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**REDWOOD PARTNERSHIP**

Consulting Engineers  
Transportation Planners



**PROPOSED DEVELOPMENT  
TUDOR LODGE HOTEL  
50 FIELD END ROAD  
HILLINGDON  
HA5 2QN**

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**TRANSPORT STATEMENT**

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*on behalf of*  
**Mr G Sethi**

PMcL/3469d6/December 2024

Registered in England No. 7200530

Registered Office: The White House, 2 Meadow, Godalming, Surrey, GU7 3HN



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## DRAWINGS

J79 Studio Drg No. 1921-A90-P1 – Proposed Block Plan

## APPENDIX A

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## 1.0 INTRODUCTION

- 1.1 The Redwood Partnership has been appointed by Mr G Sethi to provide transport and highway advice and prepare a Transport Statement to accompany a planning application at the Tudor Lodge Hotel, 50 Field End Road, Hillingdon, HA5 2QN. A site location plan is shown on **Figure A1 (Appendix A)**.
- 1.2 The detailed planning application consists of the construction of a single-storey small facilities building to house a store room; plant store and an externally accessed WC as shown on **J79 Studio Drg No. 1921-A90-P1** (copy attached).
- 1.3 The Transport Statement considers the following issues:
  - **Section 2.0** describes the existing highway conditions and patterns of movement within the study area together with public transport provision and accessibility of all modes of travel in the vicinity of the site;
  - **Section 3.0** describes the development proposals;
  - **Section 4.0** describes the local and national Planning policy background;
  - **Section 5.0** provides a full summary and report conclusions.
- 1.4 The Authority responsible for planning, highways and transportation matters within the development area is the London Borough of Hillingdon. The Transport Statement should be read together with other submitted documents in particular, the Design and Access Statement, site layouts and details prepared by J79 Studio.



## 2.0 EXISTING HIGHWAY

2.1 The existing site consists of a 44no guest bedroom hotel known as the Tudor Lodge Hotel located at the south-west corner of the mini roundabout junction of Field End Road and Bridle Road, London, HA5 2QN. The site is located within the outer London Borough of Hillingdon. The existing hotel has a parking provision of 31no spaces. **Figure A1 (Appendix A)** shows the location of the site relative to the local highway network.

2.2 Field End Road is an 8.3m wide single carriageway urban road with single yellow line waiting restrictions and a 2m wide central hatched area; street lighting and footways both sides of the road. The Field End Road's western footway forms the eastern boundary of the site where the site access is located. Field End Road maintains a national urban 30mph speed limit along the site frontage and is a local distributor road serving local residential catchments forming an important transport corridor through Hillingdon (**Figure A1**).

### Pedestrian & Cycle Accessibility

2.3 The Institution of Highways and Transportation (IHT) publication "Guidelines for providing for journeys on foot" (2000) suggests acceptable walking distances for pedestrians without impaired mobility. The document suggests up to 2km (slightly over one mile) as being the maximum distance which the general public would consider if walking is a consideration. A significant local population lives within a 15-minute (1200 metre) walk isochrone. The site's location will benefit those who wish to walk to and from the site, namely staff and local residents.

2.4 The hotel is located in an urban area and has the benefit of surfaced footways adjacent to the site to encourage walking and bus trips. The existing hotel has a single gated pedestrian access from Field End Road. Pedestrian access can also be achieved via the shared surface of the vehicular access.

### Public Transport - Bus Accessibility

2.5 Bus service H13 passes east and north of the site along Field End Road. Bus service 282 passes north of the site along Field End Road and Bridle Road. **Photo 2.1** shows the bus stop opposite the hotel on Field End Road. **Photo 2.2** and **Photo 2.3** show the bus stops north of the hotel on Field End Road and north-east of the hotel on Bridle Road respectively. All the nearest bus stops are provided with shelters and seats:



**Photo 2.1**  
**Bus stop opposite site entrance**



**Photo 2.2**  
**Bus stop north of site**



**Photo 2.3**  
**Bus Stop north-east of the site**



**Photo 2.4**  
**Existing site entrance**



2.6 Most bus services are high frequency and operate throughout the day. The frequency and timing of bus services provide a realistic opportunity for guests, staff and customers to consider bus travel as a mode of transport to the site. **Table 2.1** shows the local bus services and available routes stopping near to the site:

**Table 2.1 - Local bus services and frequencies**

Service Number	General Frequency (mins)			Route
	Mon-Fri	Saturday	Sunday	
282	12 mins	12 mins	15 mins	Mount Vernon Hospital – Northwood – Eastcote – Northolt – Yeading – Greenford – Ealing Hospital
H13	20 mins	20 mins	20 mins	St Vincent's Park - Northwood Hills - Pinner Hill - Pinner Green - Pinner - Eastcote Village - Ruislip Manor - Ruislip - Ruislip Lido

2.7 Walk distances to the site from the nearest bus stops on Field End Road and Bridle Road are well within the recommended maximum walk distances suggested in the Institution of



Highways & Transportation's "Guidelines for Planning for Public Transport in Developments" (Para 5.18) which states: "*The Department of the Environment has recommended that the public should not have to walk more than 400 metres to the nearest bus stop*". The site location is within 150 metres walk distance of the three nearest bus stops shown on **Figure A1**. The site is therefore easily accessible to local bus services.

### Public Transport - Rail Accessibility

2.8 The Institution of Highways & Transportation's "Guidelines for Planning for Public Transport in Developments" (Para 5.21) states: "*New developments should be located so that public transport trips involve a walking distance of less than 800 metres from the nearest railway station*". Eastcote Underground station is located 800 metres (10-minutes) walk distance south of the site and is within the preferred maximum walking distance. With regular, comprehensive services on the Metropolitan and Piccadilly Lines, the station provides an attractive travel choice for staff and potentially guests and customers accessing the site.

