



B R I G H T P L A N

HOTEL FELIX, GIRTON, CAMBRIDGE

80-BEDROOM CARE HOME

Transport Statement

Prepared on Behalf of

Cassel Hotels (Cambridge) Limited

6185

February 2021



DOCUMENT CONTROL


Project: Hotel Felix, Girton, Cambridge
80-Bedroom Care Home


Document: Transport Statement


Client: Cassel Hotels (Cambridge) Limited

Reference: 6185

Document Checking:

Author: EJD  **Date:** 11/12/2020

Checked by: ALB  **Date:** 11/12/2020

Approved by: ALB  **Date:** 11/12/2020

Status:

Issue	Date	Status	Issued by
1.	11/12/2020	Draft	EJD
2.	12/02/2021	Final	EJD
3.	12/02/2021	Final 02	EJD
4.			
5.			
6.			

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CONTENTS

1	INTRODUCTION	5
1.2	Planning History	5
1.3	Scope of Transport Statement	5
2	BASELINE CONDITIONS	6
2.1	Site Location and Description	6
2.2	Vehicle Access	6
2.3	Local Road Network	7
2.4	Wider Highway Network	7
2.5	Accessibility Credentials	8
	Pedestrian Accessibility	8
	Cycle Accessibility	9
	Accessibility by Bus	9
	Accessibility by Train	9
2.6	Accident Data	10
3	PROPOSED DEVELOPMENT	12
3.1	Overview	12
3.2	Vehicle Access	12
	Visibility Splays	12
3.3	Pedestrian Access	12
3.4	Servicing Arrangements	12
3.5	Emergency Access	12
3.6	Staffing Requirements	13
3.7	Car Parking Provision	13
3.8	Cycle Parking Provision	14
4	TRIP GENERATION AND TRAFFIC IMPACT	15
4.2	Existing Hotel and Restaurant	15
4.3	Proposed Care Home	15
4.4	Net Traffic Impact	16
5	SUMMARY AND CONCLUSIONS	17



PLANS

Plan 01 Accessibility Plan

DRAWINGS

- 001** Site Overview and Dimensions
- 002** Access Overview and Visibility Splays
- 003** Access Vehicle Swept Path Analysis
- 004** Refuse Vehicle Swept Path Analysis
- 005** Fire Tender Swept Path Analysis
- 006** Car Parking Swept Path Analysis

APPENDICES

- Appendix A** Bus Route Map
- Appendix B** Staff Rota
- Appendix C** TRICS Output - Hotel and Restaurant
- Appendix D** TRICS Output - Care Home



1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan on behalf of Cassel Hotels (Cambridge) Limited to support a planning application for a proposed care home at Hotel Felix, Girton, Cambridge. The site is situated on the northwest side of Whitehouse Lane, circa 2.8km to the northwest of Cambridge city centre. The site location is shown in **Figure 1.1**.

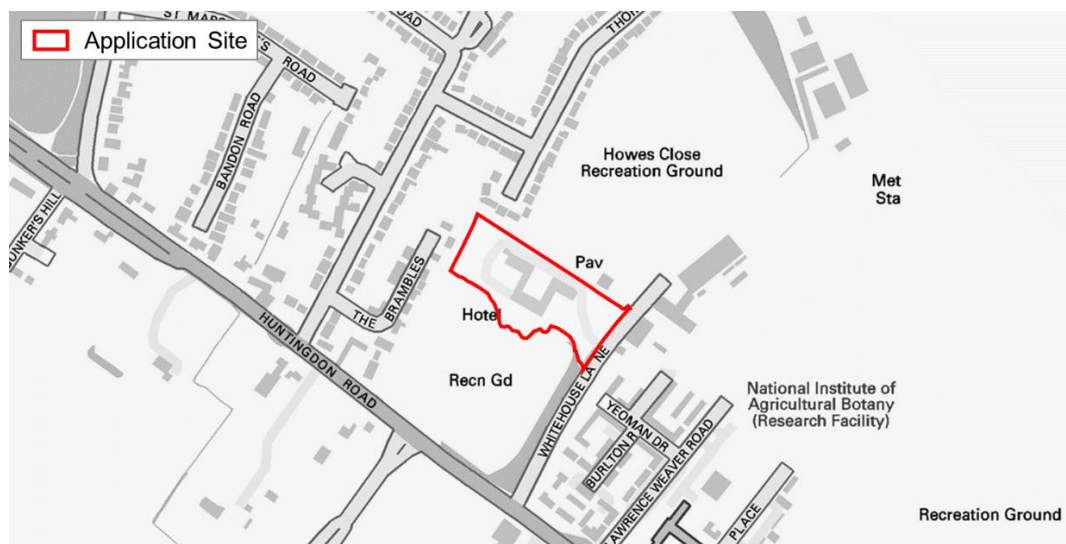


Figure 1.1: Site Location

- 1.1.2 The site currently comprises of a 52-bedroom hotel which includes a restaurant that is open to the public. The proposed development would involve the demolition of the hotel and restaurant to be replaced by an 80-bedroom care home.

1.2 Planning History

- 1.2.1 The application site was subject to a recent planning application for an additional 16 bedrooms which was permitted in February 2018 (planning ref: S/4502/17/FL).

1.3 Scope of Transport Statement

- 1.3.1 This TS outlines the key transport planning matters in accordance with national, regional and local guidance, reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.

- 1.3.2 The remainder of this report comprises the following sections:

- i. **Section 2** sets out the transport conditions in the local area and highway network, and provides a review of highway safety;
- ii. **Section 3** provides an assessment of the proposed access and internal layout design, parking provision, the site's servicing arrangements, and the anticipated traffic impact on the local highway network;
- iii. **Section 4** provides an assessment of the anticipated traffic impact resulting from the development supported by a trip generation assessment;
- iv. **Section 5** provides a summary of the TS conclusions.



2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The existing site encompasses an area of c.1.4ha, containing a 52-bedroom hotel and restaurant. The site is bordered by residential properties to the north, university playing fields to the northeast, Whitehouse Lane to the southeast, and an open field to the southwest. The existing site context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

2.2 Vehicle Access

- 2.2.1 Vehicle access to the site is served from c.5.5m wide bellmouth access adjoining Whitehouse Lane. The existing access is shown in **Figure 2.2**.



Figure 2.2: Existing Vehicle Access



2.3 Local Road Network

- 2.3.1 The site fronts onto Whitehouse Lane, which is a no-through road, serving the existing hotel as well as NIAB laboratories and agricultural plots. The carriageway is c.6m wide and is flanked by a footway on its northwest side up to the site access. The road is subject to a 30mph speed limit and has unrestricted parking on either side of the carriageway. Whitehouse Lane's highway features are shown in **Figure 2.3**.



Figure 2.3: Whitehouse Lane

2.4 Wider Highway Network

- 2.4.1 Whitehouse Lane adjoins the A1307 c.200m to the southwest of the site, which provides access to Cambridge city centre to the southeast, and adjoins the M11 northbound to the north. The A14, which can be accessed via the A1307 and B1049, facilitates journeys to the east, and the A428, which can be accessed via Eddington Avenue, facilitates journeys to the west. The site's location in the context of the wider highway network is shown in **Figure 2.4**.

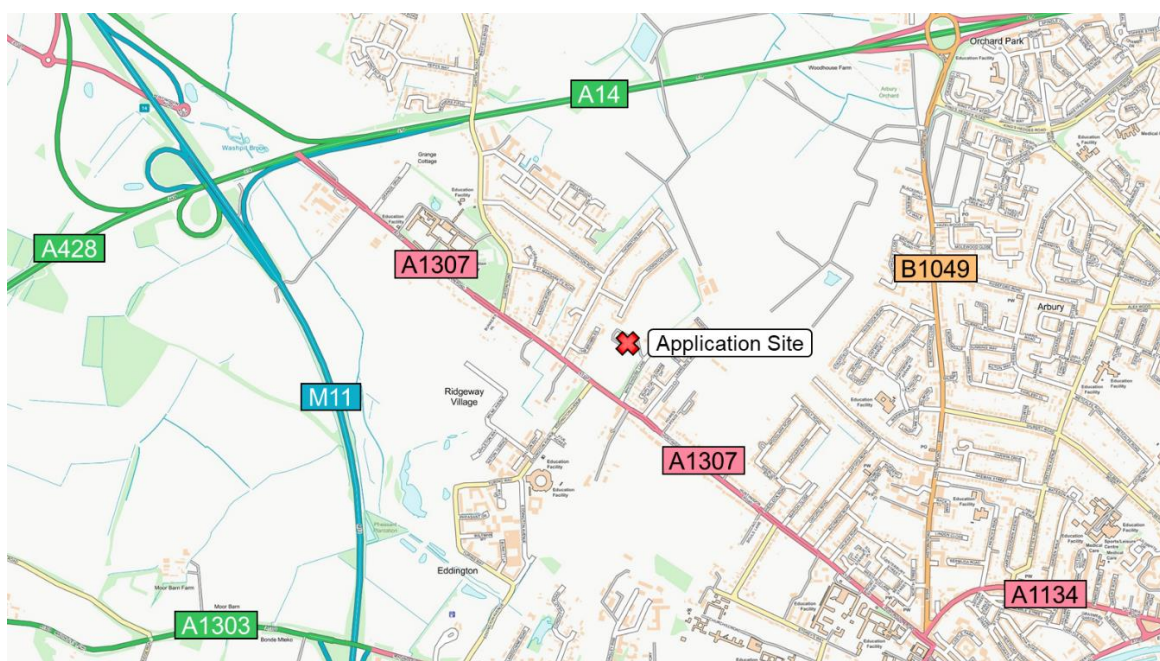


Figure 2.4: Wider Highway Network



2.5 Accessibility Credentials

Pedestrian Accessibility

- 2.5.1 Whitehouse Lane is flanked by a 1.5m wide footway on the northwest side of the road. The footway connects with the wider footway network providing continuous pedestrian access throughout the local area including to Cambridge city centre. The existing pedestrian infrastructure in the vicinity of the site is shown in **Figure 2.5**.



Footway Flanking Whitehouse Lane



Signal Controlled Pedestrian Crossing on A1307

Figure 2.5: Pedestrian Infrastructure in the Vicinity of the Site

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



Cycle Accessibility

- 2.5.3 The National Cycle Route (NCR) no.24 runs along the A1307 to the southeast of the site. The route facilitates cycle access into Cambridge city centre, where it adjoins the wider NCR. In addition, there are a number of local cycle routes providing access throughout the local area. The existing cycle infrastructure is shown in **Figure 2.6**, and the local cycle route network is shown on **Plan 01**.



