

Fuldas Hotel, Manchester

Transport Statement

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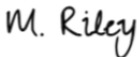
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Author	Signature	Date
Matt Riley BA (Hons) MSc GradCIHT MTPS Transport Planner		08 July 2025

Reviewed	Signature	Date
Aaron Tilley FCIHT CMILT Transport Planning Director		08 July 2025

Authorised	Signature	Date
Aaron Tilley FCIHT CMILT Transport Planning Director		08 July 2025

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Gold Sketch Studios Ltd. to provide transport and highways advice in relation to a planning application for the redevelopment of the former Fuldas Hotel at 144 Bury Old Road, Manchester.
- 1.1.2 The Proposed Development intends to convert and redevelop the site for residential use. The existing hotel comprises 29 habitable rooms with 48 occupants and benefits from direct access off Bury Old Road. There is currently limited car parking available within the curtilage of the site, off the public highway.
- 1.1.3 The Proposed Development would have a Shared Access with the consented planning application to the north (MCC Planning Portal Reference: 139500/FO/2024). Details of how this arrangement impacts access, car and cycle parking, and refuse collection is provided in **Section 3**.
- 1.1.4 The proposed planning strategy is to redevelop the existing hotel use and deliver 14 residential apartments with 34 occupants. It is important to note that this would result in a reduction of 14 occupants compared to the former use.
- 1.1.5 The Development Proposals include a parking area with nine spaces, including two EV charging spaces and one space designated for the mobility impaired. The site benefits from its location in close proximity to a range of local services and facilities and as such, it is considered the site is accessible by sustainable modes of transportation other than the private car.
- 1.1.6 The Proposed Development layout is provided in **Appendix A**.

1.2 National Policy

- 1.2.1 Paragraph 115 of the National Planning Policy Framework (2023) 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”
- 1.2.2 In addition to the NPPF, National Planning Practice Guidance (NPPG) clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements, provides potential benefits of the documents, and re-iterates the circumstances in which either document would usually be required.

- 1.2.3 As demonstrated throughout this report, there are no identified existing highway safety issues, the development will provide limited car parking, prioritising and encouraging more sustainable modes of travel.
- 1.2.4 Trip generation forecasts using TRICS data have demonstrated that there is a decrease in trip generation for the proposed uses of the site compared to the former use. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.
- 1.2.5 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPFF and NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

1.3 Purpose of the Report

- 1.3.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the Development Proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.3.2 The TS is supported by a range of appendices, with access drawings showing visibility splays and swept path assessments.

1.4 Scope of the Report

- 1.4.1 The scope of this report is consistent with local and national transport planning policy and guidance.
- 1.4.2 On this basis, the TS contains the following:
- Details of the existing use and the Development Proposals, together with a proposed site layout plan;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - A review of accessibility by all modes of travel including walking, cycling, and public transport;
 - Drawings showing the site access proposals, vehicle tracking and visibility splays;
 - Details of proposed parking arrangements and justification for the provision;
 - Details of future vehicular trips and commentary on any highway impacts; and
 - A review of the relevant local and national transport planning policy.

1.5 Structure of the Report

- 1.5.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

- 1.5.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.5.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.5.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.5.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.5.6 **Section 6** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is located at the former Fuldas Hotel at 144 Bury Old Road, Manchester. It is situated c.4km to the north of Manchester City Centre.
- 2.1.2 The site is bound by Bury Old Road to the south, residential properties to the east and west. To the north, the site is bound by the consented planning application for a residential development (MCC Planning Portal Reference: 139500/FO/2024).
- 2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:



Figure 2.1 – Site Location
(Source: Google Maps, 2024)

2.2 Existing Use and Access

- 2.2.1 The existing site comprises the former Fuldas Hotel – a large three storey terrace building.
- 2.2.2 The main frontage of the site abuts Bury Old Road, where there is an existing vehicular access to an unmarked area of car parking fronting the hotel. The existing access is formed by a footway crossover which is typified by the majority of neighbouring properties along Bury Old Road.
- 2.2.3 To the rear, there is an existing vehicular access with dropped kerbs and a pedestrian gate.

2.3 Surrounding Highway Network

2.3.1 **Table 2.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Cyclist Infrastructure	Restrictions / Parking / Loading Provision
A665 Bury Old Road	30 mph	Yes	c. 2m on either side Tactile paving Dropped kerbs.	Advanced stop lines Road markings. Bus/Cycle/Taxi Lane.	Double Yellow TROs eastbound and Single Yellow TROs westbound.
A576 Middleton Road	30 mph	Yes	c. 2.5m on either side Tactile paving Dropped kerbs.	Advanced stop lines Road markings.	No parking in the area surrounding the site.
Catherine Road	30 mph	Yes	c. 2m on either side Tactile paving Dropped kerbs.	-	-

Table 2.1 – Surrounding Highway Network Summary

2.4 Access for Mobility and Visually Impaired Users

2.4.1 The site benefits from the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired.

2.4.2 Dropped kerbs, tactile paving and colour coded crossings are present at the signalised pedestrian crossing point between Bury Old Road and Middleton Road in the vicinity of the site.

2.5 Highway Safety

2.5.1 Collision data for the highway network adjacent to the site has been obtained from the TfGM reported road incidents database for the most recent five years (2019 – 2023 inclusive). The details of the search are contained in **Figure 2.2** and a breakdown of the information is contained in **Table 2.2**:

Junction/Link	Slight	Serious	Fatal	Totals
Site Access/ Bury Old Road	0	0	0	0
Bury Old Road/ Melton Road	1	0	0	0
Bury Old Road/ Park Road	0	1	0	0
Bury Old Road/ Middleton Road	7	1	0	8
Catherine Road/ Middleton Road	2	0	0	2

Junction/Link	Slight	Serious	Fatal	Totals
Middleton Road/ Bennett Road/ Moxley Road	0	1	0	1
Middleton Road/ Crumpsall Lane	2	0	0	2
Middleton Road/ Ardern Road	1	0	0	1
Middleton Road/ Edilom Road	1	0	0	1
Bury Old Road/ Seymour Road	2	1	0	3
Bury Old Road/ George Street North	2	1	0	3
Leicester Road/ Upper Park Road	3	0	0	3
Total	21	5	0	26

Table 2.2 – Collision Data Summary

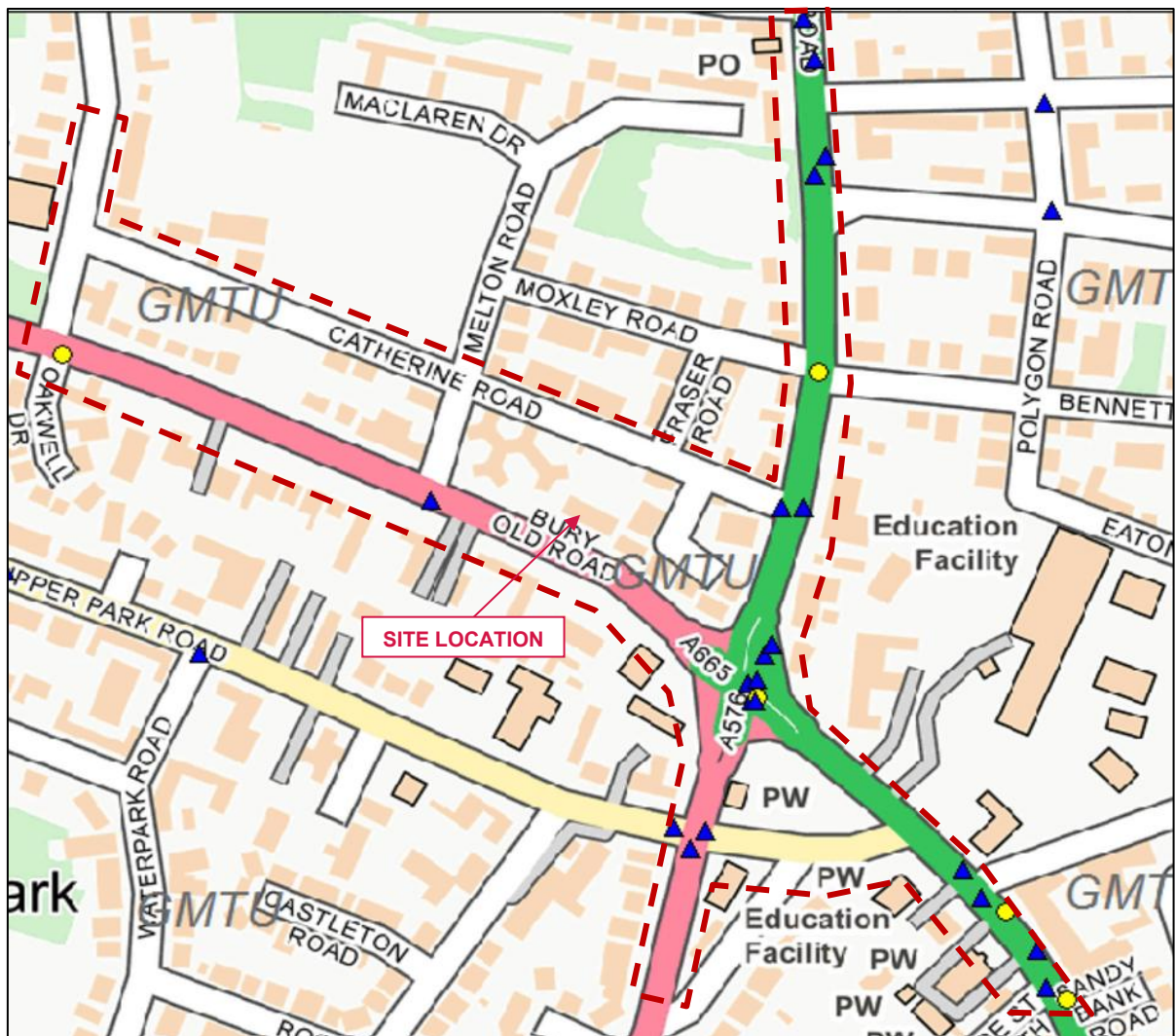


Figure 2.2 – Area Assessed for Collision Data (5 years)

(Source: TfGM, 2024)

- 2.5.2 There has been a total of 26 collisions in the latest five-year period available, 21 of which were 'slight' severity incidents and 5 of which were 'serious' severity incidents. No fatal incidents have been recorded in the study area and period.
- 2.5.3 The 8 incidents at the Bury Old Road/ Middleton Road junction are spread out evenly among the most recent five-year period. There were 2 'slight' incidents in 2019, 2 in 2020, 1 in 2021, 1 in 2022, 2 in 2023, and 1 'serious' incident in 2019. Considering these findings and the temporal nature of the study, it can be concluded that the incidents are not related to the features of the highway at this junction.
- 2.5.4 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 Curtins has been appointed by Gold Sketch Studios Ltd. to provide transport and highways advice in relation to a planning application for the redevelopment of the former Fuldas Hotel at 144 Bury Old Road, Manchester.
- 3.1.2 The Proposed Development intends to convert and redevelop the site for residential use. The existing hotel comprises 29 habitable rooms with 48 occupants and benefits from direct access off Bury Old Road. There is currently limited car parking available within the curtilage of the site, off the public highway.
- 3.1.3 The proposed planning strategy is to redevelop the existing hotel use and deliver 14 residential apartments with 34 occupants. It is important to note that this would result in a reduction of 14 occupants compared to the former use.
- 3.1.4 The Development Proposals include a parking area with nine spaces, including two EV charging spaces and one space designated for the mobility impaired. The site benefits from its location in close proximity to a range of local services and facilities and as such, it is considered the site is accessible by sustainable modes of transportation other than the private car.
- 3.1.5 The Proposed Development would also have a shared access with the consented planning application to the north (MCC Planning Portal Reference: 139500/FO/2024). Vehicles would access the rear parking via this shared access from Catherine Road to the north of the site.
- 3.1.6 The Proposed Development, with both access arrangements, is shown in **Figure 3.1** overleaf.

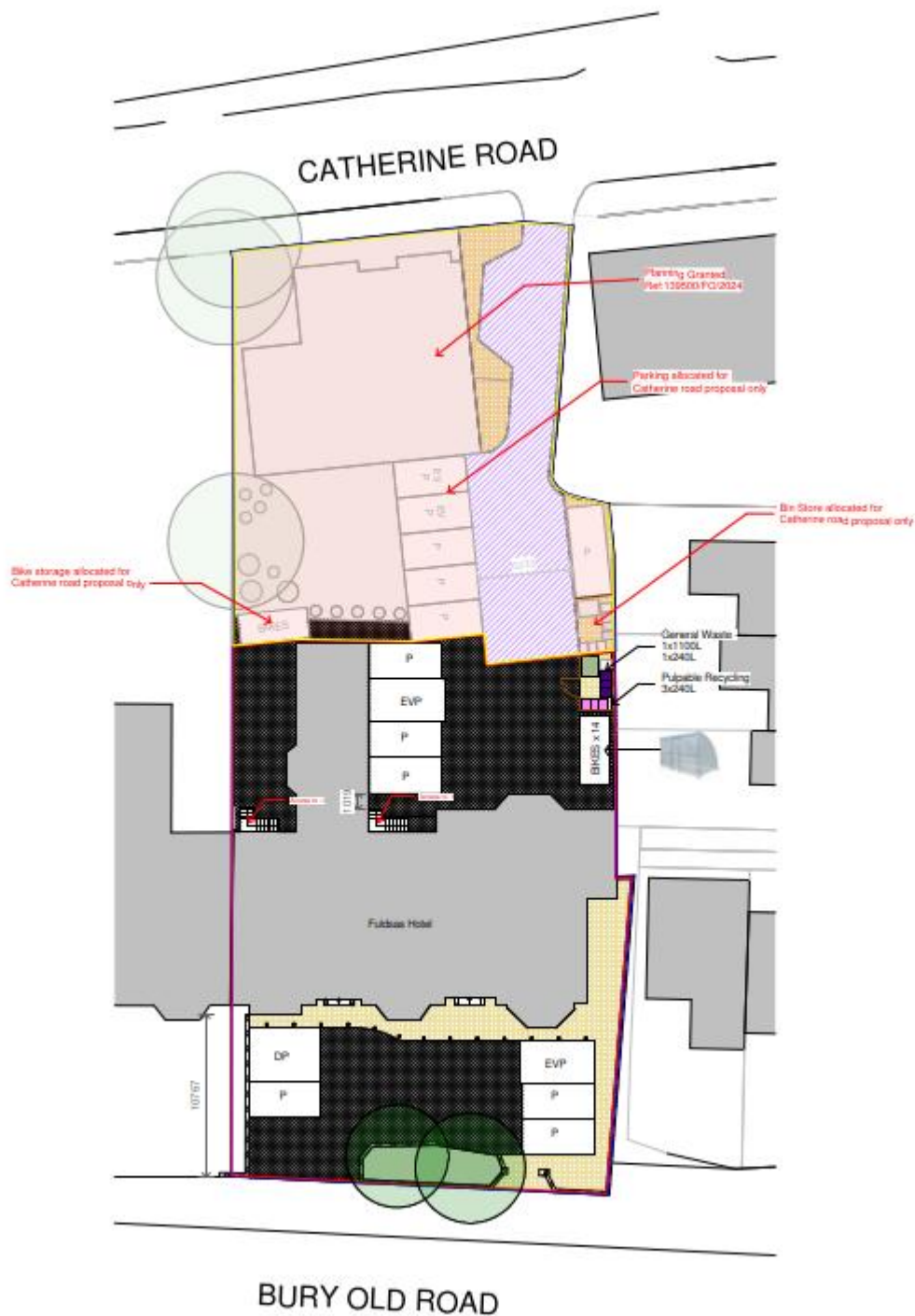


Figure 3.1 – Development Proposals

3.1.7 The Proposed Development layout is provided in **Appendix A**.

3.2 Proposed Access

Vehicular Access

- 3.2.1 The site would be accessed from front and rear as shown above in **Figure 3.1**.
- 3.2.2 The frontage access via Bury Old Road would retain the existing access arrangements currently provided and facilitate access to five car parking spaces, including one EV and one disabled parking space. The frontage car parking arrangement provides sufficient space for a standard car to access and egress the site in a forward gear.
- 3.2.3 Vehicles would access the rear parking via this shared access from Catherine Road to the north of the site. The rear car parking area would deliver three standard parking bays and a further EV charging space.

Pedestrian and Cycle Access

- 3.2.4 Cyclists would enter the site in a similar manner to other vehicles to access the cycle stores located at the rear of the Proposed Development. This would provide access to the cycle store at the rear which would accommodate up to 14 bicycles and deliver over 100% cycle parking provision for the proposed application.
- 3.2.5 Pedestrians would enter the site from both the front and rear access arrangements. Mobility and visually impaired users would also be able to access all levels of the Proposed Development via an internal lift.

3.3 Proposed Parking

Council Parking Standards

- 3.3.1 Car and cycle parking for the development would be provided generally in accordance with the Manchester Core Strategy. Whilst this does not provide specific residential standards, MCC will consider these on a case-by-case basis.
- 3.3.2 MCC Air Quality and Planning Technical Guidance (August 2022) recommends in Appendix IV:
- Residential
 - 1 EV charging point for each dwelling when allocated parking
 - Minimum 20% active, rest inactive when unallocated
- 3.3.3 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) expresses a preference for unallocated car parking over allocated parking, stating that:

“Unallocated spaces are an efficient way to provide parking. A scheme provides for the average rather than the maximum level of car ownership. Its flexibility of use enables it to accommodate residents and visitors throughout the day.”