### Public Transport Accessibility Levels

2.9 A Public Transport Accessibility Level (PTAL) assessment has been undertaken using the standard online methodology issued by TfL. The PTAL methodology provides an 'accessibility index' of rail and bus services within given times of a particular location. Each area is graded between 0 and 6b, where a score of 0 is very poor access to public transport, and 6b is excellent access to public transport. Threshold walk times are set to eight minutes (an equivalent walk of 640 metres) for bus services and up to 12 minutes (an equivalent walk of 960 metres) for rail services. Parameters reflected by the accessibility measures are:

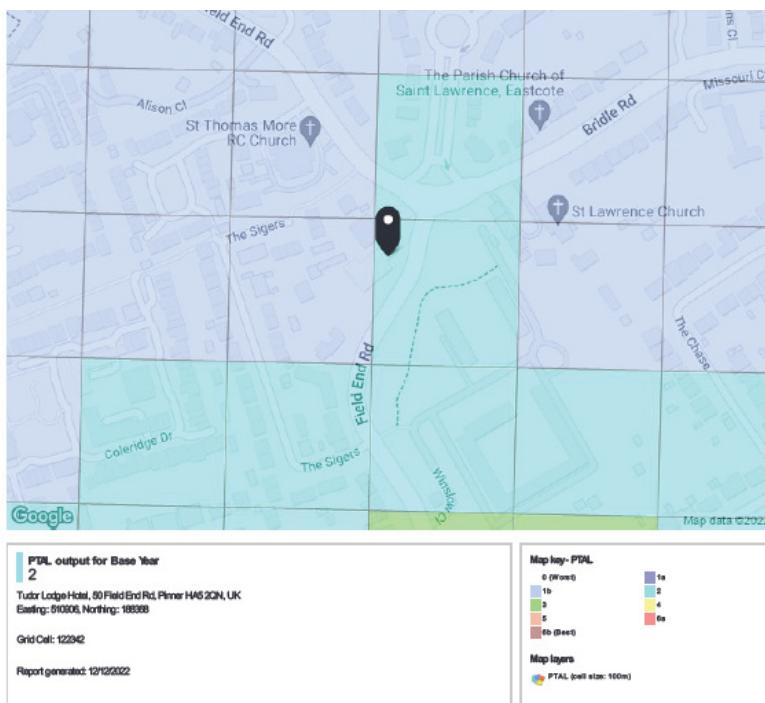
- Walking time between the point of interest and the public transport access points;
- Reliability of the service modes available;
- Number of services within the catchment area, and
- Level of service at the public transport access point (average waiting time).

2.10 The PTAL assessment taken from the TfL's WebCAT planning tool indicates that the site entrance is located in an area with a relatively 'poor' PTAL score of 2 reflecting lower local rail and bus accessibility, not unlike most of Hillingdon. An extract of the output is shown below with the site flagged. The full PTAL assessment is included in **Appendix B. Figure**



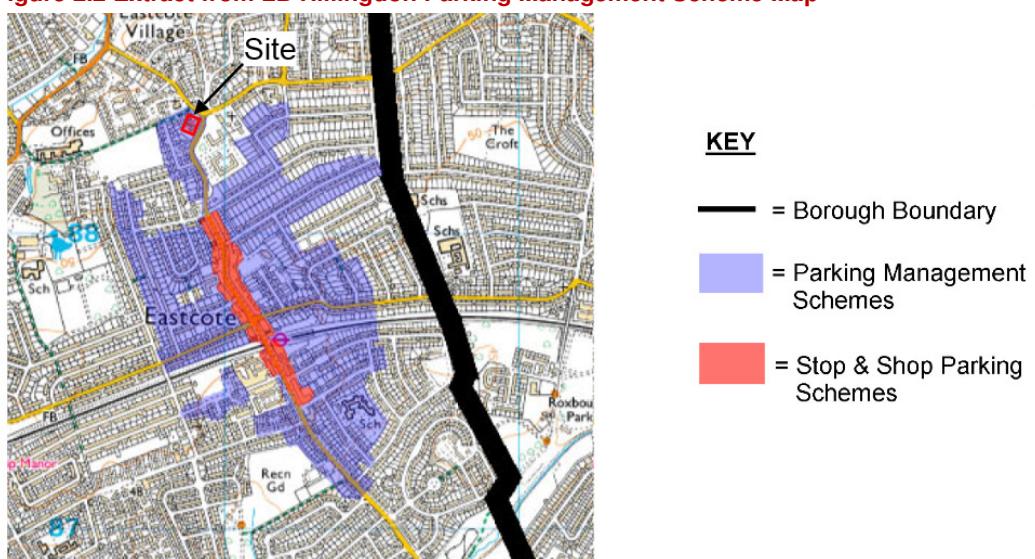
2.1 shows the PTAL map for the site entrance which is flagged:

**Figure 2.1 – PTAL Map**



2.11 The surrounding area is predominantly residential in character and the locality is within a controlled parking zone (CPZ) operating from Monday to Saturday - 9am to 6.30pm. **Figure 2.2** shows an extract from LB Hillingdon's Parking Management Scheme Map:

**Figure 2.2 Extract from LB Hillingdon Parking Management Scheme Map**





## 3.0 DEVELOPMENT PROPOSALS

3.1 The detailed planning application consists of the construction of a single-storey small facilities building to house a store room; plant store and an externally accessed WC as shown on **J79 Studio Drg No. 1921-A90-P1** (copy attached). The proposals will not increase the guest accommodation in the hotel.

