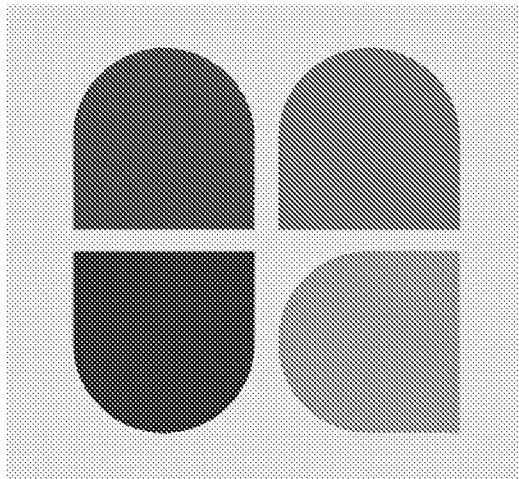




B R I G H T P L A N

THE ROYAL HOTEL, BOGNOR REGIS

REFURBISHMENT TO PROVIDE 27 FLATS AND A GROUND FLOOR RESTAURANT

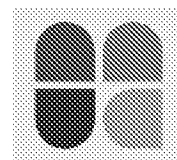
Travel Plan Statement

Prepared on Behalf of

Metamorph Management Ltd

6276

January 2021



DOCUMENT CONTROL

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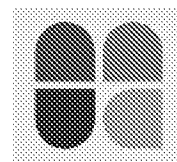
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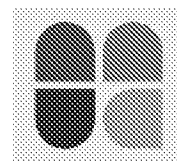
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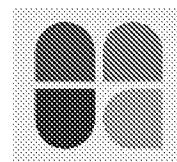
PLANS

Plan 01 Accessibility Plan

APPENDICES

Appendix A Site Layout

Appendix B TRICS Report

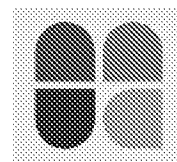


1 INTRODUCTION

- 1.1.1 This Travel Plan Statement (TPS) has been prepared by Bright Plan on behalf of Metamorph Management Ltd to support a consented development comprising 27 flats and a ground floor restaurant at the former Royal Hotel, Bognor Regis (planning ref: BR/257/19/PL). This TPS has been prepared to satisfy condition 6 of the decision notice, focusing on the residential element of the site.
- 1.1.2 This TPS has been designed to mitigate any long-term effect of traffic impacts associated with the development and to encourage residents to use sustainable travel methods as an alternative to private car use. This TPS sets out a number of 'hard' infrastructural and 'soft' information-led initiatives, which would be implemented at the site.
- 1.1.3 In developing this TPS, Bright Plan has reviewed relevant national guidance and best practice including West Sussex County Council's (WSCC) '*Guidance on Travel plan Statements*' (February 2017). Bright Plan has liaised with WSCC regarding the scope of assessment.

1.2 What is a Travel Plan?

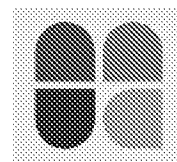
- 1.2.1 A Travel Plan is a package of measures tailored to the needs of a site and aimed at promoting greener, cleaner travel choices by reducing reliance on the use of the private car. The development of such measures can enable individuals to reduce the impact of travel and transport on the environment, whilst providing a range of benefits to individuals and the local community.
- 1.2.2 Travel Plans are introduced predominantly for regular journeys, such as journeys to or from work and to help to raise awareness of the impacts of travel decisions. In some instances, it is not practical to achieve modal shift from single occupancy car to a more sustainable mode, however by promoting existing transport options and providing a range of alternatives, there are opportunities for individuals to contribute to improving the local environment and their own personal health and well-being.
- 1.2.3 The key lifetime event of moving into a new home represents an ideal opportunity for new residents to evaluate their travel patterns and behaviour, particularly if this is combined with the provision of relevant / up-to-date travel information.
- 1.2.4 For residents, a TP can:
 - i. improve access to essential services and employment opportunities;
 - ii. help provide less stressful options for travel, particularly in relation to regular commuter journeys;
 - iii. present opportunities to incorporate physical exercise into daily routines;
 - iv. reduce commuting journey times;
 - v. reduce the cost of travel, or eliminate the need to buy a car; and
 - vi. provide a more vibrant community to live in.
- 1.2.5 For the local community, a TP can:
 - i. make local streets less congested, less dangerous, less noisy and less polluted;
 - ii. enhance public transport services and associated infrastructure;
 - iii. improve the environment and the routes available for cycling and walking; and



iv. help create a place which is better to live in, work in and visit and which attracts investment.

1.2.6 For developers, a TP can:

- i. satisfy the requirements of local planning and highway authorities, permitting development; and
- ii. enhance an establishment's image ('green credentials' and 'social corporate responsibility').



2 SITE ACCESSIBILITY CREDENTIALS

2.1 Introduction

- 2.1.1 This section reviews the existing provision of pedestrian, cyclist and public transport infrastructure, situated within the vicinity of the site.

2.2 Pedestrian Accessibility

- 2.2.1 The site is situated on the northern side of The Esplanade, and fronts onto a wide footway flanking the northern side of the carriageway. The footway connects with the wider footway network in Bognor Regis providing continuous pedestrian access throughout Bognor Regis town centre. The pedestrian infrastructure in the vicinity of the site is shown in **Figure 2.1**.

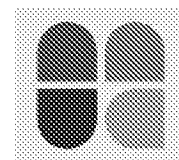


Figure 2.1: Pedestrian Infrastructure in the Vicinity of the Site

- 2.2.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown on **Plan 01**, a wide range of local services and amenities, including local bus stops and Bognor Regis railway station, are situated within 1km of the application site, and are therefore accessible on foot.

Cycle Accessibility

- 2.2.3 Bognor Regis promenade forms part of the National Cycle Route (NCR) no.2, facilitating cycle access along the coast to Felpham and Flansham and on to Littlehampton. The NCR no.2 connects with the South Coast Cycle Route (SCCR) c.1km to the west of the site, facilitating cycle journeys to the western area of Bognor Regis. In addition, there is a local cycle route flanking the A259 between Bognor Regis and Chichester, facilitating journeys between Bognor Regis town centre and Chichester city centre. The local cycle route network is shown on **Plan 01**.
- 2.2.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. The full extent of Bognor Regis is therefore accessible from the site by cycle.

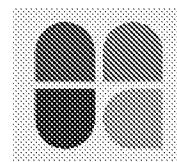


Accessibility by Bus

- 2.2.5 The 'Royal Norfolk Hotel' bus stops are situated on The Esplanade c.190m to the west of the site, and the High Street bus stops (stops A – D) are situated within Bognor Regis town centre c.360m to the northeast of the site. The stops provide services to a range of local destinations including Chichester and Littlehampton, as well as a National Express service to London. Details of the services available from local stops are provided in **Figure 2.2**.

