantly below daily variations in traffic flow. On this basis, no junction capacity assessment is considered necessary.

- 6.10 As such, the modest redevelopment proposals are considered to be in accordance with the relevant national, regional and local transport policies relating to land use development, and there are no transport reasons why the development should not be permitted.

Appendices

Appendix 1 – Walking Isochrones and Local Facilities Plan



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- Legend**
- Site Location
 - Travel Time Contour**
 - 5 minute walk
 - 10 minute walk
 - 15 minute walk
 - 20 minute walk
 - 25 minute walk
 - 🚌 Bus Stop
 - 🚉 Train Station
 - Education
 - 1. Bright Comets Day Nursery
 - 2. Birchwood Avenue Primary School
 - 3. Southfield School
 - 4. Hatfield Community Free School
 - 5. University of Hertfordshire
 - Health and Community
 - 6. Wrafton House Surgery NHS
 - 7. Birchwood Dental
 - 8. Asda Pharmacy
 - 9. Boots Pharmacy
 - Shopping / Retail
 - 10. Galleria
 - 11. Hatfield Town Centre
 - 12. Aldi
 - 13. Asda
 - Leisure
 - 14. Harpsfield Hall—JD Weatherspoon
 - 15. David Lloyd Health Club
 - 16. University of Hertfordshire Sports Village
 - 17. Birchwood Leisure Centre
 - 18. Hatfield Swim Centre
 - Employment
 - 19. Hatfield Business Park
 - 20. Hatfield industrial Area

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Rev	Description	By	CB	Date
Figure Number				Rev
1				-
rpsgroup.com				

Client	CJHV Developments Ltd.
Project	Former Beales Hotel
Title	Pedestrian Isochrone and Local Facilities Plan

0 250 500m

Note:
 Total end to end journey time using
 Basemap TRACC with
 Walk speed of 1.33m/s (4.8km/hr)

Status	FINAL	Drawn By	CR	PM/Checked By	LS
Project Number	JNY11241	Scale @ A3	1:15,000	Date Created	JAN 2022

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MAKING
COMPLEX
EASY

Appendix 2 – Local Cycle Network



The Blackberry Arch created by local sculptor Diane Maclean in 1996



In 1934, the De Havilland aircraft factory set up at Hatfield to produce many remarkable planes, including the Mosquito, Trident, Comet, Comet 4, and Tiger Moth (jet). The site has been redeveloped to provide commercial, residential and leisure facilities, as well as a new campus for the University of Hertfordshire.

Hatfield Aerodrome

Ellenbrook Park, University of Hertfordshire De Havilland Campus, Bishop Square, Hatfield Aerodrome

Blackberry Arch

A1057, Wilkin's Green Lane, Watling Chase Timberland Trail, Boundary Mile Post

Boundary Mile Post

This cast iron milepost marks the boundary between St Albans and Welwyn Hatfield. There are many mileposts like this along the National Cycle Network, and you can find mile sections of cycle and walking routes around them co-ordinated by Sustrans.

Ellenbrook

St Albans Rd W, Hatfield Aerodrome, Hatfield House, Hatfield House

The Galleria

Hatfield Galleria contains shops, eateries, and leisure facilities, including a multiplex cinema.

University of Hertfordshire, Hatfield House, Hatfield House



Key

- | | | | | |
|------------------------------|-----------------------|-------------------------------|--------------|----------------------------------|
| Cycle stands | Bus stops | Pub / Restaurant Refreshments | Field | Traffic free cycle path |
| Cycle shop | Car park | Supermarket | Park | Signed on-road cycle route |
| National Cycle Network route | School | Tourist Information | Residential | Suggested route |
| Local cycle route | Public Library Centre | Museum | Commercial | Cycle / pedestrian road crossing |
| Sustrans Milepost | Arts Centre | Toilet | Building | Bridge |
| Seating | Railway | | Lake / River | Motorway |



Scale 1:10,000

100 meters, 1/4 mile

Scale 1:10,000

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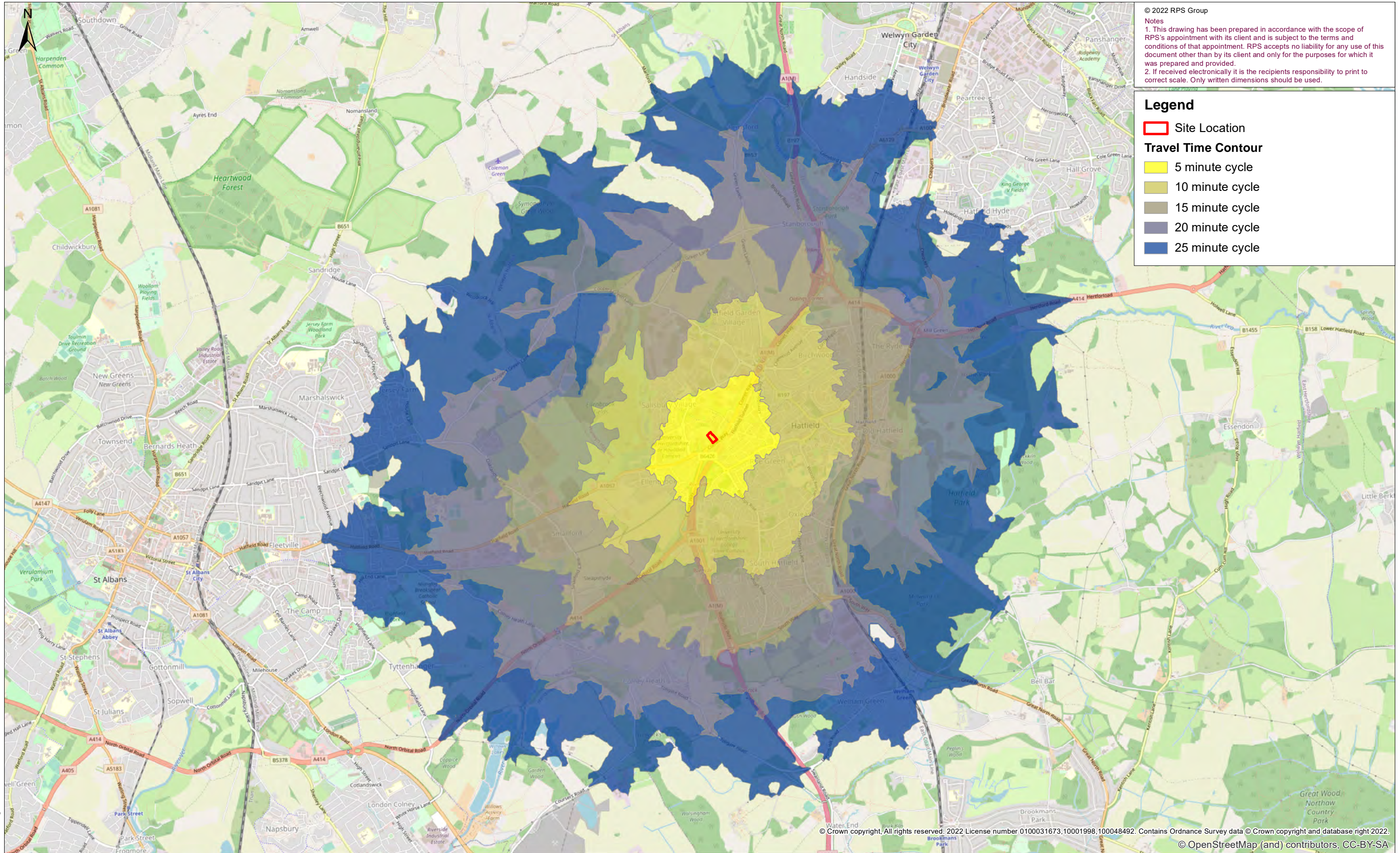
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Appendix 3 – Cycle Isochrones Plan