Figure 2.6: NCR No.24 Cycle Lanes

- 2.5.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. The full extent of Cambridge is therefore accessible from the site by cycle.

Accessibility by Bus

- 2.5.5 The 'Lawrence Weaver' bus stops (northbound and southbound) are situated on Whitehouse Lane c.280m to the south of the site. The stops are served by the 5 citi and 6 citi buses which provide frequent services to Cambridge city centre. The services connect to a number of other routes available within Cambridge city centre, as well as providing a connection to Cambridge railway station. Details of the services are provided in **Figure 2.7**, and a bus map demonstrating services within Cambridge is attached at **Appendix A**.

Service No.	Route Summary	Typical Frequency	Operating Hours
5 Citi	Fenstanton - Cambridge	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Sat: 06:17 – 22:27 Sun: 09:32 – 17:32
6 Citi	Oakington - Cambridge	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Sat: 06:52 – 18:22 Sun: 09:02 – 18:02

Figure 2.7: Services Available from 'Lawrence Weaver' Bus Stops

Accessibility by Train

- 2.5.6 Cambridge railway station is situated c.4.5km to the southeast of the site and is accessible by bus or cycle. The station provides regular services to a range of locations including Cambridge North, Ely, Stansted Airport, Kings Lynn, Ipswich, London Kings Cross, London Liverpool Street, Norwich, Brighton, and Birmingham. A summary of services available is provided in **Figure 2.8**.



Destination	Route Summary	Typical Journey Time	Typical Frequency
Cambridge North	Cambridge – Cambridge North	4 – 5 min	5 every hour
Ely	Cambridge – Ely	14 – 20 min	4 every hour
Stansted Airport	Cambridge – Stansted Airport	36 – 54 min	2 every hour
Kings Lynn	Cambridge – Cambridge North – Ely – Littleport – Downham Market – Kings Lynn	56 min	1 every hour
Ipswich	Cambridge – Newmarket – Bury St Edmunds – Stowmarket – Needham Market – Ipswich	1 hr 15min	1 every hour
London Kings Cross	Cambridge – Royston – Letchworth Garden City – Stevenage – London Kings Cross	49min – 1 hr 23min	5 every hour
London Liverpool Street	Cambridge – Bishops Stortford – Harlow Town – Broxbourne – Cheshunt – Tottenham Hale – London Liverpool Street	1 hr 12min – 1 hr 25min	5 every hour
Norwich	Cambridge – Ely – Thetford – Attleborough – Wymondham – Norwich	1 hr 19min – 1 hr 40min	3 every hour
Brighton	Cambridge – Royston – Letchworth Garden City – Stevenage – London St Pancras Int. – London Blackfriars – London Bridge – East Croydon – Gatwick Airport – Burgess Hill – Brighton	2hr 23min – 2hr 46min	3 every hour
Birmingham New Street	Cambridge – Peterborough – Stamford (Lincs) – Leicester – Hinckley (Leics) – Nuneaton – Birmingham New Street	2hr 45min – 2hr 51min	2 every hour

Figure 2.8: Services Available from Cambridge Railway Station

2.6 Accident Data

- 2.6.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from January 2015 to January 2020 using the CrashMap online data portal. The study considered Whitehouse Lane and the A1307 c.500m to the northwest and southeast of the site.
- 2.6.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to establish if there are any underlying highways design issues that require a more detailed investigation. Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. The locations of the incidents relative to the site is displayed on **Figure 2.9**.

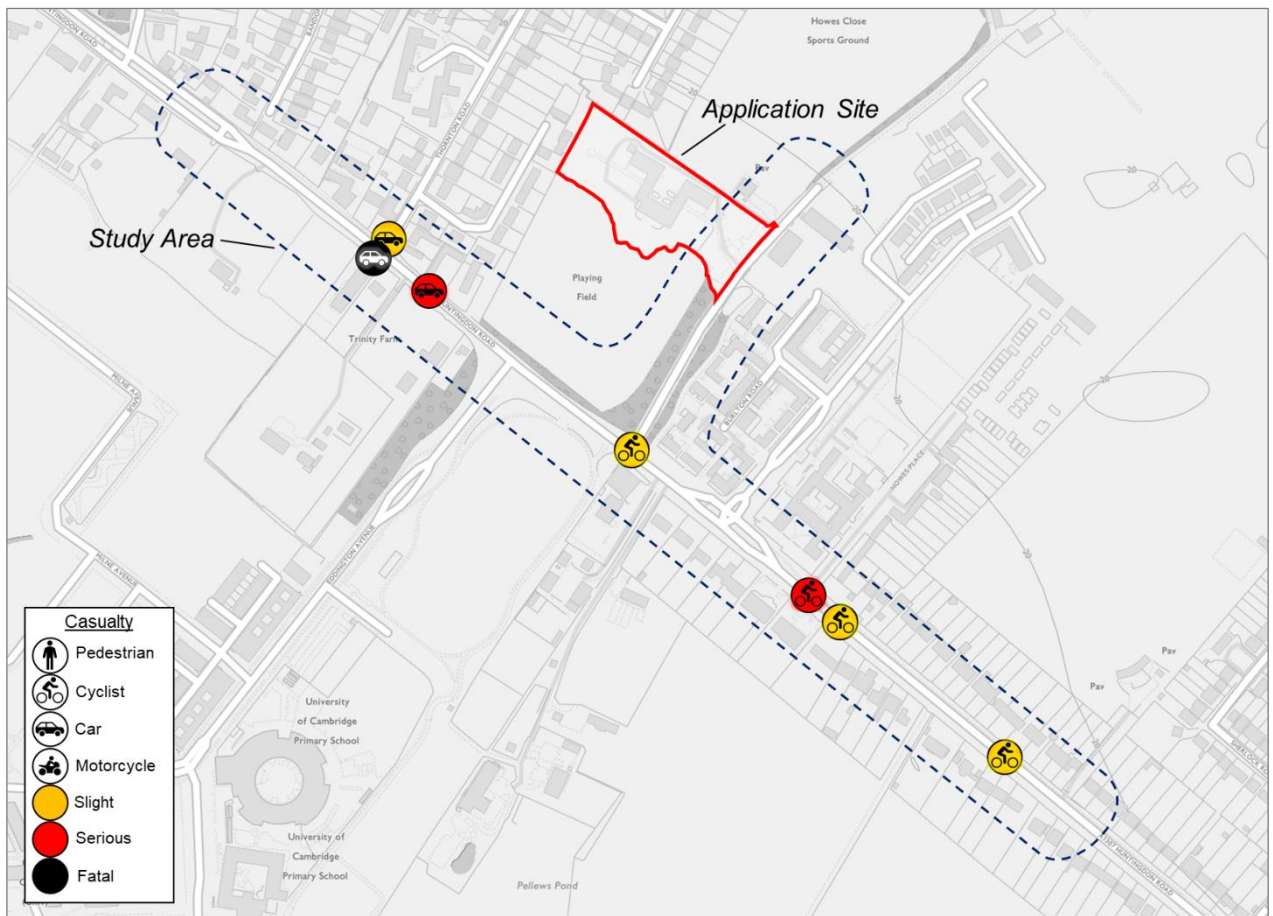


Figure 2.9: PIA Distribution

2.6.3 A total of 7 incidents were recorded during the 5-year period, comprised of 1 'fatal' incident, 2 'serious' incidents and 4 'slight' incidents. The number of incidents is not unusual given the traffic flows on the A1307. The PIA record does not reveal any pattern that in terms of distribution, severity or cause that would be exacerbated by the proposed development.



3 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 The proposed development would involve the redevelopment of the site to provide an 80-bedroom care home. The proposed site layout is shown in **Drawing 2020.6185.001**.

3.2 Vehicle Access

3.2.1 The site would continue to be served from the existing vehicle access point adjoining Whitehouse Lane. The access allows concurrent car movements, and can accommodate access by emergency and service vehicles. A vehicle swept path analysis has been undertaken demonstrating these manoeuvres in **Drawing 2020.6185.002**.

Visibility Splays

3.2.2 The site access achieves visibility splays 2.4m x 43.0m in both the primary and secondary directions in accordance with Manual for Streets (MfS) requirements for 30mph roads, however it is notable that splays in excess of 43.0m are achievable. Visibility splays from the site access are demonstrated in **Drawing 2020.6185.002**.

3.3 Pedestrian Access

3.3.1 Pedestrian access to the site would be served from a 1.5m wide footway flanking the southern side of the site access, tying in with the existing footway flanking Whitehouse Lane. The proposed pedestrian access arrangements are shown in **Drawing 2020.6185.002**.

3.4 Servicing Arrangements

3.4.1 Refuse collection and deliveries to the site would be undertaken within the site car park. A vehicle swept path analysis has been undertaken demonstrating a large refuse vehicle accessing the site, performing turning manoeuvres and exiting in **Drawing 2020.6185.004**.

3.5 Emergency Access

3.5.1 The site would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed accesses and internal carriageways. In accordance with Building Regulations Part B the following design compliances are met:

- i. Fire tenders would be able to access within 45.0m of the proposed building.
- ii. Fire tenders could achieve an appropriate level of access without requiring reversing distances greater than 20.0m.
- iii. A minimum carriageway width of 3.7m is maintained throughout the site (excluding traffic calming features).

3.5.2 A vehicle swept path analysis has been undertaken demonstrating fire tenders negotiating the site access, internal carriageways and performing turning manoeuvres in **Drawing 2020.6185.005**.



3.6 Staffing Requirements

3.6.1 Staffing requirements for the care home have been obtained from the future operators of the care home, with the maximum number of staff on-site occurring on weekdays. The staffing requirements on the busiest days are summarised in **Figure 3.1**, and the full staff rota is attached at **Appendix B**.

Time of Day	Job Role	No. of Staff
AM	Management	2
	Admin	3
	Nurses	2
	Carers	17
	Service (Bar / Wait Staff)	4
	Kitchen	4
	Ancillary	2
	Housekeeping and Laundry	4
	AM Total	38
PM	Management	2
	Admin	4
	Nurses	2
	Carers	17
	Service (Bar / Wait Staff)	7
	Kitchen	5
	Ancillary	2
	Housekeeping and Laundry	5
	PM Total	44
Night	Nurses	2
	Carers	9
	Night Total	11

Figure 3.1: Anticipated Maximum Number of Staff on Site

3.7 Car Parking Provision

3.7.1 Car parking would be provided in accordance with South Cambridgeshire District Council's (SCDC) car parking standards as set out in figure 11 of the 'South Cambridgeshire Local Plan' (September 2018). A summary of the required and proposed car parking provision is shown in **Figure 3.2**.

