acstro

Transport Statement

Belle Vue Royal Hotel
Marine Terrace
Aberystwyth
Ceredigion

October 2023

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Revision History

A	3rd October 2023	First Issue

1683-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

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1 Introduction

1.1 Acstro has been appointed to prepare a Transport Statement to support a planning application for the redevelopment of the Belle Vue Royal Hotel, Marine Terrace, Aberystwyth. The hotel was destroyed by fire in 2018. The proposal is to re-build a 65 bedroom hotel.

1.2 The general location of the site is shown in Figure 1 below.

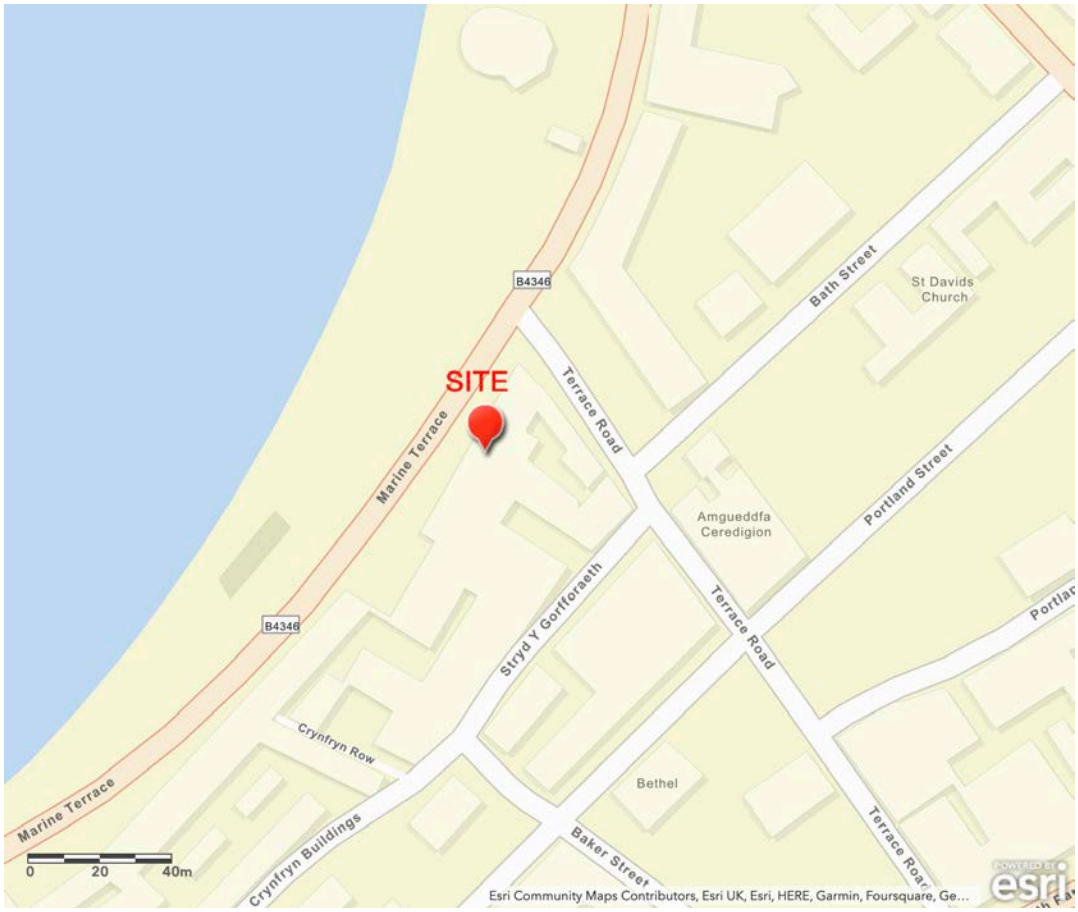

Figure 1 Location Plan

1.3 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site. The structure of the Transport Statement is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
- Section 4 describes the proposed development and its access arrangements.
- Section 5 provides a summary and conclusion.

2 Policy Context

Future Wales - The National Plan 2040

2.1 This is the national development framework that sets out the direction for development in Wales to 2040.

2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.

2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Planning Policy Wales (11th Edition)

2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.

2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”

2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:

- Walking and Cycling
- Public Transport
- Ultra Low Emission Vehicles
- Other Private Motor Vehicles

2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

2.9 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).

2.10 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.

