



Proposed Apart-Hotel Development
Part Lane, Riseley, Reading

Transport Statement

For

White Planning

Document Control Sheet

Proposed Apart-Hotel Development

Part Lane, Riseley, Reading

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This document has been issued and amended as follows:

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Contents

1.0 Introduction 1

2.0 Policy Context 2

3.0 Baseline Conditions 5

4.0 Development Proposals.....11

5.0 Development Impact14

6.0 Summary and Conclusions16

Figures

Figure 3.1 - Site Location..... 5

Figure 3.2 - Wider Strategic Network 8

Figure 3.3 - CrashMap Extract..... 8

Figure 3.4 - Public Rights of Way Within Close Proximity to the Site 9

Appendices

A Site Layout Plan

B Motion Drawing 2406127-02 – Proposed Access Arrangements

C Swept Path Analysis

D TRICS Output

1.0 Introduction

- 1.1 This Transport Statement has been prepared to accompany a planning application in relation to development proposals on land north of Part Lane, Riseley, Reading (herein after referred to as 'the site'). The site falls within the administrative boundary of Wokingham Borough Council (WBC).
- 1.2 The site is located on land north of Part Lane, approximately 900 metres to the east of the residential village of Riseley. The site is bound by undeveloped land to the north, Trowe's Lane to the east, Part Lane to the south and a residential dwelling to the west. The site benefits from close proximity to the strategic highway network via A33 to the west.
- 1.3 The site has previously been subject to multiple prior approval planning applications within the parameters of Class Q, Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015. Class Q allows for development consisting of a change of use of a building and any land within its curtilage from a use as an agricultural building to a use falling within Class C3 (dwelling houses) of the Schedule to the Use Classes Order.
- 1.4 The site comprises of Glasspool Farm which is currently vacant, albeit was previously operated under agricultural use in the past. The development proposals seek prior approval permission to redevelop the site to provide 14no. 1-bedroom apart-hotel units. Access to the site will be achieved via the existing access from Part Lane. Car and cycle parking will be provided in accordance with applicable policy standards.
- 1.5 This Transport Statement, which has been prepared in accordance with current best practice guidance, will demonstrate that:
- ▶ The site accords with national, regional and local policies that are considered pertinent to transport;
 - ▶ The site is readily accessible by public transport, walking and cycling;
 - ▶ A review of personal injury accident information has identified no significant issues associated with the local highway network that are detrimental to the existing standard of road safety;
 - ▶ Safe and suitable access to the site can be achieved in accordance with relevant design guidance;
 - ▶ Appropriate levels of car and cycle parking will be provided;
 - ▶ The proposals will result in a negligible change in vehicle movements on the surrounding highway network; and
 - ▶ The proposals will not result in an unacceptable impact on highway safety.
- 1.6 Following this introduction, this Transport Statement is split into the following sections:
- ▶ Section 2 outlines the key planning policy and guidance that are considered pertinent to this application;
 - ▶ Section 3 provides information on the site and surrounding area, including a review of the local highway network, accessibility of the site by all modes of transport and road safety;;
 - ▶ Section 4 sets out the proposals, including access, parking, and servicing arrangements;
 - ▶ Section 5 outlines the anticipated trip generation associated with the proposals; and
 - ▶ Section 6 summarises the key findings and conclusions of the Transport Statement.

2.0 Policy Context

2.1 There are a number of planning policies that are considered pertinent to the development proposals. The policies are as follows:

- ▶ National Planning Policy Framework – December 2023;
- ▶ Wokingham Borough Adopted Core Strategy – January 2010; and
- ▶ Wokingham Borough Managing Development Delivery Local Plan – February 2014.

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) was most recently revised in December 2023, setting out the Government's planning policies for England and how they are expected to be applied.

2.3 Section 9 of the NPPF deals with 'Promoting Sustainable Transport', with Paragraph 108 stating:

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

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location, or density of development that can be accommodated;*
- c) Opportunities to promote walking, cycling, and public transport use are identified and pursued;*
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) Patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

2.4 Paragraph 109 suggests that the planning system should:

"Actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 Paragraph 110 states that planning policies should:

- "a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); and

e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements."

2.6 Paragraph 112 states:

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

2.7 Paragraph 114 addresses the relationship between development and sustainable transport as follows:

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.8 Furthermore, Paragraph 115 states that:

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

2.9 Paragraph 116 suggests that, within this context, applications for development should:

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

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

Local Policy

Wokingham Borough Adopted Core Strategy - January 2010

- 2.10 The Wokingham Borough Adopted Core Strategy document was adopted in January 2010 sets out Wokingham Borough Council's strategy for managing development until 2026. This includes policies and strategies to provide new housing, schools, roads, places to work and other services.
- 2.11 With regards to transport, Policy CP1 'Sustainable Development' states the following with regards to transport:
- "[Planning permission will be granted for development proposals that] demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6."*
- 2.12 Policy CP6 'Managing Travel Demand' states that planning permission will be granted for schemes that:
- "a) Provide for sustainable forms of transport to allow choice;*
 - b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;*
 - c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;*
 - d) Provide appropriate vehicular parking, having regard to car ownership;*
 - e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;*
 - f) Enhance road safety; and*
 - g) Do not cause highway problems or lead to traffic related environmental problems."*

Wokingham Borough Managing Development Delivery Local Plan - February 2014

- 2.13 The Managing Development Delivery Local Plan was adopted in February 2014 and adds additional detail to the Core Strategy. The Plan aims to promote a transport system that enables access to services by a variety of modes and increasing the use of non-car based transport where appropriate.
- 2.14 Policy CC01 sets out a presumption in favour of sustainable development:
- "Planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise."*
- 2.15 In relation to parking, Policy CC07 states:
- "Planning permission will only be granted where the proposal demonstrates the following:*
- a) How the proposed parking provision meets the standards set out in Appendix 2 of the MDD; and*
 - b) That the new scheme retains an appropriate overall level of off-street parking."*

Summary

- 2.16 On the basis of the above review it is evident that the location of an application site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposed development. Furthermore, developers are required to provide appropriate levels of car parking and cycle parking. Similarly, developers are also required to provide access arrangements that are safe and suitable for all.

3.0 Baseline Conditions

- 3.1 This section sets the context for the application proposals, providing information on the application site and surrounding area in respect of accessibility to more sustainable forms of travel, baseline traffic conditions and road safety.

Site Location

- 3.2 The site is located on land north of Part Lane, approximately 900 metres to the east of the residential village of Riseley. The site is bound by undeveloped land to the north, Trowe's Lane to the east, Part Lane to the south and a residential dwelling to the west. The site benefits from close proximity to the strategic highway network via A33 to the west. The site and nearby sustainable transport facilities can be found below in Figure 3.1.