Number of Bed Spaces / Resident Staff	SCDC Indicative Car Parking Standards		Proposed Provision
	Car Parking Standard	Indicative Provision	
80 Bed Spaces	1 space per 3 bed spaces	27	31
0 Residential Staff	1 space per residential staff member	0	0
Total	-	27	31

Figure 3.2: Car Parking Provision

3.7.2 All spaces would use minimum dimensions of 2.5m x 5.0m in accordance with MfS guidance. A vehicle swept path analysis demonstrating car parking manoeuvres is provided in **Drawing 2020.6185.006**.



3.8 Cycle Parking Provision

3.8.1 Cycle parking would be provided in accordance with SCDC's cycle parking standards as set out in figure 11 of the 'South Cambridgeshire Local Plan' (September 2018). A summary of the proposed cycle parking provision is shown in **Figure 3.3**.

Max No. of On-Site Staff	SCDC Minimum Cycle Parking Requirement		Proposed Provision
	Minimum Cycle Parking Standard	Spaces Required	
44	1 space per 2 staff working at the same time	22	22

Figure 3.3: Cycle Parking Provision

3.8.2 Cycle parking would take place within a secure, sheltered cycle store situated within the site car park.



4 TRIP GENERATION AND TRAFFIC IMPACT

4.1.1 To assess the traffic impact of the proposals, the TRICS database (version 7.7.1) has been interrogated to anticipate the likely traffic volumes generated by the existing hotel and restaurant and the proposed care home. The trip generations associated with each use have then been compared to establish the net traffic impact associated with the development.

4.2 Existing Hotel and Restaurant

4.2.1 The existing hotel has 52 bedrooms and a restaurant that is open to the public. To establish the number of the trips generated by these uses, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

TRICS (Version 7.7.1)	
Filtering Parameter:	Criteria Selected:
i. Land use	Hotel, Food & Drink – Pub/Restaurant + Hotel
ii. Regions	England (Excluding Greater London)
iii. Number of Bedrooms	30 – 140
iv. Date Range	01/01/12 to 13/11/18
v. Count Type	Count Type Manual
vi. Selected Days	Weekdays
vii. Selected Locations	<ul style="list-style-type: none"> • Suburban Area • Edge of Town

Figure 4.1: TRICS Filtering Parameters

4.2.2 The TRICS output is provided at **Appendix C**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the existing hotel and restaurant is provided in **Figure 4.2**.

Trip Rate per Bedroom			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.099	0.300	0.399
PM Peak Hour	0.300	0.213	0.513
Daily Traffic	2.321	2.283	4.604
TRICS Vehicle Trip Generation (52 Bedrooms)			
AM Peak Hour	5	16	21
PM Peak Hour	16	11	27
Daily Traffic	121	119	239

Figure 4.2: Existing Trip Generation

4.2.3 The TRICS assessment suggests that the existing hotel and restaurant currently generate 239 daily 2-way vehicle movements of which 21 occur during the network's AM peak traffic hour (08:00-09:00), and 27 occur in the PM peak traffic hour (17:00-18:00).

4.3 Proposed Care Home

4.3.1 To establish the number of the trips generated by the proposed care home, the parameters identified in **Figure 4.3** have been used to filter the TRICS database.



TRICS (Version 7.7.1)	
Filtering Parameter:	Criteria Selected:
i. Land use	Health – Care Home (Elderly Residential)
ii. Regions	England (Excluding Greater London)
iii. Number of Residents	30 – 120
iv. Date Range	01/01/12 to 02/05/19
v. Count Type	Count Type Manual
vi. Selected Days	Weekdays
vii. Selected Locations	<ul style="list-style-type: none"> Suburban Area Edge of Town

Figure 4.3: TRICS Filtering Parameters

4.3.2 The TRICS output is provided at **Appendix D**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the proposed care home is provided in **Figure 4.4**.

Trip Rate per Resident			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.063	0.070	0.133
PM Peak Hour	0.076	0.108	0.184
Daily Traffic	1.045	1.077	2.122
TRICS Vehicle Trip Generation (80 Residents)			
AM Peak Hour	5	6	11
PM Peak Hour	6	9	15
Daily Traffic	84	86	170

Figure 4.4: Proposed Trip Generation – Care Home

4.3.3 The TRICS assessment suggests that the proposed care home would generate 170 daily 2-way vehicle movements of which 11 would occur during the network's AM peak traffic hour (08:00-09:00), and 15 would occur in the PM peak traffic hour (17:00-18:00).

4.4 Net Traffic Impact

4.4.1 Using the results obtained from the TRICS database for the existing and proposed site uses have been compared to establish the net traffic impact of the proposal on the local road network. The net trip generation associated with the development is shown in **Figure 4.5**.

	Arrivals	Departures	Two-way Total
AM Peak Hour	0	-10	-10
PM Peak Hour	-10	-2	-12
Daily Traffic	-37	-33	-70

Figure 4.5: Net Traffic Generation

4.4.2 It is anticipated that the proposed development would result in a net reduction of 70 daily vehicle movements, including a reduction of 10 movements during the AM peak traffic hour, and 12 movements during the PM peak traffic hour.



5 SUMMARY AND CONCLUSIONS

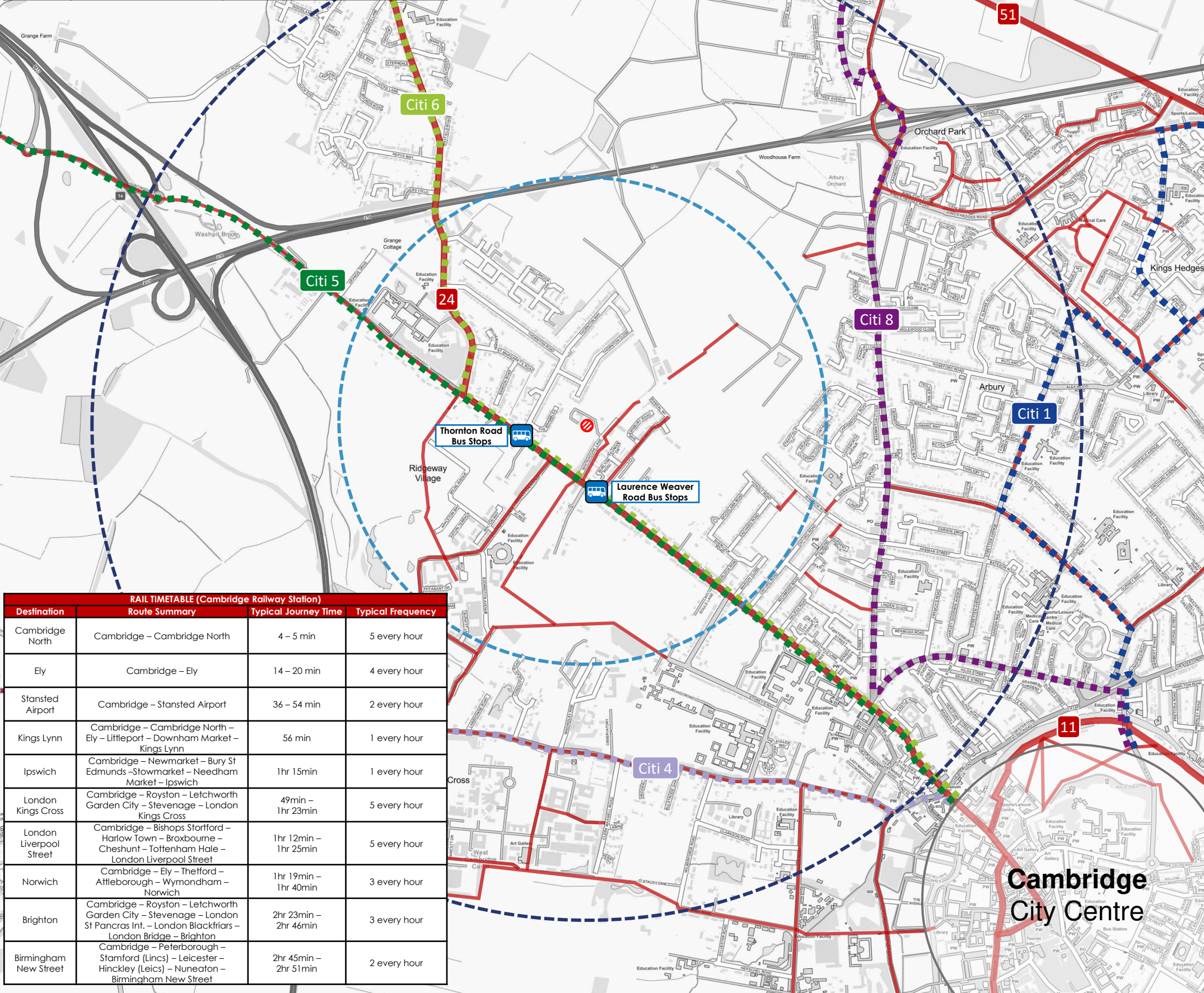
- 5.1.1 This TS has been prepared by Bright Plan Limited on behalf of Cassel Hotels (Cambridge) Limited to support a planning application for an 80-bedroom care home at Hotel Felix, Girton, Cambridge. The conclusions from this report are as follows:
- i. The application site is readily accessible on foot and by cycle using existing footways and cycle routes. Conveniently located bus stops provide further opportunities for sustainable travel to the site from the surrounding area, and provide a link to Cambridge railway station.
 - ii. The PIA record does not reveal any pattern in terms of distribution, severity or incident circumstances that would be exacerbated by the proposal.
 - iii. Vehicle access to the site would be served from the existing access adjoining Whitehouse Lane. The access geometries allow concurrent car movements and can accommodate large emergency and service vehicles.
 - iv. The site access achieves the necessary visibility splays based on the 30mph speed limit on Whitehouse Lane.
 - v. Pedestrian access would be served from a new footway flanking the southern side of the vehicle access, tying in with the existing footway on Whitehouse Lane.
 - vi. The site's internal geometries can accommodate access and turning manoeuvres by large emergency and service vehicles.
 - vii. The development would provide car and cycle parking in accordance with SCDC's car and cycle parking standards.
 - viii. A vehicle trip generation assessment has been undertaken suggesting that the development would result in a reduction of vehicle movements.