### Site Layout

3.2 Pedestrian and vehicular access to the hotel from Field End Road would remain unchanged. A single vehicle access to the car park is located on the eastern frontage off Field End Road (**Photo 2.4**). **Photo 3.1** shows good visibility at the hotel access looking north along Field End Road towards the roundabout. **Photo 3.2** shows good visibility at the hotel access looking south along Field End Road:

**Photo 3.1 - Access visibility looking north**



**Photo 3.2 - Access visibility looking south**



### Pedestrians and Walking

3.3 The hotel has a single gated pedestrian access from Field End Road in front of the main building entrance. The proposals retain and enhance this existing pedestrian entrance.

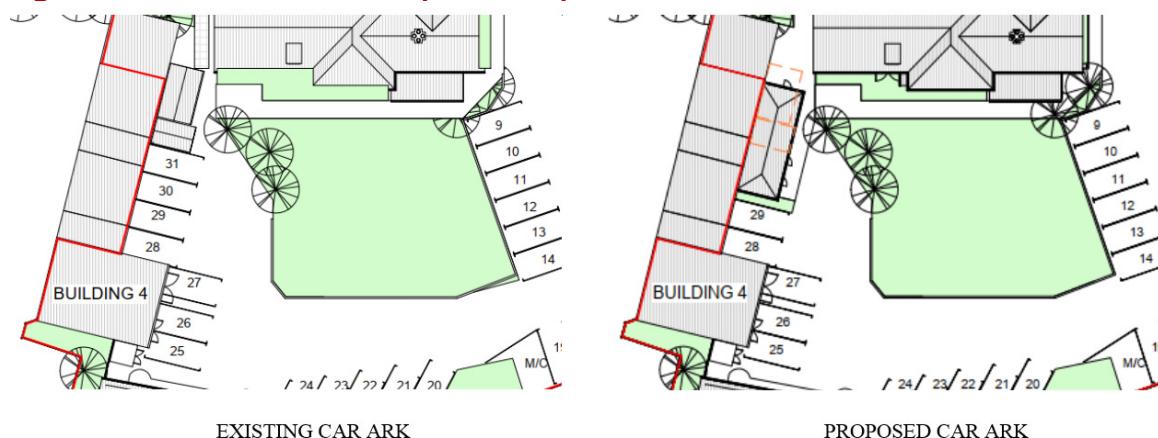
### Car Parking

3.4 The existing hotel has provision for 31no car parking spaces (including 2no blue-badge spaces) which the Applicant has confirmed is operating without issue. The development proposals will remove 2no car parking spaces (nos. 30-31), reducing the total number from



31no spaces to 29no spaces in the location of the new facilities building. **Figure 3.1** shows an extract from the architect's layout indicating the existing post-development situations:

**Figure 3.1 – Location of Development Proposals**



3.5 LB Hillingdon's current car parking standards are contained in Hillingdon Local Plan: Part 2 Development Management Policies, Adopted January 2020. The Council has no specific parking standards that can be applied for this type of proposal and each application is assessed on its own merits.

3.6 A TRICS assessment of hotels with restaurant facilities provides a similar profile to the guests and customers frequenting the hotel facilities. An average hourly arrivals and departures table is included in the TRICS assessment which is based upon five hotels with restaurants (**Appendix C**).

3.7 **Table 3.1** shows the TRICS estimated average car parking accumulation of the existing hotel throughout a typical weekday. The proposal does not include an increase in bedrooms; therefore, parking demand will remain unchanged. **Table 3.1** shows a maximum parking accumulation of 24no vehicles in the evening period within a reduced 29no space car park. We would expect business guests, more often than not, to leave the car park early in the day, before 07:00hrs, increasing the parking availability at the start of the day, thereby providing more spaces throughout the day. We have taken car park occupancy before 07:00hrs as 50% occupancy.

3.8 The TRICS assessment shows no material impact on maximum car park accumulation as a result of the reduction in car parking provision from 31no spaces to 29no spaces. The reduced



car park provision of 29no spaces still retains car parking demand within the confines of the site without impacting the surrounding streets:

**Table 3.1 TRICS Estimate Car Park Accumulation – Existing 44no Rooms**

	Use C1 (TRICS estimate - Existing 44no rooms)			Accum	
	Trip Rate/bedroom		Vehicles		
Time of day	in	out	in	out	vehs
Hotel					15
0700-0800	0.070	0.164	3	7	11
0800-0900	0.126	0.231	6	10	6
0900-1000	0.085	0.132	4	6	4
1000-1100	0.123	0.137	5	6	4
1100-1200	0.114	0.108	5	5	4
1200-1300	0.330	0.158	15	7	11
1300-1400	0.249	0.316	11	14	8
1400-1500	0.173	0.205	8	9	7
1500-1600	0.178	0.234	8	10	5
1600-1700	0.269	0.117	12	5	11
1700-1800	0.395	0.281	17	12	16
1800-1900	0.430	0.263	19	12	24
1900-2000	0.301	0.295	13	13	24
2000-2100	0.146	0.237	6	10	20
2100-2200	0.117	0.178	5	8	17
	<b>0.117</b>		<b>137</b>	<b>134</b>	

### **Motorcycle Parking**

3.9 Hillingdon Local Plan: Part 2 2020, Appendix C, Table 1 (a) 13 states that '*In addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, moped and scooters) must be provided at a rate of 5% of car parking spaces*'. The motorcycle parking standard equates to 2no motorcycle parking spaces in proportion to the number of car parking spaces (29x0.05). Space is already provided for 3no motorcycles in a single marked area west of car parking space no.19.



### **Refuse Collection, Servicing & Taxi**

3.10 A turning area at the entry to the site is available in the car park layout to provide for general servicing and taxi drop off/pick up which can be carried out within the site. Service vehicles and taxis are able to turn on site and leave in forward gear at the present time.