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Legend

- Site Location
- Travel Time Contour**
- 5 minute cycle
- 10 minute cycle
- 15 minute cycle
- 20 minute cycle
- 25 minute cycle

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 © OpenStreetMap (and) contributors, CC-BY-SA

O:_TRANSPORT\JNY11241\TechDrawings\11241-0003-01.mxd

Rev	Description	By	CB	Date
Figure Number				Rev
3				-
rpsgroup.com				

Client	CJHV Developments Ltd.
Project	Former Beales Hotel
Title	Cycle Isochrone Plan

0 500 1,000m

Note:
 Total end to end journey time using
 Basemap TRACC
 with Cycle speed of 12km/hr

Status	Drawn By	PM/Checked By
FINAL	CR	LS
Project Number	Scale @ A3	Date Created
JNY11241	1:40,000	JAN 2022

20 Western Avenue, Milton Park,
 Abingdon, Oxfordshire, OX14 4SH
 T: +44(0)1235 821 888
 E: rps@rpsgroup.com

**MAKING
 COMPLEX
 EASY**

Appendix 4 – Bus Route Map

AlbanWay 601 to Welwyn Garden City
dragonfly 610 to Harpenden & Luton

635 to Stevenage & Hitchin

341 641 to Hertford & Broxbourne

tigermoth 653 to Welwyn Garden City

602 COMET 614 644

dragonfly 610 to Cockfosters & Enfield



AlbanWay 601 to St Albans & Borehamwood
602 to St Albans & Watford
tigermoth 653 to St Albans & New Greens

602 Sundays
614 Saturdays also use Bishops Rise

635 to Bricket Wood & Watford

COMET 614 644 to Barnet & Queensbury

theshuttle runs from Angerland to UH The Forum & de Havilland up to every 10 mins

unō
Hatfield bus network

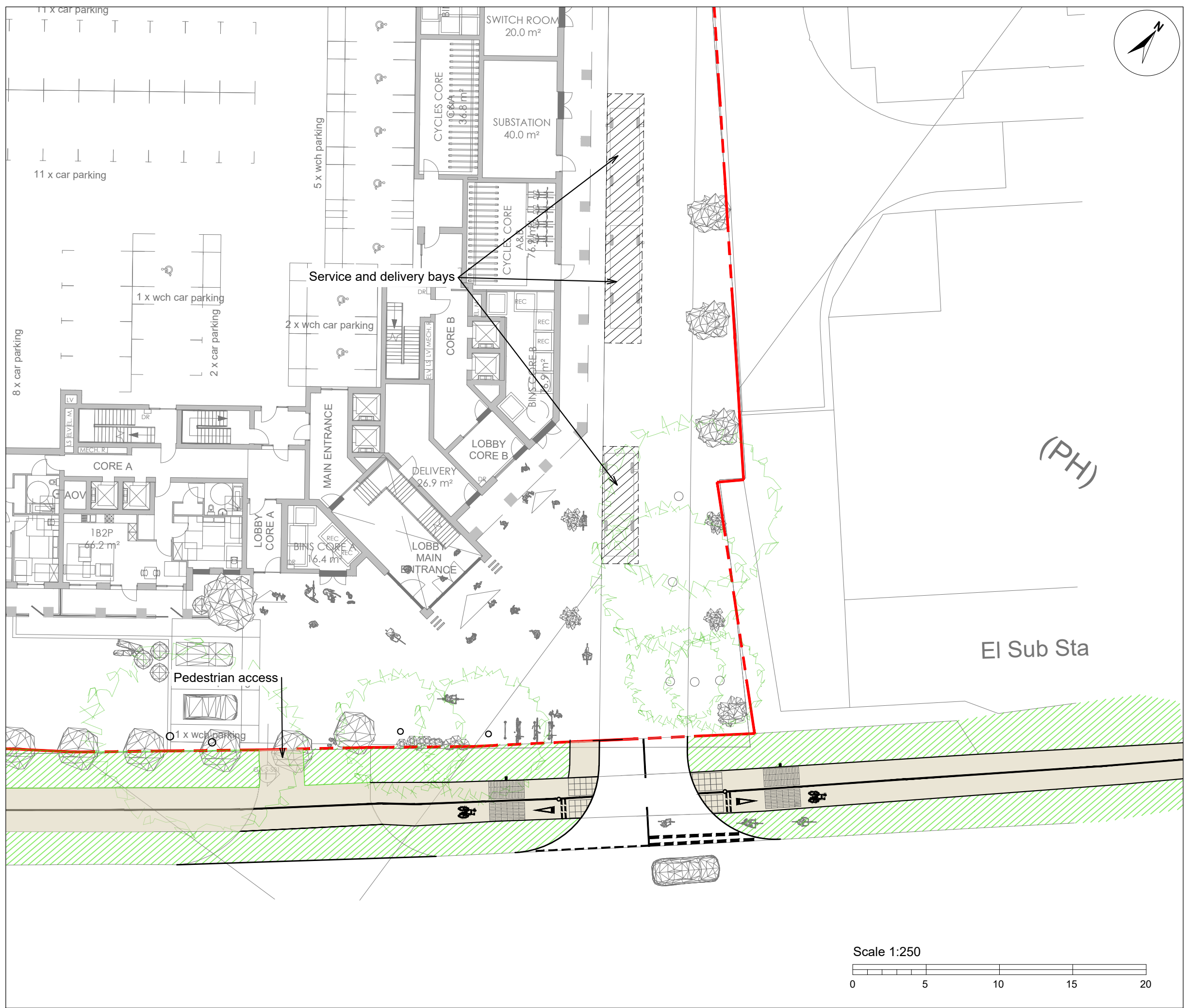
• bus stops

Appendix 5 – Proposed Masterplan



TOTAL 124 PARKING SPACES
 AND ONE CAR CLUB SPACE
 (INCL. 15 WCH SPACES)

Appendix 6 – Proposed Vehicular Access Arrangement and Visibility Splay



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 3. This drawing is to be read in conjunction with all relevant scheme drawings.