PLANS

Plan 01 Accessibility Plan

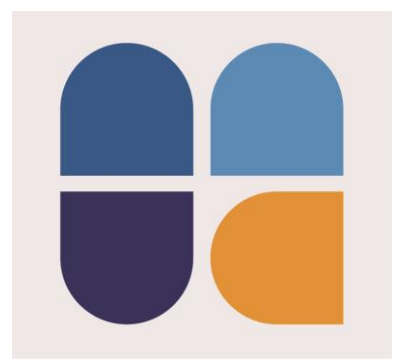
BUS SERVICES (Laurence Weaver Bus Stops)			
Service	Route Summary	Typical Frequency	Operating Hours
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6 Citi	Oakington - Cambridge	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Sat: 06:52 – 18:22 Sun: 09:02 – 18:02



LEGEND

- SITE LOCATION
- RAIL STATION
- RAILWAY
- BUS STOPS
- NATIONAL CYCLE ROUTES
- LOCAL CYCLE ROUTES
- 1KM ISOCHRONE
- 2KM ISOCHRONE
- CITI 1 BUS ROUTE
- CITI 4 BUS ROUTE
- CITI 5 BUS ROUTE
- CITI 6 BUS ROUTE
- CITI 8 BUS ROUTE

RAIL TIMETABLE (Cambridge Railway Station)			
Destination	Route Summary	Typical Journey Time	Typical Frequency
Cambridge North	Cambridge – Cambridge North	4 – 5 min	5 every hour
Ely	Cambridge – Ely	14 – 20 min	4 every hour
Stansted Airport	Cambridge – Stansted Airport	36 – 54 min	2 every hour
Kings Lynn	Cambridge – Cambridge North – Ely – Littleport – Downham Market – Kings Lynn	56 min	1 every hour
Ipswich	Cambridge – Newmarket – Bury St Edmunds – Stowmarket – Needham Market – Ipswich	1hr 15min	1 every hour
London Kings Cross	Cambridge – Royston – Letchworth Garden City – Stevenage – London Kings Cross	49min – 1hr 23min	5 every hour
London Liverpool Street	Cambridge – Bishops Cleeve – Harlow Town – Broxbourne – Cheshunt – Tottenham Hale – London Liverpool Street	1hr 12min – 1hr 25min	5 every hour
Norwich	Cambridge – Ely – Thetford – Attleborough – Wymondham – Norwich	1hr 19min – 1hr 40min	3 every hour
Brighton	Cambridge – Royston – Letchworth Garden City – Stevenage – London St Pancras Int. – London Blackfriars – London Bridge – Brighton	2hr 23min – 2hr 46min	3 every hour
Birmingham New Street	Cambridge – Peterborough – Stamford (Lincs) – Leicester – Hinckley (Leics) – Nuneaton – Birmingham New Street	2hr 45min – 2hr 51min	2 every hour



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Project:
 Hotel Felix, Girton, Cambridge

Title:
 Accessibility Plan

Scale: NTS	Date: Nov 2020	Drawn By: EJD	Checked By: ALB
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Plan No: Plan 01	Job No: 6185	Rev: -
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Cambridge City Centre





DRAWINGS

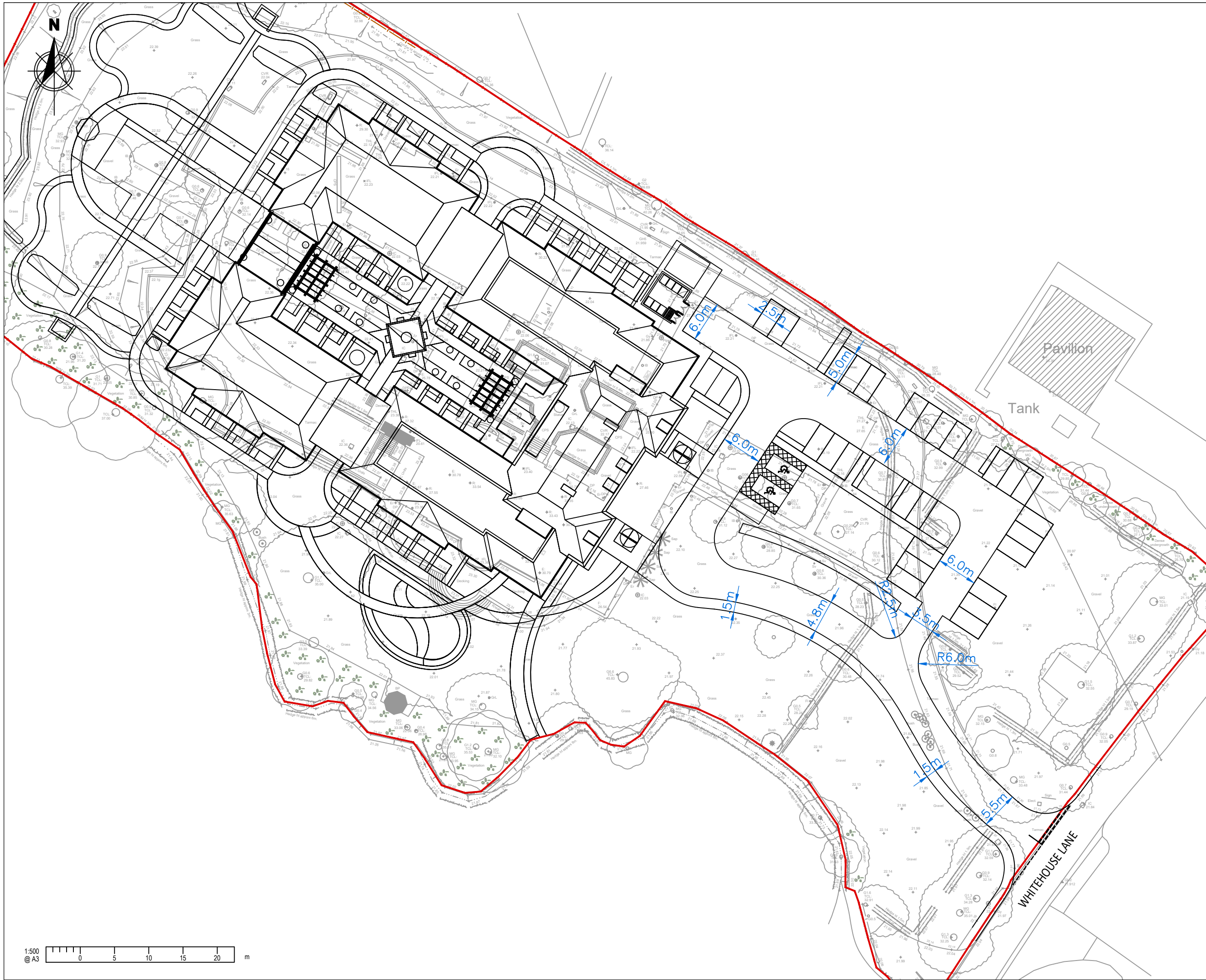
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-

NOTES

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

-  Site Boundary
-  Existing Road Markings

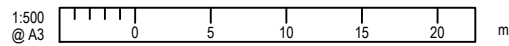


B	Revised Layout	12/02/2021
A	Revised Layout	11/02/2021
-	Original Issue	07/12/2020
Rev.	Amendments	Date



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Drawing Status	Final
Client	Cassel Hotels (Cambridge) Limited
Project	Hotel Felix, Girton Cambridge
Drawing Title	Site Overview and Dimensions
Scale	1:500
Date	Feb 21
Drawn By	SMO
Checked By	ALB
Drawing No.	2020-6185-001
Rev.	B