2.11 PPW recommends (4.1.50) that "a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed".

TAN18 Transportation

2.12 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments' sustainable development policy objectives by:

- promoting travel efficient settlement patterns;
- ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips; and
- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

2.13 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

2.14 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

2.15 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

2.16 An extract from the ATNM is provided below and shows that there are existing active travel routes along Marine Terrace and Terrace Road, with proposals for future routes along Marine Terrace, to the north, and Portland Street.

Figure 2 Extract from Ceredigion Active Travel Network Map

Ceredigion Local Development Plan (2007 - 2021)

2.17 Aberystwyth is designated as an Urban Service Centre, which fulfils the role of a centre for basic and higher-level services and facilities that meet the needs of its inhabitants and a wide surrounding area.

2.18 In terms of transport related policies, Policy DM03 encourages sustainable travel and requires that

> *"Development should minimize the need to travel, provide opportunity for and promote sustainable modes of transport in Ceredigion.*
>
> *Parking provision for all modes of transport should be in accordance with Ceredigion SPG. based on the Wales Parking Standards 2008 as amended to meet local conditions.*
>
> *A Transport Assessment should be provided at the thresholds set out in SPG. Where the TA reveals the need for a Transport Implementation Strategy this will need to be secured through a planning obligation."*

2.19 Policy DM05 relates to sustainable development and planning gain and states that, planning obligations securing financial or on-site provision will, where appropriate, be sought in relation to sustainable travel infrastructure proportionate to the needs arising from the development.

Supplementary Planning Guidance – Car Parking Standards (2017)

2.20 The Supplementary Planning Guidance (SPG) sets out the approach to be adopted in determining the appropriate level of parking provision within new development. The SPG is based on the CSS Wales – Wales Parking standards 2008, which sets out parking provision maxima based on the development type and location. The SPG describes six location types or zones of development, each with differing levels of accessibility to services and sustainable modes of travel.

2.21 It is specified that developments in Aberystwyth, as an Urban Service Centre, should be classed as being in a zone 2 to 3 location, subject to the discretion of Highway Officers. We would suggest that, given the site's central location and close proximity to Aberystwyth's town centre, bus station and railway station that the application site should be considered a zone 2 location.

2.22 For hotel developments in zone 2 locations the parking standard recommendation is that one commercial vehicle space be provided for deliveries and 1 car parking space per 3 non-resident staff, plus 1 car parking space per bedroom, be provided.

2.23 A reduction in parking provision is permitted based on the number of sustainability points scored by the site's location. The methodology is set out in Appendix 6 of the Parking Standards. The application site scores 11 points, allowing a 30% reduction in parking provision.

Sustainability Criteria	Details	Points
Access to three or more local facilities within 200m walking Distance	Multiple facilities available within the town centre	6 points
Access to Bus Stop within 300m	Several bus stops within 300m including on Marine Terrace & Great Darkgate Street	3 points
Cycle Route within 200m	Cycle route along Marine Terrace / Promenade	1 Point
Bus or Rail services within 800m walk distance with at least 30-minute frequency between 7am & 7pm	Multiple bus stops within 800m Railway Station within 600m	1 Point
	Total	**11 Points**

Table 1 Parking Standard Sustainability Score

2.24 A minimum cycle parking provision of 1 stand per 5 bedrooms (long-stay) and 1 stand per 40m^2 (short-stay) is recommended.

3 Existing Conditions

3.1 The site is located on Aberystwyth's sea front. On its western side is Marine Terrace and the Promanade. It is located a short distance south of Marine Terrace's junction with Terrace Road. To the rear of the site is Corporation Street.

3.2 The site abuts the edge of Aberystwyth's town centre boundary (as defined by the LDP).

Proximity to Services and Accessibility

3.3 Guidance published in 2021 by TCPA advocates the development of 20-minute neighbourhoods. A 20-minute neighbourhood is essentially a compact and connected place, with a range of services that meet most people's daily needs. The characteristics or 'ingredients' of a 20-minute neighbourhood include:

- diverse and affordable homes;
- well connected paths, streets and spaces;
- schools at the heart of communities;
- good green spaces in the right places;
- local food production;
- keeping jobs and money local;
- community health and wellbeing facilities; and
- a place for all ages.

3.4 The site is located at the edge of Aberystwyth's town centre, which provides a good range of services and facilities including shops, banks, pharmacies, pubs, restaurants and cafes. Aberystwyth railway station is a 8-minute walk from the site.