Key:

--- Site boundary

Based on drawing - (FloorPlan-L00 (240522))

Rev	Description	By	CB	Date
D	Latest layout added (FloorPlan-L00 (240522))	AJ	MSB	25/05/22
C	Latest layout added (FloorPlan-L00 - 060522)	AJ	MSB	06/05/22
B	Latest layout added (-FloorPlan-L00)	AJ	MSB	07/04/22
A	Access realigned	AJ	MSB	16/02/22



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Client HGH Planning

Project Former Beales Hotel

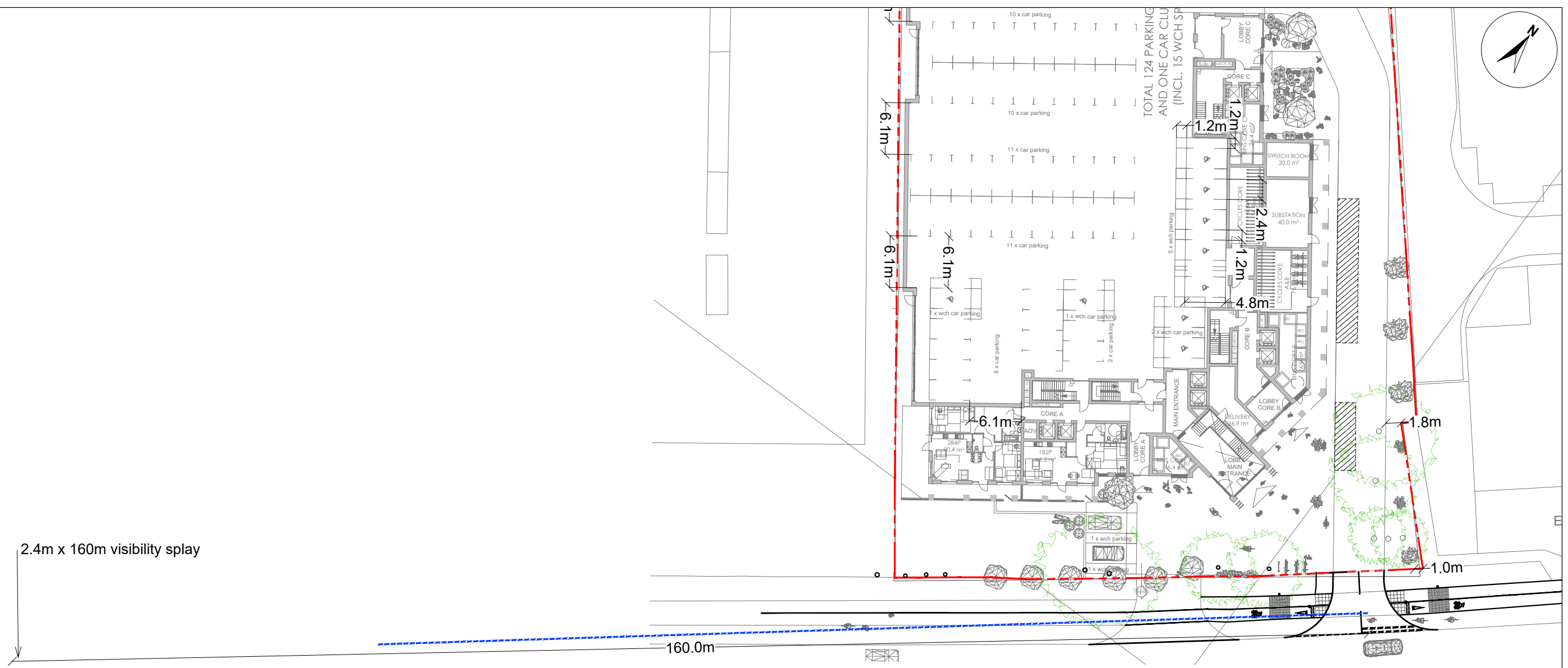
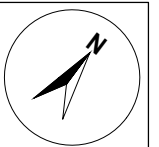
Title Proposed Access

Status Drawn By PM/Checked by
PRELIMINARY AJ MSB

Project Number Scale @ A3 Date Created
JNY10241 1:250 01/02/22

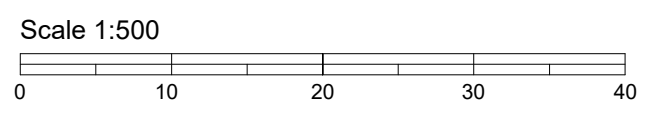
RPS Drawing/Figure Number Rev
JNY11241-RPS-0100-003 D

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PRELIMINARY
NOT FOR
CONSTRUCTION

Based on drawing - (FloorPlan-L00 (240522))



Client **HGH Planning**

Project **Former Beales Hotel**

Title **Proposed Access
Visibility Splay**

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NOTES

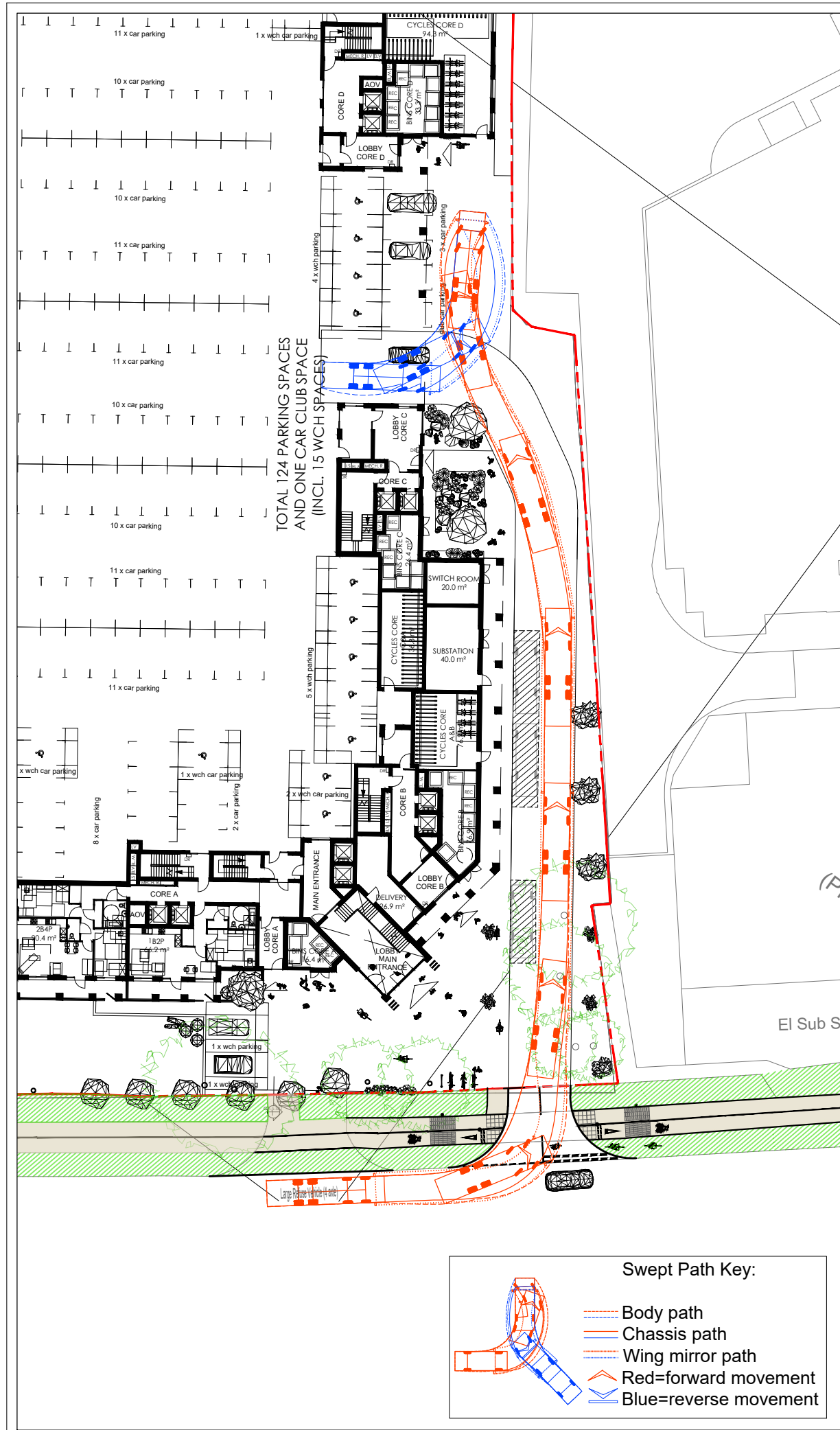
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Rev	Description	By	CB	Date
D	Latest layout added (FloorPlan-L00 (240522))	AJ	MSB	25/05/2022
C	Latest layout added (FloorPlan-L00 - 060522)	AJ	MSB	06/05/2022
B	Latest layout added (-FloorPlan-L00)	AJ	MSB	07/04/2022
A	Access realigned	AJ	MSB	16/02/2022