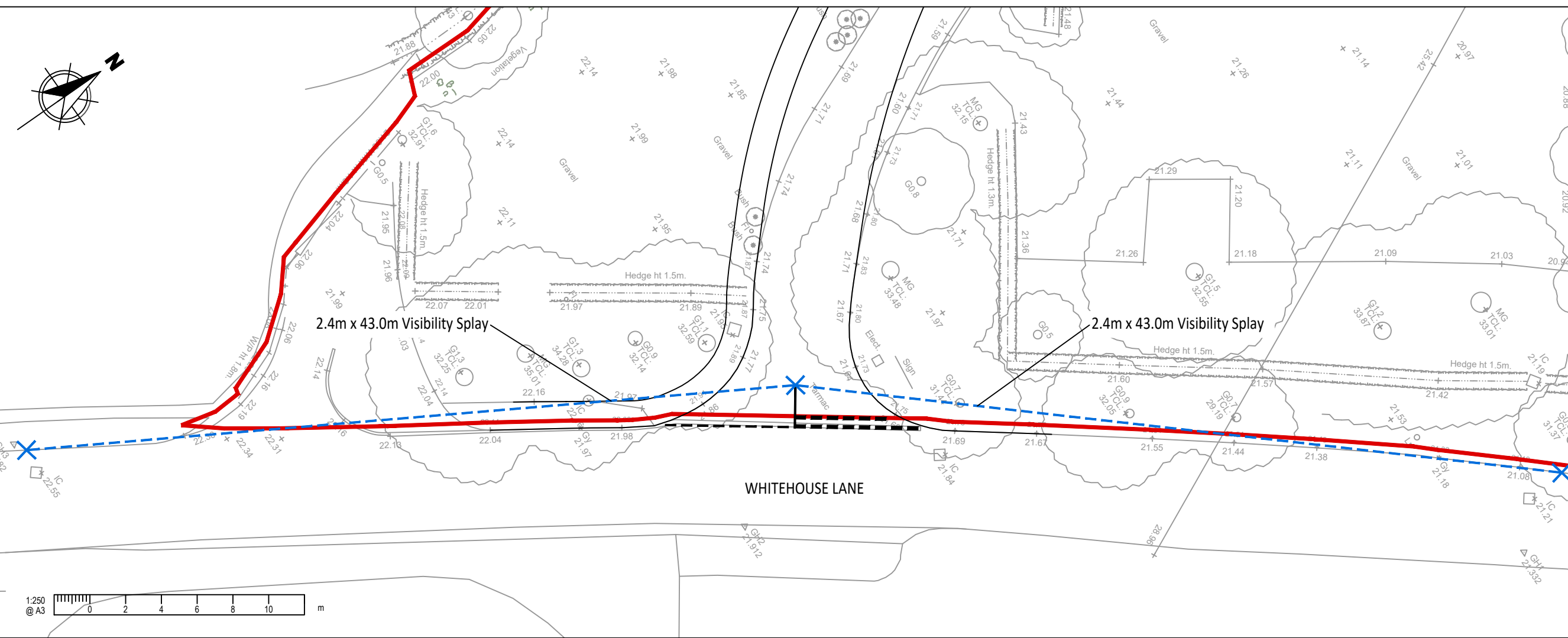
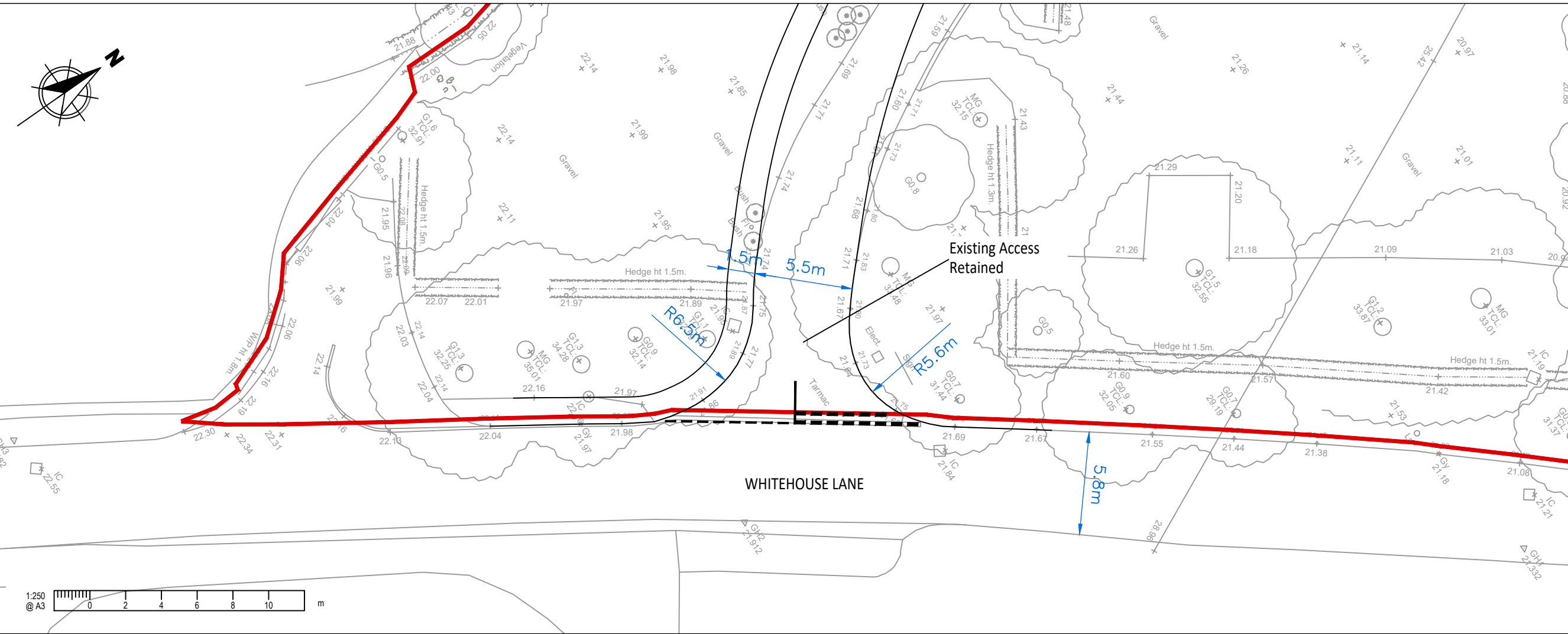


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-LEGEND-

-  Site Boundary
-  Existing Road
-  Markings
-  Visibility Splays



B	Revised Layout	12/02/2021
A	Revised Layout	11/02/2021
-	Original Issue	07/12/2020
Rev.	Amendments	Date









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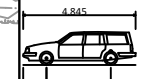
Drawing Status	Final
Client	Cassel Hotels (Cambridge) Limited
Project	Hotel Felix, Girton Cambridge
Drawing Title	Access Overview and Visibility Splays
Scale	1:250
Date	Feb 21
Drawn By	SMO
Checked By	ALB
Drawing No.	2020-6185-002
Rev.	B

NOTES

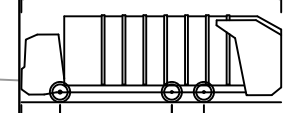
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4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

-  Site Boundary
-  Existing Road
-  Markings
-  -Swept Path-
-  Wheel Track
-  Over Swing



Estate Car
 Overall Length 4.845m
 Overall Width 1.750m
 Overall Body Height 1.424m
 Min Body Ground Clearance 0.189m
 Max Track Width 1.655m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 4.950m