3.5 Figure 3 indicates the areas that can be reached on foot within around 20 minutes of the site. It shows that the majority of Aberystwyth's urban area and the wide range of amenities available within it are within a short and easy walk of the site.

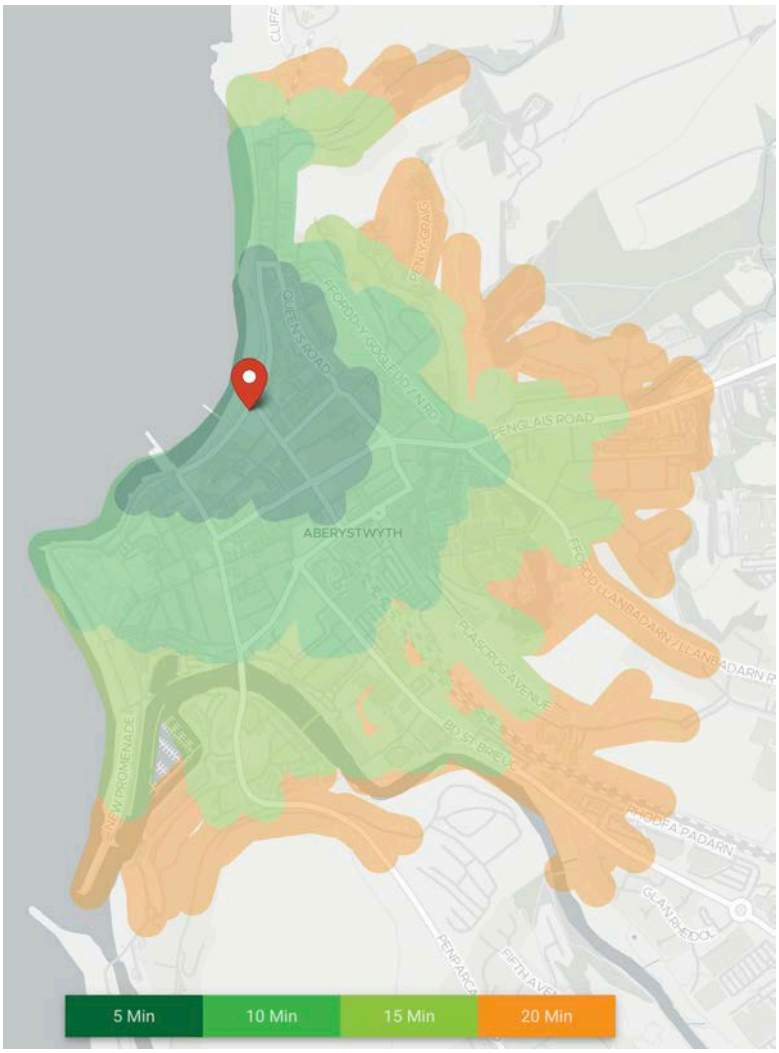

Figure 3 20-Minute Walk Catchment

3.6 There exists, therefore, a wide range of services within a 20-minute walk that will meet the daily needs of the hotel's users. As a result, people are more likely to walk or travel actively to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.

Active Travel

3.7 The site is accessible to pedestrians from Marine Terrace. There is a footway adjacent to the site on the eastern side of the street. On the opposite side is Aberystwyth's promenade. There is a zebra crossing of Marine Terrace located near the Terrace Road junction. The footways around the site are of good quality and connect with the wider pedestrian network that runs throughout the town.

3.8 There is an existing cycle route that runs south along the promenade from the site, linking with National Cycle Network Route 82 near Aberystwyth Castle. Ceredigion Council's ATNM indicates that there are proposals for the cycle route to be extended north along the promenade. There are cycle parking stands located on the promenade, opposite the application site.

Public Transport

3.9 The nearest bus stops is the Promenade stop, located immediately to the north oif the Marine Terrace / Terrace Road junction. It provides access to the No. 3 bus service.

3.10 Aberystwyth's bus station is within 600m / 8-minute walk of the site. It is the locus for most of the bus services that serve the town, providing regular town services, links to other towns such as Machynlleth, Tregaron, Lampeter and Carmarthen and national services to Bangor, Cardiff and London.

3.11 Aberystwyth's railway station is adjacent to the Bus Station and provides access to trains that run every two-hours between Aberystwyth and Machynlleth with these services occasionally extending to/from Shrewsbury and Birmingham.