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MSB
Project Number	Scale @ A3	Date Created
JNY11241	1:500	31/01/22
RPS Drawing/Figure Number		Rev
JNY11241-RPS-0100-004		D

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Appendix 7 – Swept Path Analysis

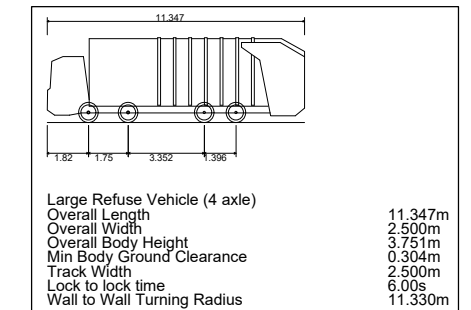


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3. This drawing is to be read in conjunction with all relevant scheme drawings.

Vehicle Profile



Based on drawing - (FloorPlan-L00 (240522))

Rev	Description	By	CB	Date
D	Latest layout added (FloorPlan-L00 (240522))	AJ	MSB	25/05/22
C	Latest layout added (FloorPlan-L00 - 060522)	AJ	MSB	06/05/22
B	Latest layout added (FloorPlan-L00)	AJ	MSB	07/04/22
A	Access realigned	AJ	MSB	16/02/22



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Client **GHG Planning**

Project **Former Beales Hotel**

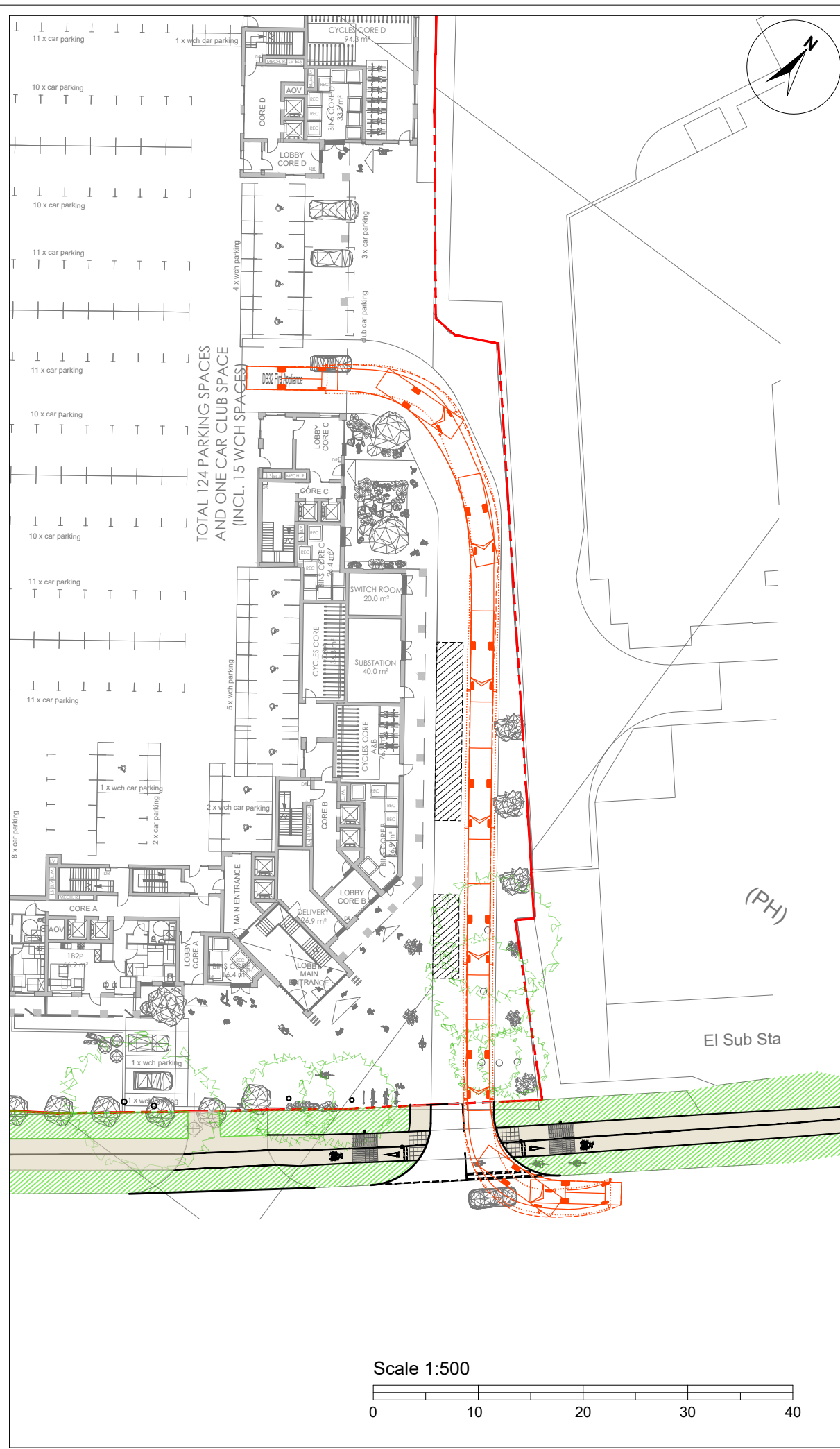
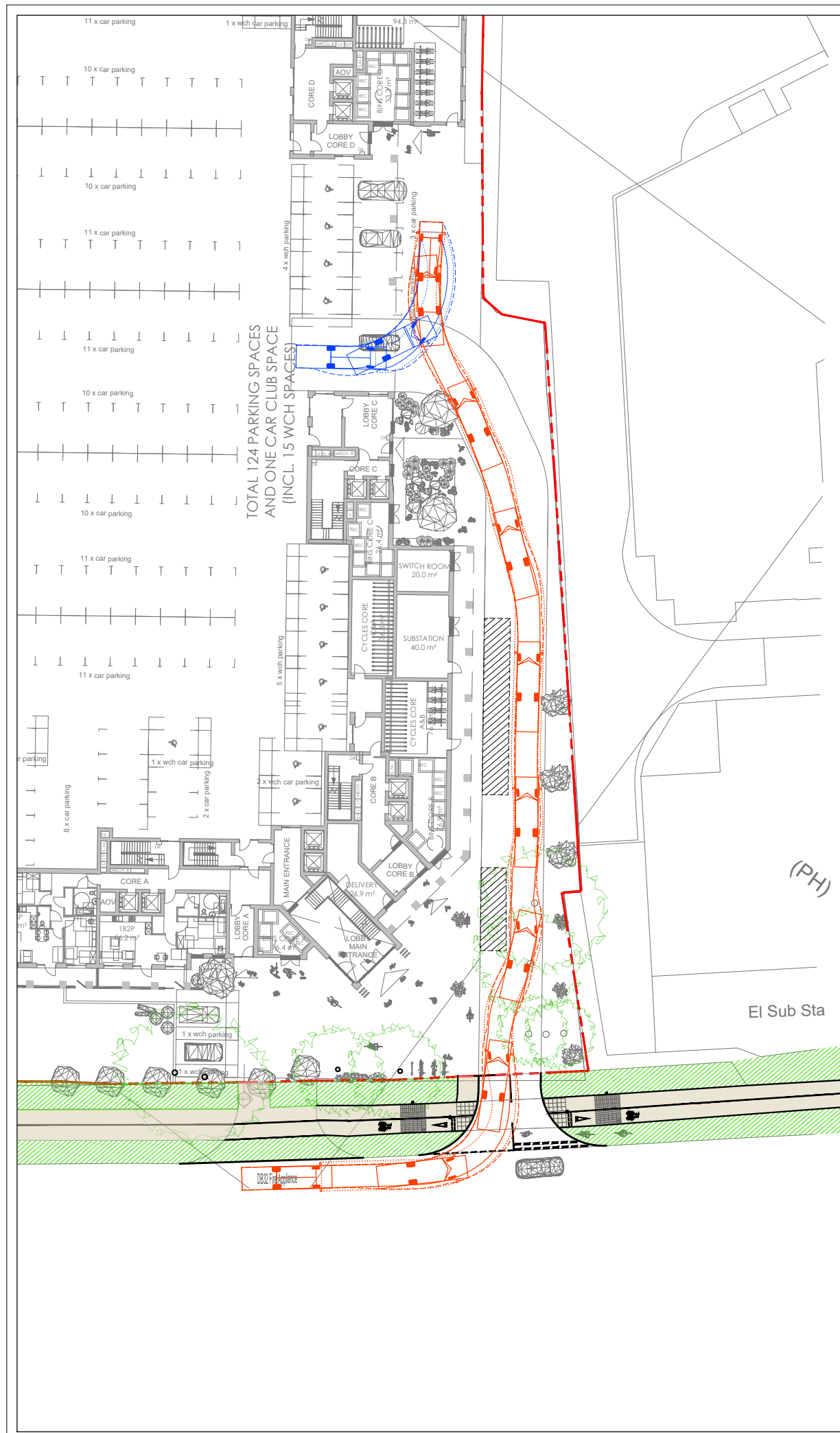
Title **Refuse Collection Vehicle Swept Path Analysis**