Proposed Car Parking

- 3.3.4 The proposals include a parking area with nine spaces, including two EV charging spaces and one space designated for the mobility impaired.
- 3.3.5 The standard parking bays have been provided with dimensions of 2.4m x 4.8m which is in line with MfS guidance for perpendicular parking bays.
- 3.3.6 It is envisaged that the provision of EV charge points and infrastructure would encourage residents to consider switching to EVs should they still require to rely on the private car but wish to reduce their carbon footprint.
- 3.3.7 The Development Proposals show nine car parking spaces which equates to a provision of 64%.
- 3.3.8 Considering the site's accessibility by active travel and public transport (as described in **Section 4**), proximity to large residential areas, key amenities, Crumpsall Metrolink station, the city centre, proposed cycle parking provision, the proposed car parking provision is considered appropriate to cater for anticipated demand whilst also promoting travel by sustainable modes of transport.
- 3.3.9 Notwithstanding the above, as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the Proposed Development would bring and would decide on whether to purchase / rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.

Proposed Cycle Parking

- 3.3.10 Secure cycle parking for c.14 spaces in the form of cover cycle store which would be located at the rear of the Proposed Development. this equates to a cycle parking provision of 108%.

3.4 Proposed Servicing Arrangements

- 3.4.1 It is envisaged that the refuse and servicing would predominantly take place from Catherine Road to the north of the Proposed Development.
- 3.4.2 The Proposed Development will be served by Council refuse collections and all uses are anticipated to be served by fortnightly collections.
- 3.4.3 It is expected that residents would transfer waste to the main bin store in advance of regular waste collections.

- 3.4.4 For small deliveries by courier / post, it is envisaged that vehicles would utilise the front and rear parking areas. Given the infrequent deliveries, this is not considered to result in any highway impact or disruption.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.
- 4.2.2 The National Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined “*Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius).*”
- 4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport’s (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be “...an upper limit” and that walking “...offers the greatest potential to replace short car trips, particularly those under 2 km.” The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled ‘*Guidelines for Providing for Journeys on Foot*’ which provides catchments more in line with those reported in the NTS.
- 4.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document ‘Planning for Walking’ (2015).
- 4.2.5 To assist in summarising the accessibility of the site by foot, an indicative 5-minute interval pedestrian catchment plan has been produced. This is shown in **Figure 4.1** below.

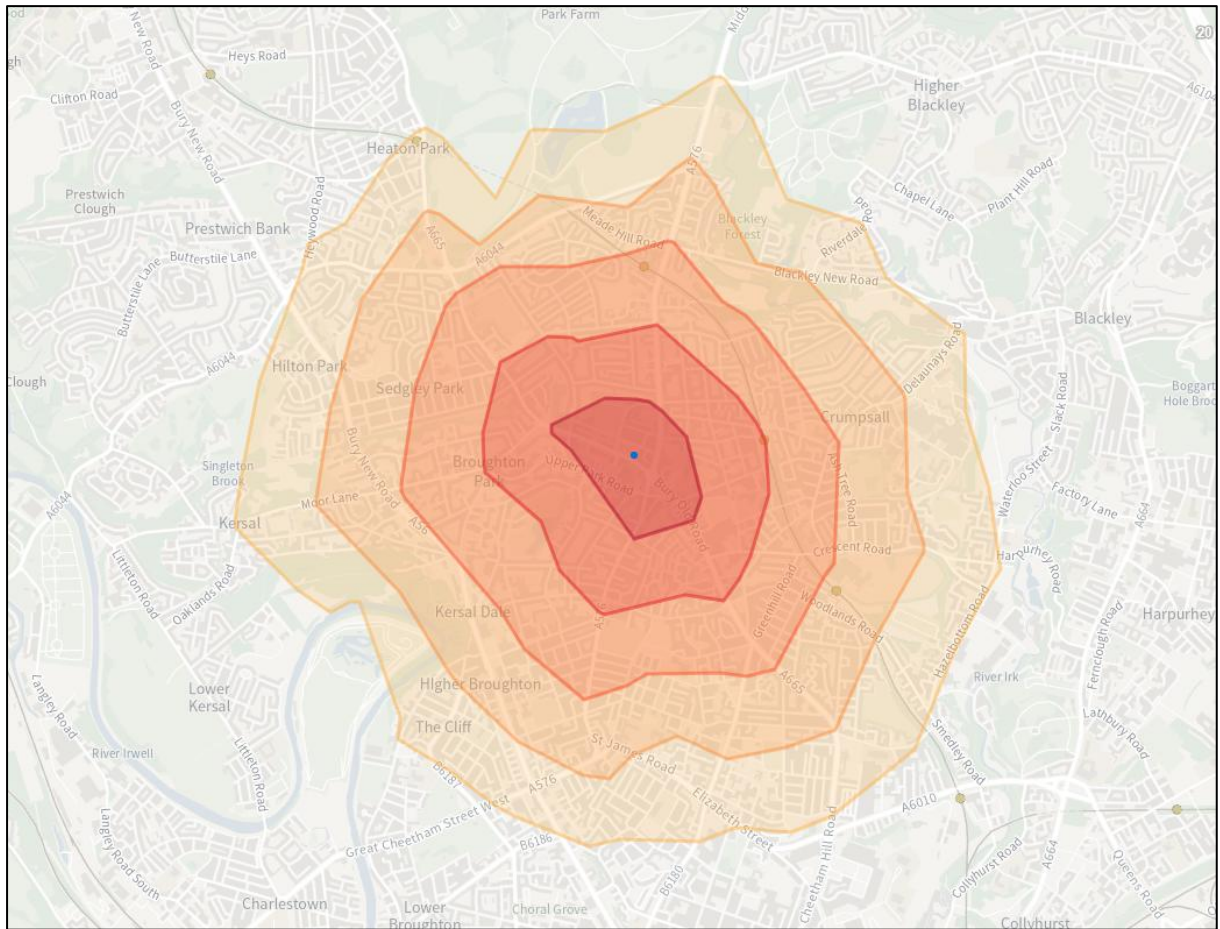


Figure 4.1 – Pedestrian Catchment Plan

(Source: MappingGM, 2024)

4.2.6 The site benefits from the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient features for pedestrians. As shown in **Figure 4.1** above, the site is within an appropriate walking distance from a number of amenities, these include:

- Tesco Superstore;
- Costa Coffee;
- Cheetham Hill Shopping Centre; and
- King David School

4.2.7 Additionally, Bury Old Road and the surrounding streets include a large number of local amenities including restaurants, banks, and synagogues.

4.2.8 Dropped kerbs, tactile paving and colour coded crossings are present at the signalised pedestrian crossing point between Bury Old Road and Middleton Road in the vicinity of the site. This crossing also provides pedestrians with safe and convenient access to the eastbound bus stop on the adjacent side of Bury Old Road.

- 4.2.9 It is considered that the site is situated within an accessible area, with a number of complimentary uses within walking distance.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 The average cycling trip length was 5,730m in 2022 and 4,545m in 2023 (based on National Travel Survey dataset NTS9910a). The average length was between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020. Cycling trip lengths are greater in rural than urban areas (NTS9910b).
- 4.3.3 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles / 8km in 2022 and 2023, respectively (see dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20.
- 4.3.4 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km/6.0km/6.9km and 8km in approximately 17/19/21 minutes and 25 minutes, respectively.
- 4.3.5 In order to assist in assessing the accessibility of the site by cycle, an indicative 5-minute interval cycle catchment plan is shown in **Figure 4.2** below.

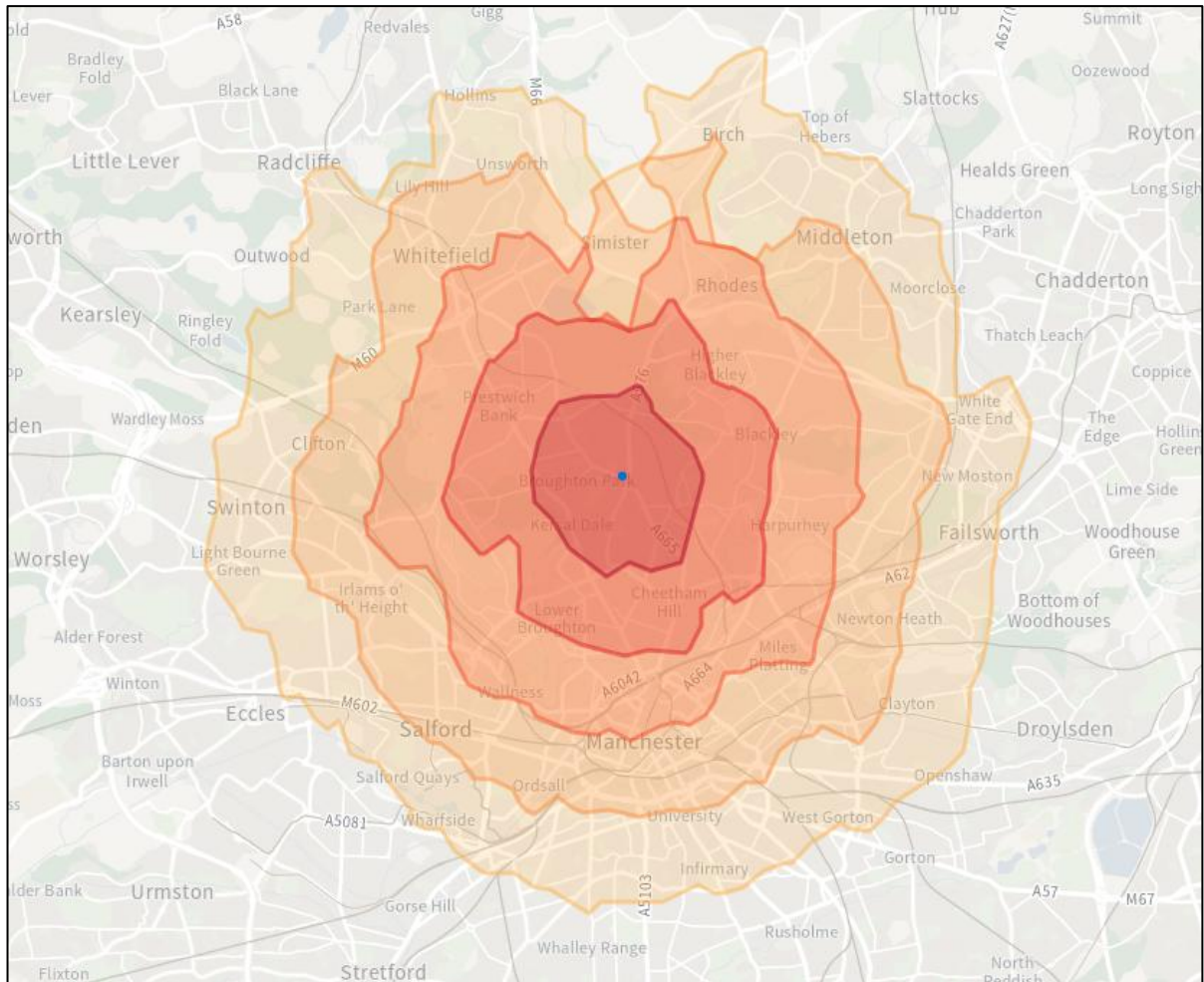


Figure 4.2 – Cycle Catchment Plan
(Source: MappingGM, 2024)

- 4.3.6 The 25-minute catchment encompasses large parts of north Manchester and the City Centre including key transport links. The catchment also extends as far as Middleton and Radcliffe to the north, Failsworth to the east, Hulme to the south, and Swinton to the west.

4.3.7 The local cycle network in the vicinity of the site is shown in **Figure 4.3** below:

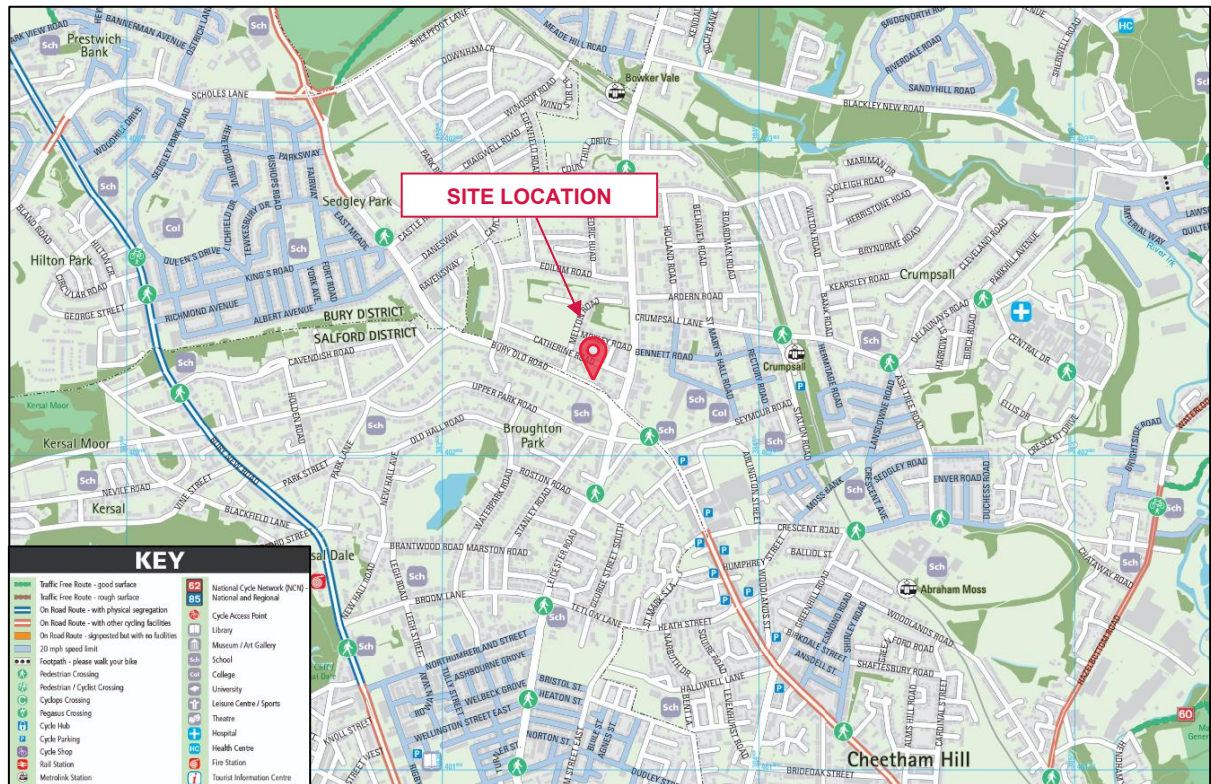


Figure 4.3 – Local Cycle Network
(Source: TfGM, 2024)

- 4.3.8 The Proposed Development benefits from a shared Bus/ Cycle/ Taxi Lane that runs along the site frontage of Bury Old Road. At the junction with Middleton Road, cyclists would also benefit from advanced stop lines.
- 4.3.9 To the southeast, **Figure 4.3** shows that Bury Old Road/ Cheetham Hill Road consists of an 'On Road Route – with other cycling facilities'. Additionally, Bennett Road to the northeast of the site provides a convenient, low trafficked, residential road directly to Crumpsall Metrolink. The Metrolink station has a plethora covered cycle parking stands.
- 4.3.10 Furthermore, the development will provide c.14 secure cycle parking spaces to encourage cycling.
- 4.3.11 The site is therefore ideally placed to take advantage of the cycle connections around Manchester, and it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

- 4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially

a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), with levels 1 and 8 are characterised by TfGM as 'very low' and 'very high' levels of accessibility, respectively. The site is located in an area with a GMAL rating of 6 and is considered appropriately situated to take advantage of existing public transport infrastructure around Crumpsall and Cheetham Hill.

4.4.3 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) states: “*Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance].*” These times and distances are also cited in the CIHT document ‘*Planning for Walking*’ (2015).