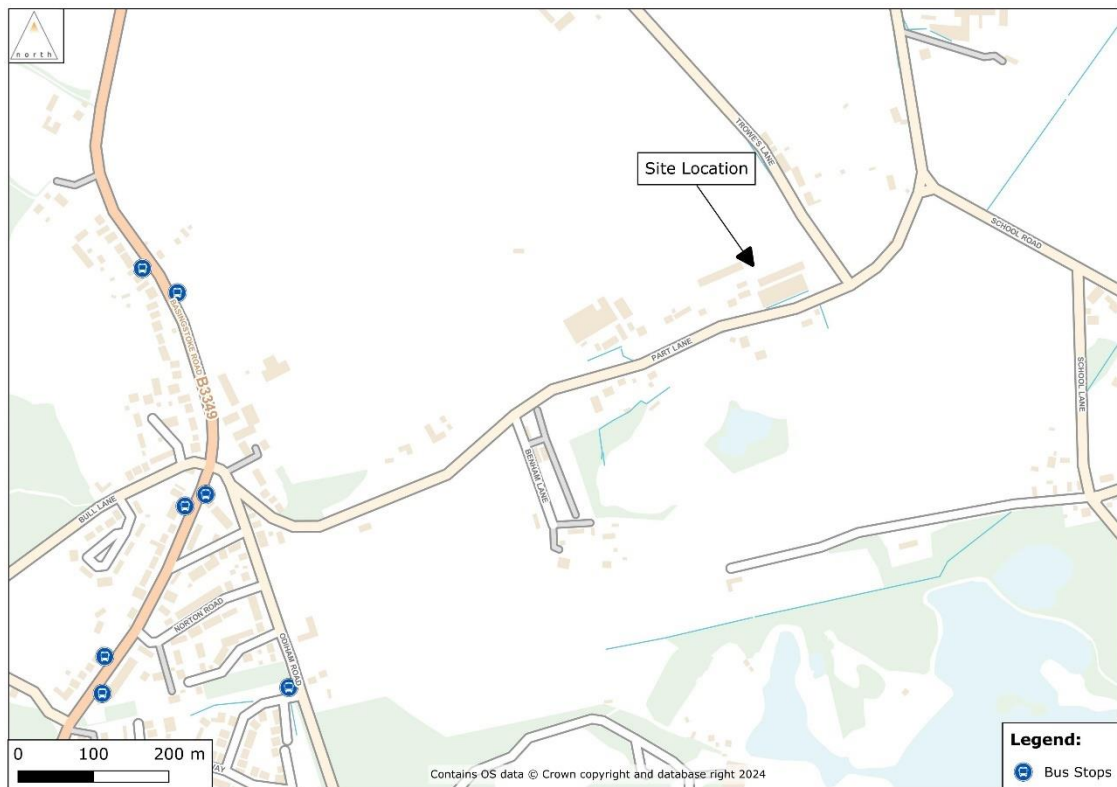


Figure 3.1 - Site Location

Planning History

- 3.3 There are a number of previous development schemes associated with the site that are relevant to the new application. These include a number of residential developments, a summary of which is provided below.

Change of Use of Three Agricultural Buildings to Dwelling Houses (October 2015)

- 3.4 A planning application for prior approval for proposed change of use of three agricultural buildings to dwelling houses (LPA reference: 152333) was granted planning permission on 14th October 2015. The proposed change of use fell within the parameters of Class Q, Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015. Class Q allows for development consisting of a change of use of a building and any land within its curtilage from a use as an agricultural building to a use falling within Class C3 (dwelling houses) of the Schedule to the Use Classes Order. The officer's report stated the following with regards to highways:

"The proposal would encourage additional traffic movement through the countryside along the single track road, Part Lane, but not the extent that it would result in issues of highway safety or congestion. The council's highways officers have not objected to the proposal."

Outline Application for the Erection of 4no Dwellings (All Matters Reserved)

- 3.5 An outline planning application for the erection of 4no. residential dwellings (all matters reserved) (LPA reference: 160121) was refused planning permission on 26th April 2016. One reason for refusal was related to highways, which is as follows:

"The proposed development is located in an isolated, unsustainable location for transport and services and outside the defined settlement limits. In the context of the Council being able to demonstrate adequate sites for housing within the settlement boundary the proposed development is contrary to the requirements of the NPPF and Policies CP1, CP3, CP6, CP9 and CP11 of the Core Strategy & MDD Local Plan Policy CC01 and CC02".

- 3.6 Further comments within the Officer's report provide further detail on the highways related reason for refusal. These comments are as follows:

"Riseley is reasonably well served by public transport but a location that would require residents to get a bus to access day-to-day needs could not be described as sustainable. The dearth of local facilities (a pub and a community hall) means that new residents would be heavily reliant on the private car for access to day-to-day needs.

The nearest bus stops to Glasspool Farm are just over a kilometre away at Portway.

Glasspool Lane has no footways and is similarly unlit. The maximum recommended distance to bus stops is 400 metres... and the distance in this case from the proposed development would be just over a kilometre.

The lack of facilities in Riseley together with the distance from the site to the bus stops would not encourage future residents to choose walking, cycling and public transport as a travel mode contrary to Wokingham Borough Council and Framework policies and therefore not acceptable."

Outline Application for the Proposed Erection of 3no. New Dwellings (All Matters Reserved)

- 3.7 An outline planning application for the proposed erection of 3no. new dwellings (all matters reserved) (LPA reference: 180706) was refused planning permission on 1st May 2018. One reason for refusal was related to highways, which is as follows:

"The proposed dwelling would be located in an area of poor public transport accessibility and not within walking distance from local facilities. As such the proposals would not be sustainable, encouraging use of the private motorcar, contrary to the sustainable development goals on the NPPF and policies CP1, CP3, CP6 and CP11 of the Core Strategy."

Application for Prior Approval for the Proposed Change of Use of an Existing Agricultural Building and the Land Within its Curtilage to 5no. Dwelling Houses

- 3.8 An application for prior approval for the proposed change of use of an existing agricultural building and the land within its curtilage to 5no. dwelling houses (LPA reference: 181989) was granted planning permission on 6th September 2018. Similarly to the previously aforementioned consented planning application (LPA reference: 152333), the development proposals were subject to parameters of Class Q, Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015. The officer's report stated the following with regards to highways:

"The proposals would encourage additional traffic movement through the countryside along the single track road, Part Lane, but not the extent that it would result in issues of highway safety or congestion. The council's highway officers have not objected to the proposal."

Prior Approval Submission for Proposed Part Conversion of 2no. Barns to form 5no. Dwellings

- 3.9 An application for prior approval for proposed part conversion of 2no. Barns to form 5no. dwellings (LPA reference: 193385) was refused on 28th January 2020. Despite refusal, it should be noted that highways raised no objections to the development, citing that the application is similar to the previously consented scheme (LPA reference: 181989) and that there would be no adverse traffic impact.

Prior Approval Submission for the Conversion of 2no. Agricultural Buildings to provide 5no. Dwellings

- 3.10 An application for prior approval for the conversion of 2no. agricultural buildings to provide 5no. Dwellings (LPA reference: 200243) was granted planning permission of 26 February 2020. Highways stated that, similarly to previous applications (LPA references: 181989 and 193385), the development proposals do not demonstrate any adverse traffic impact.