Status **PRELIMINARY** Drawn By **AJ** PM/Checked by **MSB**

Project Number **JNY10241** Scale @ **A3** Date Created **31/01/22**

RPS Drawing/Figure Number **JNY11241-RPS-0100-001** Rev **D**

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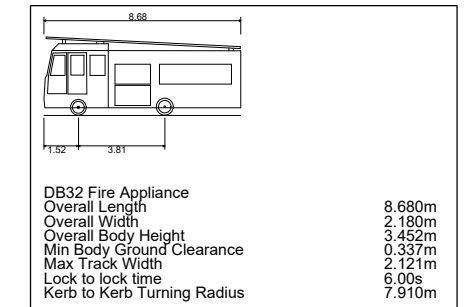


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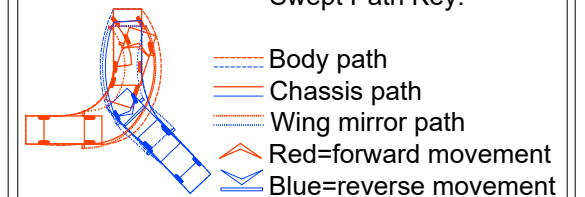
NOTES

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Vehicle Profile



Swept Path Key:



Key:



Based on drawing - (FloorPlan-L00 (240522))

Rev	Description	By	CB	Date
A	Latest layout added (FloorPlan-L00 (240522))	AJ	MSB	25/05/22



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Client **GHG Planning**

Project **Former Beales Hotel**

Title **Fire Appliance Swept Path Analysis**

Status **PRELIMINARY** Drawn By **AJ** PM/Checked by **MSB**

Project Number **JNY10241** Scale @ **A3** Date Created **06/05/22**

RPS Drawing/Figure Number **JNY11241-RPS-0100-006** Rev **A**

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Appendix 8 – TRICS Outputs

RPS 1st Floor West London

Licence No: 515506

Filtering Summary

Land Use	06/A	HOTEL, FOOD & DRINK/HOTELS
Selected Trip Rate Calculation Parameter Range	15-200 BEDRMS	
Actual Trip Rate Calculation Parameter Range	56-139 BEDRMS	
Date Range	Minimum: 01/01/13	Maximum: 23/04/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	2
	Thursday	1
	Friday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	4
	Neighbourhood Centre (PPS6 Local Centre)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	2
	5,001 to 10,000	3
	10,001 to 15,000	1
	15,001 to 20,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	1
	50,001 to 75,000	1
	100,001 to 125,000	1
	125,001 to 250,000	1
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	5
PTAL Rating	No PTAL Present	7

Calculation Reference: AUDIT-515506-220105-0138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	2 days
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	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: 56 to 139 (units:)
 Range Selected by User: 15 to 200 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/04/21

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	2 days
Thursday	1 days
Friday	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:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4
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	1
Residential Zone	1
Village	1
Out of Town	2
No Sub Category	2

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	2 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

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

Travel Plan:

No 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.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BU-06-A-02 NEW ROAD AYLESBURY WESTON TURVILLE Edge of Town Out of Town Total Number of bedrooms: <i>Survey date: WEDNESDAY</i>	HOLIDAY INN 139 <i>01/10/14</i>	BUCKINGHAMSHIRE <i>Survey Type: MANUAL</i>
2	GS-06-A-02 GLOUCESTER ROAD CHELTENHAM SPA SAINT MARKS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms: <i>Survey date: THURSDAY</i>	PREMIER INN 67 <i>28/11/13</i>	GLOUCESTERSHIRE <i>Survey Type: MANUAL</i>
3	GS-06-A-03 CREST WAY GLOUCESTER BARNWOOD Edge of Town No Sub Category Total Number of bedrooms: <i>Survey date: FRIDAY</i>	HOLIDAY INN 125 <i>23/04/21</i>	GLOUCESTERSHIRE <i>Survey Type: MANUAL</i>
4	TW-06-A-02 CASPER WAY GATESHEAD SWALWELL Suburban Area (PPS6 Out of Centre) Development Zone Total Number of bedrooms: <i>Survey date: FRIDAY</i>	TRAVELODGE 60 <i>13/11/15</i>	TYNE & WEAR <i>Survey Type: MANUAL</i>
5	WK-06-A-01 STRATFORD ROAD WARWICK LONGBRIDGE Edge of Town Out of Town Total Number of bedrooms: <i>Survey date: WEDNESDAY</i>	HOLIDAY INN EXPRESS 138 <i>25/09/19</i>	WARWICKSHIRE <i>Survey Type: MANUAL</i>
6	WL-06-A-03 LAWRENCE HILL WINCANTON Edge of Town No Sub Category Total Number of bedrooms: <i>Survey date: TUESDAY</i>	TRAVELODGE 57 <i>18/09/18</i>	WILTSHIRE <i>Survey Type: MANUAL</i>
7	WM-06-A-05 BIRMINGHAM ROAD BIRMINGHAM HOPWOOD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of bedrooms: <i>Survey date: MONDAY</i>	HOTEL 56 <i>09/11/15</i>	WEST MIDLANDS <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	92	0.075	7	92	0.265	7	92	0.340
08:00 - 09:00	7	92	0.126	7	92	0.227	7	92	0.353
09:00 - 10:00	7	92	0.170	7	92	0.137	7	92	0.307
10:00 - 11:00	7	92	0.111	7	92	0.103	7	92	0.214
11:00 - 12:00	7	92	0.095	7	92	0.145	7	92	0.240
12:00 - 13:00	7	92	0.075	7	92	0.103	7	92	0.178
13:00 - 14:00	7	92	0.095	7	92	0.115	7	92	0.210
14:00 - 15:00	7	92	0.112	7	92	0.103	7	92	0.215
15:00 - 16:00	7	92	0.120	7	92	0.128	7	92	0.248
16:00 - 17:00	7	92	0.170	7	92	0.109	7	92	0.279
17:00 - 18:00	7	92	0.254	7	92	0.162	7	92	0.416
18:00 - 19:00	7	92	0.260	7	92	0.140	7	92	0.400
19:00 - 20:00	7	92	0.187	7	92	0.173	7	92	0.360
20:00 - 21:00	7	92	0.143	7	92	0.106	7	92	0.249
21:00 - 22:00	7	92	0.098	7	92	0.089	7	92	0.187
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.091			2.105			4.196