Service No.	Route Summary	Typical Frequency	Operating Hours
026	Bognor Regis – London	Mon-Sun: 1 per day	Mon-Fri: 07:35 Sat-Sun: 09:10
61	North Bersted - South Bersted - Bognor Regis - Aldwick (Circular)	Mon-Sat: 3 per day	Mon-Sat: 09:53 – 13:53
62	North Bersted - South Bersted - Bognor Regis - Aldwick - Nyetimber (Circular)	Mon-Sat: 2 per day	Mon-Sat: 10:53 – 12:53
66A / 66C	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 08:15 – 17:40
67	Bognor Regis - North Felpham - Glenwood Estate - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 09:50 – 16:10
68	Bersted - Pagham	Mon-Sun: 2 per day	Mon-Sun: 05:27 – 19:25
69	Wick - Littlehampton - Bognor Regis - Barfoots of Botley	Mon-Sat: 2 per day	Mon-Sun: 05:00 – 16:00
600	Elmer - Bognor Regis - Chichester	Mon-Sat: 1 every 5 – 20min Sun: 1 every hour	Mon-Sat: 06:05 – 21:25 Sun: 08:05 – 18:05
660	Elmer - Chichester	Mon-Fri: 2 services per school day	Mon-Fri: 06:30-16:20
700 Coastliner	Littlehampton - Bognor Regis - Chichester	Mon-Sat: 1 every 20min Sun: 1 every 30min	Mon-Fri: 05:44 – 00:12 Sat: 06:26 – 00:12 Sun: 07:44 – 00:12
Star	Bognor Regis - South and North Bersted - Bognor Regis	Mon-Sat: 1 every 30min	Mon-Fri: 07:41 – 17:41 Sat: 07:56 – 17:56
U7	Bognor Regis Hotham Park - Chichester University - Chichester	Mon-Fri: 1 every 1hr 30min	Mon-Fri: 07:09 – 23:43

Figure 2.2: Services Available from Local Bus Stops

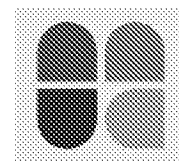


Accessibility by Train

- 2.2.6 Bognor Regis railway station is situated c.600m to the north of the site and is therefore accessible on foot or by cycle. The station provides regular services to a range of locations including Barnham, Littlehampton, Chichester, Horsham and London Victoria. A summary of services available is provided in **Figure 2.3**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Barnham	Bognor Regis – Barnham	6 – 7 minutes	4 every hour
Littlehampton	Bognor Regis – Barnham – Littlehampton	18 – 24 minutes	2 every hour
Chichester (change at Barnham)	Bognor Regis – Barnham – Chichester	17 – 31 minutes	4 every hour
Horsham	Bognor Regis – Barnham – Billingshurst – Horsham	40 – 45 minutes	4 every hour
London Victoria	Bognor Regis – Barnham – Billingshurst – Horsham – Crawley – Clapham Junction – London Victoria	1hr 35min – 1hr 45 min	3 every hour

Figure 2.3: Services Available from Bognor Regis Railway Station



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development would involve the refurbishment of the existing buildings to provide 27 flats and a ground floor restaurant. The site layout is attached at **Appendix A** and the accommodation schedule is provided in **Figure 3.1**.

Unit Type	No. of Units
1 Bedroom Apartment	13
2 Bedroom Apartment	13
3 Bedroom Apartment	1
Total	27

Figure 3.1: Accommodation Schedule

3.2 Pedestrian Access

- 3.2.1 Pedestrian access to the site would be served from a series of access points fronting onto The Esplanade, as well as a rear access to the cycle/bin store fronting onto Manor Place.

3.3 Cycle Parking Provision

- 3.3.1 Cycle parking would be provided within a cycle store situated on the lower ground floor, with access on to Manor Place to the rear of the building. The layout and design for the cycle store has been approved by WSCC as per condition 5 of the planning consent (planning ref: BR/293/20/DOC).

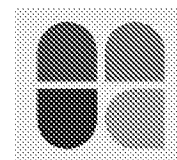
3.4 Trip Generation

- 3.4.1 To establish the number of the trips generated by the apartments, the parameters identified in **Figure 3.2** have been used to filter the TRICS database.

TRICS (Version 7.7.4)	
Filtering Parameter:	Criteria Selected:
i. Land use	Residential – Flats (Privately Owned)
ii. Regions	England (Excluding Greater London)
iii. Number of Units	10 – 70
iv. Date Range	01/01/12 to 25/09/19
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	- o Edge of Town Centre - o Suburban Area
viii. Parking Spaces per Unit	Less than 1

Figure 3.2: TRICS Filtering Parameters

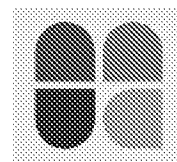
- 3.4.2 The TRICS output is provided at **Appendix B**, whilst a summary of the weekday peak hour and daily trip rates, along with the anticipated trips associated with the apartments is provided in **Figure 4.2**.



TRICS Trip Rate per Flat									
Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Total Vehicles	0.053	0.105	0.158	0.167	0.140	0.307	1.246	1.208	2.454
Cyclists	0.000	0.018	0.018	0.026	0.009	0.035	0.097	0.108	0.205
Car Passengers	0.070	0.175	0.245	0.219	0.184	0.403	1.726	1.753	3.479
Pedestrians	0.018	0.061	0.079	0.114	0.061	0.175	0.737	0.665	1.402
Bus	0.000	0.053	0.053	0.061	0.009	0.070	0.185	0.185	0.370
Rail	0.000	0.009	0.009	0.026	0.000	0.026	0.053	0.054	0.107

TRICS Trip Generation (27 Flats)									
Total Vehicles	1	3	4	5	4	8	34	33	66
Cyclists	0	0	0	1	0	1	3	3	6
Car Passengers	2	5	7	6	5	11	47	47	94
Pedestrians	0	2	2	3	2	5	20	18	38
Bus	0	1	1	2	0	2	5	5	10
Rail	0	0	0	1	0	1	1	1	3

Figure 3.4: Anticipated Trip Generation



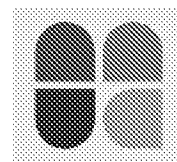
4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

- 4.1.1 The aim of this Travel Plan is to reduce the long-term reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable transport.
- 4.1.2 The objectives of this TP can therefore be summarised as follows:
- i. To minimise the number of residents travelling as single occupancy car drivers for various journey purposes to and from the site;
 - ii. To identify a range of 'hard' and 'soft' measures that would facilitate a reduction in the generation of private vehicle trips and increase the uptake of sustainable travel modes;
 - iii. To promote the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;
 - iv. To promote the TP and encourage residents participate within national travel awareness events such as 'Bike, Walk and Liftshare' week.

4.2 Targets

- 4.2.1 Targets give the Travel Plan direction and provide a measurable goal to aim for. This TPS would aim to achieve 10% reduction private car trips by residents.



5 MEASURES AND INITIATIVES

5.1 Introduction

- 5.1.1 To assist in achieving the proposed targets, this section considers the Travel Plan initiatives that will be implemented and refined during the 5-year life of the TP. The selected measures are appropriate to the site's location, and surrounding transport infrastructure/ services.
- 5.1.2 The initiatives include 'Hard' infrastructural measures (the provision of on-site and off-site facilities to support sustainable travel behaviour) as well as 'Soft' measures generally involving distribution of travel information and incentives.