4.4.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.4** below:

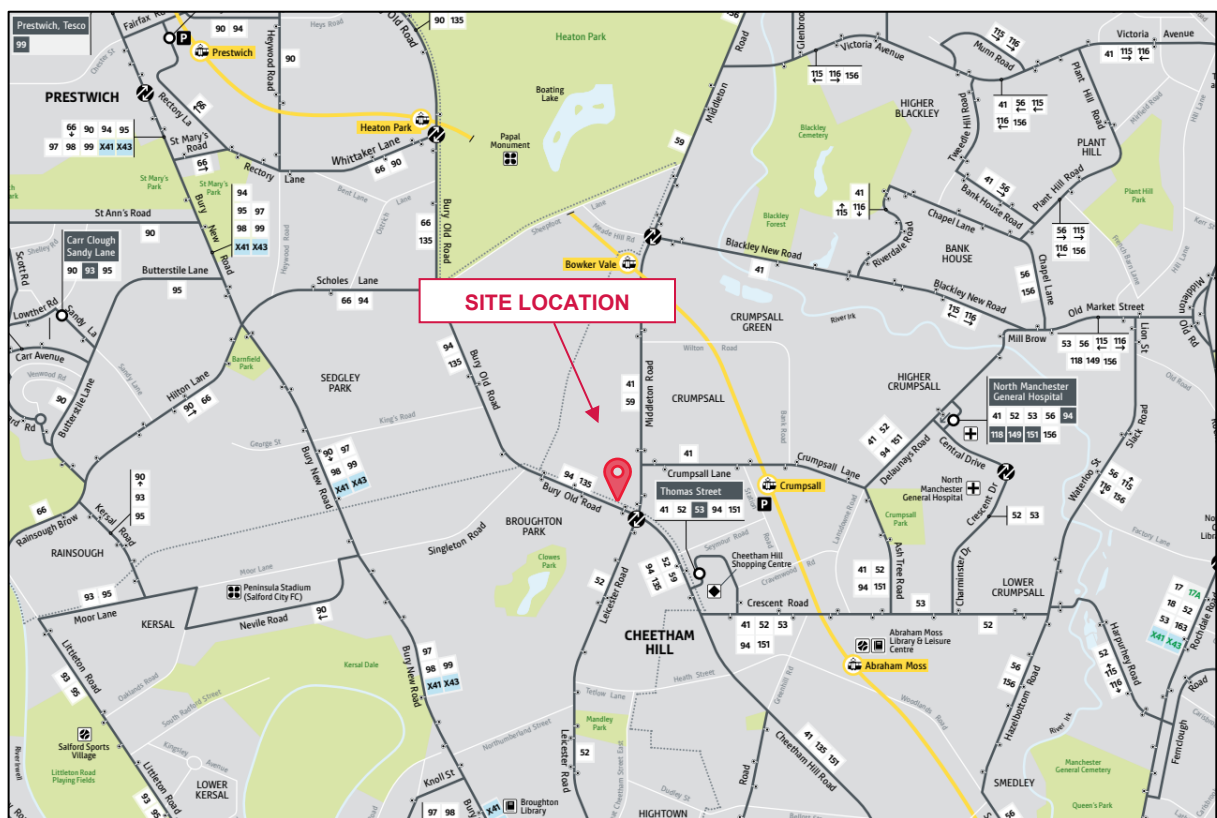


Figure 4.4 – Public Transport Network in the vicinity of the Site
(Source: TfGM, 2024)

Bus Accessibility

4.4.5 Further CIHT guidance – from ‘*Buses in Urban Developments*’ (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

Table 4.1 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.6 The nearest bus stop to the site is located adjacent to the site, within the recommend distance. **Table 4.2** details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
94	Higher Crumpsall - Prestwich - Hollins - Fishpool - Bury	1	1	1
135	Bury - Whitefield - Cheetham Hill - Piccadilly Gardens	6	5	5

Table 4.2 – Summary of Bus Service Frequencies in the vicinity of the Site

- 4.4.7 These stops provide frequent access to Manchester facilities, as well as larger public transport interchanges across the town (such as Piccadilly Gardens) all 7 days of the week. It is considered that the site is accessible by bus.
- 4.4.8 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: <https://tfgm.com/>.
- 4.4.9 It is considered that the site is accessible by bus.

Metrolink (Light Rail) Accessibility

- 4.4.10 The nearest Metrolink station is Crumpsall, located c.750m to the northeast. Crumpsall is a large Metrolink station with a park-and-ride (comprising 3 disabled parking bays and 43 standard car parking spaces), and cycle parking in the form of 17 cycle stands. There is also step-free access to all platforms in the form of lifts and ramps.
- 4.4.11 The following services call at this station:
- Bury Line
 - Piccadilly Line
 - Altrincham Line
- 4.4.12 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some services operate for part of the day at busier times.

4.4.13 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.

4.4.14 Users can change at Piccadilly, St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional services to East Didsbury, Rochdale, Manchester Airport, and the Trafford Centre, as shown in the Metrolink map in **Figure 4.5**.

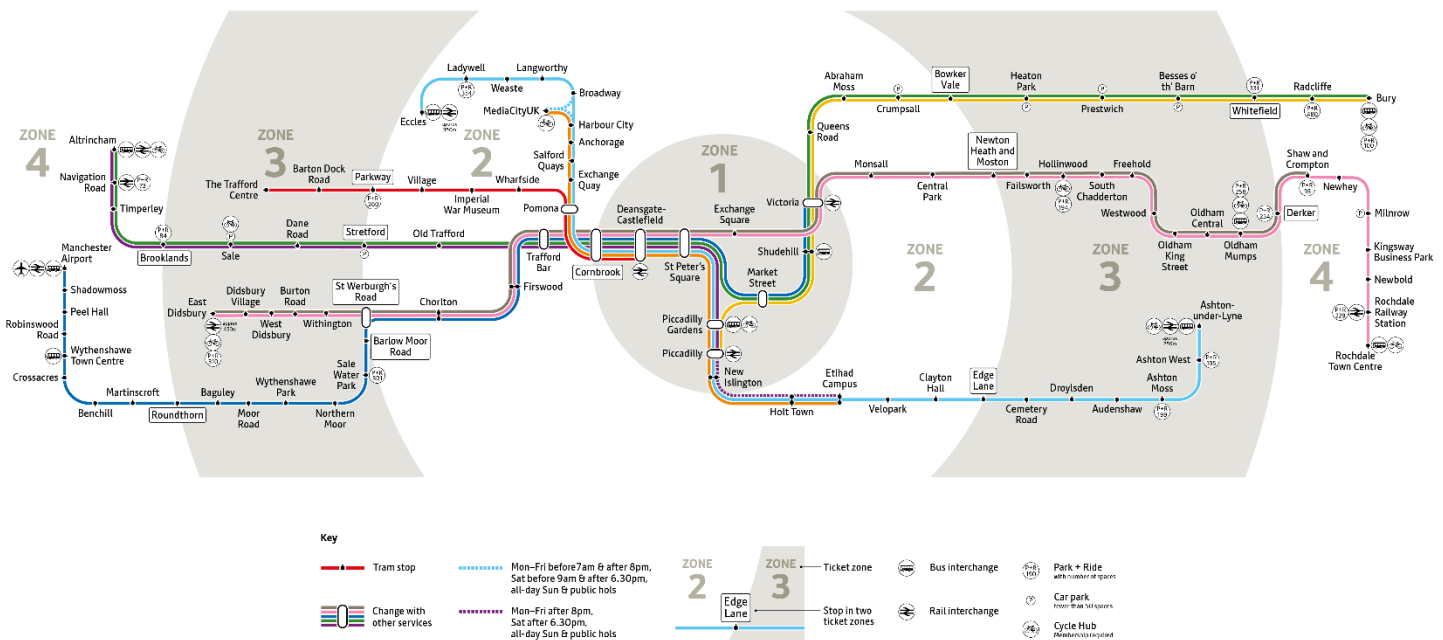


Figure 4.5 – TfGM Metrolink Network Map
(Source: TfGM, 2024)

4.4.15 In summary, it is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.

5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential land uses.

5.2 Consented Use Trip Generation

5.2.1 The former use of the buildings onsite can be classified as a hotel.

5.2.2 The level of trips generated by the former use of the site have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix B**, applying the following criteria:

- Land Use: Hotel.
- Regions: Great Britain
- Location Type: Edge of Town Centre, Edge of Town.

5.2.3 **Table 5.1** below summarises this. All trip rates are per 1 bedroom:

TRICS	Average TRICS Trip Rates AM (08:00 – 09:00)			Average TRICS Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	0.128	0.164	0.292	0.097	0.106	0.203
Cyclists	0.003	0.003	0.006	0.001	0.002	0.003
Pedestrians	0.02	0.022	0.042	0.032	0.026	0.058
Public Transport	0.012	0.036	0.048	0.045	0.024	0.069

Table 5.1 – Existing Multi-Modal Trip Rates

5.2.4 From **Table 5.1** above, the total number of trips that could be generated by the current uses can be found. This is provided in **Table 5.2**:

29 Bedrooms	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	4	5	8	3	3	6
Cyclists	0	0	0	0	0	0
Pedestrians	1	1	1	1	1	2
Public Transport	0	1	1	1	1	2

Table 5.2 – Existing Trip Generation

- 5.2.5 The number of vehicle trips generated by the existing uses of the site could equate to 8 and 6 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.3 Forecasted Trip Generation

- 5.3.1 The Proposed Development consists of residential flats. The level of trips generated by the proposed redevelopment has been estimated using trip rates from **Table 5.3** below.

- 5.3.2 All trip rates are per 1 dwelling:

TRICS	Average TRICS Trip Rates AM (08:00 – 09:00)			Average TRICS Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	0.046	0.144	0.19	0.142	0.085	0.227
Cyclists	0.003	0.021	0.024	0.011	0.004	0.015
Pedestrians	0.041	0.113	0.154	0.096	0.073	0.169
Public Transport	0.013	0.166	0.179	0.093	0.026	0.119

Table 5.3 – Proposed Multi-Modal Trip Rates

- 5.3.3 The results are summarised in **Table 5.4** below:

14 dwellings	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	1	2	3	2	1	3
Cyclists	0	0	0	0	0	0

Pedestrians	1	2	2	1	1	2
Public Transport	0	2	3	1	0	2

Table 5.4 –Proposed Trip Generation

- 5.3.4 The number of vehicle trips generated by the Proposed Development equates to 3 and 4 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00).

5.4 Net Site Impact

- 5.4.1 The following **Table 5.5** indicates the net impact of the proposed site.

Transportation Method	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Former Trip Generation						
Vehicles	4	5	8	3	3	6
Cyclists	0	0	0	0	0	0
Pedestrians	1	1	1	1	1	2
Public Transport	0	1	1	1	1	2
Proposed Development						
Vehicles	1	2	3	2	1	3
Cyclists	0	0	0	0	0	0
Pedestrians	1	2	2	1	1	2
Public Transport	0	2	3	1	0	2
Net Site Impact						
Vehicles	-3	-3	-5	-1	-2	-3
Cyclists	0	0	0	0	0	0
Pedestrians	0	1	1	0	0	0

Transportation Method	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Public Transport	0	1	2	0	-1	0

Table 5.5 – Net Vehicular Site Impact

- 5.4.2 The proposed development could result in a decrease of 5 and 3 two-way vehicular trips in the AM and PM peaks respectively.
- 5.4.3 There is likely to be a high uptake in pedestrian footfall, cyclists, and public transport users due to the proximity of local transport amenities.

5.5 Highway Impact Summary

- 5.5.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Summary and Conclusions

6.1 Summary

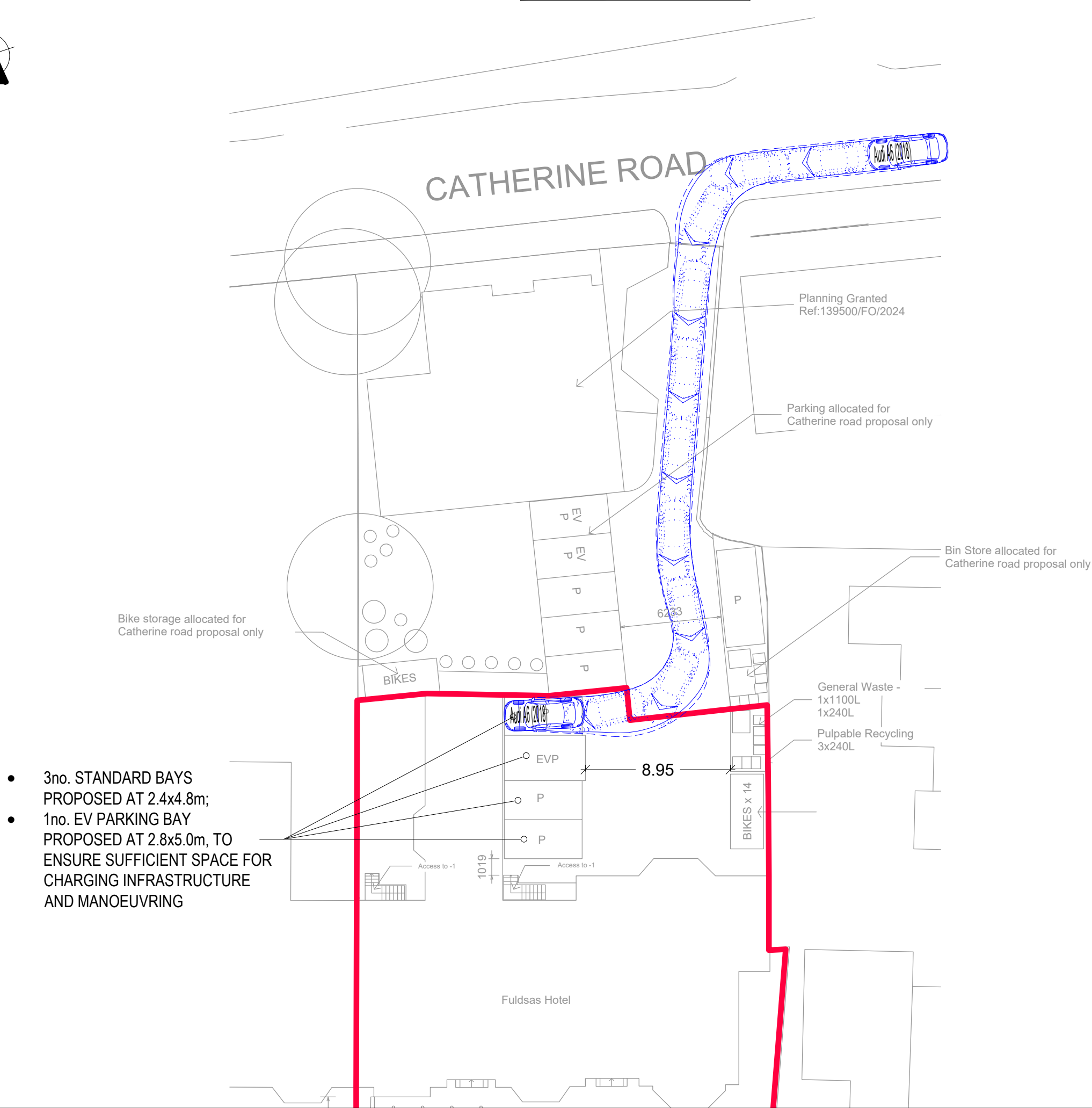
- 6.1.1 Curtins has been appointed by Gold Sketch Studios Ltd. to provide transport and highways advice in relation to a planning application for the redevelopment of the former Fuldas Hotel at 144 Bury Old Road, Manchester.
- 6.1.2 The Proposed Development intends to convert and redevelop the site for residential use. The existing hotel comprises 29 habitable rooms with 48 occupants and benefits from direct access off Bury Old Road. There is currently limited car parking available within the curtilage of the site, off the public highway.
- 6.1.3 The proposed planning strategy is to redevelop the existing hotel use and deliver 14 residential apartments with 34 occupants. It is important to note that this would result in a reduction of 14 occupants compared to the former use.
- 6.1.4 The Development Proposals include a parking area with nine standard spaces, including two EV charging spaces and one space designated for the mobility impaired. The nine car parking spaces equates to a provision of 64%.
- 6.1.5 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 6.1.6 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 6.1.7 Trip generation forecasts using TRICS data have demonstrated that there is a decrease in trip generation for the proposed uses of the site compared to the former use. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.
- 6.1.8 A review of relevant national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

6.2 Conclusions

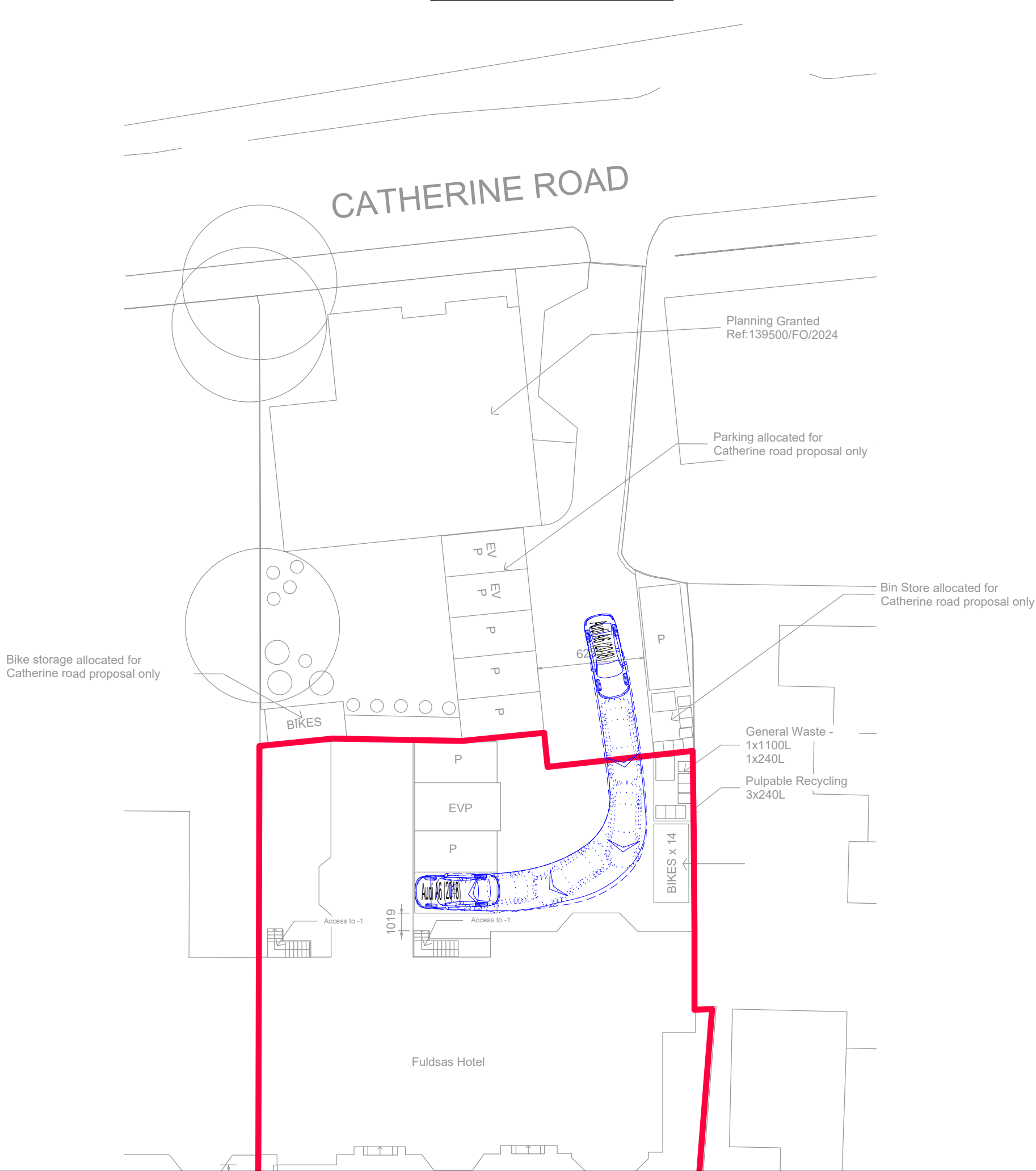
- 6.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings