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.*

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Parameter summary

Trip rate parameter range selected: 56 - 139 (units:)
 Survey date range: 01/01/13 - 23/04/21
 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.

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

TAXIS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.003	7	92	0.002	7	92	0.005
08:00 - 09:00	7	92	0.016	7	92	0.016	7	92	0.032
09:00 - 10:00	7	92	0.005	7	92	0.003	7	92	0.008
10:00 - 11:00	7	92	0.003	7	92	0.002	7	92	0.005
11:00 - 12:00	7	92	0.000	7	92	0.003	7	92	0.003
12:00 - 13:00	7	92	0.000	7	92	0.000	7	92	0.000
13:00 - 14:00	7	92	0.005	7	92	0.005	7	92	0.010
14:00 - 15:00	7	92	0.003	7	92	0.003	7	92	0.006
15:00 - 16:00	7	92	0.005	7	92	0.003	7	92	0.008
16:00 - 17:00	7	92	0.003	7	92	0.005	7	92	0.008
17:00 - 18:00	7	92	0.011	7	92	0.011	7	92	0.022
18:00 - 19:00	7	92	0.014	7	92	0.014	7	92	0.028
19:00 - 20:00	7	92	0.005	7	92	0.005	7	92	0.010
20:00 - 21:00	7	92	0.006	7	92	0.006	7	92	0.012
21:00 - 22:00	7	92	0.011	7	92	0.009	7	92	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.087			0.177

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.

RPS 1st Floor West London

Licence No: 515506

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

OGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.003	7	92	0.003	7	92	0.006
08:00 - 09:00	7	92	0.002	7	92	0.002	7	92	0.004
09:00 - 10:00	7	92	0.002	7	92	0.005	7	92	0.007
10:00 - 11:00	7	92	0.002	7	92	0.000	7	92	0.002
11:00 - 12:00	7	92	0.006	7	92	0.003	7	92	0.009
12:00 - 13:00	7	92	0.003	7	92	0.006	7	92	0.009
13:00 - 14:00	7	92	0.003	7	92	0.003	7	92	0.006
14:00 - 15:00	7	92	0.002	7	92	0.003	7	92	0.005
15:00 - 16:00	7	92	0.002	7	92	0.002	7	92	0.004
16:00 - 17:00	7	92	0.002	7	92	0.002	7	92	0.004
17:00 - 18:00	7	92	0.000	7	92	0.000	7	92	0.000
18:00 - 19:00	7	92	0.000	7	92	0.000	7	92	0.000
19:00 - 20:00	7	92	0.002	7	92	0.002	7	92	0.004
20:00 - 21:00	7	92	0.000	7	92	0.000	7	92	0.000
21:00 - 22:00	7	92	0.000	7	92	0.000	7	92	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.031			0.060

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

PSVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.003	7	92	0.003	7	92	0.006
08:00 - 09:00	7	92	0.000	7	92	0.000	7	92	0.000
09:00 - 10:00	7	92	0.000	7	92	0.000	7	92	0.000
10:00 - 11:00	7	92	0.000	7	92	0.000	7	92	0.000
11:00 - 12:00	7	92	0.000	7	92	0.000	7	92	0.000
12:00 - 13:00	7	92	0.003	7	92	0.000	7	92	0.003
13:00 - 14:00	7	92	0.000	7	92	0.003	7	92	0.003
14:00 - 15:00	7	92	0.000	7	92	0.000	7	92	0.000
15:00 - 16:00	7	92	0.002	7	92	0.000	7	92	0.002
16:00 - 17:00	7	92	0.003	7	92	0.003	7	92	0.006
17:00 - 18:00	7	92	0.000	7	92	0.002	7	92	0.002
18:00 - 19:00	7	92	0.005	7	92	0.000	7	92	0.005
19:00 - 20:00	7	92	0.002	7	92	0.005	7	92	0.007
20:00 - 21:00	7	92	0.002	7	92	0.003	7	92	0.005
21:00 - 22:00	7	92	0.002	7	92	0.002	7	92	0.004
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.021			0.043

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

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RPS 1st Floor West London

Licence No: 515506

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

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.003	7	92	0.003	7	92	0.006
08:00 - 09:00	7	92	0.008	7	92	0.002	7	92	0.010
09:00 - 10:00	7	92	0.000	7	92	0.000	7	92	0.000
10:00 - 11:00	7	92	0.003	7	92	0.002	7	92	0.005
11:00 - 12:00	7	92	0.000	7	92	0.002	7	92	0.002
12:00 - 13:00	7	92	0.000	7	92	0.003	7	92	0.003
13:00 - 14:00	7	92	0.000	7	92	0.005	7	92	0.005
14:00 - 15:00	7	92	0.000	7	92	0.008	7	92	0.008
15:00 - 16:00	7	92	0.005	7	92	0.006	7	92	0.011
16:00 - 17:00	7	92	0.003	7	92	0.005	7	92	0.008
17:00 - 18:00	7	92	0.002	7	92	0.002	7	92	0.004
18:00 - 19:00	7	92	0.002	7	92	0.000	7	92	0.002
19:00 - 20:00	7	92	0.000	7	92	0.000	7	92	0.000
20:00 - 21:00	7	92	0.000	7	92	0.002	7	92	0.002
21:00 - 22:00	7	92	0.002	7	92	0.000	7	92	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.040			0.068

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.*

RPS 1st Floor West London

Licence No: 515506

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

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.058	7	92	0.198	7	92	0.256
08:00 - 09:00	7	92	0.098	7	92	0.192	7	92	0.290
09:00 - 10:00	7	92	0.156	7	92	0.118	7	92	0.274
10:00 - 11:00	7	92	0.095	7	92	0.092	7	92	0.187
11:00 - 12:00	7	92	0.078	7	92	0.126	7	92	0.204
12:00 - 13:00	7	92	0.055	7	92	0.083	7	92	0.138
13:00 - 14:00	7	92	0.079	7	92	0.095	7	92	0.174
14:00 - 15:00	7	92	0.098	7	92	0.089	7	92	0.187
15:00 - 16:00	7	92	0.098	7	92	0.115	7	92	0.213
16:00 - 17:00	7	92	0.142	7	92	0.093	7	92	0.235
17:00 - 18:00	7	92	0.213	7	92	0.134	7	92	0.347
18:00 - 19:00	7	92	0.227	7	92	0.115	7	92	0.342
19:00 - 20:00	7	92	0.162	7	92	0.143	7	92	0.305
20:00 - 21:00	7	92	0.117	7	92	0.090	7	92	0.207
21:00 - 22:00	7	92	0.079	7	92	0.073	7	92	0.152
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.755			1.756			3.511

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.