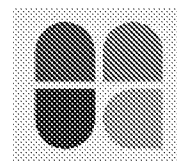
5.2 Measures and Initiatives

Travel Information

- 5.2.1 Research has demonstrated that modal shift away from single occupancy vehicles to more sustainable forms is more effective when targeting regular journeys, which are short in length. Furthermore, the lifetime event of moving into a new home which is of relevance to new residents of the site, represents a change in the situational context, providing a 'window of opportunity' to change previous habitual travel behaviour (i.e. private car use).
- 5.2.2 In order to raise awareness of the TP and associated measures, information pertaining to all sustainable travel modes will be compiled into an information pack by the appointed TPC. The information would be distributed to all residents, and could additionally be displayed on on-site noticeboards. Information contained within the packs would additionally be provided on on-site noticeboards. The information will include:
- i. An outline of the main aims / objectives and the role of individuals in achieving the aspirations of the TPS;
 - ii. Details of the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling including poster obtained from WSCC's website;
 - iii. Local walking and cycling route maps;
 - iv. Map showing the location of the nearest bus stops / rail stations and up-to-date service timetables;
 - v. Information for public transport fares including a cost comparison with car travel;
 - vi. Contact details of the appointed Travel Plan Co-ordinator.
 - vii. Details of the Liftshare website.
 - viii. Details of real time travel information.

Car Sharing

- 5.2.3 Car sharing involves two or more people travelling together for all or part of a journey. It represents a relatively convenient, flexible and cost-effective mode of travel if car sharers live and work in similar locations.



- 5.2.4 To encourage residents to car share, 'West Sussex Car Share', WSCC's car sharing community on www.liftshare.com (the UK's largest car share database) will be promoted. This service is free to sign up to and aims to facilitate car sharing on a regular basis by enabling users to contact others who they could potentially share with.
- 5.2.5 The Liftshare website provides a 'savings calculator' to enable members to work out the cost savings of car sharing as part of a regular journey. It is noteworthy that for journeys comprised of 10 miles, an individual can save in the order of £464 per annum when sharing with one other person, and £928 per annum when sharing with two others.

Public Transport

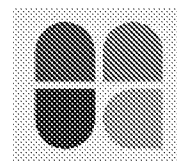
- 5.2.6 To promote the use of existing public transport services, up-to-date and relevant timetable / route map information would be gathered by the appointed TPC and included as part of the travel information packs.
- 5.2.7 Service information for local public transport links would be provided listing available destinations, typical journey times and frequencies, as well as links to real time service information.
- 5.2.8 Information would be provided detailing public transport fares including a cost comparison with car travel.

Walking and Cycling

- 5.2.9 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for short journeys, typically less than 2 kilometres in length, to be undertaken by car, thus reducing the level of traffic on the surrounding highway network.
- 5.2.10 To encourage travel on-foot, information on local walking routes, including approximate journey times, will be promoted together with events linked to annual national travel awareness campaigns such as 'Walk-to-Work Week'.
- 5.2.11 To encourage travel by cycle, information on cycle routes and storage facilities at other local destinations will be promoted. In addition, information would be provided for free health apps such as Strava, Endomondo, etc. alongside promotion of campaigns such as 'Bike Week'.
- 5.2.12 The TPC would promote bike shop discounts which have been negotiated by WSCC. Detail of discounts and participated shops are available at <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/cycle-to-work-scheme/>. Residents may also be eligible to purchase a bicycle through the 'cycle-to-work' scheme.
- 5.2.13 Details of WSCC's adult cycle training courses would be promoted to residents to help those with a lack of confidence and safety concerns to encourage residents to consider cycling as a viable method of travelling to work.

5.3 Effectiveness of Travel Plan Measures

- 5.3.1 The measures and initiatives detailed above would reduce the level of car use associated with the site, consequently increasing the use of sustainable modes and achieving the target set. However, the list is not exhaustive and the appointed TPC is encouraged to investigate other potential initiatives, especially those which would reduce the number of trips made by car.



6 MANAGEMENT

6.1 Travel Plan Co-ordinator

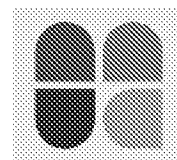
- 6.1.1 The TPC is responsible for implementing and promoting the Travel Plan Statement. This includes providing residents with up-to-date travel information is displayed and communicating with WSCC's Travel Plan Officer.
- 6.1.2 The Travel Plan Co-ordinator would be responsible for undertaking the following key tasks:
- On-going promotion / marketing of the TPS and associated measures described in **Section 5**;
 - Organising the implementation of baseline travel audit;
 - Acting as the main point of contact for residents, WSCC's Travel Plan Officer and other relevant stakeholders.
- 6.1.3 To ensure effective communication between residents and other internal / external stakeholders, the contact details of the Travel Plan Co-ordinator including telephone number and e-mail address will be provided within the travel information pack distributed to residents, and could be displayed on on-site noticeboards.

6.2 Travel Audit

- 6.2.1 As this TPS supports a new development, the TPC would be required to undertake a Travel Audit within 3 months of operation to determine baseline travel patterns and behaviour of residents. The audit would utilise travel questionnaires which will comprise of a number of questions relating to travel patterns (i.e. travel modes, distance and journey times). Respondents to the audit will also be requested to provide their comments on existing measures as well as suggest potential improvements. To ensure a reasonable level of response, a paper version of the questionnaire will be distributed to each residence.
- 6.2.2 The Travel Plan Co-ordinator will update the TPS and issue to WSCC's Travel Plan Officer for comment and discussion as well as being filed for records.
- 6.2.3 To maintain the emphasis of the TPS the results of the Travel Audit are communicated to all residents. This could be done through a newsletter posted to each residence, or by displaying data on on-site noticeboards.

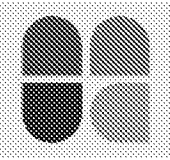
6.3 Action Plan

- 6.3.1 An action plan is presented below in **Figure 6.1**, highlighting relevant measures, timescales and the individuals responsible for ensuring the co-ordination / implementation of the TP.



Measures	Timescales	Responsibility
Appoint Travel Plan Co-ordinator to oversee the implementation of sustainable travel measures	Upon acceptance of this Travel Plan Statement	Developer
Submit contact details of appointed TPC to WSCC	Within the first 3 months of acceptance of Travel Plan	TPC
Compile travel information packs and distribute to residents/ post on on-site noticeboards	Within the first 1 month of occupation	TPC
Conduct Travel Audit	Within the first 3 months of occupation	TPC
Submit results of audit to WSCC's Travel Plan Officer for review	Within the first 3 months of occupation	TPC
Present results of Travel Audit to residents within newsletter/on on-site noticeboard	Within the first 3 months of operation	TPC
Promote sustainable travel awareness events	As and when events occur	TPC