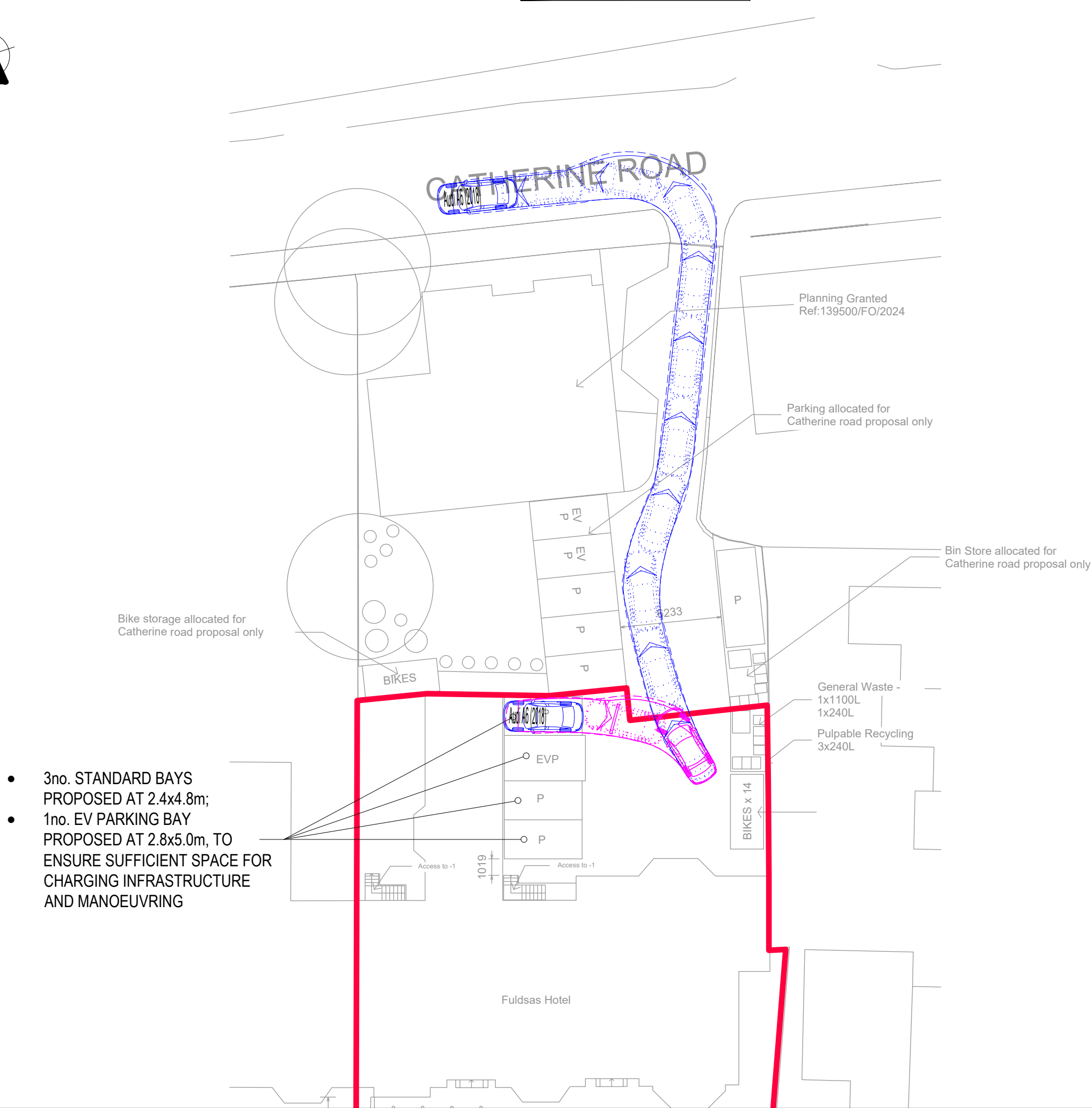
INGRESS - WINDOW 1



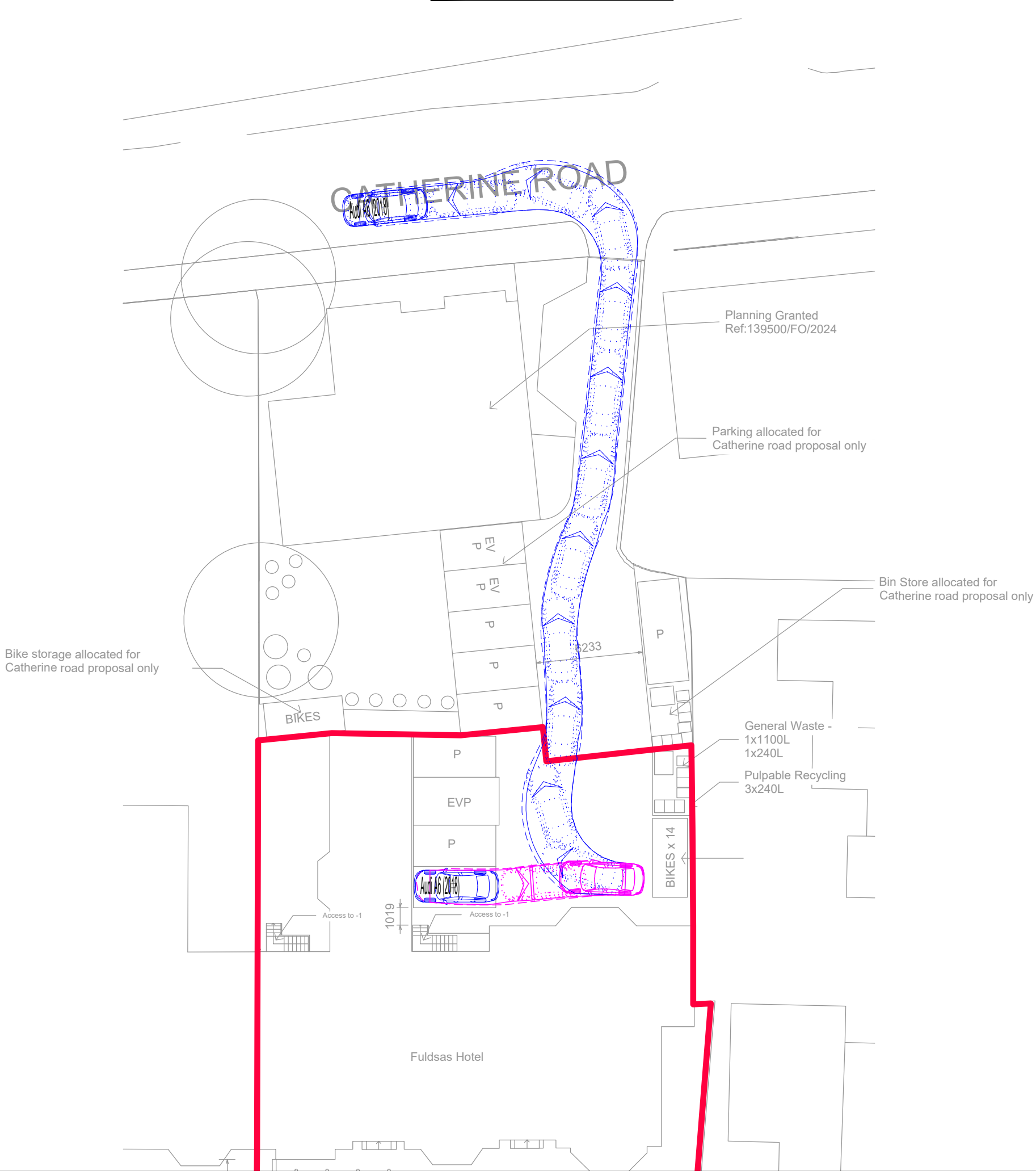
INGRESS - WINDOW 2



EGRESS - WINDOW 1



EGRESS - WINDOW 2

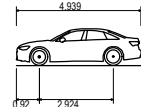


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- BASED ON ARCHITECT'S LAYOUT. DRAWING REFERENCE: 'GSS23157-4 - Fuldsas Hotel - Central Entrance-Sheet - 502-2'
- STANDARD PARKING BAYS PROPOSED AT 2.4 x 4.8m THROUGHOUT. EV PARKING BAYS PROPOSED AT 2.8 x 5.0m

KEY: RED LINE BOUNDARY

VEHICLE PROFILE:



Audi A6 (2018)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kern to Kern Turning Radius

4.26m
2.114m
1.457m
0.142m
1.82m
0.05m
5.90m

P02	Layout updated	18/12/24	JM	AT
Rev:	Description:	Date:	By:	Chkd:

Curtins

Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Status: PRELIMINARY

Project: FULDAS HOTEL - MANCHESTER

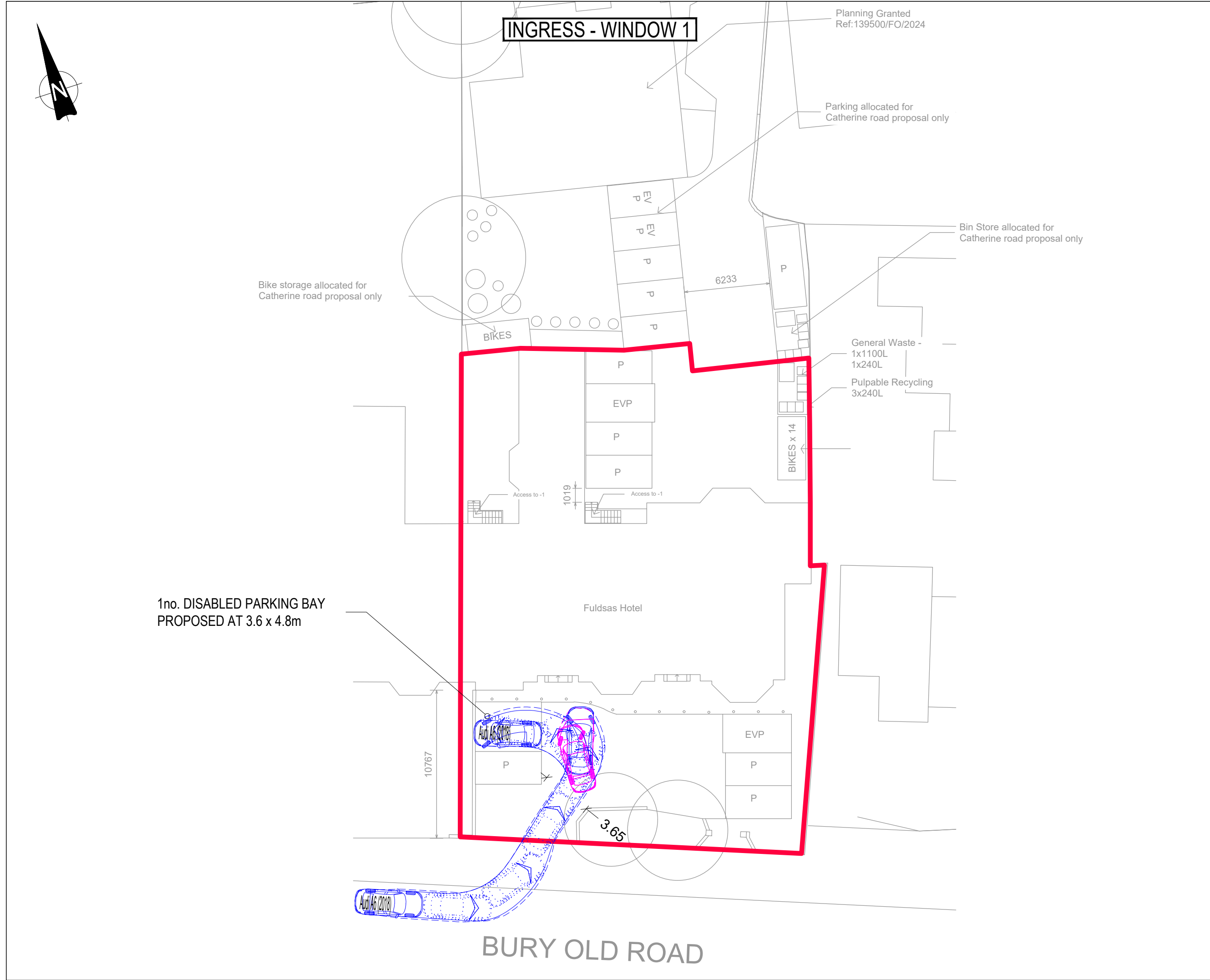
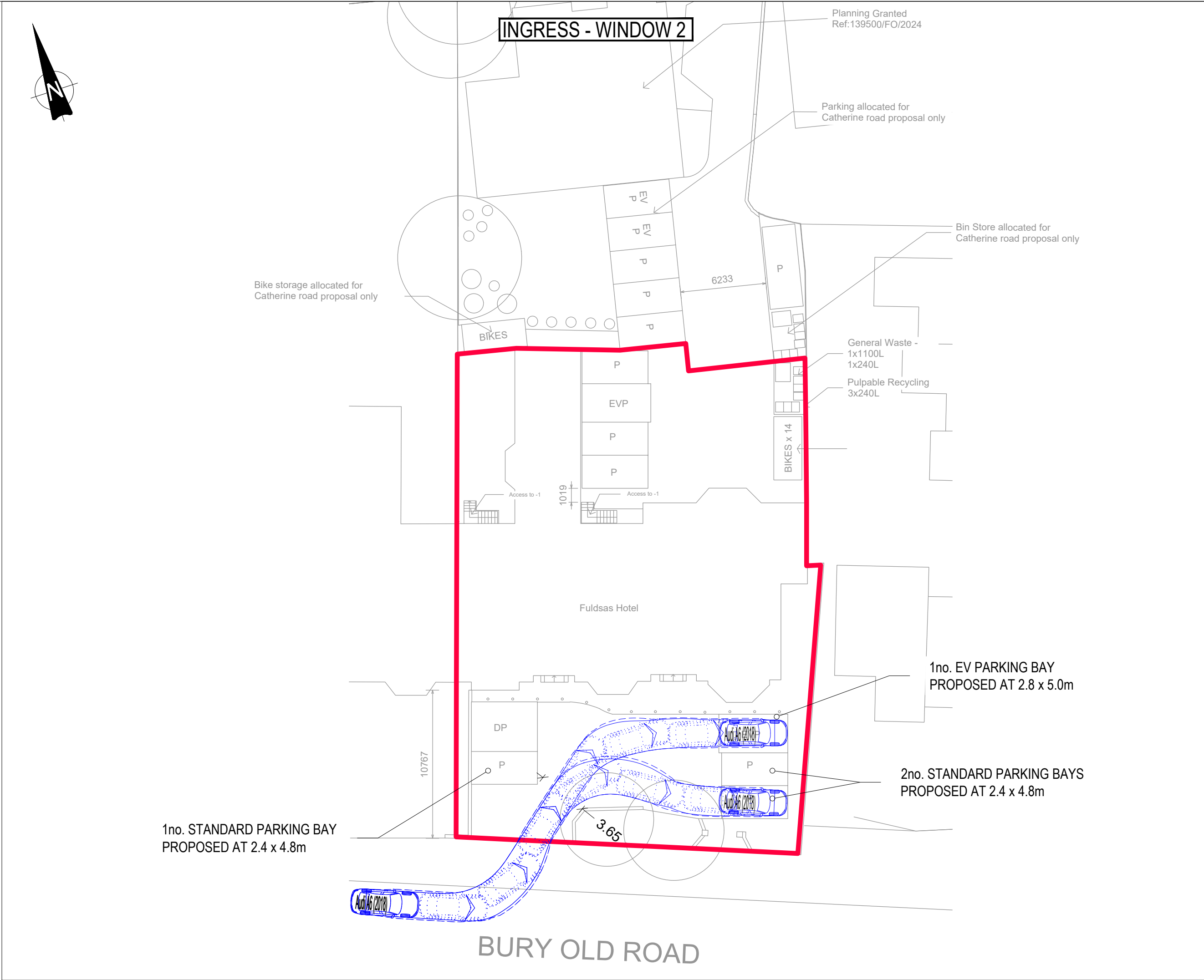
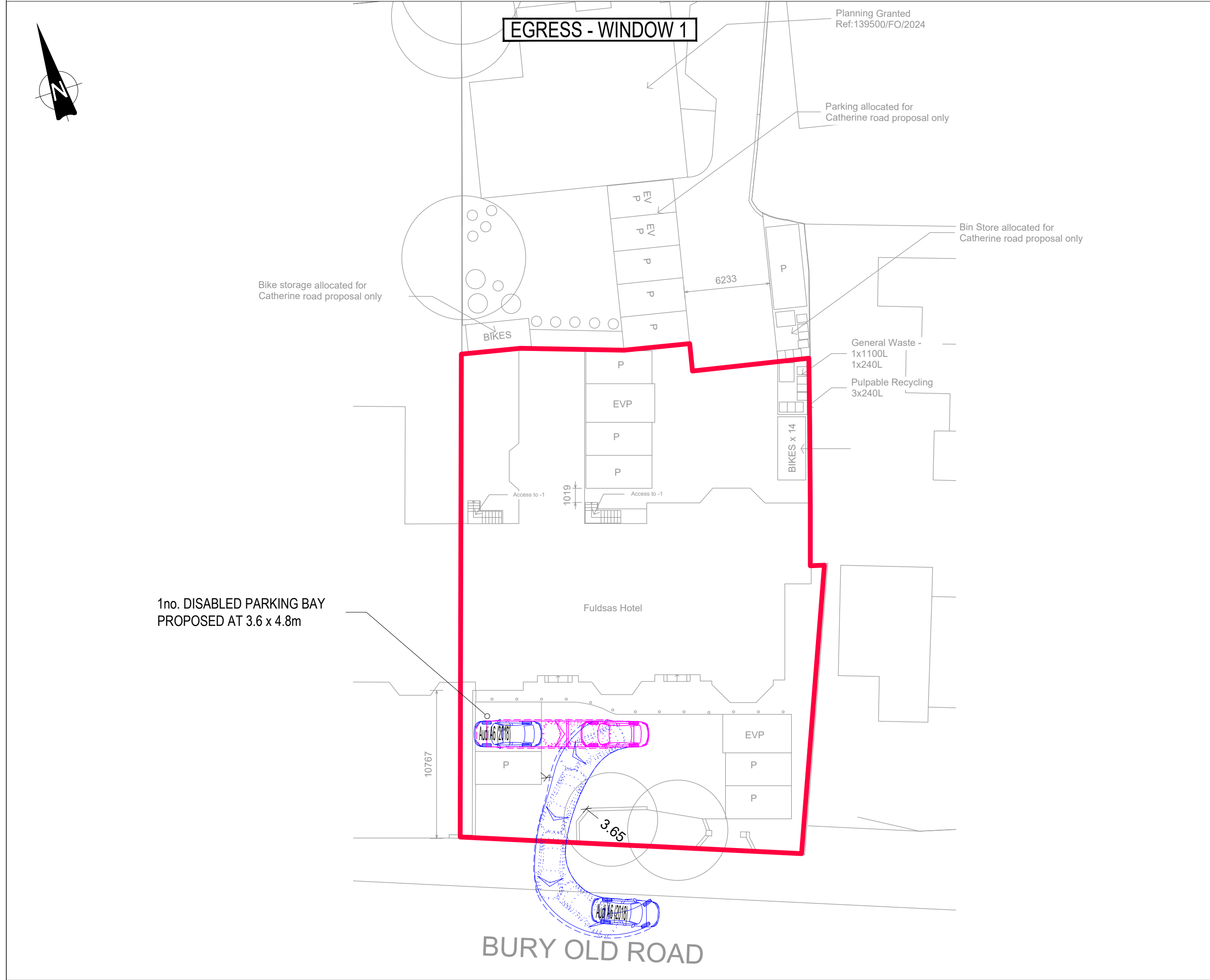
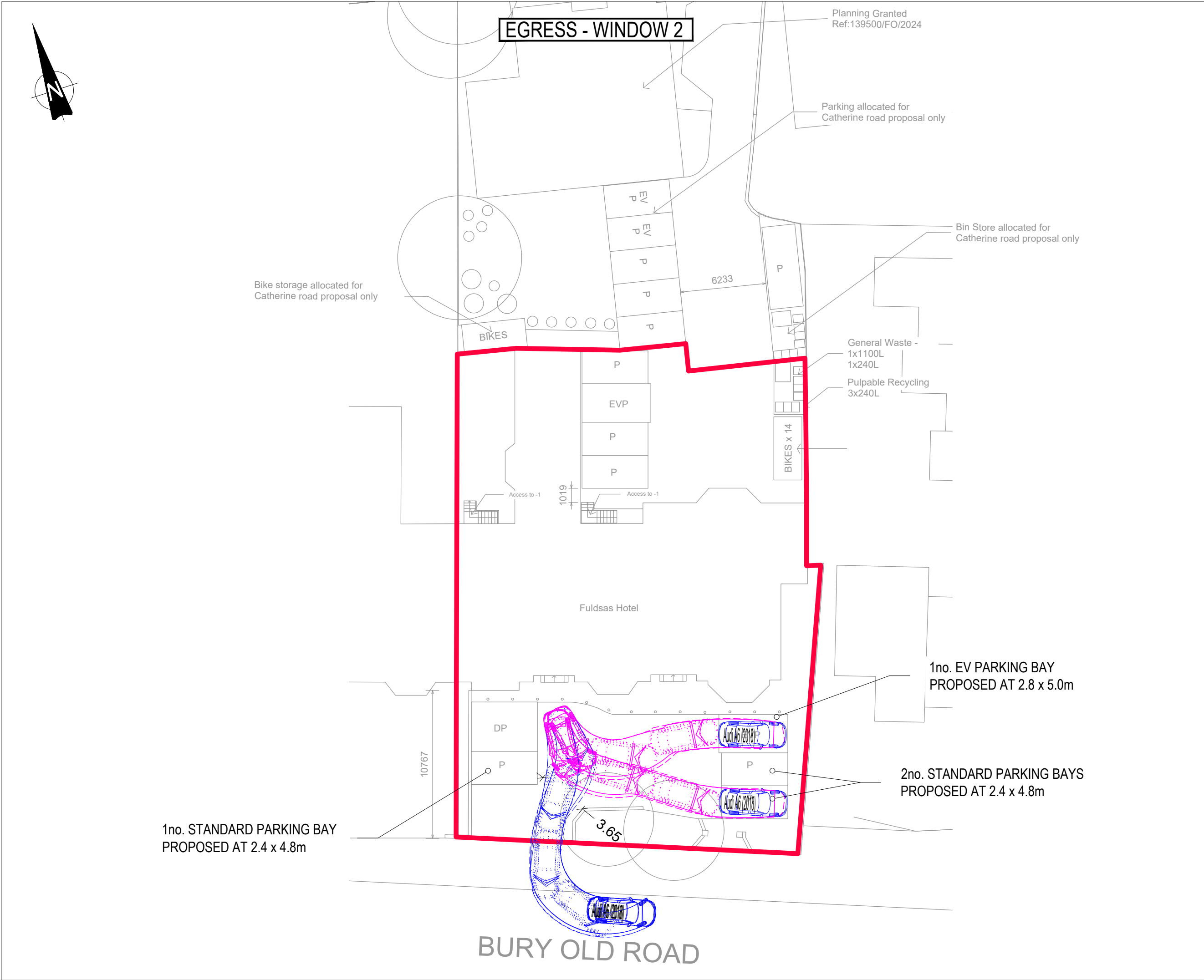
Orig Title: SWEPT PATH ANALYSIS
LARGE CAR
NORTHERN CAR PARK