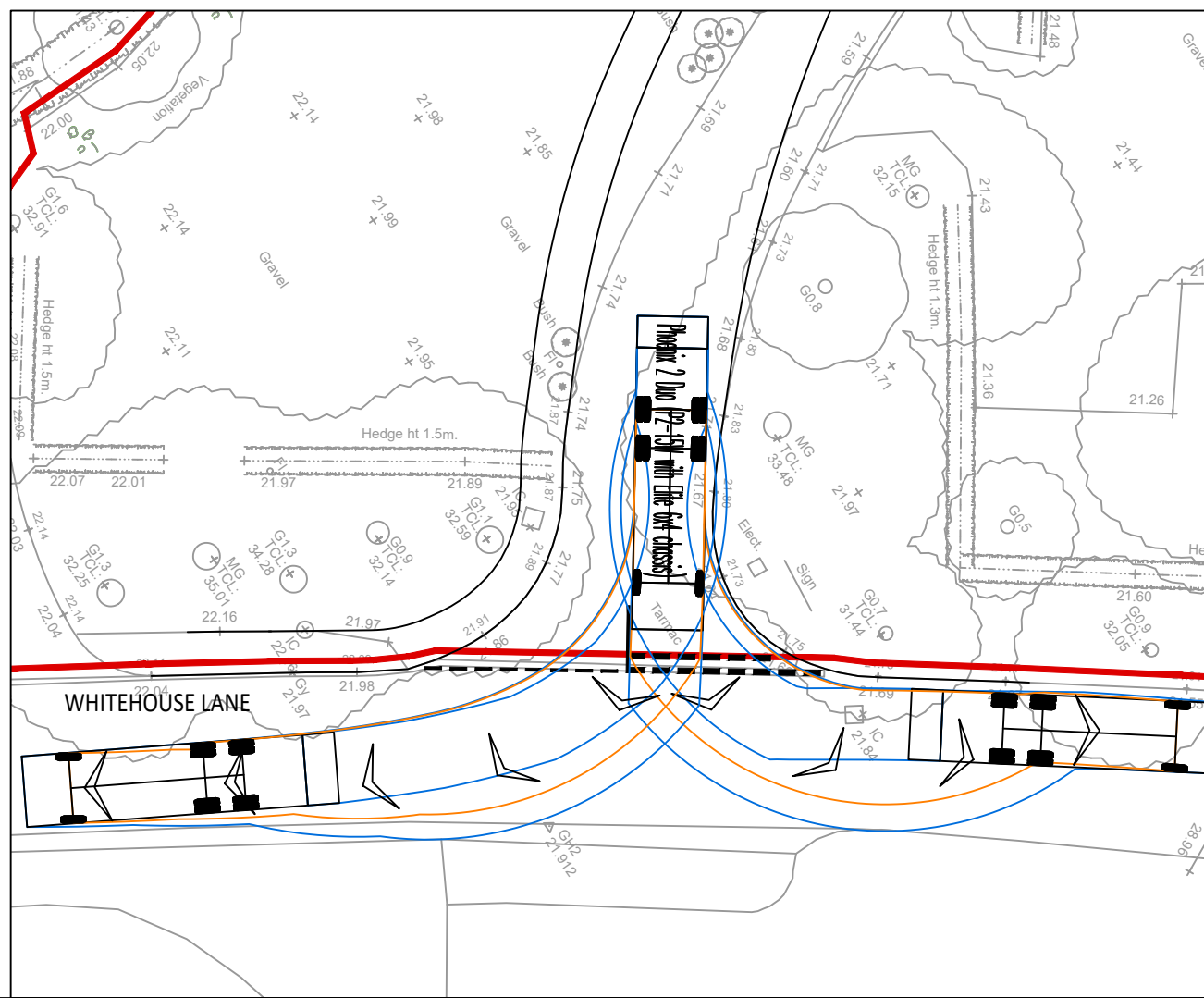
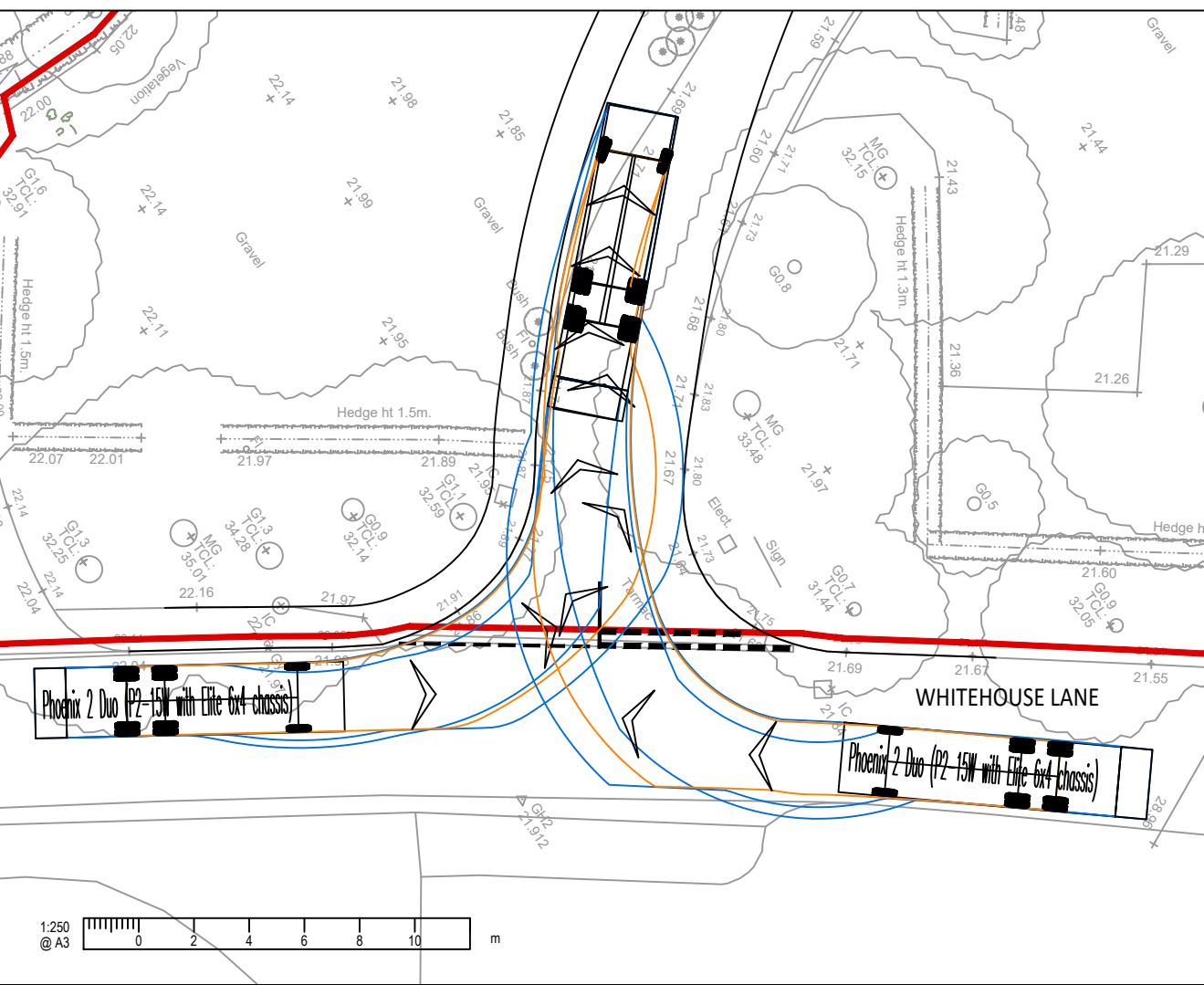
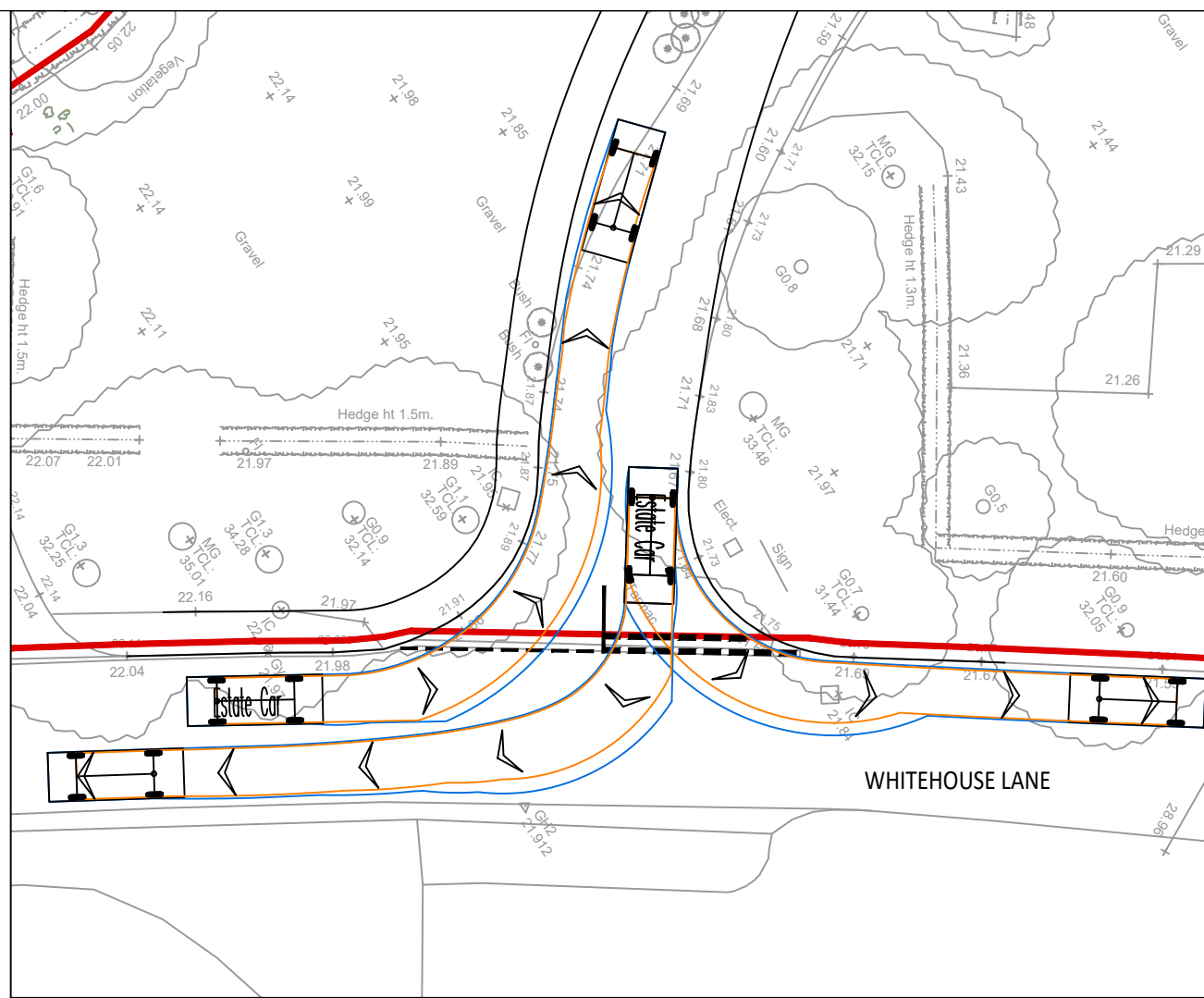
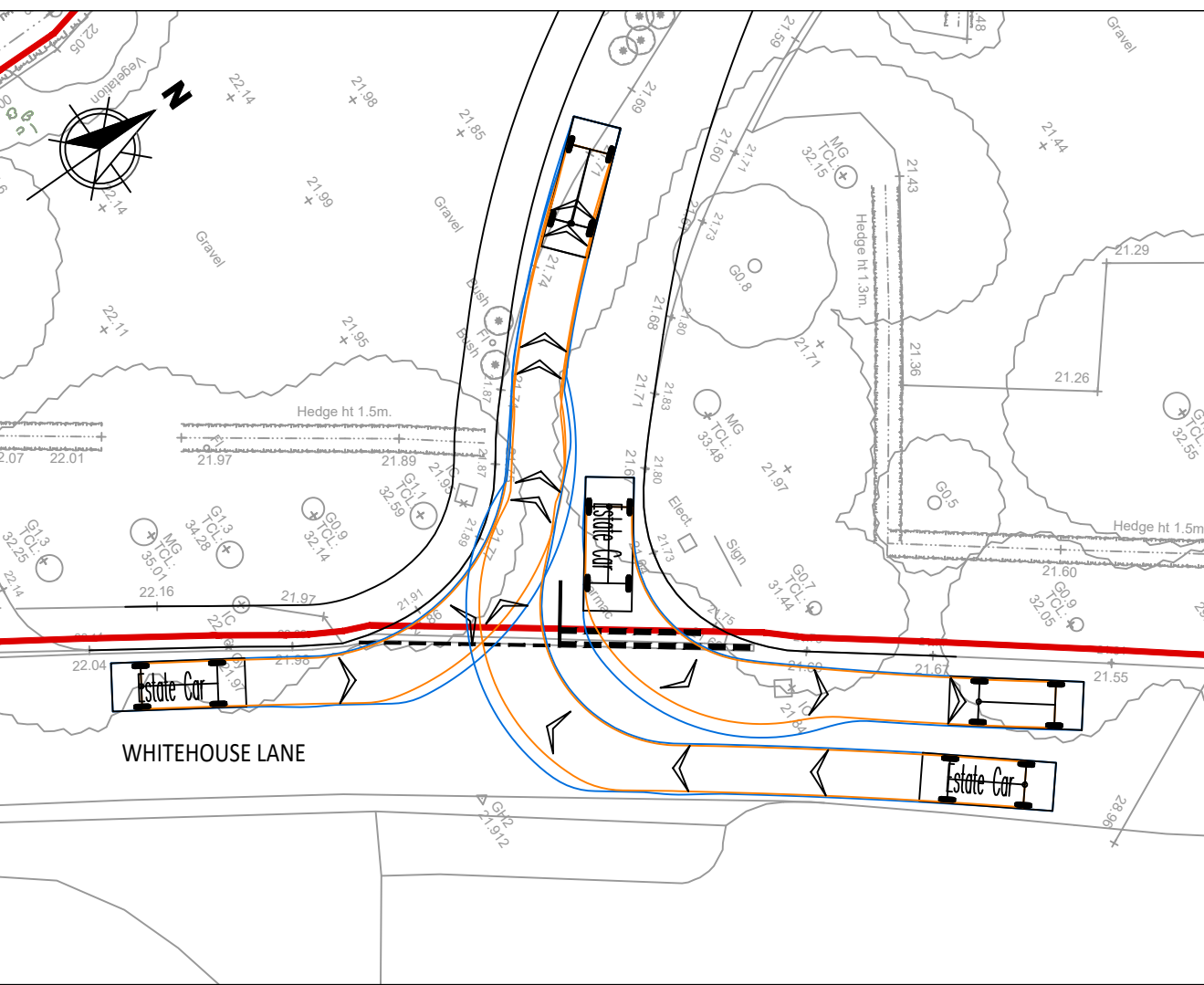
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

B	Revised Layout	12/02/2021
A	Revised Layout	11/02/2021
-	Original Issue	07/12/2020
Rev.	Amendments	Date



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Drawing Status	Final
Client	Cassel Hotels (Cambridge) Limited
Project	Hotel Felix, Girton Cambridge
Drawing Title	Access Vehicle Swept Path Analysis
Scale	1:250
Date	Feb 21
Drawn By	SMO
Checked By	ALB
Drawing No.	2020-6185-003
Rev.	B

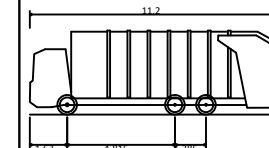


NOTES

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4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