Figure 6.1: Action Plan



PLANS

Plan 01 Accessibility Plan

BUS SERVICES (Bognor Regis Town)			
Service	Route Summary	Typical Frequency	Operating Hours
026	Bognor Regis – London	Mon-Sun: 1 per day	Mon-Fri: 07:35 Sat-Sun: 09:10
61	North Bersted - South Bersted - Bognor Regis - Aldwick (Circular)	Mon-Sat: 3 per day	Mon-Sat: 09:53 – 13:53
62	North Bersted - South Bersted - Bognor Regis - Aldwick - Nyetimber (Circular)	Mon-Sat: 2 per day	Mon-Sat: 10:53 – 12:53
66A / 66C	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 08:15 – 17:40
67	Bognor Regis - North Felpham - Glenwood Estate - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 09:50 – 16:10
68	Bersted - Pagham	Mon-Sun: 2 per day	Mon-Sun: 05:27 – 19:25
69	Wick - Littlehampton - Bognor Regis - Barfoot's of Botley	Mon-Sat: 2 per day	Mon-Sun: 05:00 – 16:00
600	Elmer - Bognor Regis - Chichester	Mon-Sat: 1 every 5 – 20min Sun: 1 every hour	Mon-Sat: 06:05 – 21:25 Sun: 08:05 – 18:05
660	Elmer - Chichester	Mon-Fri: 2 services per school day	Mon-Fri: 06:30-16:20
700 Coastliner	Littlehampton - Bognor Regis - Chichester	Mon-Sat: 1 every 20min Sun: 1 every 30min	Mon-Fri: 05:44 – 00:12 Sat: 06:26 – 00:12 Sun: 07:44 – 00:12
Star	Bognor Regis - South and North Bersted - Bognor Regis	Mon-Sat: 1 every 30min	Mon-Fri: 07:41 – 17:41 Sat: 07:56 – 17:56
U7	Bognor Regis Hotham Park - Chichester University - Chichester	Mon-Fri: 1 every 1hr 30min	Mon-Fri: 07:09 – 23:43

RAIL TIMETABLE (Bognor Regis)			
Destination	Route Summary	Typical Journey Time	Typical Frequency
Barnham	Bognor Regis – Barnham	6 – 7 minutes	4 every hour
Littlehampton	Bognor Regis – Barnham – Littlehampton	18 – 24 minutes	2 every hour
Chichester (change at Barnham)	Bognor Regis – Barnham – Chichester	17 – 31 minutes	4 every hour
Horsham	Bognor Regis – Barnham – Billingshurst – Horsham	40 – 45 minutes	4 every hour
London Victoria	Bognor Regis – Barnham – Billingshurst – Horsham – Crawley – Clapham Junction – London Victoria	1hr 35min – 1hr 45 min	3 every hour

Legend

 Site Location

 1km Isochrone

 2km Isochrone

 Railway Station

 Railway

 Bus Stop

 National Cycle Route

 Local Cycle Route

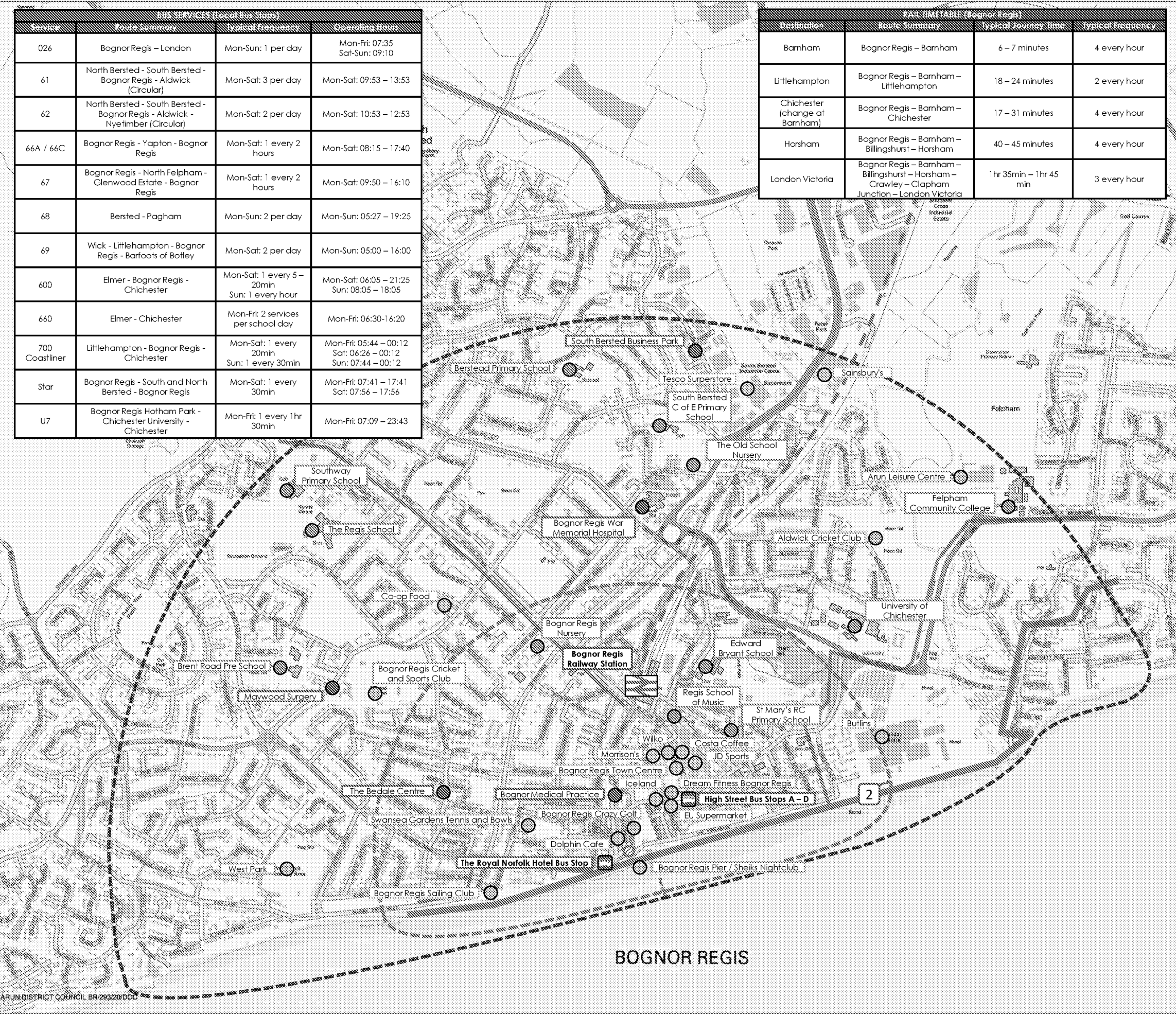
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 Education

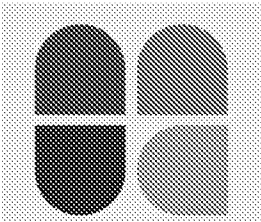
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 Health Care