Drawn By JM	Designed By JM	Checked By AT
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Date 16/12/24	Scales @ A1 1:250
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Project No - Originator - Function - Spatial - Form - Discipline - Number 87040 - CUR - XX - 00 - D - TP- 05001	Revision P02
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\\ms-b-11\Projects\870101 - 088000087040 - TPM\A-Fuldas Hotel\04-Production\A4-Models-Drawings\TP-CAD\051



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- BASED ON ARCHITECT'S LAYOUT. DRAWING REFERENCE: 'GSS23157-4 - Fuldas Hotel - Central Entrance-Sheet - 502-2'
- STANDARD PARKING BAYS PROPOSED AT 2.4 x 4.8m THROUGHOUT.
EV PARKING BAYS PROPOSED AT 2.8 x 5.0m
DISABLED BAY PROPOSED AT 2.4 x 3.6m

KEY: — RED LINE BOUNDARY

VEHICLE PROFILE:

Audi A6 (2018)

Overall Length: 4.939m
Overall Width: 2.114m
Overall Body Height: 1.425m
Min Body Ground Clearance: 0.142m
Max Track Width: 1.875m
Lock to lock time: 4.00s
Kerb to kerb Turning Radius: 5.950m

P02	Layout updated	18/12/24	JM	AT
Rev:	Description:	Date:	By:	Chkd:

Curtins

Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Status: PRELIMINARY

Project: FULDAS HOTEL - MANCHESTER

Orig Title: SWEPT PATH ANALYSIS
LARGE CAR
SOUTHERN CAR PARK

Drawn By JM	Designed By JM	Checked By AT	
Date 16/12/24	Scales @ A1 1:250		
Project No - Originator - Function - Spatial - Form - Discipline - Number			Revision
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EV PARKING BAYS PROPOSED AT 2.8 x 5.0m
DISABLED BAY PROPOSED AT 2.4 x 3.6m

KEY: RED LINE BOUNDARY
PROPOSED FLUSH KERB
2m x 2m VISIBILITY TRIANGLE FROM FOOTWAY CROSSOVER,
AS PER DMRB FIGURE 3.3

Bike storage allocated for Catherine road proposal only

Parking allocated for Catherine road proposal only

Bin Store allocated for Catherine road proposal only

General Waste -
1x1100L
1x240L

Pulpable Recycling
3x240L

6233

BIKES

EV P

EV P

P

P

P

P

EVP

P

P

Access to -1

1019

Access to -1

Fuldass Hotel

SEE DRAWINGS 05001 &
05002 FOR SWEEP PATH
ANALYSIS OF PARKING BAYS

2x2m VISIBILITY TRIANGLE SHOWN AT
FOOTWAY CROSSOVER/ DRIVEWAY
ACCESS. SEE DMRB FIGURE 3.3 FOR
FURTHER DETAILS

DP

P

EVP

P

P

10767

3.65

4.00

EXISTING DOUBLE YELLOW LINE
PROVISION ALONG BURY OLD ROAD

MINIMUM EXTENT OF DROPPED KERB
REQUIRED TO ENSURE VEHICULAR
ACCESS TO CAR PARK/ COURTYARD
(subject to review of utilities and street furniture).
EXISTING KERB SUITABILITY TO BE
INVESTIGATED.

BURY OLD ROAD

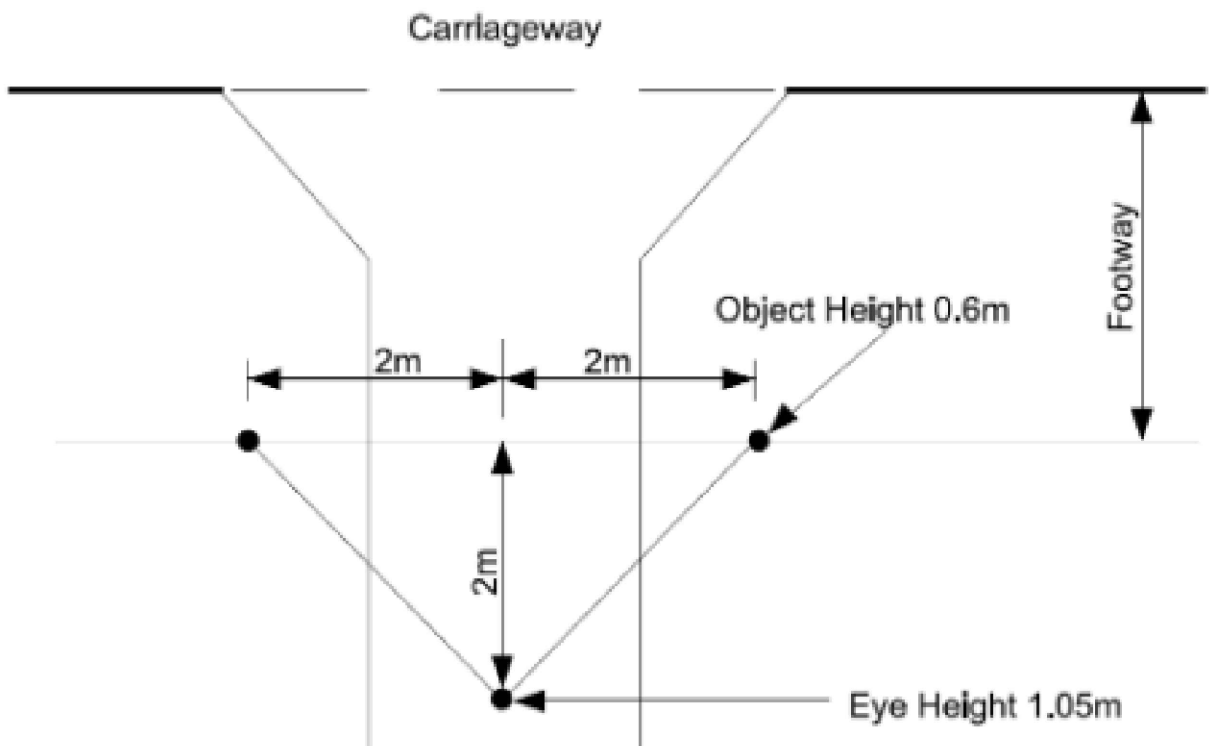
INTERACTION WITH EXISTING BUS LANE
ALONG BURY OLD ROAD TO BE
CONSIDERED AT DETAILED DESIGN STAGE

Direct accesses

3.3

Where a direct access crosses a footway, a visibility splay shall be provided in accordance with Figure 3.3.

Figure 3.3 Visibility at the back of footway crossing



Rev: Description: Date: By: Chkd:

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Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
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Status: PRELIMINARY

Project: FULDAS HOTEL - MANCHESTER

Dwg Title: ACCESS ARRANGEMENT
BURY OLD ROAD

Drawn By: JM Designed By: JM Checked By: AT

Date: 18/12/24 Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number Revision

87040 - CUR - XX - 00 - D -TP- 75001 P01

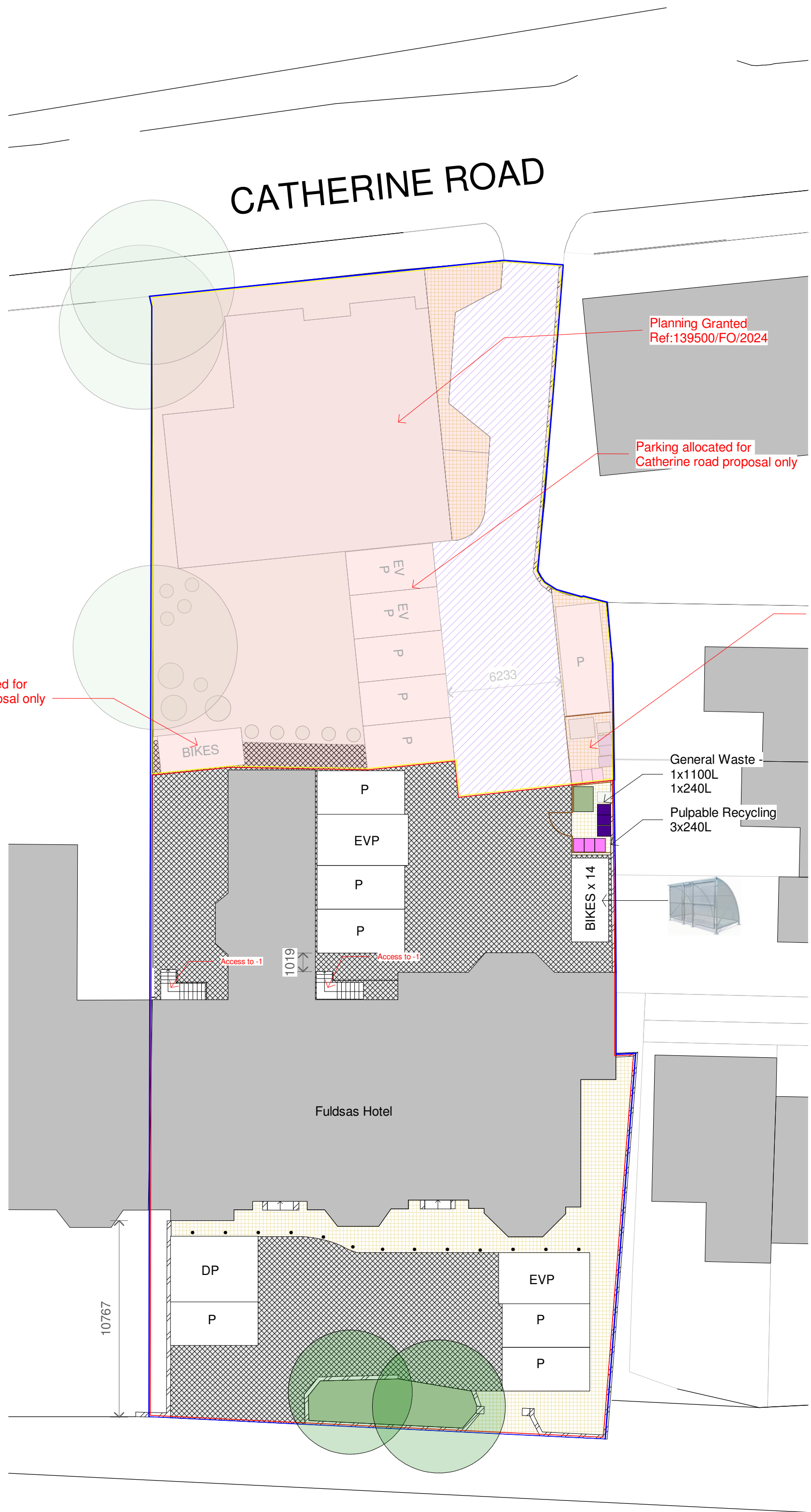
\\ms-b-1\Projects\87040 - TP\A-Fuldass Hotel\04-Production\A4-Models-Drawings\TP-CAD\051