Highway Access

3.12 The site is located adjacent to Marine Terrace, which runs along Aberystwyth's sea front. It is subject to a 20mph speed limit. Adjacent to the site there is a parking bay where parking is restricted to one hour, with no return within one hour, between 9am and 6pm. To the north of the site there are no waiting restrictions marked by double-yellow lines.

3.13 On the opposite side of the street there is a parking bay (restricted to four hours, with no return within four hours, between 9am and 6pm). North of this there are three parking spaces for blue-badge holders and a parking bay for tourist buses to use for drop-off / pick-up. The use of the tourist bus parking bay is restricted to 15 minutes, with no return within one hour between 9am and 6pm and operates between April and October, inclusive.

3.14 To the rear of the site is Corporation Street; a one-way street where traffic flows southbound from Terrace Road. There are two vehicular crossovers of the Corporation Street footway that provide access to a yard area and garage within the application site.

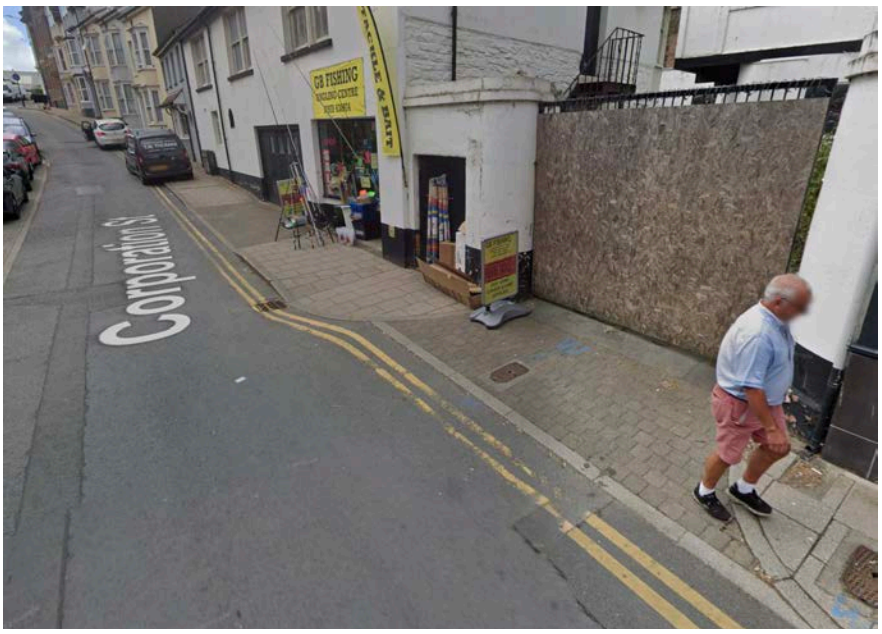

Figure 4 Vehicle Crossover Access Points to Application Site

Parking

3.15 On street parking is available in the streets surrounding the application site with most spaces having varying restricted wait times between 9am and 6pm. There are a number of Council operated public car parks within Abertystwyth, the nearest being at North Road or South Beach, which are both around a 10-minute walk from the application site.

Summary

3.16 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport. The majority of streets around the site have parking controls in place that minimise the occurrence of indiscriminate parking.

4 Proposed Development

4.1 The proposal is for the construction of a 66-bedroom hotel with associated facilities that include bar, restaurant and spa areas.

4.2 A covered parking area form guests is provided that is accessed from Corporation Street.

Figure 5 Proposed Development – Lower Ground Floor Plan

Access & Parking

4.3 The main pedestrian access to the hotel will be from Marine Terrace.

4.4 A covered car parking area is provided that will accommodate 22 car parking spaces, including two spaces for blue-badge holders and three EV charging spaces. All standard parking spaces are 2.6m x 4.8m.

4.5 The Council's Parking Standards recommend a provision of 1 space per bedroom for guests. A 30% reduction is permitted due to the site's accessible location. The Parking Standards' recommendation in this instance is therefore for 46 spaces (66 rooms less 30%). The constraints of the site dictate that this level of parking provision cannot be achieved and the proposed 22 space car park represents the maximum number that can be accommodated. The proposed 22 spaces represents a significantly higher parking provision than was available for the former hotel on this site and in that respect the demand for off-site parking generated by the hotel will be lower than was previously the case.

4.6 Access to the car park will be available only to pre-booked guests and will be controlled by a roller-shutter door. Guests booking a parking space will provide their vehicle's registration plate details and an ANPR camera at the car park access will open the shutter door when approached by that vehicle. The arrangement will mean that cars will have to wait momentarily on Corporation Street for the roller-shutter door to open. This is not considered to be hazardous or problematic given the low traffic volume and speed of traffic using this one-way street.