Local Highway Network

- 3.11 Part Lane is a single track carriageway orientated on an east-west axis subject to the national speed limit of 60 miles per hour. Part Lane provides northeast bound access towards Swallowfield and Three Mile Cross and westbound access towards the residential village of Riseley. Part Lane leads west towards a priority junction with Odiham Road. To the north, Odiham Road leads to the B3349 Basingstoke Road which provides further access towards Three Mile Cross and Reading. To the south, Odiham leads to a roundabout with the B3349, which provides westbound access onto the A33 which links to the wider strategic network. The wider strategic network is illustrated below in Figure 3.2.

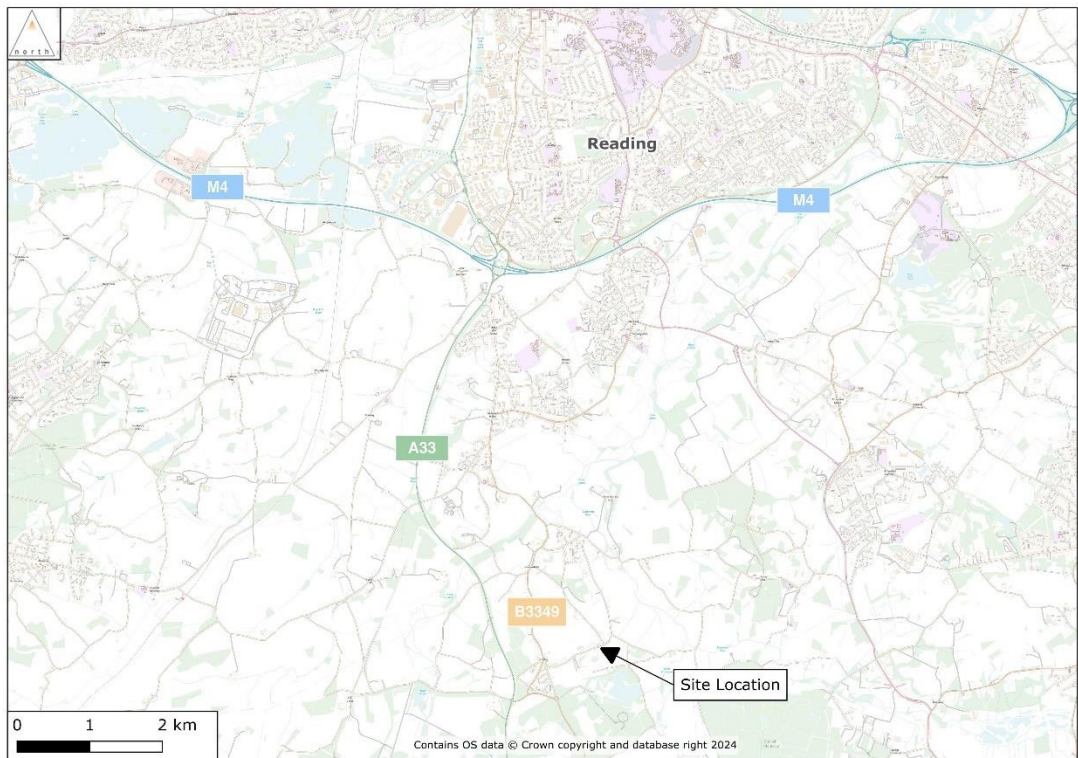


Figure 3.2 - Wider Strategic Network

Road Safety

3.12 To consider the existing standard of road safety on the local highway network in the vicinity of the site, personal injury collision information was obtained from CrashMap for the latest available 5-year period. The study area includes incidents within the vicinity of the site, which is illustrated below in Figure 3.2. The review demonstrates that no incidences have occurred at the site access, nor on Part Lane and the wider strategic network. Therefore, it is concluded that there is no evidence of any existing road safety problems within the vicinity of the site.



Figure 3.3 - CrashMap Extract

Accessibility on Foot and by Cycle

- 3.13 There are no footpaths located with the immediate vicinity of the site access, however due to the straightness and low speed limit of Part Lane pedestrians would be able see vehicles approaching from some distance. This would allow pedestrians to utilise the existing verge to connect with the nearest footway within the residential village of Riseley.
- 3.14 There are no dedicated on-road cycle paths within the vicinity of the site. However, due to the achievable forward visibility and relatively flat gradient of Part Lane and the surrounding road network, it is deemed an acceptable and safe route for cyclist.

Public Rights of Way

- 3.15 The site is located within close proximity to a number of Public Rights of Way (PROWs). These include footpath SWAL 2 approximately 80 metres east of the site access which connects the site to The Devils Highway to the south, and Byway SWAL 25 approximately 370 metres west of the site access. The Public Rights of Way within close proximity to the site are illustrated below in Figure 3.3.

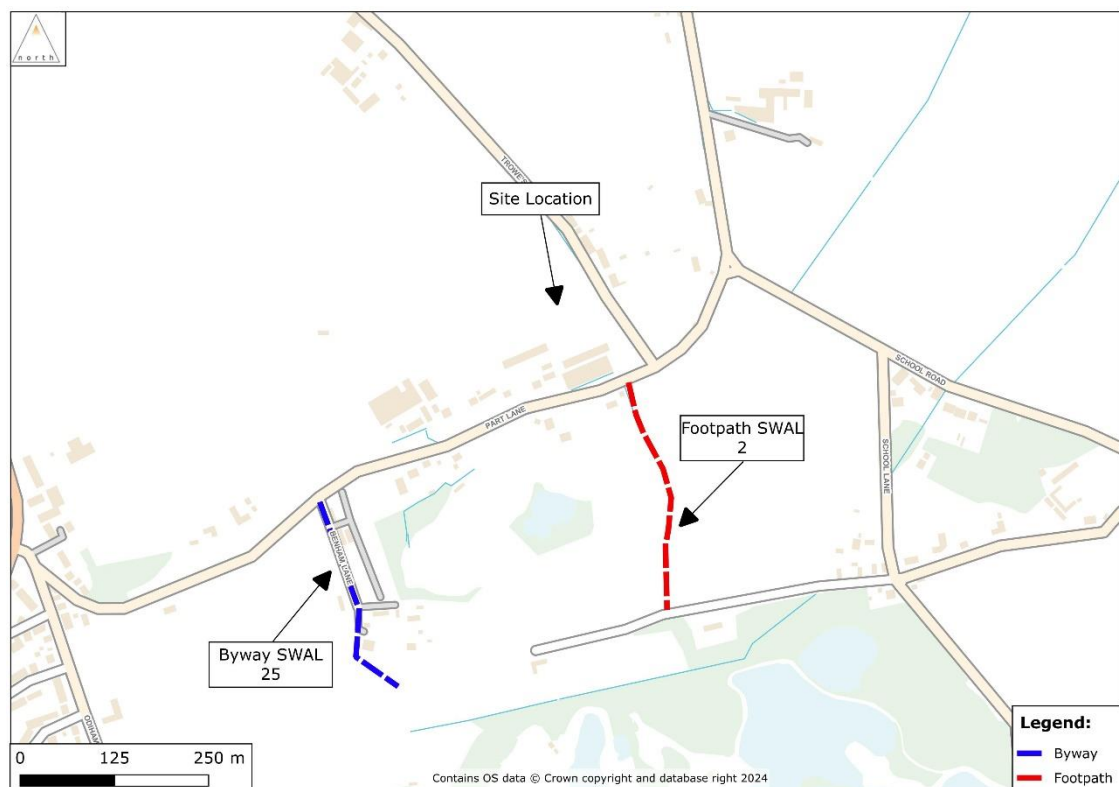


Figure 3.4 - Public Rights of Way Within Close Proximity to the Site

Accessibility by Bus

- 3.16 The nearest bus stops to the site are The Bull bus stops located approximately 800 metres west of the site access. The Bull bus stops service the 145 bus route and 600 Park & Ride service. A summary of the aforementioned services is presented below in Table 3.1.