- Site Boundary
- Existing Road Markings
- -Swept Path- Wheel Track
- Over Swing



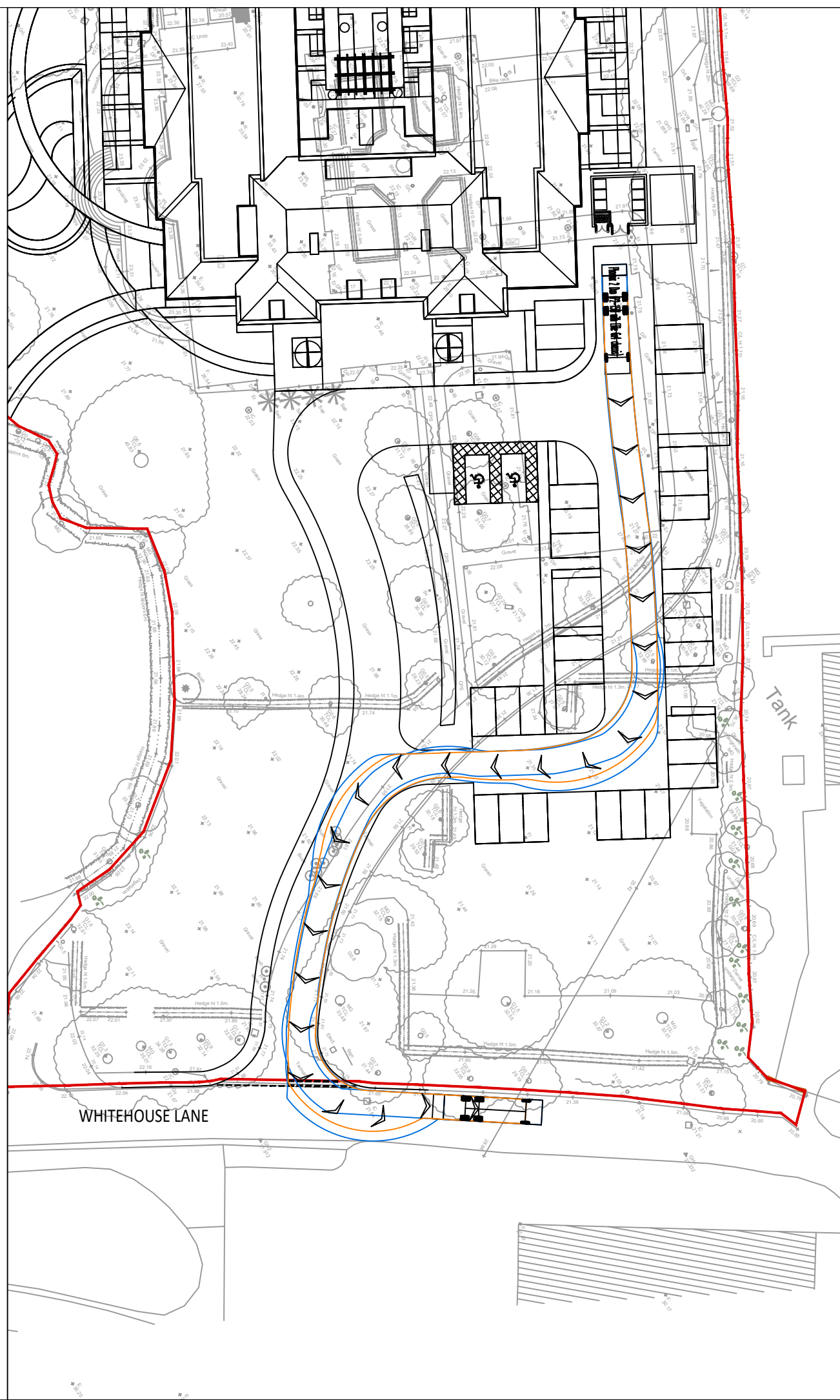
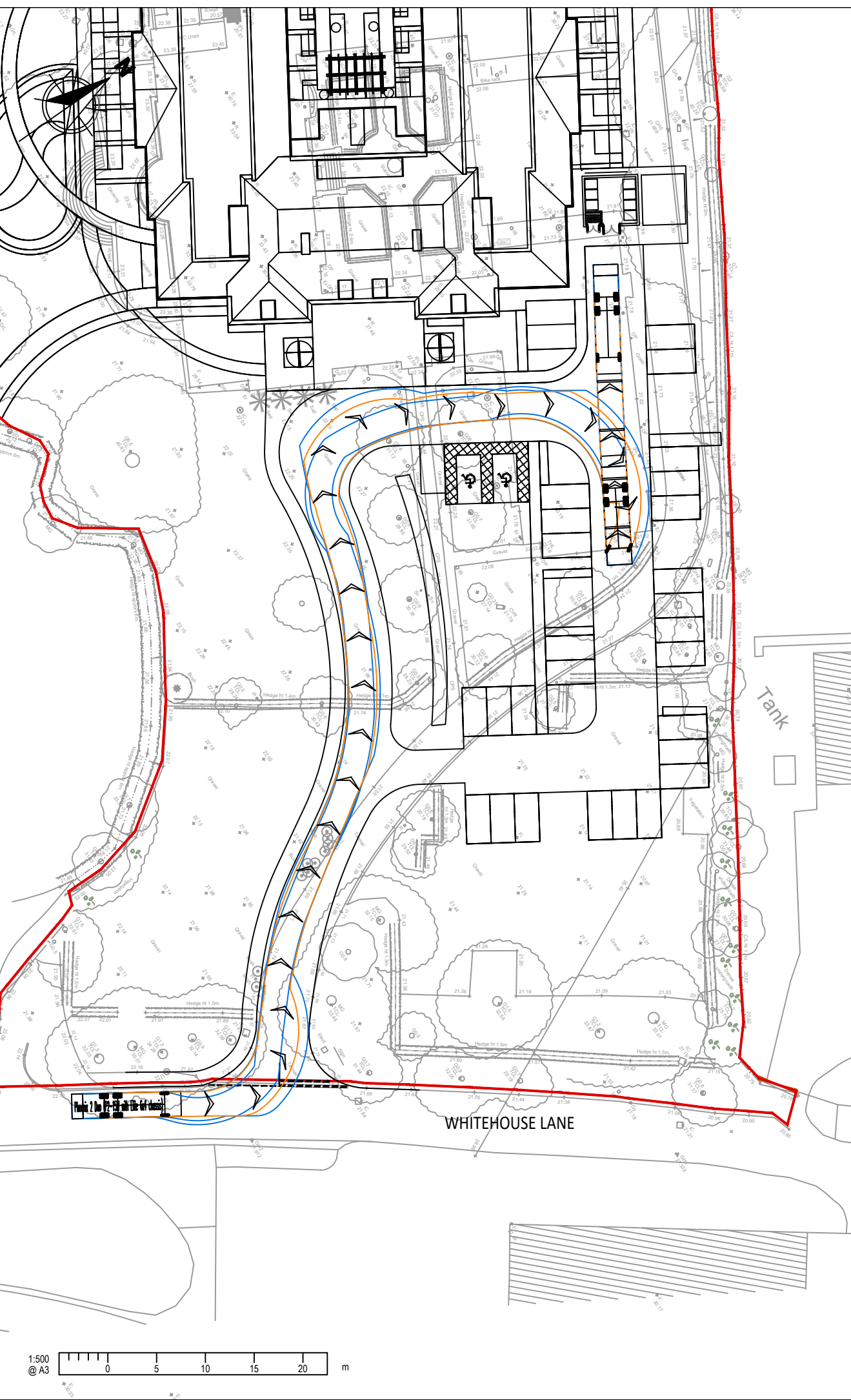
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

B	Revised Layout	12/02/2021
A	Revised Layout	11/02/2021
-	Original Issue	07/12/2020
Rev.	Amendments	Date



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Drawing Status	Final
Client	Cassel Hotels (Cambridge) Limited
Project	Hotel Felix, Girton Cambridge
Drawing Title	Refuse Vehicle Swept Path Analysis
Scale	1:500
Date	Feb 21
Drawn By	SMO
Checked By	ALB
Drawing No.	2020-6185-004
Rev.	B

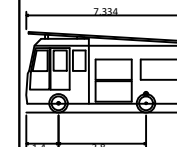


NOTES

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3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

- Site Boundary
- Existing Road Markings
- Swept Path
- Wheel Track
- Over Swing



Fire Tender Overall Length	7.334m
Fire Tender Overall Width	2.286m
Fire Tender Overall Body Height	3.495m
Fire Tender Min Body Ground Clearance	0.380m
Fire Tender Track Width	2.286m
Fire Tender Lock to lock time	3.00s
Fire Tender Kerb to Kerb Turning Radius	8.000m

B	Revised Layout	12/02/2021
A	Revised Layout	11/02/2021
-	Original Issue	07/12/2020

Rev.	Amendments	Date
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Drawing Status: **Final**

Client: **Cassel Hotels (Cambridge) Limited**

Project: **Hotel Felix, Girton Cambridge**

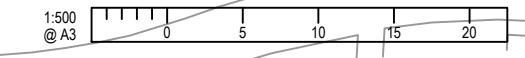
Drawing Title: **Fire Tender Swept Path Analysis**

Scale: **1:500** Date: **Feb 21** Drawn By: **SMO** Checked By: **ALB**

Drawing No.: **2020-6185-005** Rev.: **B**







NE

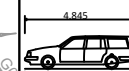


NOTES

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2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

-  Site Boundary
-  Existing Road Markings
- Swept Path-**
-  Wheel Track
-  Over Swing