 Employment

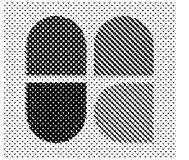


BOGNOR REGIS

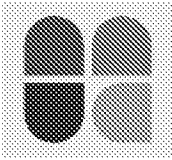


BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
www.brightplan.co.uk

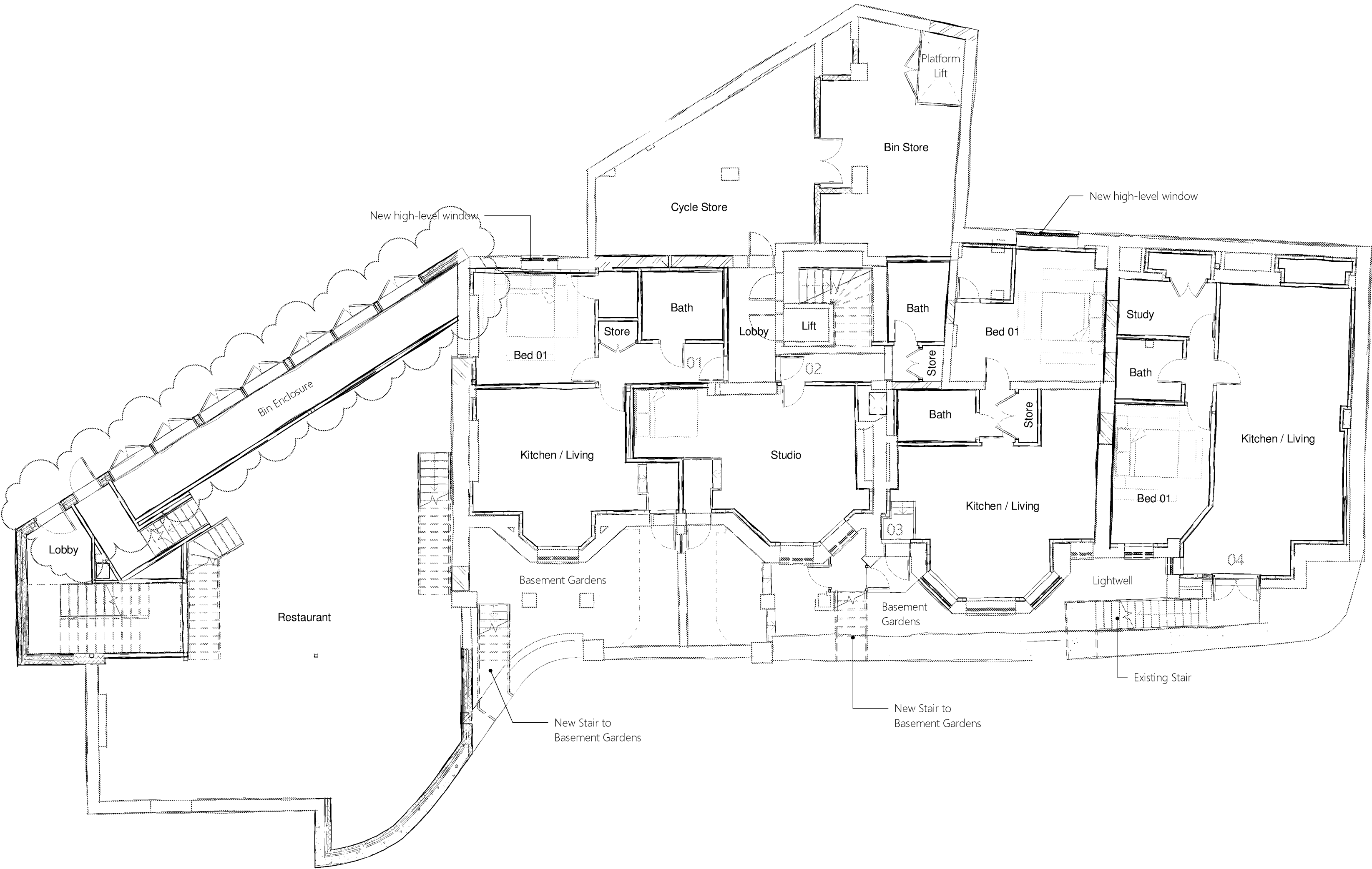
Title: Accessibility Plan		
Project: The Royal Hotel, Bognor Regis		
Client: Metamorph Management Ltd		
Job No: 6276	Plan No: Plan 01	Rev: -



APPENDICES



Appendix A Site Layout



1. Lower Ground Floor Plan
scale 1:100

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**PLANNING
PURPOSES ONLY**

Not to Be Used for Construction

NOTES

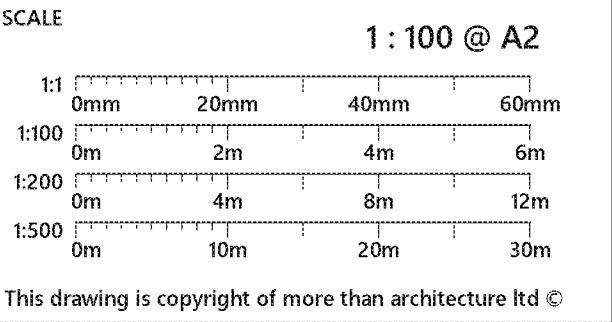
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All drawings to be read in conjunction with all contract documents and all structural steelwork drawings to be submitted to engineer for approval.