Bus Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
145	Three Mile Cross – Riseley – Swallowfield – Farley Hill – Finchampstead – Eversley – Wokingham – Barkham – Arborfield – Sindlesham – Winnersh	1 Service (Tuesdays only)	No Services	No Services
600 Park & Ride	Reading – Worton – Three Mile Cross – Spencer’s Wood – Swallowfield – Shinfield – Riseley	1 Service every hour	1 Service every hour	No Services

Table 3.1 - Local Bus Services at The Bull Bus Stop

Accessibility by Rail

- 3.17 The nearest railway station to the site is Mortimer railway station which is located approximately 7 kilometres west of the site. Mortimer railway station provides 50 car parking spaces including accessible bays for blue badge holders, in addition to 5 sheltered cycle parking spaces with CCTV operation. A summary of the services operated at is illustrated below in Table 3.2.

Destination	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
Basingstoke	Mortimer – Bramley – Basingstoke	1 Service every half hour	1 Service every half hour	1 Service every hour
Reading	Mortimer – Reading Green Park – Reading West – Reading	1 Service every half hour	1 Service every half hour	1 Service every half hour

Table 3.2 - Local Rail Services at Mortimer Railway Station

- 3.18 It should be noted that the aforementioned 600 Park & Ride service also provides a direct service to Station Road in Reading which is fronted by Reading railway station. Reading railway station is a major interchange station that operates CrossCounty, South Western Railway and Great Western Railway services to a wide array of destinations across England. Furthermore, the recently established Elizabeth Line provides underground services to numerous destinations within Central London.

4.0 Development Proposals

Overview

- 4.1 The following text outlines details of the development proposals and provides details of the associated access, parking and servicing arrangements.

Development Proposals

- 4.2 The site comprises of Glasspool Farm which is currently vacant, albeit was previously operated under agricultural use in the past. The development prior approval proposals seek the conversion of an agricultural shed to provide 14no. 1-bedroom apart-hotel units. The site layout plan is included in **Appendix A**.

Access Arrangements

Vehicular Access

- 4.3 Vehicular access to the site will be achieved via the existing access from Part Lane. The existing access currently measures approximately 9 metres which is deemed an appropriate size for the vehicles anticipated to require access to the site. The existing access and internal road layout will be upgraded by bringing the existing areas of hardstanding to an appropriate standard.

Visibility Splays

- 4.4 Part Lane is subject to a 60 miles per hour speed limit. Therefore, guidance contained within the Design Manual for Roads and Bridges (DMRB) requires visibility splays of 215 metres in each direction with a 2.4 metre setback from the edge of the carriageway.
- 4.5 When considering Part Lane is a single track, rural lane envisaged to be lightly trafficked, it is reasonable to assume that using Stopping Sight Distances of up to 40 miles per hour, the highest 85th percentile speed referenced within Manual for Street (MfS, 2007) to ascertain the desired visibility splays is appropriate.
- 4.6 As such, the drawing included in **Appendix B** demonstrates visibility splays of 59 metres in each direction with a 2.4 metre setback from the edge of the carriageway, which is consistent for roads where vehicles are travelling up to 40 miles per hour.
- 4.7 To achieve the aforementioned visibility splays, a portion of hedgerow will be required to be maintained and kept below a height of 0.6 metres in accordance with MfS guidance.
- 4.8 It should also be noted that access arrangements were not cited as grounds for refusal in any of the aforementioned refused planning applications as discussed in Section 3 of this Transport Statement.

Parking Strategy

Vehicular Parking

- 4.9 The development proposals seek to provide car parking in accordance with the car parking standards set out in Appendix 2 of WBC'S 'Adopted Managing Development Delivery Local Plan' (2014) document. The relevant car parking standards are set out below in Table 4.1.

Use Class	Car Parking Allocation
C1 Hotel	1 per room for customers, 1 per residential staff unit and 1 per 3 non-residential staff

Table 4.1 - Car Parking Standards (Adopted Managing Development Delivery Local Plan, Wokingham Borough Council, 2014)

- 4.10 Having regard to the aforementioned car parking standards, the development is permitted to provide a total of 14 car parking spaces on a ratio of 1 per bedroom. The number of residential and non-residential staff is currently unknown, however it is acknowledged that a reasonable level of additional parking for staff should be provided given the shift patterns associated with apart-hotel use. As such, the development proposals seek to provide 21 parking spaces within the curtilage of the site. The above provision demonstrates a robust provision of car parking for the apart-hotel use, which avoids the risk of overspill parking elsewhere on site or on-street.

Cycle Parking

- 4.11 The development proposals seek to provide car parking in accordance with the car parking standards set out in Appendix 2 of WBC'S 'Adopted Managing Development Delivery Local Plan' (2014) document. The applicable car parking standards are set out below in Table 4.2.

Use Class	Cycle Parking Allocation
C1 Hotel	1 long term space per 10 bedrooms & 1 long terms space per 5 staff

Table 4.2 - Cycle Parking Standards (Adopted Managing Development Delivery Local Plan, Wokingham Borough Council, 2014)

- 4.12 Having regard to the aforementioned cycle parking standards, permitted cycle parking provision is dependent on the number of staff anticipated to be employed. As such, the development proposals seek to provide 6 long-term cycle parking spaces which will be secured, covered and lockable.

Delivery and Servicing Arrangements

- 4.13 It is intended that delivery and servicing activities will occur from the internal access road within the site. It is envisaged that refuse collection will be exercised by a private company. Refuse collection will be undertaken outside of the network peak period so as to prevent any conflict with other vehicles on the local highway network.
- 4.14 In order to ensure the proposed access can facilitate the refuse and delivery vehicle manoeuvres without interfering with the free flow of traffic or lead to an adverse effect upon the safety levels of the adjoining highway network, swept path analysis of the access and internal layout has been prepared. Swept path analysis is included in **Appendix C** and the drawings are as follows:
- ▶ Motion Drawing 2406127-TK04 – Refuse vehicle measuring 10.6 metres in length accessing and egressing the site in forward gear; and
 - ▶ Motion Drawing 2406127-TK05 – 10 metre rigid HGV accessing and egressing the site in forward gear.