Appendix A – Proposed Site Layout



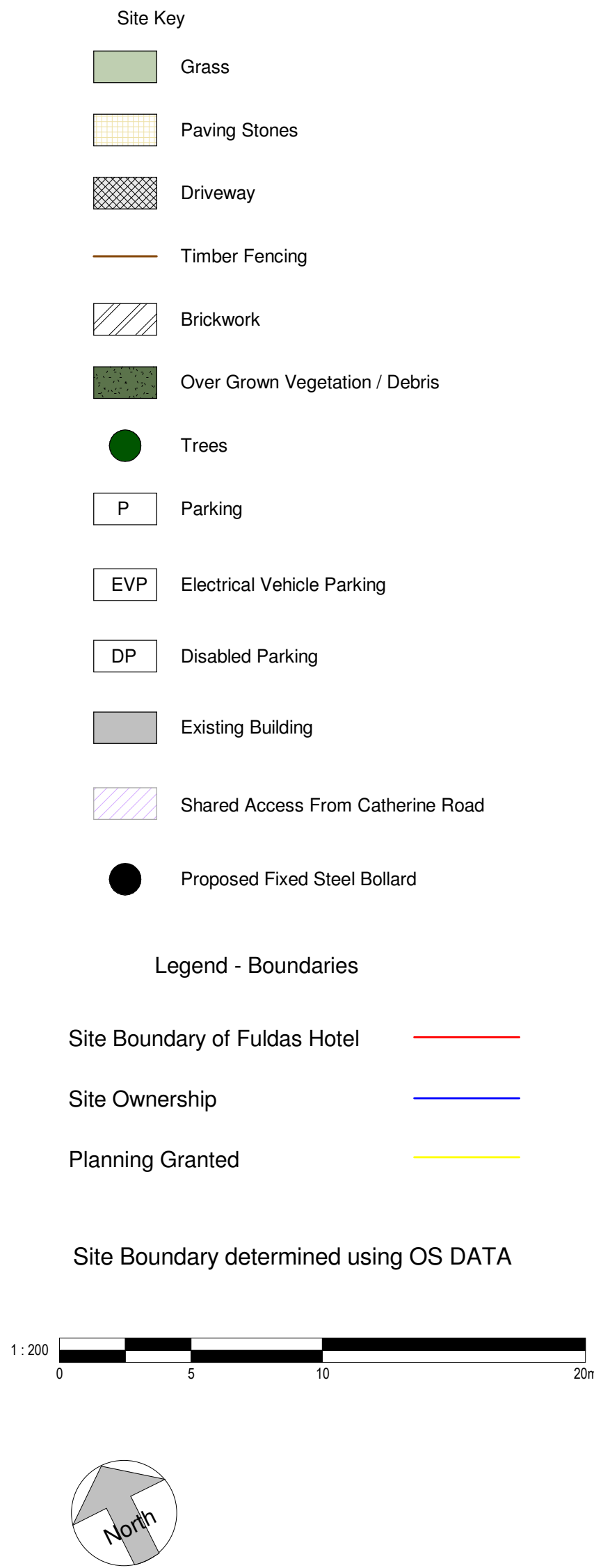
BURY OLD ROAD

1 Site - Existing
1 : 200



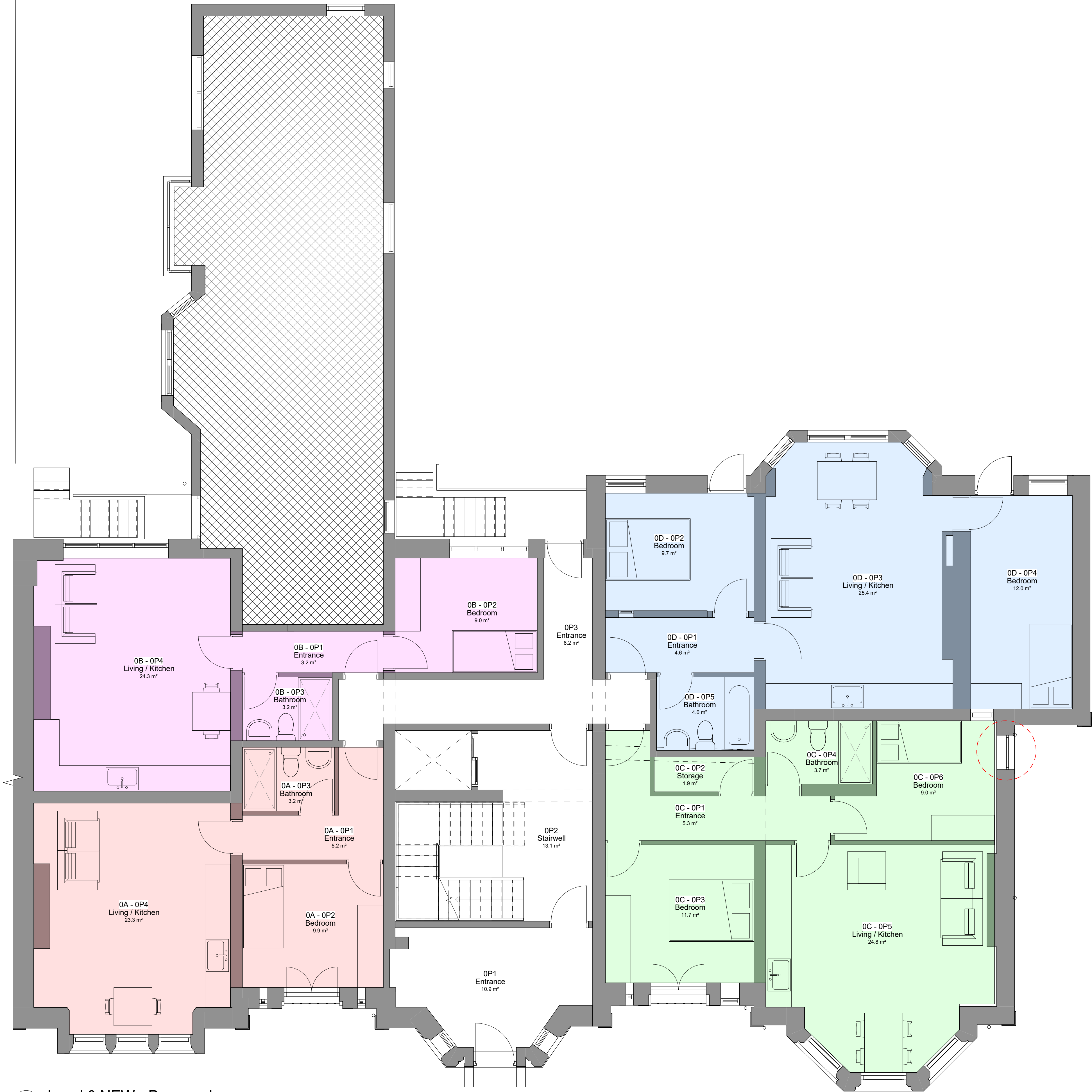
BURY OLD ROAD

2 Site - Proposed
1 : 200



2	Revised Parking	17/12/2024	CB
1	Revised Site Plan	12/12/2024	CB
No.	Description	Date	Initial

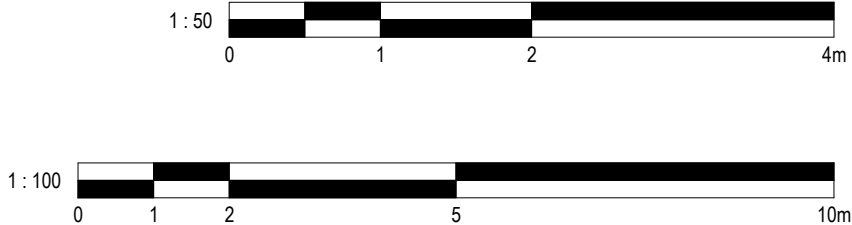
PROJECT			Fuldas Hotel			
TITLE			Site - Existing & Proposed			
STATUS			DESIGN			
DRAWN BY	DATE	SCALE (@ A1)				
CB	20/11/2024	As indicated				
PROJECT NUMBER		DRAWING NUMBER		REV		
GSS23157.4		502		2		
GOLD SKETCH						
S T U D I O S						
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NOTES						
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Area Schedule - Ground Floor		
Name	Area	Comments
0A	44 m ²	1 Bedroom, 1 Person
0B	42 m ²	1 Bedroom, 1 Person
0C	62 m ²	2 Bedroom, 3 Person
0D	61 m ²	2 Bedroom, 3 Person

 New / altered external doors and windows

1 Level 0 NEW - Proposed
1 : 50



No. Description		Date	Initial
PROJECT		Fuldaz Hotel	
TITLE		Proposed Ground Floor Plan	
STATUS		DESIGN	
DRAWN BY	DATE	SCALE (@ A1)	
SG	24/06/2025	As indicated	
PROJECT NUMBER	DRAWING NUMBER	REV	
GSS23157.7	003A		
<div><div>GOLD SKETCH</div><div>s t u d i o s</div><div>www.goldsketch.co.ukinfo@goldsketch.co.uk0161 792 9595</div></div>			
<div>NOTES</div> <div>© COPYRIGHT - ALL RIGHTS RESERVED. THIS DRAWING SHALL NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT. DRAWING TO BE USED FOR THE STATUS INDICATED ONLY. ALL DIMENSIONS AND SETTING OUT SHALL BE CHECKED AND CONFIRMED ON SITE. ANY DISCREPANCIES TO BE REPORTED TO THE LEGISLATION RELEVANT CODES OF PRACTICE AND BRITISH STANDARDS. ALL DIMENSIONS ON THIS DRAWING ARE IN MILLIMETRES UNLESS OTHERWISE STATED.</div>			

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-241206-1235

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
	TH TOWER HAMLETS	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
	NY NORTH YORKSHIRE	1 days
10	WALES	
	SW SWANSEA	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter:

Number of bedrooms

Actual Range:

38 to 349 (units:)

Range Selected by User:

4 to 349 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/09/23

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

Selected survey days:

Monday

3 days

Tuesday

2 days

Wednesday

1 days

Thursday

3 days

Friday

2 days

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

Selected survey types:

Manual count

11 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 Centre

5

Edge of Town

6

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:

Industrial Zone

1

Commercial Zone

1

Development Zone

3

Residential Zone

3

Built-Up Zone

2

Out of Town

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

9 days - Selected

Servicing vehicles Excluded

2 days - Selected

Secondary Filtering selection:

Use Class:

C1 11 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	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
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
No	10 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	9 days
1a (Low) Very poor	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	AL-06-A-01 DEAN CLOUGH HALIFAX	TRAVELODGE		CALDERDALE
	Edge of Town Centre Development Zone Total Number of bedrooms:	51		
	Survey date: MONDAY	22/10/18	Survey Type: MANUAL	
2	DS-06-A-04 CARTER LANE EAST SOUTH NORMANTON	HOLIDAY INN		DERBYSHIRE
	Edge of Town Residential Zone Total Number of bedrooms:	157		
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL	
3	EN-06-A-01 COCKFOSTERS ROAD HADLEY WOOD	HOTEL		ENFIELD
	Edge of Town Residential Zone Total Number of bedrooms:	80		
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL	
4	HC-06-A-07 COVE ROAD FLEET	TRAVELODGE		HAMPSHIRE
	Edge of Town Out of Town Total Number of bedrooms:	40		
	Survey date: THURSDAY	09/09/21	Survey Type: MANUAL	
5	HI-06-A-05 NESS WALK INVERNESS	BEST WESTERN		HIGHLAND
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:	89		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
6	LE-06-A-01 SMITH WAY LEICESTER ENDERBY	MARRIOTT		LEICESTERSHIRE
	Edge of Town Commercial Zone Total Number of bedrooms:	227		
	Survey date: THURSDAY	12/07/18	Survey Type: MANUAL	
7	NF-06-A-04 THORPE ROAD NORWICH THORPE HAMLET	HOTEL		NORFOLK
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:	38		
	Survey date: MONDAY	25/11/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-06-A-01 PARK PARADE HARROGATE	ASCEND HOTEL		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone			
	Total Number of bedrooms:	100		
	Survey date: TUESDAY	23/10/18	Survey Type: MANUAL	
9	SW-06-A-01 FABIAN WAY SWANSEA	IBIS		SWANSEA
	PORT TENNANT Edge of Town Development Zone			
	Total Number of bedrooms:	99		
	Survey date: MONDAY	07/10/19	Survey Type: MANUAL	
10	TH-06-A-02 OREGANO DRIVE POPLAR	TRAVELODGE		TOWER HAMLETS
	Edge of Town Centre Development Zone			
	Total Number of bedrooms:	349		
	Survey date: WEDNESDAY	24/05/23	Survey Type: MANUAL	
11	WO-06-A-04 GROVEWOOD ROAD MALVERN	PREMIER INN		WORCESTERSHIRE
	Edge of Town Industrial Zone			
	Total Number of bedrooms:	64		
	Survey date: FRIDAY	12/11/21	Survey Type: MANUAL	

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.79

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	11	118	0.056	11	118	0.118	11	118	0.174
08:00 - 09:00	11	118	0.128	11	118	0.164	11	118	0.292
09:00 - 10:00	11	118	0.136	11	118	0.137	11	118	0.273
10:00 - 11:00	11	118	0.108	11	118	0.095	11	118	0.203
11:00 - 12:00	11	118	0.068	11	118	0.087	11	118	0.155
12:00 - 13:00	11	118	0.099	11	118	0.072	11	118	0.171
13:00 - 14:00	11	118	0.103	11	118	0.077	11	118	0.180
14:00 - 15:00	11	118	0.110	11	118	0.097	11	118	0.207
15:00 - 16:00	11	118	0.121	11	118	0.098	11	118	0.219
16:00 - 17:00	11	118	0.099	11	118	0.114	11	118	0.213
17:00 - 18:00	11	118	0.097	11	118	0.106	11	118	0.203
18:00 - 19:00	11	118	0.121	11	118	0.094	11	118	0.215
19:00 - 20:00	11	118	0.090	11	118	0.066	11	118	0.156
20:00 - 21:00	11	118	0.064	11	118	0.039	11	118	0.103
21:00 - 22:00	11	118	0.040	11	118	0.032	11	118	0.072
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.440			1.396			2.836

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:	38 - 349 (units:)
Survey date range:	01/01/16 - 14/09/23
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL 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	11	118	0.009	11	118	0.008	11	118	0.017
08:00 - 09:00	11	118	0.015	11	118	0.015	11	118	0.030
09:00 - 10:00	11	118	0.011	11	118	0.012	11	118	0.023
10:00 - 11:00	11	118	0.005	11	118	0.007	11	118	0.012
11:00 - 12:00	11	118	0.004	11	118	0.005	11	118	0.009
12:00 - 13:00	11	118	0.002	11	118	0.002	11	118	0.004
13:00 - 14:00	11	118	0.005	11	118	0.005	11	118	0.010
14:00 - 15:00	11	118	0.007	11	118	0.005	11	118	0.012
15:00 - 16:00	11	118	0.006	11	118	0.006	11	118	0.012
16:00 - 17:00	11	118	0.004	11	118	0.004	11	118	0.008
17:00 - 18:00	11	118	0.005	11	118	0.005	11	118	0.010
18:00 - 19:00	11	118	0.012	11	118	0.012	11	118	0.024
19:00 - 20:00	11	118	0.005	11	118	0.003	11	118	0.008
20:00 - 21:00	11	118	0.005	11	118	0.005	11	118	0.010
21:00 - 22:00	11	118	0.005	11	118	0.005	11	118	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.099			0.199

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL 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	11	118	0.002	11	118	0.002	11	118	0.004
08:00 - 09:00	11	118	0.004	11	118	0.002	11	118	0.006
09:00 - 10:00	11	118	0.003	11	118	0.003	11	118	0.006
10:00 - 11:00	11	118	0.002	11	118	0.001	11	118	0.003
11:00 - 12:00	11	118	0.002	11	118	0.002	11	118	0.004
12:00 - 13:00	11	118	0.002	11	118	0.003	11	118	0.005
13:00 - 14:00	11	118	0.001	11	118	0.000	11	118	0.001
14:00 - 15:00	11	118	0.000	11	118	0.001	11	118	0.001
15:00 - 16:00	11	118	0.000	11	118	0.000	11	118	0.000
16:00 - 17:00	11	118	0.002	11	118	0.001	11	118	0.003
17:00 - 18:00	11	118	0.000	11	118	0.002	11	118	0.002
18:00 - 19:00	11	118	0.000	11	118	0.000	11	118	0.000
19:00 - 20:00	11	118	0.001	11	118	0.000	11	118	0.001
20:00 - 21:00	11	118	0.000	11	118	0.001	11	118	0.001
21:00 - 22:00	11	118	0.000	11	118	0.000	11	118	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.018			0.037