## 4.0 PLANNING POLICY GUIDANCE

4.1 National and local transport Planning policy and guidance relevant to the proposed development are included in the following documents:

- i) National Planning Policy Framework (NPPF), December 2024;
- ii) Hillingdon's Local Plan: Part 2 -Development Management Policies, January 2020.

4.2 The common themes running through these documents are:

- To reduce the growth in the length and number of motorised journeys;
- To encourage alternative means of travel which have less environmental impact; and hence;
- To reduce reliance on the private car and offer a realistic choice of access by a choice of transport modes and where one journey can fulfil a number of purposes.

4.3 Promoting brownfield development in urban areas near to major transport corridors and residential areas will provide an effective sustainable alternative to out of town development reducing the need for, and length of, car trips and will promote healthy alternatives to the car.

### National Planning Policy Framework (NPPF, December 2024)

4.4 Para 116 (NPPF) states:

*'116. 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, following mitigation, would be severe, taking into account all reasonable future scenarios.'*

4.5 The assessment shows that the marginally reduced car parking provision remains sufficient to contain normal car park usage for the hotel without parking demand impacting on-street parking outside the site boundary.



4.6 We consider there will be no traffic impact on the local highway as a result of the proposed development, therefore the proposals are not considered 'severe' as referred to in the National Planning Policy Framework document.

### **Hillingdon Local Plan: Part 2 (Jan 2020)**

4.7 The document 'Development Management Policies' has detailed transport policies in Chapter 8. The key policies are summarised as follows:

- Policy DMT 1: Managing Transport Impacts. This policy requires that development proposals are accessible by public transport, promote walking and cycling, provide equal access for all people, address delivery and service requirements, and have no significant adverse transport impacts on the local environment (in particular the strategic road network);
- Policy DMT 2: Highways Impacts. This policy requires safe and efficient vehicular access to the highway network, minimising impact on the local environment and facilities for pedestrians and cyclists;
- Policy DMT 5: Pedestrians and Cyclists. This policy requires development proposals to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network;
- Policy DMT 6: Vehicle Parking. Developments are to comply with parking standards in order to facilitate sustainable development and address congestion.

4.8 The aim of the transport policies is to provide a sustainable transport system that addresses the length of journeys, reduces car dependency, supports the economy, encourages active travel and improves quality of life. The policies also aim to reduce congestion and smooth traffic flow.

### **Summary**

4.9 With regards transport, the proposed development will accord with the relevant transport policies at a national, regional and local level. The proposals have been assessed in the light of current local and national transport policy and are fully compliant with the Council's policy objectives.



## 5.0 SUMMARY & CONCLUSIONS

5.1 The Redwood Partnership has been appointed by Mr G Sethi to provide transport and highway advice and prepare a Transport Statement to accompany a planning application at the Tudor Lodge Hotel, 50 Field End Road, Hillingdon, HA5 2QN.

5.2 The existing site consists of a 44no guest bedroom hotel known as the Tudor Lodge Hotel located at the north-east corner of the junction of Field End Road and Bridle Road, London, HA5 2QN. The site is located within the outer London Borough of Hillingdon. The existing hotel has a parking provision of 31no spaces.

5.3 The detailed planning application consists of the construction of a single-storey small facilities building to house a store room; plant store and an externally accessed WC as shown on J79 Studio Drg No. 1921-A90-P1 (copy attached).

5.4 The Institution of Highways and Transportation (IHT) publication “Guidelines for providing for journeys on foot” (2000) suggests walking up to 2km (slightly over one mile) as being the maximum distance which the general public would consider if walking is a consideration. A significant local population live within a 15-minute (1200 metre) walk isochrone. The site’s location will benefit those who wish to walk to and from the site, namely staff and local residents.

5.5 The hotel is located in an urban area and has the benefit of surfaced footways adjacent to the site to encourage walking and bus trips. The existing hotel has a single gated pedestrian access from Field End Road. Pedestrian access can also be achieved via the shared surface of the vehicular access.

5.6 Most local bus services are high frequency and operate throughout the day passing directly next to the site. The frequency and timing of bus services provide a realistic opportunity for guests, staff and customers to consider bus travel as a mode of transport to the site. The site location is within 150 metres walk distance of the three nearest bus stops.

5.7 Eastcote Underground station is located 800 metres (10-minutes) walk distance south of the site and is within the preferred maximum walking distance. With regular, comprehensive services on the Metropolitan and Piccadilly Lines, the station provides an attractive travel choice for staff and potentially guests and customers accessing the site.



- 5.8 The PTAL assessment taken from the TfL's WebCAT planning tool indicates that the site entrance is located in an area with a 'poor' PTAL score of 2 reflecting the relatively lower local rail and bus accessibility compared to other areas of London. The surrounding area is predominantly residential in character and the locality is within a controlled parking zone (CPZ) operating from Monday to Saturday - 9am to 6.30pm.
- 5.9 The TRICS assessment shows no material impact on maximum car park accumulation as a result of the reduction in car parking provision from 31no spaces to 29no spaces. The reduced car park provision of 29no spaces still retains car parking demand within the confines of the site without impacting the surrounding streets.
- 5.10 We consider there will be no traffic impact on the local highway as a result of the proposed development, therefore the proposals are not considered 'severe' as referred to in the National Planning Policy Framework document. Overall, the proposed development proposals will have no adverse transport impacts on the local environment.