Sustainability

- 4.15 National and local planning policy recognises that opportunities to maximise sustainable travel solutions vary from urban to rural areas. The documents also outline a spatial strategy to focus significant growth areas accessible by means other than the private car, although recognises that development in rural areas is also important in supporting local services.
- 4.16 Paragraph 109 of the National Planning Policy Framework (NPPF) acknowledges a rural areas constraint with regards to sustainable travel, which states the following:

"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

- 4.17 As per the parameters of Class Q, Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) development consisting of a change of use of a building and any land within its curtilage from a use as an agricultural building to a use falling within Class C3 can be granted prior approval permission. Class Q parameters do not apply a test in relation to the sustainability of the location given that agricultural buildings are situated in rural locations. If a test were to apply, it would have the potential to frustrate the purpose of Class Q parameters which seek to increase housing supply through the conversion of agricultural units. As such, future occupiers may not be able to reasonably rely on public transport or footpath networks.
- 4.18 Notwithstanding the above, bus stops are located approximately 800 metres west of the site that provide frequent services towards Reading. The services at these bus stops also provides a direct route to Reading station, a major interchange that services numerous destinations across England.
- 4.19 As previously discussed in Section 3 of this Transport Statement, the site has received prior approval permission on multiple occasions (LPA references: 152333, 181989, 193385 and 200243). Highways stated within the aforementioned prior approval applications that whilst the proposals would encourage additional traffic movement through the countryside along Part Lane, the extent of additional movements would not result in issues of highway safety or congestion. Given that previous decision notices pertaining to prior approval applications at the site have all been accepted and that no objections were raised with reference to highways, there are no reasons why development at the site should be resisted.

5.0 Development Impact

Trip Generation

- 5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those adjacent on the highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Existing Trip Generation

- 5.2 It is understood that the existing Glasspool Farm is vacant and, as such, does not attract any trip generating potential. Therefore, to assess the impacts of the development against a worst-case scenario, it is assumed that there are no existing vehicle movements associated with Glasspool Farm.

Proposed Trip Generation

- 5.3 In order to demonstrate the immaterial impact any additional trips generated by the site will have on Part and the surrounding highway network, the TRICS database was examined for the '06 – Hotel, Food and Drink: A – Hotels' under the following criteria:

- ▶ Sites located in England (excluding Greater London);
- ▶ Sites with 4-60 units;
- ▶ Sites located in areas classified as 'Edge of Town' and 'Free Standing; and
- ▶ Weekday Surveys Only.

- 5.4 The results of this assessment are summarised in Table 5.1 below, while the full TRICS outputs is included in **Appendix D**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rate	0.163	0.332	0.303	0.175	2.308	2.344
Vehicular Trip Rate	1	4	4	2	25	24

Table 5.1 - Proposed Trip Rates – 14 apart-hotel units

- 5.5 Table 5.1 above indicates that development could generate up to 5 vehicle movements in morning and peak hour and up to 6 vehicle movements in the evening peak hour. Over the course of an average weekday, the development could generate up to 49 vehicle movements. This demonstrates that the development will not result in any measurable adverse impact on Part Lane and the surrounding highway network.
- 5.6 It should be noted that the above reflects a hotel and not apart-hotel, which is likely to generate longer stays from guests thus potentially reducing the number of vehicle trips to and from the site. As such the above is likely to be robust.

Summary

- 5.7 The expected trip generation of the proposed apart-hotel use of the site has been assessed with reference to the industry standard TRICS database. The analysis has demonstrated the proposed development is expected to result in a negligible increase in vehicular movements during each of the morning and evening peak periods.
- 5.8 On that basis it is concluded that the proposed development will not result in a material effect on the operation of the highway network local to the site and no further assessment of trips associated with the proposed development is considered necessary.

6.0 Summary and Conclusions

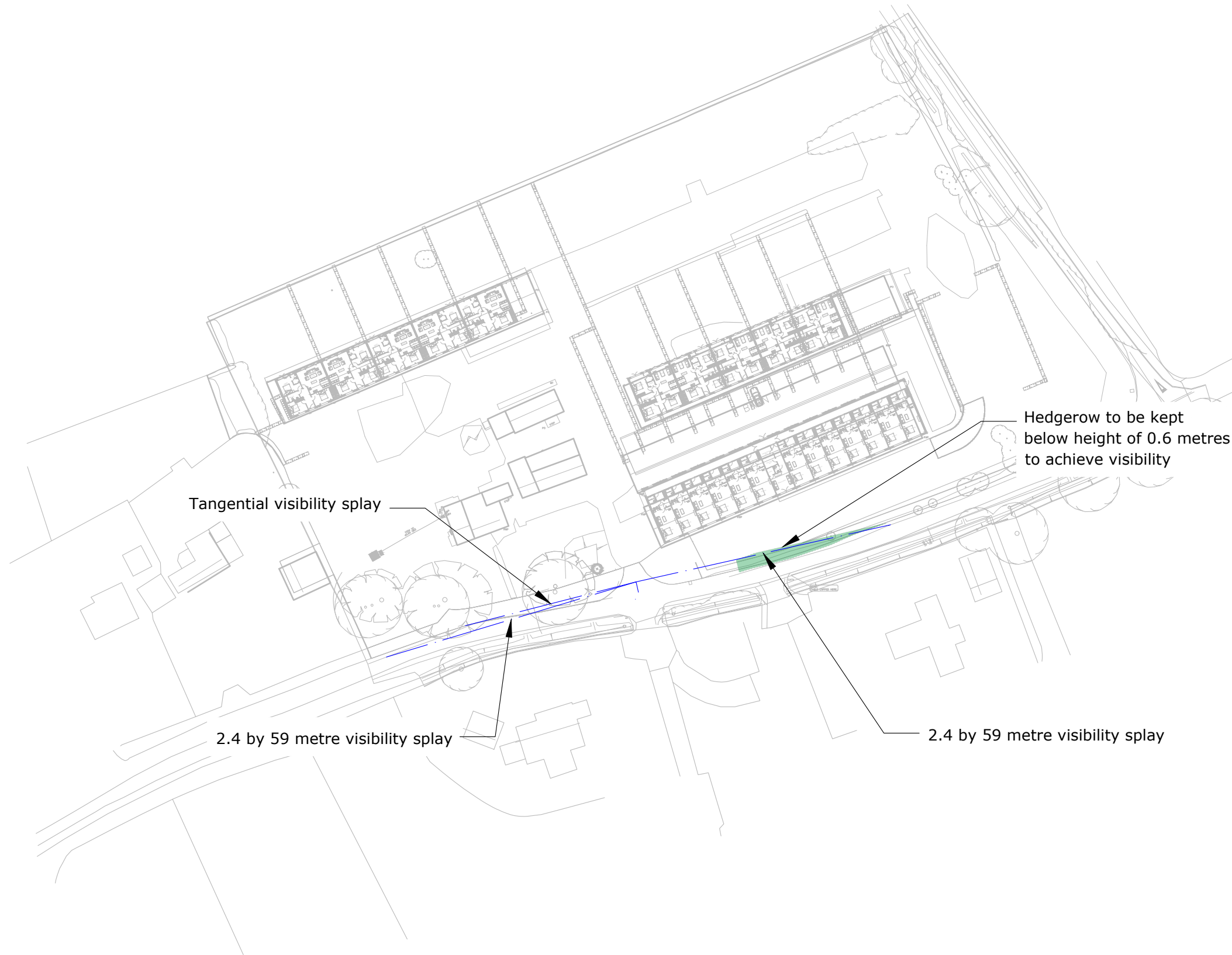
- 6.1 This Transport Statement has been prepared to accompany a planning application in relation the development proposals on land north of Part Lane, Riseley, Reading. The site falls within the administrative boundary of Wokingham Borough Council (WBC).
- 6.2 The site is located on land north of Part Lane, approximately 900 metres to the east of the residential village of Riseley. The site is bound by undeveloped land to the north, Trowe's Lane to the east, Part Lane to the south and a residential dwelling to the west. The site benefits from close proximity to the strategic highway network via A33 to the west.
- 6.3 The site comprises of Glasspool Farm which is currently vacant, albeit was previously operated under agricultural use in the past. The development proposals seek prior approval permission to redevelop the site to provide 14no. 1-bedroom apart-hotel units. Access to the site will be achieved via the existing access from Part Lane. Car and cycle parking will be provided in accordance with applicable policy standards.
- 6.4 This Transport Statement, which has been prepared in accordance with current best practice guidance, has demonstrated that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling;
 - ▶ Suitable and appropriate vehicular access to the site can be achieved via [Insert Road Name] in accordance with current best guidance practices;
 - ▶ Car and cycle parking have been provided in accordance with relevant parking guidance;
 - ▶ Appropriate provision has been made for deliveries and servicing; and
 - ▶ Vehicular trip movements will not interfere with the operation, capacity or safety of the local highway network.
- 6.5 On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Site Layout Plan