4.7 The controlled access to the parking area will limit access to only those that have pre-booked and prevent congestion that might be caused by other drivers speculatively looking for a parking space.

4.8 A total of 36 cycle spaces are also provided within the covered and secure parking area. This represents over 1 space per 2 bedrooms and significantly more than the 1 space per 5 bedrooms recommended by the Parking Standards. There is no external space available to provide short-stay cycle parking however, cycle stands that provide for short-stay cycle parking, are available on the promenade, opposite the application site.

4.9 The hotel will be serviced from the kerbside, as was the case for the former hotel. Servicing for the back of house areas and refuse collection will be from Corporation Street.

Trip Generation

4.10 The potential trip generation of the proposed development of the sites has been estimated by reference to the TRICS trip rate database, a database of over 8,000 traffic surveys of various types of development throughout the UK and Ireland.

4.11 From the TRICS database evidence of the trip rates of hotels up to 100 bedrooms in size in town centre and edge of town centre locations in urban locations in mainland Britain (excluding Greater London) have been analysed. The details provided are from a sample of weekday surveys. The database only provides details of one weekend (Sunday) survey, which was undertaken in 2004. Given the age of this survey and the absence of others to validate its data it is considered that the database does not provide reliable evidence of weekend trip rates.

4.12 The detailed TRICS output is provided as Appendix 1 and summarised in the following tables.

Appendix 1 TRICS Trip Rate Data

4.13 The TRICS data suggests that the hotel will generate most people movements during the hours 08:00-0900 (45 people movements) and 17:00-18:00 (43 people movements).

4.14 The majority of trips (54%) will be made on foot, by bike or by public transport. The largest proportion of trips (43%) will be made by pedestrians.

	Trip Rate per Bedroom			Development Trip Generation		
Time Range	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.109	0.147	0.256	7	10	17
08:00-09:00	0.261	0.256	0.517	17	17	34
09:00-10:00	0.264	0.414	0.678	17	27	45
10:00-11:00	0.251	0.343	0.594	17	23	39
11:00-12:00	0.231	0.299	0.53	15	20	35
12:00-13:00	0.294	0.256	0.55	19	17	36
13:00-14:00	0.261	0.251	0.512	17	17	34
14:00-15:00	0.277	0.292	0.569	18	19	38
15:00-16:00	0.223	0.165	0.388	15	11	26
16:00-17:00	0.279	0.261	0.54	18	17	36
17:00-18:00	0.416	0.236	0.652	27	16	43
18:00-19:00	0.31	0.251	0.561	20	17	37
19:00-20:00	0.307	0.132	0.439	20	9	29
20:00-21:00	0.175	0.165	0.34	12	11	22
21:00-22:00	0.17	0.104	0.274	11	7	18
Daily Total	3.828	3.572	7.4	253	236	488