**DRAWINGS**



01 PROPOSED BLOCK PLAN  
1:500 @ A3

OUTBUILDING APPLICATION DEC 2024

0 1:500@A3 10 20M  
J 79 STUDIO [REDACTED]  
T: +44 (0)7742 071 052  
W: info@j79studio.co.uk

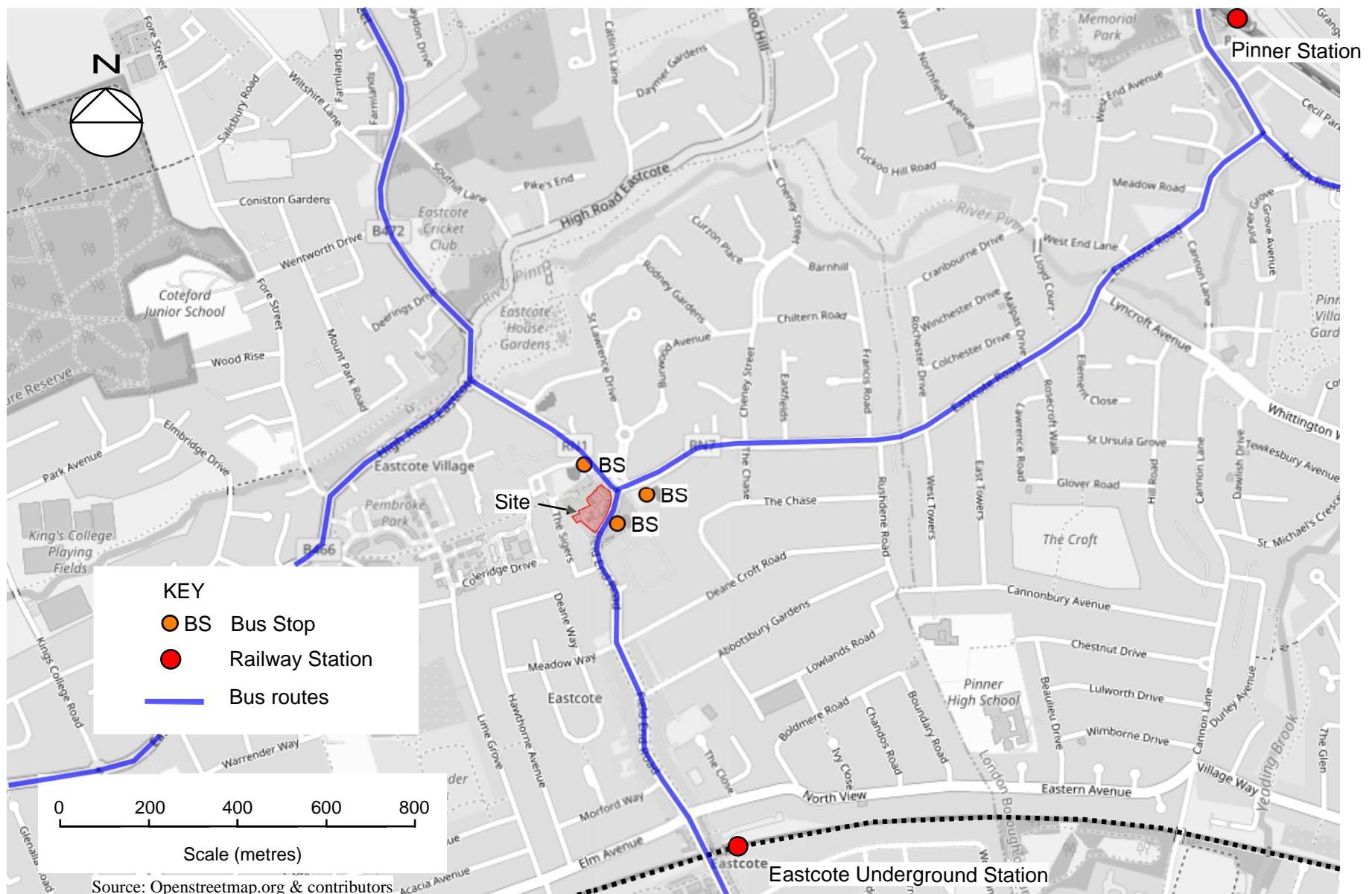
**PLANNING ISSUE 01**  
FOR CLIENT  
CONFIRM ALL DESIGN WITH CLIENT ON SITE  
BUILDING CONTROL APPROVAL TBC  
ALL DIMENSIONS TO BE CHECKED ON SITE

This drawing is the property of J79 Studio. Copyright is reserved & this drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part, without our consent. Only refer to dimensions shown on drawing. Third parties to check all dimensions on site. Any errors please notify architect in the first instance.

Rev	Date	Note
P1	10-12-24	PLANNING ISSUE
PROJECT		
Tudor Lodge Hotel, 50 Field End Road HA5 2QN		
DRAWING TITLE	PROPOSED BLOCK PLAN	
STATUS	PLANNING APPLICATION - DEC 2024	
DRAWN BY	Author	CHECKED BY Checker