Appendix B

Motion Drawing 2406127-02 – Proposed Access Arrangements



Tangential visibility splay

2.4 by 59 metre visibility splay

Hedgerow to be kept
below height of 0.6 metres
to achieve visibility

2.4 by 59 metre visibility splay

Notes

1. This drawing is based on survey information and Motion cannot guarantee the accuracy of the data provided.

Legend

- Visibility Splay
- Extent of Hedgerow to be Maintained

-	First Issue	WMC	DM	DM	21/08/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

White Planning

Project:

Glasspool Farm
Part Lane, Riseley, Reading

Title:

Proposed Access Arrangements

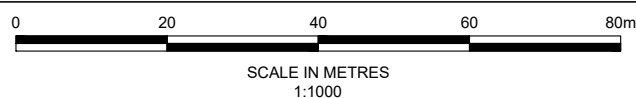
Scale: 1:1000 (@ A3)

Drawing:

2406127-02

Revision:

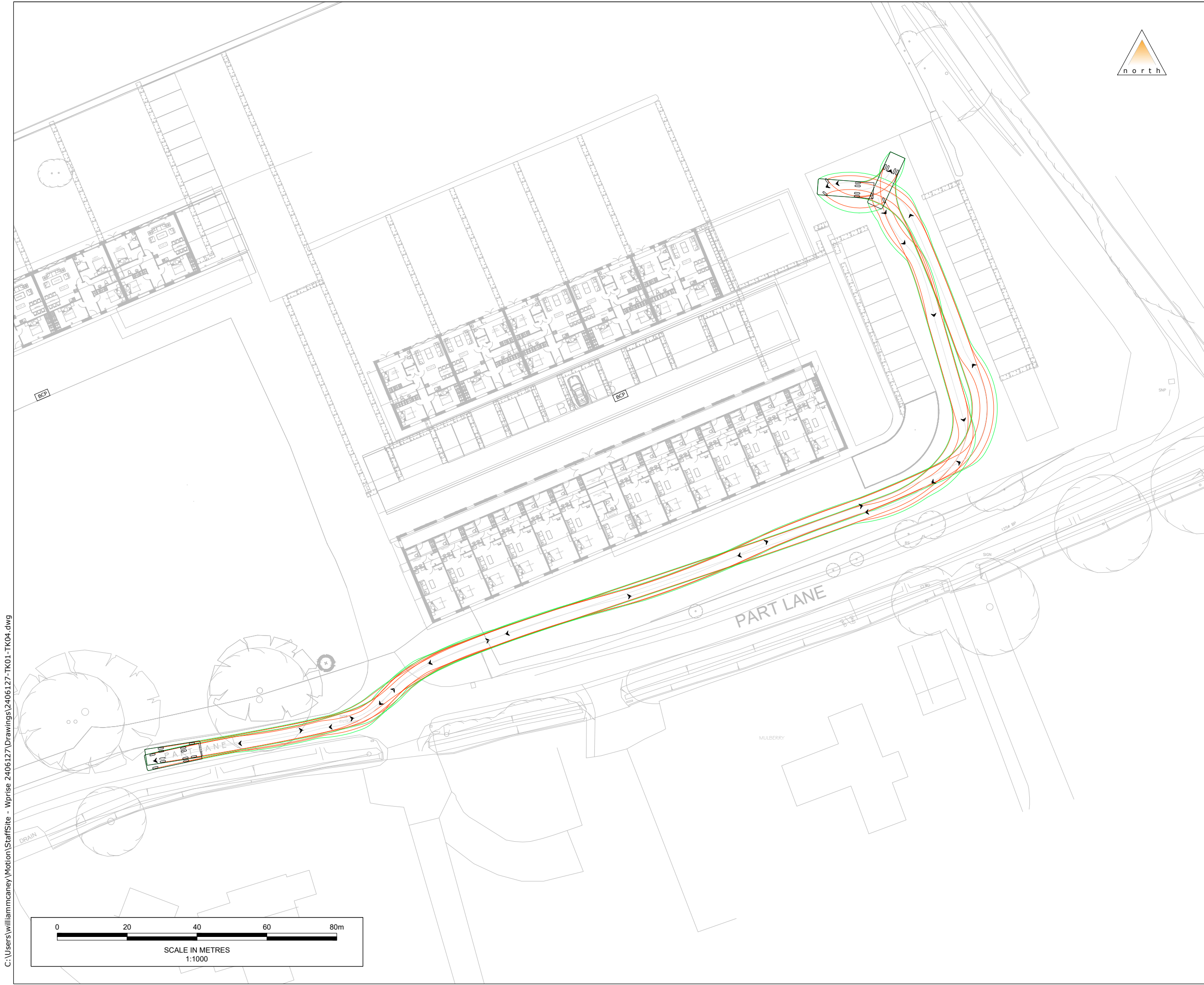
-



Appendix C

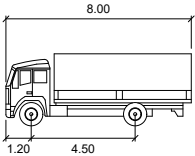
Swept Path Analysis

C:\Users\williammcaney\Motion\StaffSite - Wp rise 2406127\Drawings\2406127-TK01-TK04.dwg



Notes

1. This drawing is based on survey information and Motion cannot guarantee the accuracy of the data provided.
2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicle speeds used for the analysis are as follows: forward 10mph / reversing 6mph



8.0m Rigid

	meters
Width	: 2.30
Track	: 2.12
Lock to Lock Time	: 6.0
Steering Angle	: 42.7

-	First Issue	WMC	DM	DM	21/08/2024
Rev.	Description	Dm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Guildford - Reading - London
www.motion.co.uk

Client:

White Planning

Project:

Glasspool Farm
Part Lane, Riseley, Reading

Title:

Swept Path Analysis
8m Rigid

Scale: 1:500 (@ A3)