RPS 1st Floor West London

Licence No: 515506

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

LGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.008	7	92	0.059	7	92	0.067
08:00 - 09:00	7	92	0.011	7	92	0.019	7	92	0.030
09:00 - 10:00	7	92	0.008	7	92	0.011	7	92	0.019
10:00 - 11:00	7	92	0.011	7	92	0.009	7	92	0.020
11:00 - 12:00	7	92	0.011	7	92	0.012	7	92	0.023
12:00 - 13:00	7	92	0.014	7	92	0.014	7	92	0.028
13:00 - 14:00	7	92	0.008	7	92	0.009	7	92	0.017
14:00 - 15:00	7	92	0.008	7	92	0.008	7	92	0.016
15:00 - 16:00	7	92	0.011	7	92	0.006	7	92	0.017
16:00 - 17:00	7	92	0.020	7	92	0.006	7	92	0.026
17:00 - 18:00	7	92	0.028	7	92	0.016	7	92	0.044
18:00 - 19:00	7	92	0.014	7	92	0.011	7	92	0.025
19:00 - 20:00	7	92	0.017	7	92	0.019	7	92	0.036
20:00 - 21:00	7	92	0.019	7	92	0.006	7	92	0.025
21:00 - 22:00	7	92	0.006	7	92	0.005	7	92	0.011
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.194			0.210			0.404

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

MOTOR CYCLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.000	7	92	0.000	7	92	0.000
08:00 - 09:00	7	92	0.000	7	92	0.000	7	92	0.000
09:00 - 10:00	7	92	0.000	7	92	0.000	7	92	0.000
10:00 - 11:00	7	92	0.000	7	92	0.000	7	92	0.000
11:00 - 12:00	7	92	0.000	7	92	0.000	7	92	0.000
12:00 - 13:00	7	92	0.000	7	92	0.000	7	92	0.000
13:00 - 14:00	7	92	0.000	7	92	0.000	7	92	0.000
14:00 - 15:00	7	92	0.002	7	92	0.000	7	92	0.002
15:00 - 16:00	7	92	0.003	7	92	0.002	7	92	0.005
16:00 - 17:00	7	92	0.000	7	92	0.000	7	92	0.000
17:00 - 18:00	7	92	0.002	7	92	0.000	7	92	0.002
18:00 - 19:00	7	92	0.000	7	92	0.000	7	92	0.000
19:00 - 20:00	7	92	0.000	7	92	0.000	7	92	0.000
20:00 - 21:00	7	92	0.000	7	92	0.000	7	92	0.000
21:00 - 22:00	7	92	0.000	7	92	0.000	7	92	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.002			0.009

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 CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	3 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 20 to 184 (units:)
 Range Selected by User: 20 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/06/21

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	4 days
Wednesday	6 days
Thursday	1 days

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

Selected survey types:

Manual count	15 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:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	4
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.

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

Secondary Filtering selection:

Use Class:

C3 15 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	2 days
10,001 to 15,000	3 days
20,001 to 25,000	7 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:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	4 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	8 days
1.1 to 1.5	7 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	3 days
No	12 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	15 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS		CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 82 <i>Survey date: MONDAY 18/09/17</i>			
	<i>Survey Type: MANUAL</i>			
2	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total No of Dwellings: 35 <i>Survey date: WEDNESDAY 11/06/14</i>			
	<i>Survey Type: MANUAL</i>			
3	CB-03-C-03 LOUND STREET KENDAL	FLATS & BUNGALOWS		CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 33 <i>Survey date: MONDAY 09/06/14</i>			
	<i>Survey Type: MANUAL</i>			
4	DS-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 <i>Survey date: WEDNESDAY 25/09/19</i>			
	<i>Survey Type: MANUAL</i>			
5	ES-03-C-01 OLD SHOREHAM RD BRIGHTON HOVE	BLOCK OF FLATS		EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 71 <i>Survey date: TUESDAY 26/09/17</i>			
	<i>Survey Type: MANUAL</i>			
6	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 22 <i>Survey date: WEDNESDAY 09/06/21</i>			
	<i>Survey Type: MANUAL</i>			
7	HF-03-C-04 OXHEY DRIVE WATFORD SOUTH OXHEY	BLOCKS OF FLATS		HERTFORDSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 84 <i>Survey date: THURSDAY 10/06/21</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-C-05 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	BLOCKS OF FLATS 26 07/06/21	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
9	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	BLOCKS OF FLATS 184 13/11/18	MERSEYSIDE	<i>Survey Type: MANUAL</i>
10	NF-03-C-02 HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED FLATS & HOUSES 82 18/11/19	NORFOLK	<i>Survey Type: MANUAL</i>
11	NT-03-C-01 LAWRENCE WAY NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: <i>Survey date: TUESDAY</i>	HOUSES (SPLIT INTO FLATS) 56 08/11/16	NOTTINGHAMSHIRE	<i>Survey Type: MANUAL</i>
12	NT-03-C-02 CASTLE MARINA ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	HOUSES (SPLIT INTO FLATS) 135 09/11/16	NOTTINGHAMSHIRE	<i>Survey Type: MANUAL</i>
13	RI-03-C-01 465 PRIORY ROAD HULL Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	FLATS 20 13/05/14	EAST RIDING OF YORKSHIRE	<i>Survey Type: MANUAL</i>
14	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	BLOCKS OF FLATS 30 03/12/14	SUFFOLK	<i>Survey Type: MANUAL</i>
15	SF-03-C-04 SAINT MARY'S ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	BLOCKS OF FLATS 56 16/09/20	SUFFOLK	<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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.049	15	63	0.151	15	63	0.200
08:00 - 09:00	15	63	0.066	15	63	0.195	15	63	0.261
09:00 - 10:00	15	63	0.091	15	63	0.117	15	63	0.208
10:00 - 11:00	15	63	0.072	15	63	0.089	15	63	0.161
11:00 - 12:00	15	63	0.064	15	63	0.071	15	63	0.135
12:00 - 13:00	15	63	0.081	15	63	0.089	15	63	0.170
13:00 - 14:00	15	63	0.061	15	63	0.085	15	63	0.146
14:00 - 15:00	15	63	0.077	15	63	0.081	15	63	0.158
15:00 - 16:00	15	63	0.110	15	63	0.064	15	63	0.174
16:00 - 17:00	15	63	0.116	15	63	0.071	15	63	0.187
17:00 - 18:00	15	63	0.162	15	63	0.072	15	63	0.234
18:00 - 19:00	15	63	0.128	15	63	0.080	15	63	0.208
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.077			1.165			2.242