Table 2 Total People Trip Rates & Proposed Development Trip Generation

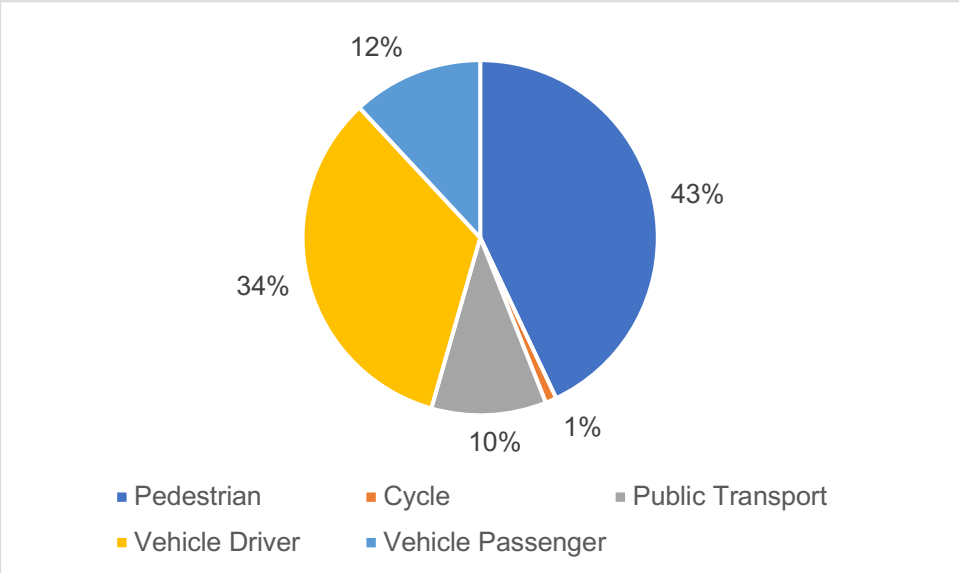

Figure 6 Trip Generation Modal Split

4.15 A total of 46% of daily trips will be made in vehicles, 34% as a driver and 12% as a passenger. This proportion varies slightly hour by hour and the vehicle trip rate and expected trip generation of the development during the peak hours identified earlier are shown in the flowing table. During those peak hours some 14 to 16 vehicle movements are expected to be generated. This is not considered to be significant.

Time Range	Trip Rate per Bedroom			Development Trip Generation		
	Arr	Dep	Total	Arr	Dep	Total
am peak Hour 08:00-09:00	0.135	0.104	0.239	9	7	16
pm Peak Hour 17:00-18:00	0.124	0.089	0.213	8	6	14

Table 3 Development Vehicle Trip Generation

4.16 The volume of trips described above is not considered to be significant and will have no material impact on the operation of Aberystwyth's highway network. It must be remembered that the proposed development comprises of a the redevelopment of the former hotel destroyed by fire, which would have generated a similar volume of trips.

5 Summary & Conclusion

5.1 In summary this Transport Statement has demonstrated that:

- The site is accessible to pedestrians, cyclists and public transport users meaning that users of the development will not be reliant on the car.
- The highway network serving the site operates safely;
- The proposed development is for a 66-bed hotel that replaces the former hotel that was destroyed by fire in 2018;
- A 22-space car park is provided within the development for the use of guests. This exceeds the parking available in the former hotel and therefore reduces the site's demand for on-street or public car parking space;
- Cycle parking provision within the development exceeds the level by the Council's Parking Standards.
- The development will generate an estimated 43 to 45 people trips during its peak hours. The majority of daily trips generated will be made on foot, by bike or public transport. During the peak hours the hotel is expected to generate some 14 to 16 vehicle movements that will have no significant impact on highway conditions.

5.2 It is considered that the site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

5.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development.

Appendix 1 TRICS Trip Rate Data

Acstro Ltd Salem Llandeilo Licence No: 648801

Calculation Reference: AUDIT-648801-231003-1021

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AL	CALDERDALE	1 days
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter:	Number of bedrooms
Actual Range:	24 to 100 (units:)
Range Selected by User:	4 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 12/11/21

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	3 days
Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	4

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Built-Up Zone	3
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C1	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	3 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 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	6 days

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

LIST OF SITES relevant to selection parameters

1 AL-06-A-01 TRAVELODGE CALDERDALE
DEAN CLOUGH
HALIFAX

Edge of Town Centre
Development Zone
Total Number of bedrooms: 51
Survey date: MONDAY *22/10/18* *Survey Type: MANUAL*

2 CU-06-A-01 HOTEL CUMBERLAND
ENGLISH STREET
CARLISLE

Town Centre
High Street
Total Number of bedrooms: 92
Survey date: MONDAY *20/06/16* *Survey Type: MANUAL*

3 HI-06-A-05 BEST WESTERN HIGHLAND
NESS WALK
INVERNESS

Edge of Town Centre
Built-Up Zone
Total Number of bedrooms: 89
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

4 NF-06-A-04 HOTEL NORFOLK
THORPE ROAD
NORWICH
THORPE HAMLET
Edge of Town Centre
Built-Up Zone
Total Number of bedrooms: 38
Survey date: MONDAY *25/11/19* *Survey Type: MANUAL*

5 NY-06-A-01 ASCEND HOTEL NORTH YORKSHIRE
PARK PARADE
HARROGATE

Edge of Town Centre
Residential Zone
Total Number of bedrooms: 100
Survey date: TUESDAY *23/10/18* *Survey Type: MANUAL*

6 TW-06-A-03 HOTEL TYNE & WEAR
SANDHILL
NEWCASTLE UPON TYNE
QUAYSIDE
Town Centre
Built-Up Zone
Total Number of bedrooms: 24
Survey date: TUESDAY *14/06/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.97