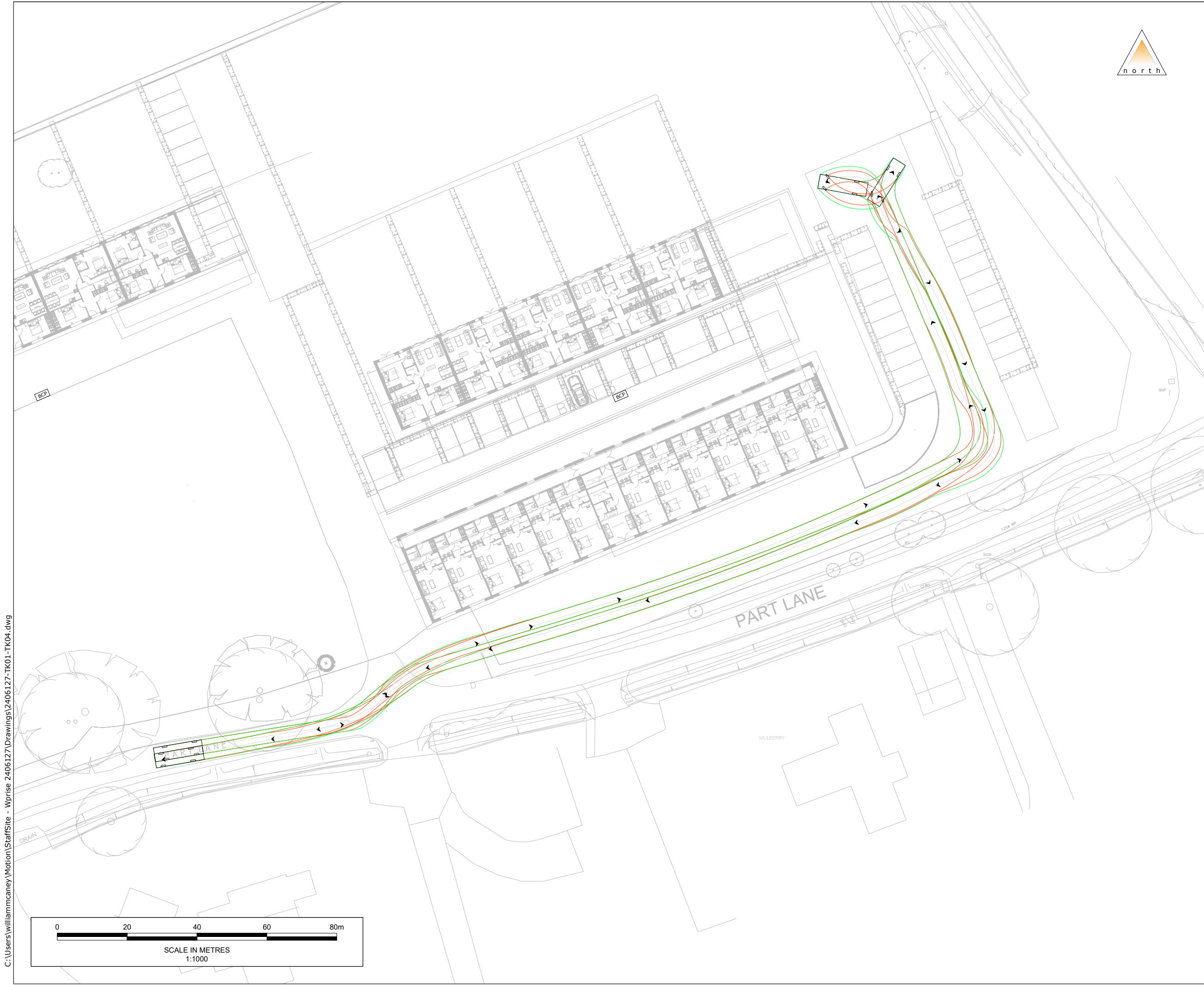
Drawing:

2406127-TK04

Revision:

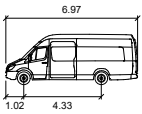
-

C:\Users\williammcaney\Motion\StaffSite - Wporise 2406127\Drawings\2406127-TK01-TK04.dwg



Notes

1. This drawing is based on survey information and Motion cannot guarantee the accuracy of the data provided.
2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicle speeds used for the analysis are as follows: forward 10mph / reversing 6mph



Mercedes Sprinter

Width	: 2.02	meters
Track	: 1.99	
Lock to Lock Time	: 5.0	
Steering Angle	: 39.5	

-	First Issue	WMC	DM	DM	21/08/2024
Rev.	Description	Dm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
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Client:

White Planning

Project:

Glasspool Farm
Part Lane, Riseley, Reading

Title:

Swept Path Analysis
Mercedes Sprinter Delivery Van

Scale: 1:500 (@ A3)

Drawing:

2406127-TK05

Revision:

-

Appendix D

TRICS Output

Calculation Reference: AUDIT-734001-240819-0849

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	SG SOUTH GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	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: 7 to 57 (units:)
Range Selected by User: 4 to 60 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 04/11/21

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:
Tuesday 1 days
Thursday 2 days

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

Selected survey types:
Manual count 3 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:
Edge of Town 2
Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:
Out of Town 2
No Sub Category 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 1 days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:
C1 3 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

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	1 days

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

Travel Plan:

No	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	HC-06-A-07	TRAVELODGE		HAMPSHIRE
	COVE ROAD			
	FLEET			
	Edge of Town			
	Out of Town			
	Total Number of bedrooms:	40		
	Survey date: THURSDAY	09/09/21	Survey Type: MANUAL	
2	SG-06-A-01	BED & BREAKFAST		SOUTH GLOUCESTERSHIRE
	OLD GLOUCESTER ROAD			
	NEAR BRISTOL			
	WINTERBOURNE			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Number of bedrooms:	7		
	Survey date: THURSDAY	04/11/21	Survey Type: MANUAL	
3	WL-06-A-03	TRAVELODGE		WILTSHIRE
	LAWRENCE HILL			
	WINCANTON			
	Edge of Town			
	No Sub Category			
	Total Number of bedrooms:	57		
	Survey date: TUESDAY	18/09/18	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
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	2	49	0.041	2	49	0.320	2	49	0.361
08:00 - 09:00	3	35	0.067	3	35	0.250	3	35	0.317
09:00 - 10:00	3	35	0.087	3	35	0.163	3	35	0.250
10:00 - 11:00	3	35	0.029	3	35	0.125	3	35	0.154
11:00 - 12:00	3	35	0.067	3	35	0.115	3	35	0.182
12:00 - 13:00	3	35	0.048	3	35	0.038	3	35	0.086
13:00 - 14:00	3	35	0.048	3	35	0.048	3	35	0.096
14:00 - 15:00	3	35	0.154	3	35	0.058	3	35	0.212
15:00 - 16:00	3	35	0.115	3	35	0.048	3	35	0.163
16:00 - 17:00	3	35	0.231	3	35	0.125	3	35	0.356
17:00 - 18:00	3	35	0.250	3	35	0.135	3	35	0.385
18:00 - 19:00	3	35	0.202	3	35	0.096	3	35	0.298
19:00 - 20:00	3	35	0.202	3	35	0.135	3	35	0.337
20:00 - 21:00	3	35	0.173	3	35	0.058	3	35	0.231
21:00 - 22:00	3	35	0.038	3	35	0.019	3	35	0.057
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00									
Total Rates:			1.752			1.733			3.485