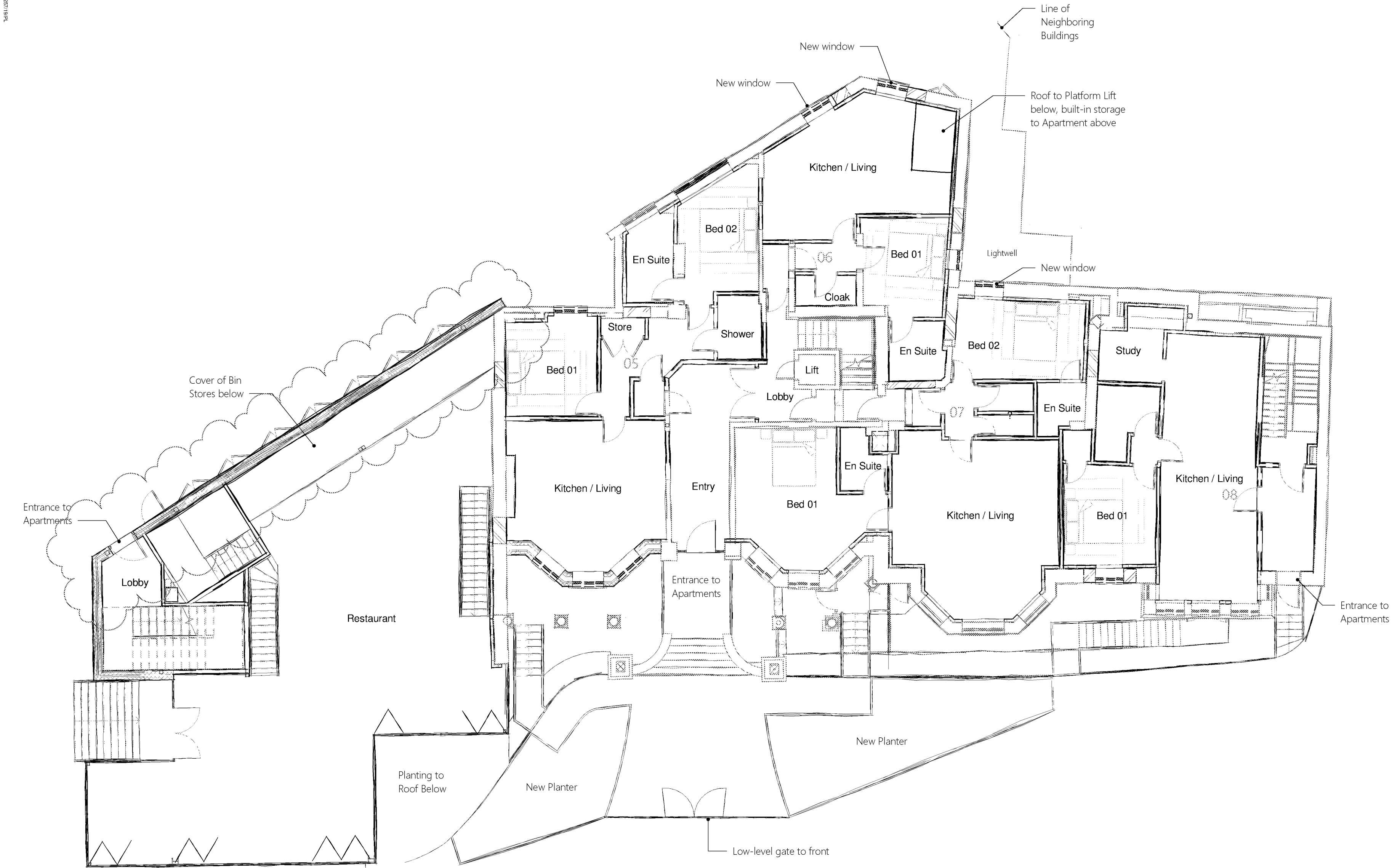
RIBA 
Chartered Practice



03	Existing Nib Walls replaced with New	11/11/19	SM	SR
02	Revised Planning Application Sep 19	09/09/19	SM	SR
01	Issue for Planning	12/12/18	FW	NH
revision		date	author	check

CLIENT	Metamorph Management LLP
PROJECT	The Royal Hotel, Bognor Regis
DATE	11/11/19
DRAWING TITLE	Proposed Lower Ground Floor

DRAWING NO.	REVISION
169 / 3.100	03



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PLANNING PURPOSES ONLY

Not to Be Used for Construction

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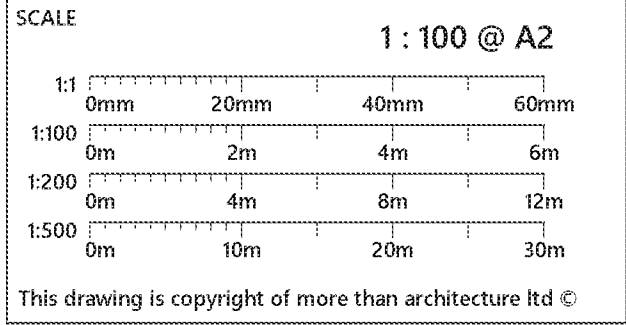
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04	Existing Nib Walls replaced with New	11/11/19	SM	SR
03	Revised Planning Application Sep 19	09/09/19	SM	SR
02	Updated Planning Issue	13/01/19	FW	AY
01	Issue for Planning	12/12/18	FW	NH
revision		date	author	check

CLIENT	Metamorph Management LLP
PROJECT	The Royal Hotel, Bognor Regis
DATE	11/11/19
DRAWING TITLE	Proposed Ground Floor

DRAWING NO.	REVISION
169 / 3.101	04

1. Ground Floor Plan
scale 1 : 100

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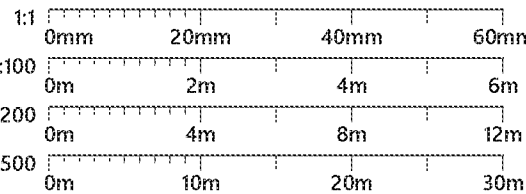
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All drawings to be read in conjunction with all contract documents and all structural steelwork drawings to be submitted to engineer for approval

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SCALE

1 : 100 @ A2



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04	Existing Nib Walls replaced with New	11/11/19	SM	SR
03	Revised Planning Application Sep 19	09/09/19	SM	SR
02	Updated Planning Issue	13/01/19	FW	AY
01	Issue for Planning	12/12/18	FW	NH
revision		date	author	check

CLIENT **Metamorph Management LLP**
PROJECT **The Royal Hotel, Bognor Regis**
DATE **11/11/19**
DRAWING TITLE **Proposed First Floor**

DRAWING NO. **169 / 3.102** REVISION **04**

1. First Floor Plan



1. Second Floor Plan

scale 1 : 100

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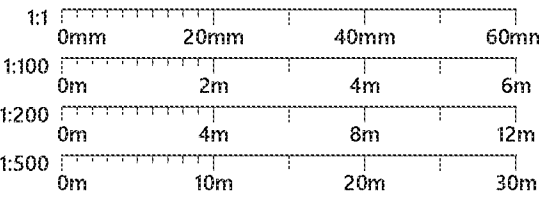
This drawing must be read in conjunction with all other related drawings and documentation. It is the contractors responsibility to ensure full compliance with the Building Regulations. Any discrepancies to be reported immediately. If in doubt ask. Materials not in conformity with relevant British or European Standards/Codes of Practice or materials known to be deleterious to health & safety must not be used or specified on this project.

All drawings to be read in conjunction with all contract documents and all structural steelwork drawings to be submitted to engineer for approval.