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	66	0.053	6	66	0.076	6	66	0.129
08:00 - 09:00	6	66	0.135	6	66	0.104	6	66	0.239
09:00 - 10:00	6	66	0.114	6	66	0.140	6	66	0.254
10:00 - 11:00	6	66	0.094	6	66	0.109	6	66	0.203
11:00 - 12:00	6	66	0.051	6	66	0.069	6	66	0.120
12:00 - 13:00	6	66	0.094	6	66	0.074	6	66	0.168
13:00 - 14:00	6	66	0.074	6	66	0.066	6	66	0.140
14:00 - 15:00	6	66	0.084	6	66	0.071	6	66	0.155
15:00 - 16:00	6	66	0.091	6	66	0.086	6	66	0.177
16:00 - 17:00	6	66	0.102	6	66	0.094	6	66	0.196
17:00 - 18:00	6	66	0.124	6	66	0.089	6	66	0.213
18:00 - 19:00	6	66	0.127	6	66	0.066	6	66	0.193
19:00 - 20:00	6	66	0.094	6	66	0.038	6	66	0.132
20:00 - 21:00	6	66	0.058	6	66	0.028	6	66	0.086
21:00 - 22:00	6	66	0.051	6	66	0.038	6	66	0.089
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.346			1.148			2.494

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.*

Parameter summary

Trip rate parameter range selected:	24 - 100 (units:)
Survey date date range:	01/01/15 - 12/11/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	66	0.000	6	66	0.000	6	66	0.000
08:00 - 09:00	6	66	0.003	6	66	0.005	6	66	0.008
09:00 - 10:00	6	66	0.003	6	66	0.005	6	66	0.008
10:00 - 11:00	6	66	0.003	6	66	0.000	6	66	0.003
11:00 - 12:00	6	66	0.003	6	66	0.003	6	66	0.006
12:00 - 13:00	6	66	0.003	6	66	0.003	6	66	0.006
13:00 - 14:00	6	66	0.003	6	66	0.003	6	66	0.006
14:00 - 15:00	6	66	0.008	6	66	0.000	6	66	0.008
15:00 - 16:00	6	66	0.005	6	66	0.003	6	66	0.008
16:00 - 17:00	6	66	0.000	6	66	0.008	6	66	0.008
17:00 - 18:00	6	66	0.000	6	66	0.003	6	66	0.003
18:00 - 19:00	6	66	0.003	6	66	0.000	6	66	0.003
19:00 - 20:00	6	66	0.005	6	66	0.000	6	66	0.005
20:00 - 21:00	6	66	0.003	6	66	0.000	6	66	0.003
21:00 - 22:00	6	66	0.000	6	66	0.000	6	66	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.033			0.075

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	66	0.069	6	66	0.104	6	66	0.173
08:00 - 09:00	6	66	0.160	6	66	0.142	6	66	0.302
09:00 - 10:00	6	66	0.140	6	66	0.188	6	66	0.328
10:00 - 11:00	6	66	0.140	6	66	0.160	6	66	0.300
11:00 - 12:00	6	66	0.076	6	66	0.135	6	66	0.211
12:00 - 13:00	6	66	0.132	6	66	0.119	6	66	0.251
13:00 - 14:00	6	66	0.107	6	66	0.084	6	66	0.191
14:00 - 15:00	6	66	0.124	6	66	0.096	6	66	0.220
15:00 - 16:00	6	66	0.117	6	66	0.102	6	66	0.219
16:00 - 17:00	6	66	0.142	6	66	0.112	6	66	0.254
17:00 - 18:00	6	66	0.185	6	66	0.099	6	66	0.284
18:00 - 19:00	6	66	0.185	6	66	0.071	6	66	0.256
19:00 - 20:00	6	66	0.152	6	66	0.046	6	66	0.198
20:00 - 21:00	6	66	0.071	6	66	0.033	6	66	0.104
21:00 - 22:00	6	66	0.053	6	66	0.033	6	66	0.086
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.853			1.524			3.377

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	66	0.038	6	66	0.036	6	66	0.074
08:00 - 09:00	6	66	0.099	6	66	0.089	6	66	0.188
09:00 - 10:00	6	66	0.094	6	66	0.127	6	66	0.221
10:00 - 11:00	6	66	0.086	6	66	0.160	6	66	0.246
11:00 - 12:00	6	66	0.124	6	66	0.142	6	66	0.266
12:00 - 13:00	6	66	0.124	6	66	0.107	6	66	0.231
13:00 - 14:00	6	66	0.104	6	66	0.145	6	66	0.249
14:00 - 15:00	6	66	0.096	6	66	0.145	6	66	0.241
15:00 - 16:00	6	66	0.071	6	66	0.053	6	66	0.124
16:00 - 17:00	6	66	0.096	6	66	0.119	6	66	0.215
17:00 - 18:00	6	66	0.127	6	66	0.127	6	66	0.254
18:00 - 19:00	6	66	0.096	6	66	0.168	6	66	0.264
19:00 - 20:00	6	66	0.132	6	66	0.086	6	66	0.218
20:00 - 21:00	6	66	0.084	6	66	0.132	6	66	0.216
21:00 - 22:00	6	66	0.107	6	66	0.071	6	66	0.178
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.478			1.707			3.185