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

7 - 57 (units:)
 01/01/16 - 04/11/21
 3
 0
 0
 0
 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
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	2	49	0.010	2	49	0.010	2	49	0.020
08:00 - 09:00	3	35	0.019	3	35	0.019	3	35	0.038
09:00 - 10:00	3	35	0.019	3	35	0.019	3	35	0.038
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.000	3	35	0.000	3	35	0.000
12:00 - 13:00	3	35	0.000	3	35	0.000	3	35	0.000
13:00 - 14:00	3	35	0.010	3	35	0.010	3	35	0.020
14:00 - 15:00	3	35	0.000	3	35	0.000	3	35	0.000
15:00 - 16:00	3	35	0.010	3	35	0.010	3	35	0.020
16:00 - 17:00	3	35	0.010	3	35	0.010	3	35	0.020
17:00 - 18:00	3	35	0.010	3	35	0.010	3	35	0.020
18:00 - 19:00	3	35	0.000	3	35	0.000	3	35	0.000
19:00 - 20:00	3	35	0.010	3	35	0.010	3	35	0.020
20:00 - 21:00	3	35	0.000	3	35	0.000	3	35	0.000
21:00 - 22:00	3	35	0.000	3	35	0.000	3	35	0.000
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00									
Total Rates:			0.098			0.098			0.196

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	49	0.000	2	49	0.021	2	49	0.021
08:00 - 09:00	3	35	0.000	3	35	0.000	3	35	0.000
09:00 - 10:00	3	35	0.010	3	35	0.000	3	35	0.010
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.000	3	35	0.010	3	35	0.010
12:00 - 13:00	3	35	0.000	3	35	0.000	3	35	0.000
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.000	3	35	0.000
15:00 - 16:00	3	35	0.000	3	35	0.000	3	35	0.000
16:00 - 17:00	3	35	0.000	3	35	0.000	3	35	0.000
17:00 - 18:00	3	35	0.000	3	35	0.000	3	35	0.000
18:00 - 19:00	3	35	0.000	3	35	0.000	3	35	0.000
19:00 - 20:00	3	35	0.010	3	35	0.010	3	35	0.020
20:00 - 21:00	3	35	0.000	3	35	0.010	3	35	0.010
21:00 - 22:00	3	35	0.000	3	35	0.000	3	35	0.000
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00									
Total Rates:			0.020			0.051			0.071

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
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	2	49	0.000	2	49	0.000	2	49	0.000
08:00 - 09:00	3	35	0.010	3	35	0.000	3	35	0.010
09:00 - 10:00	3	35	0.000	3	35	0.010	3	35	0.010
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.000	3	35	0.000	3	35	0.000
12:00 - 13:00	3	35	0.010	3	35	0.010	3	35	0.020
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.000	3	35	0.000
15:00 - 16:00	3	35	0.000	3	35	0.000	3	35	0.000
16:00 - 17:00	3	35	0.000	3	35	0.000	3	35	0.000
17:00 - 18:00	3	35	0.000	3	35	0.000	3	35	0.000
18:00 - 19:00	3	35	0.000	3	35	0.000	3	35	0.000
19:00 - 20:00	3	35	0.000	3	35	0.000	3	35	0.000
20:00 - 21:00	3	35	0.000	3	35	0.000	3	35	0.000
21:00 - 22:00	3	35	0.000	3	35	0.000	3	35	0.000
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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
 CARS
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	49	0.021	2	49	0.155	2	49	0.176
08:00 - 09:00	3	35	0.038	3	35	0.173	3	35	0.211
09:00 - 10:00	3	35	0.058	3	35	0.096	3	35	0.154
10:00 - 11:00	3	35	0.010	3	35	0.115	3	35	0.125
11:00 - 12:00	3	35	0.058	3	35	0.087	3	35	0.145
12:00 - 13:00	3	35	0.038	3	35	0.029	3	35	0.067
13:00 - 14:00	3	35	0.038	3	35	0.010	3	35	0.048
14:00 - 15:00	3	35	0.087	3	35	0.048	3	35	0.135
15:00 - 16:00	3	35	0.038	3	35	0.029	3	35	0.067
16:00 - 17:00	3	35	0.154	3	35	0.106	3	35	0.260
17:00 - 18:00	3	35	0.135	3	35	0.087	3	35	0.222
18:00 - 19:00	3	35	0.173	3	35	0.067	3	35	0.240
19:00 - 20:00	3	35	0.115	3	35	0.038	3	35	0.153
20:00 - 21:00	3	35	0.135	3	35	0.019	3	35	0.154
21:00 - 22:00	3	35	0.038	3	35	0.019	3	35	0.057
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00									
Total Rates:			1.136			1.078			2.214

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
 LGVS
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	49	0.010	2	49	0.134	2	49	0.144
08:00 - 09:00	3	35	0.010	3	35	0.038	3	35	0.048
09:00 - 10:00	3	35	0.000	3	35	0.048	3	35	0.048
10:00 - 11:00	3	35	0.019	3	35	0.010	3	35	0.029
11:00 - 12:00	3	35	0.010	3	35	0.019	3	35	0.029
12:00 - 13:00	3	35	0.010	3	35	0.010	3	35	0.020
13:00 - 14:00	3	35	0.000	3	35	0.029	3	35	0.029
14:00 - 15:00	3	35	0.048	3	35	0.010	3	35	0.058
15:00 - 16:00	3	35	0.067	3	35	0.010	3	35	0.077
16:00 - 17:00	3	35	0.067	3	35	0.010	3	35	0.077
17:00 - 18:00	3	35	0.096	3	35	0.029	3	35	0.125
18:00 - 19:00	3	35	0.029	3	35	0.029	3	35	0.058
19:00 - 20:00	3	35	0.048	3	35	0.058	3	35	0.106
20:00 - 21:00	3	35	0.038	3	35	0.029	3	35	0.067
21:00 - 22:00	3	35	0.000	3	35	0.000	3	35	0.000
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00									
Total Rates:			0.452			0.463			0.915

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	49	0.000	2	49	0.000	2	49	0.000
08:00 - 09:00	3	35	0.000	3	35	0.019	3	35	0.019
09:00 - 10:00	3	35	0.000	3	35	0.000	3	35	0.000
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.000	3	35	0.000	3	35	0.000
12:00 - 13:00	3	35	0.000	3	35	0.000	3	35	0.000
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.019	3	35	0.000	3	35	0.019
15:00 - 16:00	3	35	0.000	3	35	0.000	3	35	0.000
16:00 - 17:00	3	35	0.000	3	35	0.000	3	35	0.000
17:00 - 18:00	3	35	0.010	3	35	0.010	3	35	0.020
18:00 - 19:00	3	35	0.000	3	35	0.000	3	35	0.000
19:00 - 20:00	3	35	0.019	3	35	0.019	3	35	0.038
20:00 - 21:00	3	35	0.000	3	35	0.000	3	35	0.000
21:00 - 22:00	3	35	0.000	3	35	0.000	3	35	0.000
22:00 - 23:00	1	7	0.000	1	7	0.000	1	7	0.000
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

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.