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SCALE

1 : 100 @ A2

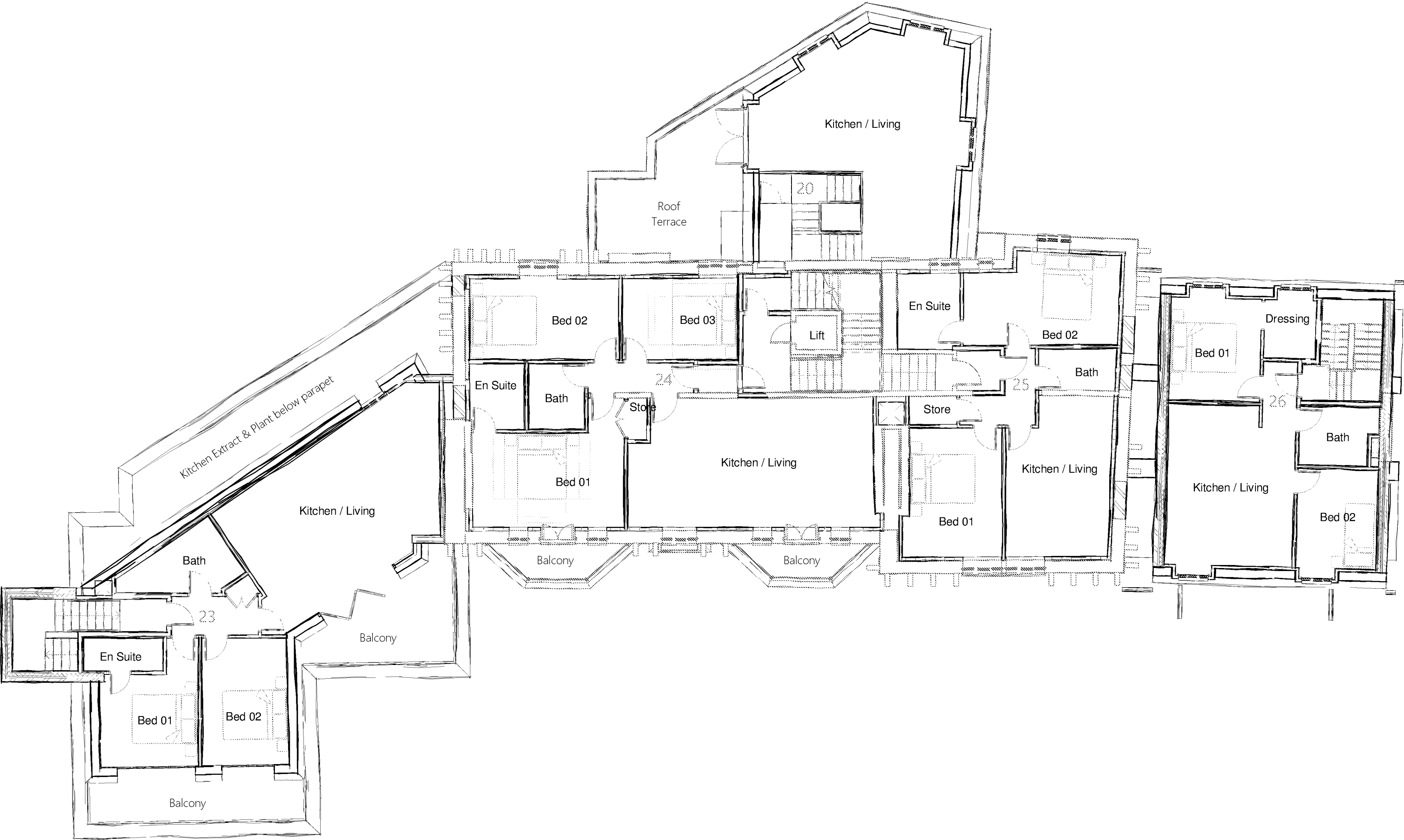


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03	Revised Planning Application Sep 19	09/09/19	SM	SR
02	Updated Planning Issue	13/01/19	FW	AY
01	Issue for Planning	12/12/18	FW	NH
revision		date	author	check

CLIENT	Metamorph Management LLP
PROJECT	The Royal Hotel, Bognor Regis
DATE	09/09/19
DRAWING TITLE	Proposed Second Floor

DRAWING NO.	REVISION
169 / 3.103	03



1. Third Floor Plan
scale 1:100

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**PLANNING
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Not to Be Used for Construction

NOTES

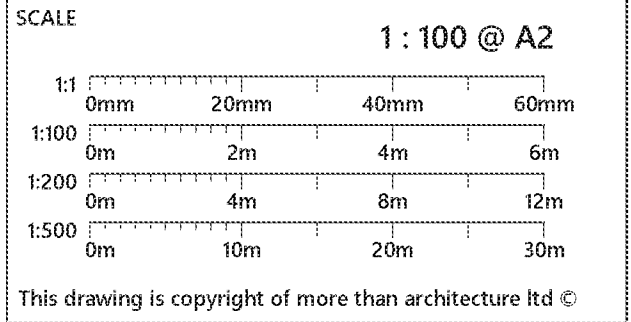
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All drawings to be read in conjunction with all contract documents and all structural steelwork drawings to be submitted to engineer for approval.

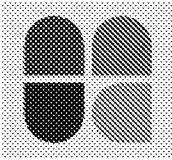
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03	Revised Planning Application Sep 19	09/09/19	SM	SR
02	Updated Planning Issue	13/01/19	FW	AY
01	Issue for Planning	12/12/18	FW	NH
revision		date	author	check

CLIENT	Metamorph Management LLP
PROJECT	The Royal Hotel, Bognor Regis
DATE	09/09/19
DRAWING TITLE	Proposed Third Floor

DRAWING NO.	REVISION
169 / 3.104	03



Appendix B TRICS Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
09	NORTH	
	CB CUMBRIA	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: No of Dwellings
 Actual Range: 14 to 62 (units:)
 Range Selected by User: 10 to 70 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 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 undertaken using machines.

Selected Locations:

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

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:

Residential Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:Use Class:

C3

3 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:

10,001 to 15,000

1 days

20,001 to 25,000

2 days

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

Population within 5 miles:

25,001 to 50,000

1 days

50,001 to 75,000

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:

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

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	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
2	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.079	3	38	0.070	3	38	0.149
08:00 - 09:00	3	38	0.053	3	38	0.105	3	38	0.158
09:00 - 10:00	3	38	0.096	3	38	0.096	3	38	0.192
10:00 - 11:00	3	38	0.123	3	38	0.096	3	38	0.219
11:00 - 12:00	3	38	0.149	3	38	0.105	3	38	0.254
12:00 - 13:00	3	38	0.088	3	38	0.114	3	38	0.202
13:00 - 14:00	3	38	0.070	3	38	0.123	3	38	0.193
14:00 - 15:00	3	38	0.114	3	38	0.132	3	38	0.246
15:00 - 16:00	3	38	0.079	3	38	0.061	3	38	0.140
16:00 - 17:00	3	38	0.079	3	38	0.061	3	38	0.140
17:00 - 18:00	3	38	0.167	3	38	0.140	3	38	0.307
18:00 - 19:00	3	38	0.149	3	38	0.105	3	38	0.254
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.246			1.208			2.454

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:	14 - 62 (units:)
Survey date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.009	3	38	0.009	3	38	0.018
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

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

MULTI-MODAL OGVSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.000	3	38	0.000	3	38	0.000
08:00 - 09:00	3	38	0.009	3	38	0.009	3	38	0.018
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.018	3	38	0.018	3	38	0.036
13:00 - 14:00	3	38	0.009	3	38	0.009	3	38	0.018
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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

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

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

MULTI-MODAL PSVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.000	3	38	0.000	3	38	0.000
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.009	3	38	0.009	3	38	0.018
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

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

MULTI-MODAL CYCLISTSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.009	3	38	0.018	3	38	0.027
08:00 - 09:00	3	38	0.000	3	38	0.018	3	38	0.018
09:00 - 10:00	3	38	0.026	3	38	0.018	3	38	0.044
10:00 - 11:00	3	38	0.000	3	38	0.009	3	38	0.009
11:00 - 12:00	3	38	0.009	3	38	0.000	3	38	0.009
12:00 - 13:00	3	38	0.000	3	38	0.009	3	38	0.009
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.018	3	38	0.009	3	38	0.027
16:00 - 17:00	3	38	0.000	3	38	0.009	3	38	0.009
17:00 - 18:00	3	38	0.026	3	38	0.009	3	38	0.035
18:00 - 19:00	3	38	0.009	3	38	0.009	3	38	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.108			0.205

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.114	3	38	0.096	3	38	0.210
08:00 - 09:00	3	38	0.070	3	38	0.175	3	38	0.245
09:00 - 10:00	3	38	0.140	3	38	0.123	3	38	0.263
10:00 - 11:00	3	38	0.140	3	38	0.140	3	38	0.280
11:00 - 12:00	3	38	0.254	3	38	0.140	3	38	0.394
12:00 - 13:00	3	38	0.114	3	38	0.184	3	38	0.298
13:00 - 14:00	3	38	0.114	3	38	0.149	3	38	0.263
14:00 - 15:00	3	38	0.114	3	38	0.237	3	38	0.351
15:00 - 16:00	3	38	0.105	3	38	0.088	3	38	0.193
16:00 - 17:00	3	38	0.105	3	38	0.070	3	38	0.175
17:00 - 18:00	3	38	0.219	3	38	0.184	3	38	0.403
18:00 - 19:00	3	38	0.237	3	38	0.167	3	38	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.726			1.753			3.479