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:	20 - 184 (units:)
Survey date date range:	01/01/13 - 23/06/21
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.006	15	63	0.006	15	63	0.012
08:00 - 09:00	15	63	0.007	15	63	0.007	15	63	0.014
09:00 - 10:00	15	63	0.010	15	63	0.008	15	63	0.018
10:00 - 11:00	15	63	0.006	15	63	0.007	15	63	0.013
11:00 - 12:00	15	63	0.005	15	63	0.005	15	63	0.010
12:00 - 13:00	15	63	0.010	15	63	0.007	15	63	0.017
13:00 - 14:00	15	63	0.003	15	63	0.005	15	63	0.008
14:00 - 15:00	15	63	0.002	15	63	0.002	15	63	0.004
15:00 - 16:00	15	63	0.003	15	63	0.003	15	63	0.006
16:00 - 17:00	15	63	0.003	15	63	0.003	15	63	0.006
17:00 - 18:00	15	63	0.001	15	63	0.001	15	63	0.002
18:00 - 19:00	15	63	0.006	15	63	0.006	15	63	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.060			0.122

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.

RPS 1st Floor West London

Licence No: 515506

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

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.002	15	63	0.002	15	63	0.004
08:00 - 09:00	15	63	0.002	15	63	0.002	15	63	0.004
09:00 - 10:00	15	63	0.001	15	63	0.001	15	63	0.002
10:00 - 11:00	15	63	0.000	15	63	0.000	15	63	0.000
11:00 - 12:00	15	63	0.000	15	63	0.000	15	63	0.000
12:00 - 13:00	15	63	0.003	15	63	0.002	15	63	0.005
13:00 - 14:00	15	63	0.000	15	63	0.000	15	63	0.000
14:00 - 15:00	15	63	0.001	15	63	0.003	15	63	0.004
15:00 - 16:00	15	63	0.000	15	63	0.000	15	63	0.000
16:00 - 17:00	15	63	0.001	15	63	0.000	15	63	0.001
17:00 - 18:00	15	63	0.000	15	63	0.001	15	63	0.001
18:00 - 19:00	15	63	0.000	15	63	0.000	15	63	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			0.021

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.

RPS 1st Floor West London

Licence No: 515506

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

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.000	15	63	0.000	15	63	0.000
08:00 - 09:00	15	63	0.000	15	63	0.000	15	63	0.000
09:00 - 10:00	15	63	0.000	15	63	0.000	15	63	0.000
10:00 - 11:00	15	63	0.000	15	63	0.000	15	63	0.000
11:00 - 12:00	15	63	0.000	15	63	0.000	15	63	0.000
12:00 - 13:00	15	63	0.000	15	63	0.000	15	63	0.000
13:00 - 14:00	15	63	0.000	15	63	0.000	15	63	0.000
14:00 - 15:00	15	63	0.000	15	63	0.000	15	63	0.000
15:00 - 16:00	15	63	0.000	15	63	0.000	15	63	0.000
16:00 - 17:00	15	63	0.000	15	63	0.000	15	63	0.000
17:00 - 18:00	15	63	0.001	15	63	0.001	15	63	0.002
18:00 - 19:00	15	63	0.000	15	63	0.000	15	63	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

RPS 1st Floor West London

Licence No: 515506

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.004	15	63	0.021	15	63	0.025
08:00 - 09:00	15	63	0.001	15	63	0.026	15	63	0.027
09:00 - 10:00	15	63	0.006	15	63	0.007	15	63	0.013
10:00 - 11:00	15	63	0.004	15	63	0.002	15	63	0.006
11:00 - 12:00	15	63	0.007	15	63	0.002	15	63	0.009
12:00 - 13:00	15	63	0.006	15	63	0.002	15	63	0.008
13:00 - 14:00	15	63	0.007	15	63	0.004	15	63	0.011
14:00 - 15:00	15	63	0.011	15	63	0.005	15	63	0.016
15:00 - 16:00	15	63	0.006	15	63	0.001	15	63	0.007
16:00 - 17:00	15	63	0.005	15	63	0.003	15	63	0.008
17:00 - 18:00	15	63	0.012	15	63	0.005	15	63	0.017
18:00 - 19:00	15	63	0.008	15	63	0.003	15	63	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.081			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.

RPS 1st Floor West London

Licence No: 515506

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.037	15	63	0.135	15	63	0.172
08:00 - 09:00	15	63	0.052	15	63	0.174	15	63	0.226
09:00 - 10:00	15	63	0.063	15	63	0.101	15	63	0.164
10:00 - 11:00	15	63	0.055	15	63	0.068	15	63	0.123
11:00 - 12:00	15	63	0.051	15	63	0.058	15	63	0.109
12:00 - 13:00	15	63	0.058	15	63	0.073	15	63	0.131
13:00 - 14:00	15	63	0.054	15	63	0.070	15	63	0.124
14:00 - 15:00	15	63	0.070	15	63	0.072	15	63	0.142
15:00 - 16:00	15	63	0.098	15	63	0.056	15	63	0.154
16:00 - 17:00	15	63	0.106	15	63	0.060	15	63	0.166
17:00 - 18:00	15	63	0.154	15	63	0.062	15	63	0.216
18:00 - 19:00	15	63	0.113	15	63	0.069	15	63	0.182
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.911			0.998			1.909

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.

RPS 1st Floor West London

Licence No: 515506

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

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.003	15	63	0.006	15	63	0.009
08:00 - 09:00	15	63	0.004	15	63	0.010	15	63	0.014
09:00 - 10:00	15	63	0.017	15	63	0.006	15	63	0.023
10:00 - 11:00	15	63	0.011	15	63	0.014	15	63	0.025
11:00 - 12:00	15	63	0.008	15	63	0.007	15	63	0.015
12:00 - 13:00	15	63	0.011	15	63	0.006	15	63	0.017
13:00 - 14:00	15	63	0.003	15	63	0.010	15	63	0.013
14:00 - 15:00	15	63	0.003	15	63	0.004	15	63	0.007
15:00 - 16:00	15	63	0.008	15	63	0.004	15	63	0.012
16:00 - 17:00	15	63	0.006	15	63	0.007	15	63	0.013
17:00 - 18:00	15	63	0.004	15	63	0.003	15	63	0.007
18:00 - 19:00	15	63	0.006	15	63	0.004	15	63	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.081			0.165

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	63	0.000	15	63	0.001	15	63	0.001
08:00 - 09:00	15	63	0.000	15	63	0.001	15	63	0.001
09:00 - 10:00	15	63	0.000	15	63	0.000	15	63	0.000
10:00 - 11:00	15	63	0.000	15	63	0.000	15	63	0.000
11:00 - 12:00	15	63	0.000	15	63	0.000	15	63	0.000
12:00 - 13:00	15	63	0.000	15	63	0.000	15	63	0.000
13:00 - 14:00	15	63	0.001	15	63	0.000	15	63	0.001
14:00 - 15:00	15	63	0.001	15	63	0.000	15	63	0.001
15:00 - 16:00	15	63	0.000	15	63	0.001	15	63	0.001
16:00 - 17:00	15	63	0.000	15	63	0.000	15	63	0.000
17:00 - 18:00	15	63	0.001	15	63	0.003	15	63	0.004
18:00 - 19:00	15	63	0.002	15	63	0.001	15	63	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.007			0.012

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

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