PROJECT NO.	DATE	SCALE
1921	DEC 2024	1:500@A3
DRAWING NO.		REVISION

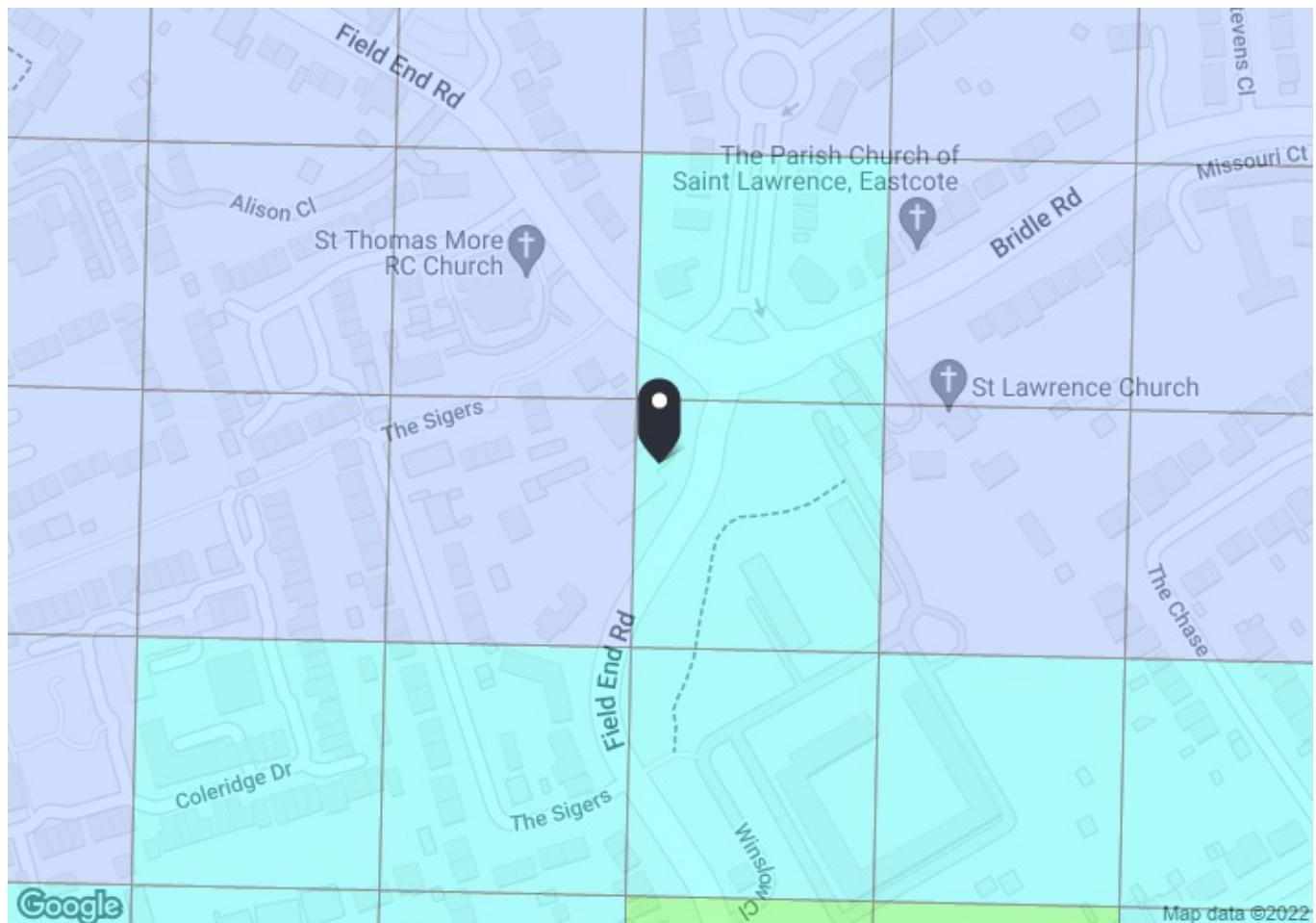
## **APPENDIX A**



Tudor Lodge Hotel, 50 Field End Road, Hillingdon, HA5 2QN  
Site Location & Public Transport Plan

FIGURE A1

## **APPENDIX B**



**PTAL output for Base Year**  
**2**

Tudor Lodge Hotel, 50 Field End Rd, Pinner HA5 2QN, UK  
Easting: 510906, Northing: 188368

Grid Cell: 122342

Report generated: 12/12/2022

**Calculation Parameters**

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

**Map key- PTAL**

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

**Map layers**

PTAL (cell size: 100m)

## Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FIELD END ROAD/BRIDLE RD	H13	72.92	3	0.91	12	12.91	2.32	0.5	1.16
Bus	FIELD END ROAD/BRIDLE RD	282	72.92	5	0.91	8	8.91	3.37	1	3.37
LUL	Eastcote	'Uxbridge-AldSlow'	849.86	5.33	10.62	6.38	17	1.76	1	1.76
LUL	Eastcote	'BlkStr-UxbridgeSFast'	849.86	2.33	10.62	13.63	24.25	1.24	0.5	0.62
LUL	Eastcote	'Uxbridge-BStreetSI'	849.86	3.67	10.62	8.92	19.55	1.53	0.5	0.77
LUL	Eastcote	'HarrowHill-Uxbridge'	849.86	0.67	10.62	45.53	56.15	0.53	0.5	0.27
LUL	Eastcote	'Uxbridge-Cockfosters'	849.86	3.67	10.62	8.92	19.55	1.53	0.5	0.77
LUL	Eastcote	'Ruislip-Cockfosters'	849.86	2.33	10.62	13.63	24.25	1.24	0.5	0.62
LUL	Eastcote	'ArnosGrove-Uxbridge'	849.86	1	10.62	30.75	41.37	0.73	0.5	0.36
LUL	Eastcote	'Oakwood-Uxbridge'	849.86	0.33	10.62	91.66	102.28	0.29	0.5	0.15
LUL	Eastcote	'Oakwood-Ruislip'	849.86	0.33	10.62	91.66	102.28	0.29	0.5	0.15

Total Grid Cell AI: 10

## **APPENDIX C**



Secondary Filtering selection:

Use Class:

n/a 5 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:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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 5 days

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

PTAL Rating:

No PTAL Present	4 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	DY-06-H-01	PUB/RES + HOTEL KINGSWAY DERBY ROWDITCH Suburban Area (PPS6 Out of Centre) Retail Zone Total Number of bedrooms: 35 <i>Survey date: THURSDAY</i>	DERBY 12/07/18	<i>Survey Type: MANUAL</i>
2	HV-06-H-01	PREMIER INN & CARVERY WHALEBONE LANE NTH ROMFORD CHADWELL HEATH Edge of Town Residential Zone Total Number of bedrooms: 44 <i>Survey date: TUESDAY</i>	HAVERING 07/10/14	<i>Survey Type: MANUAL</i>
3	MK-06-H-02	TOBY CARVERY & LODGE BURCHARD CRESCENT MILTON KEYNES SHENLEY CHURCH END Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms: 42 <i>Survey date: FRIDAY</i>	42 03/10/14	<i>Survey Type: MANUAL</i>
4	NF-06-H-01	PREMIER INN & B. FAYRE NORTH RIVER ROAD GREAT YARMOUTH RUNHAM Edge of Town No Sub Category Total Number of bedrooms: 88 <i>Survey date: THURSDAY</i>	10/05/18	<i>Survey Type: MANUAL</i>
5	WL-06-H-01	PREMIER INN & TABLE TABLE PEARCE WAY SALISBURY BISHOPDOWN Edge of Town Residential Zone Total Number of bedrooms: 133 <i>Survey date: WEDNESDAY</i>	133 19/09/18	<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/H - PUB/RES + HOTEL  
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	5	68	0.096	5	68	0.237	5	68	0.333
08:00 - 09:00	5	68	0.155	5	68	0.292	5	68	0.447
09:00 - 10:00	5	68	0.140	5	68	0.173	5	68	0.313
10:00 - 11:00	5	68	0.152	5	68	0.190	5	68	0.342
11:00 - 12:00	5	68	0.173	5	68	0.158	5	68	0.331
12:00 - 13:00	5	68	0.371	5	68	0.202	5	68	0.573
13:00 - 14:00	5	68	0.330	5	68	0.374	5	68	0.704
14:00 - 15:00	5	68	0.216	5	68	0.269	5	68	0.485
15:00 - 16:00	5	68	0.213	5	68	0.257	5	68	0.470
16:00 - 17:00	5	68	0.307	5	68	0.140	5	68	0.447
17:00 - 18:00	5	68	0.459	5	68	0.336	5	68	0.795
18:00 - 19:00	5	68	0.488	5	68	0.304	5	68	0.792
19:00 - 20:00	5	68	0.342	5	68	0.310	5	68	0.652
20:00 - 21:00	5	68	0.184	5	68	0.281	5	68	0.465
21:00 - 22:00	5	68	0.149	5	68	0.205	5	68	0.354
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.775			3.728				7.503

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:	35 - 133 (units: )
Survey date date range:	01/01/14 - 06/11/21
Number of weekdays (Monday-Friday):	5
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/H - PUB/RES + HOTEL  
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	5	68	0.006	5	68	0.006	5	68	0.012
08:00 - 09:00	5	68	0.012	5	68	0.012	5	68	0.024
09:00 - 10:00	5	68	0.009	5	68	0.009	5	68	0.018
10:00 - 11:00	5	68	0.006	5	68	0.006	5	68	0.012
11:00 - 12:00	5	68	0.009	5	68	0.009	5	68	0.018
12:00 - 13:00	5	68	0.015	5	68	0.012	5	68	0.027
13:00 - 14:00	5	68	0.026	5	68	0.026	5	68	0.052
14:00 - 15:00	5	68	0.023	5	68	0.023	5	68	0.046
15:00 - 16:00	5	68	0.000	5	68	0.000	5	68	0.000
16:00 - 17:00	5	68	0.003	5	68	0.003	5	68	0.006
17:00 - 18:00	5	68	0.009	5	68	0.009	5	68	0.018
18:00 - 19:00	5	68	0.020	5	68	0.020	5	68	0.040
19:00 - 20:00	5	68	0.006	5	68	0.006	5	68	0.012
20:00 - 21:00	5	68	0.020	5	68	0.020	5	68	0.040
21:00 - 22:00	5	68	0.026	5	68	0.026	5	68	0.052
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.190			0.187				0.377

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/H - PUB/RES + HOTEL  
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	5	68	0.006	5	68	0.012	5	68	0.018
08:00 - 09:00	5	68	0.003	5	68	0.006	5	68	0.009
09:00 - 10:00	5	68	0.020	5	68	0.018	5	68	0.038
10:00 - 11:00	5	68	0.003	5	68	0.006	5	68	0.009
11:00 - 12:00	5	68	0.006	5	68	0.003	5	68	0.009
12:00 - 13:00	5	68	0.006	5	68	0.012	5	68	0.018
13:00 - 14:00	5	68	0.009	5	68	0.009	5	68	0.018
14:00 - 15:00	5	68	0.003	5	68	0.003	5	68	0.006
15:00 - 16:00	5	68	0.003	5	68	0.003	5	68	0.006
16:00 - 17:00	5	68	0.006	5	68	0.003	5	68	0.009
17:00 - 18:00	5	68	0.012	5	68	0.009	5	68	0.021
18:00 - 19:00	5	68	0.000	5	68	0.006	5	68	0.006
19:00 - 20:00	5	68	0.000	5	68	0.000	5	68	0.000
20:00 - 21:00	5	68	0.003	5	68	0.003	5	68	0.006
21:00 - 22:00	5	68	0.000	5	68	0.000	5	68	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.080			0.093			0.173	