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

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

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.026	3	38	0.088	3	38	0.114
08:00 - 09:00	3	38	0.018	3	38	0.061	3	38	0.079
09:00 - 10:00	3	38	0.053	3	38	0.061	3	38	0.114
10:00 - 11:00	3	38	0.026	3	38	0.035	3	38	0.061
11:00 - 12:00	3	38	0.088	3	38	0.053	3	38	0.141
12:00 - 13:00	3	38	0.061	3	38	0.026	3	38	0.087
13:00 - 14:00	3	38	0.079	3	38	0.035	3	38	0.114
14:00 - 15:00	3	38	0.053	3	38	0.035	3	38	0.088
15:00 - 16:00	3	38	0.018	3	38	0.053	3	38	0.071
16:00 - 17:00	3	38	0.105	3	38	0.061	3	38	0.166
17:00 - 18:00	3	38	0.114	3	38	0.061	3	38	0.175
18:00 - 19:00	3	38	0.096	3	38	0.096	3	38	0.192
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.737			0.665			1.402

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.000	3	38	0.061	3	38	0.061
08:00 - 09:00	3	38	0.000	3	38	0.053	3	38	0.053
09:00 - 10:00	3	38	0.000	3	38	0.026	3	38	0.026
10:00 - 11:00	3	38	0.000	3	38	0.009	3	38	0.009
11:00 - 12:00	3	38	0.009	3	38	0.009	3	38	0.018
12:00 - 13:00	3	38	0.009	3	38	0.018	3	38	0.027
13:00 - 14:00	3	38	0.009	3	38	0.000	3	38	0.009
14:00 - 15:00	3	38	0.009	3	38	0.000	3	38	0.009
15:00 - 16:00	3	38	0.009	3	38	0.000	3	38	0.009
16:00 - 17:00	3	38	0.044	3	38	0.000	3	38	0.044
17:00 - 18:00	3	38	0.061	3	38	0.009	3	38	0.070
18:00 - 19:00	3	38	0.035	3	38	0.000	3	38	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.185			0.185			0.370

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.000	3	38	0.018	3	38	0.018
08:00 - 09:00	3	38	0.000	3	38	0.009	3	38	0.009
09:00 - 10:00	3	38	0.000	3	38	0.009	3	38	0.009
10:00 - 11:00	3	38	0.009	3	38	0.009	3	38	0.018
11:00 - 12:00	3	38	0.000	3	38	0.009	3	38	0.009
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.009	3	38	0.000	3	38	0.009
16:00 - 17:00	3	38	0.009	3	38	0.000	3	38	0.009
17:00 - 18:00	3	38	0.026	3	38	0.000	3	38	0.026
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.054			0.107

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

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

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

MULTI-MODAL COACH PASSENGERSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.000	3	38	0.000	3	38	0.000
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.026	3	38	0.009	3	38	0.035
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.009			0.035

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.000	3	38	0.079	3	38	0.079
08:00 - 09:00	3	38	0.000	3	38	0.061	3	38	0.061
09:00 - 10:00	3	38	0.000	3	38	0.035	3	38	0.035
10:00 - 11:00	3	38	0.009	3	38	0.018	3	38	0.027
11:00 - 12:00	3	38	0.009	3	38	0.018	3	38	0.027
12:00 - 13:00	3	38	0.009	3	38	0.018	3	38	0.027
13:00 - 14:00	3	38	0.009	3	38	0.000	3	38	0.009
14:00 - 15:00	3	38	0.009	3	38	0.000	3	38	0.009
15:00 - 16:00	3	38	0.018	3	38	0.000	3	38	0.018
16:00 - 17:00	3	38	0.053	3	38	0.000	3	38	0.053
17:00 - 18:00	3	38	0.114	3	38	0.018	3	38	0.132
18:00 - 19:00	3	38	0.035	3	38	0.000	3	38	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.265			0.247			0.512

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

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

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

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.149	3	38	0.281	3	38	0.430
08:00 - 09:00	3	38	0.088	3	38	0.316	3	38	0.404
09:00 - 10:00	3	38	0.219	3	38	0.237	3	38	0.456
10:00 - 11:00	3	38	0.175	3	38	0.202	3	38	0.377
11:00 - 12:00	3	38	0.360	3	38	0.211	3	38	0.571
12:00 - 13:00	3	38	0.184	3	38	0.237	3	38	0.421
13:00 - 14:00	3	38	0.202	3	38	0.184	3	38	0.386
14:00 - 15:00	3	38	0.175	3	38	0.272	3	38	0.447
15:00 - 16:00	3	38	0.158	3	38	0.149	3	38	0.307
16:00 - 17:00	3	38	0.263	3	38	0.140	3	38	0.403
17:00 - 18:00	3	38	0.474	3	38	0.272	3	38	0.746
18:00 - 19:00	3	38	0.377	3	38	0.272	3	38	0.649
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.824			2.773			5.597	

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

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

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

MULTI-MODAL CARSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.053	3	38	0.053	3	38	0.106
08:00 - 09:00	3	38	0.026	3	38	0.070	3	38	0.096
09:00 - 10:00	3	38	0.061	3	38	0.044	3	38	0.105
10:00 - 11:00	3	38	0.070	3	38	0.061	3	38	0.131
11:00 - 12:00	3	38	0.088	3	38	0.053	3	38	0.141
12:00 - 13:00	3	38	0.053	3	38	0.079	3	38	0.132
13:00 - 14:00	3	38	0.026	3	38	0.070	3	38	0.096
14:00 - 15:00	3	38	0.044	3	38	0.044	3	38	0.088
15:00 - 16:00	3	38	0.044	3	38	0.035	3	38	0.079
16:00 - 17:00	3	38	0.061	3	38	0.018	3	38	0.079
17:00 - 18:00	3	38	0.088	3	38	0.070	3	38	0.158
18:00 - 19:00	3	38	0.088	3	38	0.053	3	38	0.141
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.702			0.650			1.352

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

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

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

MULTI-MODAL LGVSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.009	3	38	0.009	3	38	0.018
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.018	3	38	0.018	3	38	0.036
10:00 - 11:00	3	38	0.018	3	38	0.018	3	38	0.036
11:00 - 12:00	3	38	0.018	3	38	0.009	3	38	0.027
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.018	3	38	0.018	3	38	0.036
14:00 - 15:00	3	38	0.026	3	38	0.018	3	38	0.044
15:00 - 16:00	3	38	0.026	3	38	0.026	3	38	0.052
16:00 - 17:00	3	38	0.009	3	38	0.035	3	38	0.044
17:00 - 18:00	3	38	0.018	3	38	0.018	3	38	0.036
18:00 - 19:00	3	38	0.018	3	38	0.026	3	38	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.178			0.195			0.373

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

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

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

MULTI-MODAL MOTOR CYCLESCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	38	0.000	3	38	0.000	3	38	0.000
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.000	3	38	0.009	3	38	0.009
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.009			0.009

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

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.