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	118	0.001	11	118	0.001	11	118	0.002
08:00 - 09:00	11	118	0.000	11	118	0.000	11	118	0.000
09:00 - 10:00	11	118	0.000	11	118	0.000	11	118	0.000
10:00 - 11:00	11	118	0.002	11	118	0.002	11	118	0.004
11:00 - 12:00	11	118	0.000	11	118	0.000	11	118	0.000
12:00 - 13:00	11	118	0.000	11	118	0.001	11	118	0.001
13:00 - 14:00	11	118	0.000	11	118	0.000	11	118	0.000
14:00 - 15:00	11	118	0.000	11	118	0.000	11	118	0.000
15:00 - 16:00	11	118	0.000	11	118	0.000	11	118	0.000
16:00 - 17:00	11	118	0.001	11	118	0.000	11	118	0.001
17:00 - 18:00	11	118	0.001	11	118	0.001	11	118	0.002
18:00 - 19:00	11	118	0.000	11	118	0.001	11	118	0.001
19:00 - 20:00	11	118	0.000	11	118	0.000	11	118	0.000
20:00 - 21:00	11	118	0.000	11	118	0.000	11	118	0.000
21:00 - 22:00	11	118	0.000	11	118	0.000	11	118	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.006			0.011

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL 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	11	118	0.001	11	118	0.001	11	118	0.002
08:00 - 09:00	11	118	0.003	11	118	0.003	11	118	0.006
09:00 - 10:00	11	118	0.005	11	118	0.002	11	118	0.007
10:00 - 11:00	11	118	0.002	11	118	0.001	11	118	0.003
11:00 - 12:00	11	118	0.002	11	118	0.001	11	118	0.003
12:00 - 13:00	11	118	0.002	11	118	0.002	11	118	0.004
13:00 - 14:00	11	118	0.002	11	118	0.002	11	118	0.004
14:00 - 15:00	11	118	0.003	11	118	0.000	11	118	0.003
15:00 - 16:00	11	118	0.001	11	118	0.002	11	118	0.003
16:00 - 17:00	11	118	0.002	11	118	0.005	11	118	0.007
17:00 - 18:00	11	118	0.001	11	118	0.002	11	118	0.003
18:00 - 19:00	11	118	0.000	11	118	0.001	11	118	0.001
19:00 - 20:00	11	118	0.002	11	118	0.000	11	118	0.002
20:00 - 21:00	11	118	0.002	11	118	0.002	11	118	0.004
21:00 - 22:00	11	118	0.000	11	118	0.000	11	118	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.024			0.052

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

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

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

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	11	118	0.058	11	118	0.154	11	118	0.212
08:00 - 09:00	11	118	0.134	11	118	0.216	11	118	0.350
09:00 - 10:00	11	118	0.157	11	118	0.189	11	118	0.346
10:00 - 11:00	11	118	0.150	11	118	0.131	11	118	0.281
11:00 - 12:00	11	118	0.087	11	118	0.131	11	118	0.218
12:00 - 13:00	11	118	0.119	11	118	0.090	11	118	0.209
13:00 - 14:00	11	118	0.136	11	118	0.091	11	118	0.227
14:00 - 15:00	11	118	0.172	11	118	0.121	11	118	0.293
15:00 - 16:00	11	118	0.171	11	118	0.131	11	118	0.302
16:00 - 17:00	11	118	0.148	11	118	0.152	11	118	0.300
17:00 - 18:00	11	118	0.158	11	118	0.133	11	118	0.291
18:00 - 19:00	11	118	0.175	11	118	0.125	11	118	0.300
19:00 - 20:00	11	118	0.136	11	118	0.082	11	118	0.218
20:00 - 21:00	11	118	0.090	11	118	0.042	11	118	0.132
21:00 - 22:00	11	118	0.061	11	118	0.035	11	118	0.096
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.952			1.823			3.775

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

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

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

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	11	118	0.012	11	118	0.019	11	118	0.031
08:00 - 09:00	11	118	0.020	11	118	0.022	11	118	0.042
09:00 - 10:00	11	118	0.022	11	118	0.029	11	118	0.051
10:00 - 11:00	11	118	0.014	11	118	0.029	11	118	0.043
11:00 - 12:00	11	118	0.017	11	118	0.019	11	118	0.036
12:00 - 13:00	11	118	0.022	11	118	0.020	11	118	0.042
13:00 - 14:00	11	118	0.021	11	118	0.031	11	118	0.052
14:00 - 15:00	11	118	0.022	11	118	0.021	11	118	0.043
15:00 - 16:00	11	118	0.023	11	118	0.017	11	118	0.040
16:00 - 17:00	11	118	0.027	11	118	0.032	11	118	0.059
17:00 - 18:00	11	118	0.032	11	118	0.026	11	118	0.058
18:00 - 19:00	11	118	0.028	11	118	0.033	11	118	0.061
19:00 - 20:00	11	118	0.040	11	118	0.019	11	118	0.059
20:00 - 21:00	11	118	0.025	11	118	0.026	11	118	0.051
21:00 - 22:00	11	118	0.016	11	118	0.005	11	118	0.021
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.341			0.348			0.689

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL BUS/TRAM PASSENGERS
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	11	118	0.001	11	118	0.012	11	118	0.013
08:00 - 09:00	11	118	0.003	11	118	0.018	11	118	0.021
09:00 - 10:00	11	118	0.008	11	118	0.015	11	118	0.023
10:00 - 11:00	11	118	0.008	11	118	0.012	11	118	0.020
11:00 - 12:00	11	118	0.005	11	118	0.010	11	118	0.015
12:00 - 13:00	11	118	0.006	11	118	0.011	11	118	0.017
13:00 - 14:00	11	118	0.007	11	118	0.008	11	118	0.015
14:00 - 15:00	11	118	0.007	11	118	0.015	11	118	0.022
15:00 - 16:00	11	118	0.015	11	118	0.008	11	118	0.023
16:00 - 17:00	11	118	0.012	11	118	0.008	11	118	0.020
17:00 - 18:00	11	118	0.020	11	118	0.011	11	118	0.031
18:00 - 19:00	11	118	0.010	11	118	0.006	11	118	0.016
19:00 - 20:00	11	118	0.011	11	118	0.005	11	118	0.016
20:00 - 21:00	11	118	0.006	11	118	0.002	11	118	0.008
21:00 - 22:00	11	118	0.002	11	118	0.001	11	118	0.003
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.142			0.263

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL RAIL PASSENGERS
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	11	118	0.002	11	118	0.009	11	118	0.011
08:00 - 09:00	11	118	0.009	11	118	0.018	11	118	0.027
09:00 - 10:00	11	118	0.006	11	118	0.014	11	118	0.020
10:00 - 11:00	11	118	0.002	11	118	0.009	11	118	0.011
11:00 - 12:00	11	118	0.005	11	118	0.015	11	118	0.020
12:00 - 13:00	11	118	0.009	11	118	0.009	11	118	0.018
13:00 - 14:00	11	118	0.008	11	118	0.009	11	118	0.017
14:00 - 15:00	11	118	0.013	11	118	0.007	11	118	0.020
15:00 - 16:00	11	118	0.015	11	118	0.001	11	118	0.016
16:00 - 17:00	11	118	0.031	11	118	0.004	11	118	0.035
17:00 - 18:00	11	118	0.019	11	118	0.006	11	118	0.025
18:00 - 19:00	11	118	0.017	11	118	0.002	11	118	0.019
19:00 - 20:00	11	118	0.011	11	118	0.002	11	118	0.013
20:00 - 21:00	11	118	0.009	11	118	0.003	11	118	0.012
21:00 - 22:00	11	118	0.003	11	118	0.001	11	118	0.004
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.159			0.109			0.268

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL COACH PASSENGERS
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	11	118	0.003	11	118	0.009	11	118	0.012
08:00 - 09:00	11	118	0.000	11	118	0.000	11	118	0.000
09:00 - 10:00	11	118	0.000	11	118	0.000	11	118	0.000
10:00 - 11:00	11	118	0.012	11	118	0.005	11	118	0.017
11:00 - 12:00	11	118	0.000	11	118	0.000	11	118	0.000
12:00 - 13:00	11	118	0.000	11	118	0.000	11	118	0.000
13:00 - 14:00	11	118	0.000	11	118	0.000	11	118	0.000
14:00 - 15:00	11	118	0.000	11	118	0.000	11	118	0.000
15:00 - 16:00	11	118	0.000	11	118	0.000	11	118	0.000
16:00 - 17:00	11	118	0.002	11	118	0.000	11	118	0.002
17:00 - 18:00	11	118	0.006	11	118	0.007	11	118	0.013
18:00 - 19:00	11	118	0.000	11	118	0.000	11	118	0.000
19:00 - 20:00	11	118	0.000	11	118	0.000	11	118	0.000
20:00 - 21:00	11	118	0.000	11	118	0.000	11	118	0.000
21:00 - 22:00	11	118	0.000	11	118	0.000	11	118	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.021			0.044

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

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

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

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	11	118	0.006	11	118	0.030	11	118	0.036
08:00 - 09:00	11	118	0.012	11	118	0.036	11	118	0.048
09:00 - 10:00	11	118	0.014	11	118	0.029	11	118	0.043
10:00 - 11:00	11	118	0.022	11	118	0.026	11	118	0.048
11:00 - 12:00	11	118	0.010	11	118	0.026	11	118	0.036
12:00 - 13:00	11	118	0.015	11	118	0.019	11	118	0.034
13:00 - 14:00	11	118	0.015	11	118	0.016	11	118	0.031
14:00 - 15:00	11	118	0.020	11	118	0.022	11	118	0.042
15:00 - 16:00	11	118	0.031	11	118	0.009	11	118	0.040
16:00 - 17:00	11	118	0.046	11	118	0.012	11	118	0.058
17:00 - 18:00	11	118	0.045	11	118	0.024	11	118	0.069
18:00 - 19:00	11	118	0.027	11	118	0.008	11	118	0.035
19:00 - 20:00	11	118	0.022	11	118	0.007	11	118	0.029
20:00 - 21:00	11	118	0.015	11	118	0.005	11	118	0.020
21:00 - 22:00	11	118	0.005	11	118	0.002	11	118	0.007
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.305			0.271			0.576

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.79

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	11	118	0.077	11	118	0.203	11	118	0.280
08:00 - 09:00	11	118	0.170	11	118	0.277	11	118	0.447
09:00 - 10:00	11	118	0.197	11	118	0.249	11	118	0.446
10:00 - 11:00	11	118	0.188	11	118	0.186	11	118	0.374
11:00 - 12:00	11	118	0.115	11	118	0.175	11	118	0.290
12:00 - 13:00	11	118	0.158	11	118	0.131	11	118	0.289
13:00 - 14:00	11	118	0.173	11	118	0.140	11	118	0.313
14:00 - 15:00	11	118	0.218	11	118	0.165	11	118	0.383
15:00 - 16:00	11	118	0.226	11	118	0.158	11	118	0.384
16:00 - 17:00	11	118	0.223	11	118	0.201	11	118	0.424
17:00 - 18:00	11	118	0.236	11	118	0.185	11	118	0.421
18:00 - 19:00	11	118	0.230	11	118	0.167	11	118	0.397
19:00 - 20:00	11	118	0.201	11	118	0.108	11	118	0.309
20:00 - 21:00	11	118	0.132	11	118	0.073	11	118	0.205
21:00 - 22:00	11	118	0.083	11	118	0.042	11	118	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.627			2.460			5.087

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL 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	11	118	0.042	11	118	0.085	11	118	0.127
08:00 - 09:00	11	118	0.097	11	118	0.124	11	118	0.221
09:00 - 10:00	11	118	0.107	11	118	0.099	11	118	0.206
10:00 - 11:00	11	118	0.085	11	118	0.075	11	118	0.160
11:00 - 12:00	11	118	0.056	11	118	0.072	11	118	0.128
12:00 - 13:00	11	118	0.089	11	118	0.061	11	118	0.150
13:00 - 14:00	11	118	0.088	11	118	0.065	11	118	0.153
14:00 - 15:00	11	118	0.091	11	118	0.084	11	118	0.175
15:00 - 16:00	11	118	0.097	11	118	0.081	11	118	0.178
16:00 - 17:00	11	118	0.081	11	118	0.104	11	118	0.185
17:00 - 18:00	11	118	0.078	11	118	0.094	11	118	0.172
18:00 - 19:00	11	118	0.094	11	118	0.077	11	118	0.171
19:00 - 20:00	11	118	0.077	11	118	0.055	11	118	0.132
20:00 - 21:00	11	118	0.055	11	118	0.029	11	118	0.084
21:00 - 22:00	11	118	0.031	11	118	0.024	11	118	0.055
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.168			1.129			2.297

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL 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	11	118	0.003	11	118	0.022	11	118	0.025
08:00 - 09:00	11	118	0.012	11	118	0.021	11	118	0.033
09:00 - 10:00	11	118	0.015	11	118	0.022	11	118	0.037
10:00 - 11:00	11	118	0.012	11	118	0.009	11	118	0.021
11:00 - 12:00	11	118	0.006	11	118	0.009	11	118	0.015
12:00 - 13:00	11	118	0.006	11	118	0.005	11	118	0.011
13:00 - 14:00	11	118	0.009	11	118	0.007	11	118	0.016
14:00 - 15:00	11	118	0.010	11	118	0.007	11	118	0.017
15:00 - 16:00	11	118	0.016	11	118	0.010	11	118	0.026
16:00 - 17:00	11	118	0.012	11	118	0.005	11	118	0.017
17:00 - 18:00	11	118	0.012	11	118	0.002	11	118	0.014
18:00 - 19:00	11	118	0.015	11	118	0.005	11	118	0.020
19:00 - 20:00	11	118	0.004	11	118	0.004	11	118	0.008
20:00 - 21:00	11	118	0.003	11	118	0.004	11	118	0.007
21:00 - 22:00	11	118	0.004	11	118	0.003	11	118	0.007
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.135			0.274

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL 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	11	118	0.000	11	118	0.001	11	118	0.001
08:00 - 09:00	11	118	0.001	11	118	0.002	11	118	0.003
09:00 - 10:00	11	118	0.000	11	118	0.001	11	118	0.001
10:00 - 11:00	11	118	0.002	11	118	0.002	11	118	0.004
11:00 - 12:00	11	118	0.000	11	118	0.000	11	118	0.000
12:00 - 13:00	11	118	0.001	11	118	0.001	11	118	0.002
13:00 - 14:00	11	118	0.000	11	118	0.000	11	118	0.000
14:00 - 15:00	11	118	0.002	11	118	0.000	11	118	0.002
15:00 - 16:00	11	118	0.002	11	118	0.001	11	118	0.003
16:00 - 17:00	11	118	0.000	11	118	0.000	11	118	0.000
17:00 - 18:00	11	118	0.002	11	118	0.002	11	118	0.004
18:00 - 19:00	11	118	0.002	11	118	0.001	11	118	0.003
19:00 - 20:00	11	118	0.002	11	118	0.004	11	118	0.006
20:00 - 21:00	11	118	0.001	11	118	0.001	11	118	0.002
21:00 - 22:00	11	118	0.000	11	118	0.000	11	118	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

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.

Calculation Reference: AUDIT-148301-241206-1236

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	2 days
	HO HOUNSLOW	2 days
	IS ISLINGTON	3 days
	KI KINGSTON	1 days
	WF WALTHAM FOREST	4 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	3 days
	PO PORTSMOUTH	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 402 (units:)
 Range Selected by User: 6 to 493 (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: 01/01/16 to 16/11/23

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

Selected survey days:

Monday	4 days
Tuesday	9 days
Wednesday	5 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	24 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	19
Edge of Town	5

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:

Industrial Zone	1
Development Zone	3
Residential Zone	15
Built-Up Zone	4
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	24 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3 24 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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	13 days
50,001 to 100,000	2 days
100,001 or More	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	3 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days
500,001 or More	12 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	14 days
1.1 to 1.5	6 days
1.6 to 2.0	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:

Yes	7 days
No	17 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	12 days
2 Poor	4 days
3 Moderate	1 days
4 Good	3 days
5 Very Good	2 days
6a Excellent	2 days

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

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

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	Survey date: WEDNESDAY		19/09/18	Survey Type: MANUAL
2	BE-03-C-02 CLYDESDALE WAY BELVEDERE	BLOCKS OF FLATS		BEXLEY
	Edge of Town Industrial Zone Total No of Dwellings:		402	
	Survey date: WEDNESDAY		19/09/18	Survey Type: MANUAL
3	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS		CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		37	
	Survey date: MONDAY		26/03/18	Survey Type: MANUAL
4	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINS LADE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		175	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
5	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
6	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:		146	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
7	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	Survey date: THURSDAY		14/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-C-06	BLOCKS OF FLATS		HERTFORDSHIRE
	FERNDOWN ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: THURSDAY	08/06/23	Survey Type: MANUAL	
9	HF-03-C-08	BLOCKS OF FLATS		HERTFORDSHIRE
	HAYLING ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: TUESDAY	06/06/23	Survey Type: MANUAL	
10	HI-03-C-02	BLOCK OF FLATS		HIGHLAND
	KING STREET			
	NAIRN			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: WEDNESDAY	19/04/23	Survey Type: MANUAL	
11	HO-03-C-03	BLOCKS OF FLATS		HOUNSLOW
	COMMERCE ROAD			
	BRENTFORD			
	Edge of Town Centre			
	Development Zone			
	Total No of Dwellings:	150		
	Survey date: FRIDAY	18/11/16	Survey Type: MANUAL	
12	HO-03-C-05	BLOCK OF FLATS		HOUNSLOW
	PARK LANE			
	HOUNSLOW			
	CRANFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: FRIDAY	06/03/20	Survey Type: MANUAL	
13	IS-03-C-05	BLOCK OF FLATS		ISLINGTON
	LEVER STREET			
	FINSBURY			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	15		
	Survey date: WEDNESDAY	29/06/16	Survey Type: MANUAL	
14	IS-03-C-06	BLOCK OF FLATS		ISLINGTON
	CALEDONIAN ROAD			
	HOLLOWAY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