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	66	0.003	6	66	0.008	6	66	0.011
08:00 - 09:00	6	66	0.000	6	66	0.020	6	66	0.020
09:00 - 10:00	6	66	0.028	6	66	0.094	6	66	0.122
10:00 - 11:00	6	66	0.023	6	66	0.023	6	66	0.046
11:00 - 12:00	6	66	0.028	6	66	0.020	6	66	0.048
12:00 - 13:00	6	66	0.036	6	66	0.028	6	66	0.064
13:00 - 14:00	6	66	0.048	6	66	0.020	6	66	0.068
14:00 - 15:00	6	66	0.048	6	66	0.051	6	66	0.099
15:00 - 16:00	6	66	0.030	6	66	0.008	6	66	0.038
16:00 - 17:00	6	66	0.041	6	66	0.023	6	66	0.064
17:00 - 18:00	6	66	0.104	6	66	0.008	6	66	0.112
18:00 - 19:00	6	66	0.025	6	66	0.013	6	66	0.038
19:00 - 20:00	6	66	0.018	6	66	0.000	6	66	0.018
20:00 - 21:00	6	66	0.018	6	66	0.000	6	66	0.018
21:00 - 22:00	6	66	0.010	6	66	0.000	6	66	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.460			0.316			0.776

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.97

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	66	0.109	6	66	0.147	6	66	0.256
08:00 - 09:00	6	66	0.261	6	66	0.256	6	66	0.517
09:00 - 10:00	6	66	0.264	6	66	0.414	6	66	0.678
10:00 - 11:00	6	66	0.251	6	66	0.343	6	66	0.594
11:00 - 12:00	6	66	0.231	6	66	0.299	6	66	0.530
12:00 - 13:00	6	66	0.294	6	66	0.256	6	66	0.550
13:00 - 14:00	6	66	0.261	6	66	0.251	6	66	0.512
14:00 - 15:00	6	66	0.277	6	66	0.292	6	66	0.569
15:00 - 16:00	6	66	0.223	6	66	0.165	6	66	0.388
16:00 - 17:00	6	66	0.279	6	66	0.261	6	66	0.540
17:00 - 18:00	6	66	0.416	6	66	0.236	6	66	0.652
18:00 - 19:00	6	66	0.310	6	66	0.251	6	66	0.561
19:00 - 20:00	6	66	0.307	6	66	0.132	6	66	0.439
20:00 - 21:00	6	66	0.175	6	66	0.165	6	66	0.340
21:00 - 22:00	6	66	0.170	6	66	0.104	6	66	0.274
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.828			3.572			7.400

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	66	0.005	6	66	0.008	6	66	0.013
08:00 - 09:00	6	66	0.033	6	66	0.008	6	66	0.041
09:00 - 10:00	6	66	0.015	6	66	0.015	6	66	0.030
10:00 - 11:00	6	66	0.013	6	66	0.013	6	66	0.026
11:00 - 12:00	6	66	0.000	6	66	0.005	6	66	0.005
12:00 - 13:00	6	66	0.005	6	66	0.010	6	66	0.015
13:00 - 14:00	6	66	0.005	6	66	0.003	6	66	0.008
14:00 - 15:00	6	66	0.005	6	66	0.005	6	66	0.010
15:00 - 16:00	6	66	0.003	6	66	0.015	6	66	0.018
16:00 - 17:00	6	66	0.005	6	66	0.013	6	66	0.018
17:00 - 18:00	6	66	0.000	6	66	0.000	6	66	0.000
18:00 - 19:00	6	66	0.000	6	66	0.000	6	66	0.000
19:00 - 20:00	6	66	0.003	6	66	0.003	6	66	0.006
20:00 - 21:00	6	66	0.003	6	66	0.003	6	66	0.006
21:00 - 22:00	6	66	0.003	6	66	0.003	6	66	0.006
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.104			0.202

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

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

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