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/H - PUB/RES + HOTEL  
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	5	68	0.000	5	68	0.000	5	68	0.000
08:00 - 09:00	5	68	0.000	5	68	0.000	5	68	0.000
09:00 - 10:00	5	68	0.006	5	68	0.000	5	68	0.006
10:00 - 11:00	5	68	0.000	5	68	0.006	5	68	0.006
11:00 - 12:00	5	68	0.000	5	68	0.000	5	68	0.000
12:00 - 13:00	5	68	0.000	5	68	0.000	5	68	0.000
13:00 - 14:00	5	68	0.000	5	68	0.000	5	68	0.000
14:00 - 15:00	5	68	0.000	5	68	0.000	5	68	0.000
15:00 - 16:00	5	68	0.000	5	68	0.000	5	68	0.000
16:00 - 17:00	5	68	0.000	5	68	0.000	5	68	0.000
17:00 - 18:00	5	68	0.000	5	68	0.000	5	68	0.000
18:00 - 19:00	5	68	0.000	5	68	0.000	5	68	0.000
19:00 - 20:00	5	68	0.000	5	68	0.000	5	68	0.000
20:00 - 21:00	5	68	0.000	5	68	0.000	5	68	0.000
21:00 - 22:00	5	68	0.000	5	68	0.000	5	68	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.006			0.006			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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL  
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	5	68	0.003	5	68	0.006	5	68	0.009
08:00 - 09:00	5	68	0.003	5	68	0.000	5	68	0.003
09:00 - 10:00	5	68	0.000	5	68	0.000	5	68	0.000
10:00 - 11:00	5	68	0.000	5	68	0.003	5	68	0.003
11:00 - 12:00	5	68	0.003	5	68	0.000	5	68	0.003
12:00 - 13:00	5	68	0.003	5	68	0.006	5	68	0.009
13:00 - 14:00	5	68	0.000	5	68	0.000	5	68	0.000
14:00 - 15:00	5	68	0.000	5	68	0.006	5	68	0.006
15:00 - 16:00	5	68	0.000	5	68	0.000	5	68	0.000
16:00 - 17:00	5	68	0.003	5	68	0.003	5	68	0.006
17:00 - 18:00	5	68	0.003	5	68	0.006	5	68	0.009
18:00 - 19:00	5	68	0.000	5	68	0.006	5	68	0.006
19:00 - 20:00	5	68	0.003	5	68	0.000	5	68	0.003
20:00 - 21:00	5	68	0.000	5	68	0.000	5	68	0.000
21:00 - 22:00	5	68	0.000	5	68	0.000	5	68	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.021			0.036			0.057	

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/H - PUB/RES + HOTEL  
CARSCalculation 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	5	68	0.070	5	68	0.164	5	68	0.234
08:00 - 09:00	5	68	0.126	5	68	0.231	5	68	0.357
09:00 - 10:00	5	68	0.085	5	68	0.132	5	68	0.217
10:00 - 11:00	5	68	0.123	5	68	0.137	5	68	0.260
11:00 - 12:00	5	68	0.114	5	68	0.108	5	68	0.222
12:00 - 13:00	5	68	0.330	5	68	0.158	5	68	0.488
13:00 - 14:00	5	68	0.249	5	68	0.316	5	68	0.565
14:00 - 15:00	5	68	0.173	5	68	0.205	5	68	0.378
15:00 - 16:00	5	68	0.178	5	68	0.234	5	68	0.412
16:00 - 17:00	5	68	0.269	5	68	0.117	5	68	0.386
17:00 - 18:00	5	68	0.395	5	68	0.281	5	68	0.676
18:00 - 19:00	5	68	0.430	5	68	0.263	5	68	0.693
19:00 - 20:00	5	68	0.301	5	68	0.295	5	68	0.596
20:00 - 21:00	5	68	0.146	5	68	0.237	5	68	0.383
21:00 - 22:00	5	68	0.117	5	68	0.178	5	68	0.295
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.106			3.056			6.162	

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/H - PUB/RES + HOTEL  
LGVSCalculation 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	5	68	0.015	5	68	0.056	5	68	0.071
08:00 - 09:00	5	68	0.015	5	68	0.041	5	68	0.056
09:00 - 10:00	5	68	0.020	5	68	0.015	5	68	0.035
10:00 - 11:00	5	68	0.020	5	68	0.035	5	68	0.055
11:00 - 12:00	5	68	0.044	5	68	0.038	5	68	0.082
12:00 - 13:00	5	68	0.018	5	68	0.020	5	68	0.038
13:00 - 14:00	5	68	0.047	5	68	0.020	5	68	0.067
14:00 - 15:00	5	68	0.018	5	68	0.038	5	68	0.056
15:00 - 16:00	5	68	0.029	5	68	0.020	5	68	0.049
16:00 - 17:00	5	68	0.029	5	68	0.015	5	68	0.044
17:00 - 18:00	5	68	0.038	5	68	0.035	5	68	0.073
18:00 - 19:00	5	68	0.038	5	68	0.015	5	68	0.053
19:00 - 20:00	5	68	0.032	5	68	0.009	5	68	0.041
20:00 - 21:00	5	68	0.015	5	68	0.020	5	68	0.035
21:00 - 22:00	5	68	0.006	5	68	0.000	5	68	0.006
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.384			0.377			0.761	

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/H - PUB/RES + HOTEL  
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	5	68	0.000	5	68	0.000	5	68	0.000
08:00 - 09:00	5	68	0.000	5	68	0.003	5	68	0.003
09:00 - 10:00	5	68	0.000	5	68	0.000	5	68	0.000
10:00 - 11:00	5	68	0.000	5	68	0.000	5	68	0.000
11:00 - 12:00	5	68	0.000	5	68	0.000	5	68	0.000
12:00 - 13:00	5	68	0.003	5	68	0.000	5	68	0.003
13:00 - 14:00	5	68	0.000	5	68	0.003	5	68	0.003
14:00 - 15:00	5	68	0.000	5	68	0.000	5	68	0.000
15:00 - 16:00	5	68	0.003	5	68	0.000	5	68	0.003
16:00 - 17:00	5	68	0.000	5	68	0.003	5	68	0.003
17:00 - 18:00	5	68	0.006	5	68	0.003	5	68	0.009
18:00 - 19:00	5	68	0.000	5	68	0.000	5	68	0.000
19:00 - 20:00	5	68	0.003	5	68	0.000	5	68	0.003
20:00 - 21:00	5	68	0.000	5	68	0.000	5	68	0.000
21:00 - 22:00	5	68	0.000	5	68	0.000	5	68	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.015			0.012			0.027	

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.