15	IS-03-C-08 CITY ROAD ISLINGTON	BLOCK OF FLATS	ISLINGTON	
	Edge of Town Centre Development Zone Total No of Dwellings:	190		
	Survey date: THURSDAY	20/10/22	Survey Type: MANUAL	
16	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS	KINGSTON	
	Edge of Town Centre Residential Zone Total No of Dwellings:	20		
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL	
17	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN	BLOCK OF FLATS	MERSEYSIDE	
	Edge of Town Centre Residential Zone Total No of Dwellings:	24		
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL	
18	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS	PORTSMOUTH	
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	
19	SF-03-C-05 FORE STREET IPSWICH IPSWICH WATERFRONT	BLOCKS OF FLATS	SUFFOLK	
	Edge of Town Centre Development Zone Total No of Dwellings:	69		
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL	
20	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON	BLOCKS OF FLATS	TYNE & WEAR	
	Edge of Town Residential Zone Total No of Dwellings:	45		
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL	
21	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS	WALTHAM FOREST	
	Edge of Town Centre Residential Zone Total No of Dwellings:	97		
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

22	WF-03-C-02	BLOCKS OF FLATS		WALTHAM FOREST
	GROSVENOR ROAD			
	WANSTEAD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: TUESDAY	25/05/21	Survey Type: MANUAL	
23	WF-03-C-04	BLOCKS OF FLATS		WALTHAM FOREST
	GROSVENOR ROAD			
	WANSTEAD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	42		
	Survey date: TUESDAY	25/05/21	Survey Type: MANUAL	
24	WF-03-C-05	BLOCK OF FLATS		WALTHAM FOREST
	NEW WANSTEAD			
	WANSTEAD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: TUESDAY	25/05/21	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
 Total People to Total Vehicles ratio (all time periods and directions): 2.83

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	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	24	78	0.026	24	78	0.133	24	78	0.159
08:00 - 09:00	24	78	0.046	24	78	0.144	24	78	0.190
09:00 - 10:00	24	78	0.058	24	78	0.062	24	78	0.120
10:00 - 11:00	24	78	0.063	24	78	0.075	24	78	0.138
11:00 - 12:00	24	78	0.065	24	78	0.083	24	78	0.148
12:00 - 13:00	24	78	0.082	24	78	0.081	24	78	0.163
13:00 - 14:00	24	78	0.069	24	78	0.076	24	78	0.145
14:00 - 15:00	24	78	0.050	24	78	0.063	24	78	0.113
15:00 - 16:00	24	78	0.089	24	78	0.066	24	78	0.155
16:00 - 17:00	24	78	0.112	24	78	0.074	24	78	0.186
17:00 - 18:00	24	78	0.142	24	78	0.085	24	78	0.227
18:00 - 19:00	24	78	0.147	24	78	0.080	24	78	0.227
19:00 - 20:00	12	88	0.088	12	88	0.057	12	88	0.145
20:00 - 21:00	12	88	0.080	12	88	0.052	12	88	0.132
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.117			1.131			2.248

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:	6 - 402 (units:)
Survey date range:	01/01/16 - 16/11/23
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	24	78	0.002	24	78	0.003	24	78	0.005
08:00 - 09:00	24	78	0.005	24	78	0.005	24	78	0.010
09:00 - 10:00	24	78	0.002	24	78	0.003	24	78	0.005
10:00 - 11:00	24	78	0.003	24	78	0.003	24	78	0.006
11:00 - 12:00	24	78	0.008	24	78	0.008	24	78	0.016
12:00 - 13:00	24	78	0.006	24	78	0.006	24	78	0.012
13:00 - 14:00	24	78	0.004	24	78	0.004	24	78	0.008
14:00 - 15:00	24	78	0.003	24	78	0.003	24	78	0.006
15:00 - 16:00	24	78	0.004	24	78	0.004	24	78	0.008
16:00 - 17:00	24	78	0.005	24	78	0.006	24	78	0.011
17:00 - 18:00	24	78	0.005	24	78	0.004	24	78	0.009
18:00 - 19:00	24	78	0.007	24	78	0.007	24	78	0.014
19:00 - 20:00	12	88	0.006	12	88	0.007	12	88	0.013
20:00 - 21:00	12	88	0.004	12	88	0.004	12	88	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.067			0.131

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 OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	24	78	0.002	24	78	0.002	24	78	0.004
08:00 - 09:00	24	78	0.000	24	78	0.000	24	78	0.000
09:00 - 10:00	24	78	0.002	24	78	0.002	24	78	0.004
10:00 - 11:00	24	78	0.001	24	78	0.000	24	78	0.001
11:00 - 12:00	24	78	0.003	24	78	0.003	24	78	0.006
12:00 - 13:00	24	78	0.001	24	78	0.001	24	78	0.002
13:00 - 14:00	24	78	0.002	24	78	0.003	24	78	0.005
14:00 - 15:00	24	78	0.002	24	78	0.002	24	78	0.004
15:00 - 16:00	24	78	0.000	24	78	0.001	24	78	0.001
16:00 - 17:00	24	78	0.000	24	78	0.000	24	78	0.000
17:00 - 18:00	24	78	0.000	24	78	0.000	24	78	0.000
18:00 - 19:00	24	78	0.000	24	78	0.000	24	78	0.000
19:00 - 20:00	12	88	0.000	12	88	0.000	12	88	0.000
20:00 - 21:00	12	88	0.000	12	88	0.000	12	88	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.014			0.027

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	24	78	0.003	24	78	0.010	24	78	0.013
08:00 - 09:00	24	78	0.003	24	78	0.021	24	78	0.024
09:00 - 10:00	24	78	0.002	24	78	0.005	24	78	0.007
10:00 - 11:00	24	78	0.004	24	78	0.006	24	78	0.010
11:00 - 12:00	24	78	0.003	24	78	0.003	24	78	0.006
12:00 - 13:00	24	78	0.003	24	78	0.003	24	78	0.006
13:00 - 14:00	24	78	0.009	24	78	0.006	24	78	0.015
14:00 - 15:00	24	78	0.004	24	78	0.003	24	78	0.007
15:00 - 16:00	24	78	0.006	24	78	0.004	24	78	0.010
16:00 - 17:00	24	78	0.006	24	78	0.002	24	78	0.008
17:00 - 18:00	24	78	0.011	24	78	0.004	24	78	0.015
18:00 - 19:00	24	78	0.008	24	78	0.005	24	78	0.013
19:00 - 20:00	12	88	0.017	12	88	0.005	12	88	0.022
20:00 - 21:00	12	88	0.007	12	88	0.004	12	88	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.081			0.167

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	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	24	78	0.028	24	78	0.188	24	78	0.216
08:00 - 09:00	24	78	0.053	24	78	0.232	24	78	0.285
09:00 - 10:00	24	78	0.069	24	78	0.077	24	78	0.146
10:00 - 11:00	24	78	0.076	24	78	0.095	24	78	0.171
11:00 - 12:00	24	78	0.082	24	78	0.108	24	78	0.190
12:00 - 13:00	24	78	0.106	24	78	0.107	24	78	0.213
13:00 - 14:00	24	78	0.092	24	78	0.093	24	78	0.185
14:00 - 15:00	24	78	0.062	24	78	0.078	24	78	0.140
15:00 - 16:00	24	78	0.132	24	78	0.082	24	78	0.214
16:00 - 17:00	24	78	0.164	24	78	0.089	24	78	0.253
17:00 - 18:00	24	78	0.203	24	78	0.109	24	78	0.312
18:00 - 19:00	24	78	0.231	24	78	0.105	24	78	0.336
19:00 - 20:00	12	88	0.110	12	88	0.073	12	88	0.183
20:00 - 21:00	12	88	0.105	12	88	0.062	12	88	0.167
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.513			1.498			3.011

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	1	42	0.048	1	42	0.000	1	42	0.048
07:00 - 08:00	24	78	0.024	24	78	0.066	24	78	0.090
08:00 - 09:00	24	78	0.041	24	78	0.113	24	78	0.154
09:00 - 10:00	24	78	0.047	24	78	0.076	24	78	0.123
10:00 - 11:00	24	78	0.048	24	78	0.059	24	78	0.107
11:00 - 12:00	24	78	0.051	24	78	0.054	24	78	0.105
12:00 - 13:00	24	78	0.066	24	78	0.061	24	78	0.127
13:00 - 14:00	24	78	0.059	24	78	0.049	24	78	0.108
14:00 - 15:00	24	78	0.054	24	78	0.056	24	78	0.110
15:00 - 16:00	24	78	0.080	24	78	0.062	24	78	0.142
16:00 - 17:00	24	78	0.072	24	78	0.067	24	78	0.139
17:00 - 18:00	24	78	0.096	24	78	0.073	24	78	0.169
18:00 - 19:00	24	78	0.091	24	78	0.083	24	78	0.174
19:00 - 20:00	12	88	0.100	12	88	0.062	12	88	0.162
20:00 - 21:00	12	88	0.066	12	88	0.052	12	88	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.943			0.933			1.876

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	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	24	78	0.003	24	78	0.054	24	78	0.057
08:00 - 09:00	24	78	0.009	24	78	0.105	24	78	0.114
09:00 - 10:00	24	78	0.018	24	78	0.040	24	78	0.058
10:00 - 11:00	24	78	0.015	24	78	0.019	24	78	0.034
11:00 - 12:00	24	78	0.016	24	78	0.018	24	78	0.034
12:00 - 13:00	24	78	0.024	24	78	0.027	24	78	0.051
13:00 - 14:00	24	78	0.019	24	78	0.032	24	78	0.051
14:00 - 15:00	24	78	0.027	24	78	0.020	24	78	0.047
15:00 - 16:00	24	78	0.054	24	78	0.024	24	78	0.078
16:00 - 17:00	24	78	0.037	24	78	0.019	24	78	0.056
17:00 - 18:00	24	78	0.059	24	78	0.016	24	78	0.075
18:00 - 19:00	24	78	0.059	24	78	0.021	24	78	0.080
19:00 - 20:00	12	88	0.052	12	88	0.011	12	88	0.063
20:00 - 21:00	12	88	0.028	12	88	0.010	12	88	0.038
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.420			0.416			0.836

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	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	24	78	0.002	24	78	0.051	24	78	0.053
08:00 - 09:00	24	78	0.004	24	78	0.061	24	78	0.065
09:00 - 10:00	24	78	0.009	24	78	0.019	24	78	0.028
10:00 - 11:00	24	78	0.009	24	78	0.016	24	78	0.025
11:00 - 12:00	24	78	0.006	24	78	0.014	24	78	0.020
12:00 - 13:00	24	78	0.011	24	78	0.010	24	78	0.021
13:00 - 14:00	24	78	0.007	24	78	0.017	24	78	0.024
14:00 - 15:00	24	78	0.011	24	78	0.011	24	78	0.022
15:00 - 16:00	24	78	0.022	24	78	0.010	24	78	0.032
16:00 - 17:00	24	78	0.030	24	78	0.011	24	78	0.041
17:00 - 18:00	24	78	0.034	24	78	0.010	24	78	0.044
18:00 - 19:00	24	78	0.052	24	78	0.013	24	78	0.065
19:00 - 20:00	12	88	0.053	12	88	0.012	12	88	0.065
20:00 - 21:00	12	88	0.037	12	88	0.005	12	88	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.287			0.260			0.547

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	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	24	78	0.005	24	78	0.104	24	78	0.109
08:00 - 09:00	24	78	0.013	24	78	0.166	24	78	0.179
09:00 - 10:00	24	78	0.027	24	78	0.060	24	78	0.087
10:00 - 11:00	24	78	0.024	24	78	0.034	24	78	0.058
11:00 - 12:00	24	78	0.021	24	78	0.032	24	78	0.053
12:00 - 13:00	24	78	0.035	24	78	0.037	24	78	0.072
13:00 - 14:00	24	78	0.026	24	78	0.049	24	78	0.075
14:00 - 15:00	24	78	0.038	24	78	0.031	24	78	0.069
15:00 - 16:00	24	78	0.076	24	78	0.034	24	78	0.110
16:00 - 17:00	24	78	0.067	24	78	0.031	24	78	0.098
17:00 - 18:00	24	78	0.093	24	78	0.026	24	78	0.119
18:00 - 19:00	24	78	0.112	24	78	0.034	24	78	0.146
19:00 - 20:00	12	88	0.105	12	88	0.024	12	88	0.129
20:00 - 21:00	12	88	0.065	12	88	0.015	12	88	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.707			0.677			1.384

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

Total People to Total Vehicles ratio (all time periods and directions): 2.83

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	1	42	0.048	1	42	0.000	1	42	0.048
07:00 - 08:00	24	78	0.061	24	78	0.368	24	78	0.429
08:00 - 09:00	24	78	0.110	24	78	0.532	24	78	0.642
09:00 - 10:00	24	78	0.145	24	78	0.219	24	78	0.364
10:00 - 11:00	24	78	0.151	24	78	0.194	24	78	0.345
11:00 - 12:00	24	78	0.157	24	78	0.197	24	78	0.354
12:00 - 13:00	24	78	0.210	24	78	0.209	24	78	0.419
13:00 - 14:00	24	78	0.186	24	78	0.198	24	78	0.384
14:00 - 15:00	24	78	0.158	24	78	0.169	24	78	0.327
15:00 - 16:00	24	78	0.294	24	78	0.182	24	78	0.476
16:00 - 17:00	24	78	0.308	24	78	0.189	24	78	0.497
17:00 - 18:00	24	78	0.404	24	78	0.212	24	78	0.616
18:00 - 19:00	24	78	0.441	24	78	0.227	24	78	0.668
19:00 - 20:00	12	88	0.332	12	88	0.164	12	88	0.496
20:00 - 21:00	12	88	0.243	12	88	0.133	12	88	0.376
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.248			3.193			6.441

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	24	78	0.019	24	78	0.120	24	78	0.139
08:00 - 09:00	24	78	0.032	24	78	0.126	24	78	0.158
09:00 - 10:00	24	78	0.043	24	78	0.051	24	78	0.094
10:00 - 11:00	24	78	0.042	24	78	0.053	24	78	0.095
11:00 - 12:00	24	78	0.042	24	78	0.060	24	78	0.102
12:00 - 13:00	24	78	0.059	24	78	0.057	24	78	0.116
13:00 - 14:00	24	78	0.047	24	78	0.052	24	78	0.099
14:00 - 15:00	24	78	0.038	24	78	0.050	24	78	0.088
15:00 - 16:00	24	78	0.071	24	78	0.051	24	78	0.122
16:00 - 17:00	24	78	0.093	24	78	0.055	24	78	0.148
17:00 - 18:00	24	78	0.123	24	78	0.073	24	78	0.196
18:00 - 19:00	24	78	0.132	24	78	0.067	24	78	0.199
19:00 - 20:00	12	88	0.075	12	88	0.042	12	88	0.117
20:00 - 21:00	12	88	0.066	12	88	0.042	12	88	0.108
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.882			0.899			1.781

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	24	78	0.003	24	78	0.007	24	78	0.010
08:00 - 09:00	24	78	0.008	24	78	0.010	24	78	0.018
09:00 - 10:00	24	78	0.010	24	78	0.005	24	78	0.015
10:00 - 11:00	24	78	0.016	24	78	0.017	24	78	0.033
11:00 - 12:00	24	78	0.011	24	78	0.012	24	78	0.023
12:00 - 13:00	24	78	0.015	24	78	0.014	24	78	0.029
13:00 - 14:00	24	78	0.012	24	78	0.014	24	78	0.026
14:00 - 15:00	24	78	0.006	24	78	0.008	24	78	0.014
15:00 - 16:00	24	78	0.012	24	78	0.010	24	78	0.022
16:00 - 17:00	24	78	0.012	24	78	0.012	24	78	0.024
17:00 - 18:00	24	78	0.012	24	78	0.005	24	78	0.017
18:00 - 19:00	24	78	0.004	24	78	0.004	24	78	0.008
19:00 - 20:00	12	88	0.002	12	88	0.004	12	88	0.006
20:00 - 21:00	12	88	0.003	12	88	0.002	12	88	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.124			0.250

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 CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	24	78	0.001	24	78	0.002	24	78	0.003
08:00 - 09:00	24	78	0.001	24	78	0.004	24	78	0.005
09:00 - 10:00	24	78	0.001	24	78	0.002	24	78	0.003
10:00 - 11:00	24	78	0.002	24	78	0.002	24	78	0.004
11:00 - 12:00	24	78	0.001	24	78	0.001	24	78	0.002
12:00 - 13:00	24	78	0.003	24	78	0.003	24	78	0.006
13:00 - 14:00	24	78	0.004	24	78	0.004	24	78	0.008
14:00 - 15:00	24	78	0.001	24	78	0.001	24	78	0.002
15:00 - 16:00	24	78	0.002	24	78	0.001	24	78	0.003
16:00 - 17:00	24	78	0.001	24	78	0.001	24	78	0.002
17:00 - 18:00	24	78	0.003	24	78	0.003	24	78	0.006
18:00 - 19:00	24	78	0.004	24	78	0.002	24	78	0.006
19:00 - 20:00	12	88	0.006	12	88	0.005	12	88	0.011
20:00 - 21:00	12	88	0.008	12	88	0.005	12	88	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.036			0.074

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.

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com