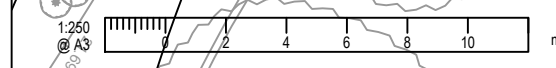
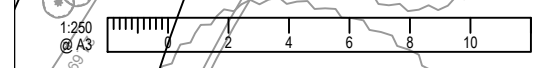
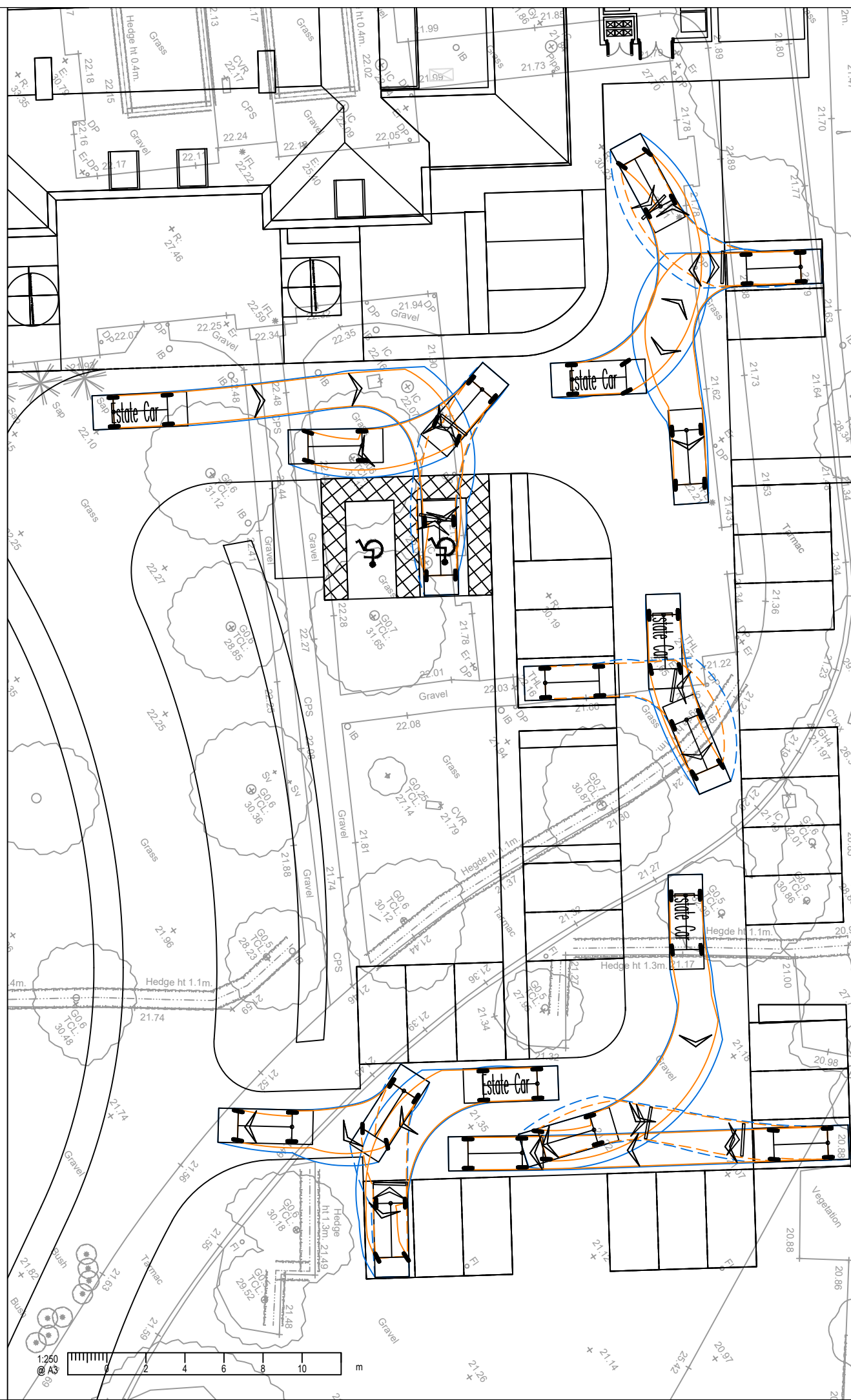
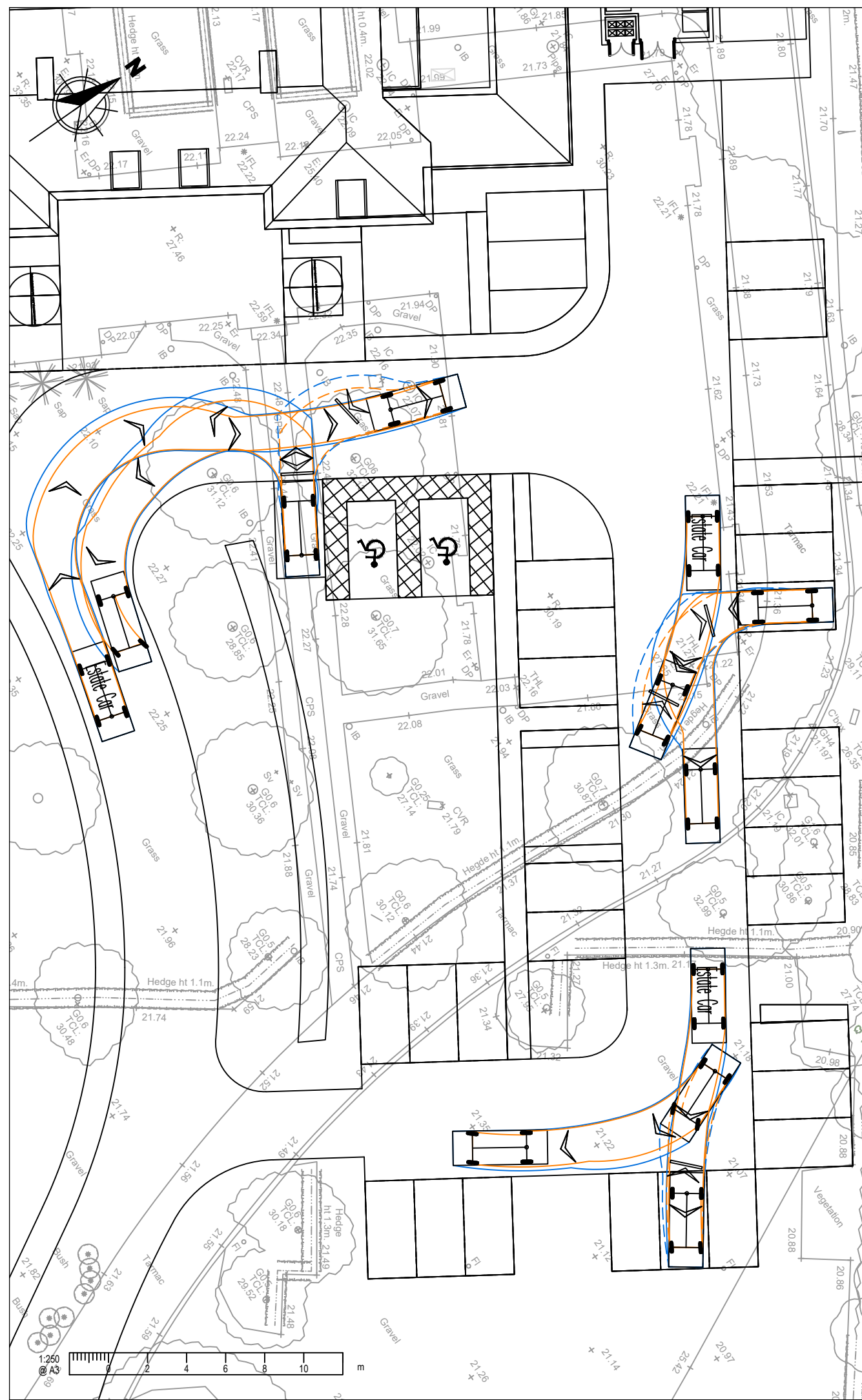
Estate Car
 Overall Length 4.845m
 Overall Width 1.750m
 Overall Body Height 1.424m
 Min Body Ground Clearance 0.189m
 Max Track Width 1.655m
 Lock to lock time 4.00s
 Kerb to kerb Turning Radius 4.950m

B	Revised Layout	12/02/2021
A	Revised Layout	11/02/2021
-	Original Issue	07/12/2020
Rev.	Amendments	Date



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Drawing Status	Final		
Client	Cassel Hotels (Cambridge) Limited		
Project	Hotel Felix, Girton Cambridge		
Drawing Title	Car Parking Swept Path Analysis		
Scale	Date	Drawn By	Checked By
1:250	Feb 21	SMO	ALB
Drawing No.	2020-6185-006		Rev.
			B





APPENDICES



Appendix A Bus Route Map



Cambridge dayrider & megarider zone

limit of dayrider & megarider area continues to Hardwick on citi 4 and Bar Hill on citi 5



limit of dayrider & megarider area from Sawston citi 7



Appendix B Staff Rota



Appendix C TRICS Output - Hotel and Restaurant

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : H - PUB/RES + HOTEL

VEHICLESSelected regions and areas:

03 SOUTH WEST	
WL WILTSHIRE	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
06 WEST MIDLANDS	
HE HEREFORDSHIRE	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: 49 to 133 (units:)
 Range Selected by User: 30 to 140 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/18

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	1
Out of Town	1
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.

Secondary Filtering selection:Use Class:

n/a 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
------------	--------

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

Travel Plan:

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

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	HE-06-H-02 HOLMER ROAD HEREFORD	PREMIER INN & BEEFEATER	HEREFORDSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of bedrooms: 81 Survey date: TUESDAY 22/10/13		Survey Type: MANUAL
2	SF-06-H-01 OLD HADLEIGH ROAD IPSWICH	PREMIER INN & PUB	SUFFOLK
	Edge of Town Out of Town Total Number of bedrooms: 49 Survey date: FRIDAY 19/07/13		Survey Type: MANUAL
3	WL-06-H-01 PEARCE WAY SALISBURY BISHOPDOWN	PREMIER INN & TABLE TABLE	WILTSHIRE
	Edge of Town Residential Zone Total Number of bedrooms: 133 Survey date: WEDNESDAY 19/09/18		Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL

VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	88	0.106	3	88	0.251	3	88	0.357
08:00 - 09:00	3	88	0.099	3	88	0.300	3	88	0.399
09:00 - 10:00	3	88	0.080	3	88	0.205	3	88	0.285
10:00 - 11:00	3	88	0.076	3	88	0.095	3	88	0.171
11:00 - 12:00	3	88	0.114	3	88	0.110	3	88	0.224
12:00 - 13:00	3	88	0.144	3	88	0.065	3	88	0.209
13:00 - 14:00	3	88	0.205	3	88	0.186	3	88	0.391
14:00 - 15:00	3	88	0.125	3	88	0.114	3	88	0.239
15:00 - 16:00	3	88	0.167	3	88	0.152	3	88	0.319
16:00 - 17:00	3	88	0.255	3	88	0.106	3	88	0.361
17:00 - 18:00	3	88	0.300	3	88	0.213	3	88	0.513
18:00 - 19:00	3	88	0.308	3	88	0.163	3	88	0.471
19:00 - 20:00	3	88	0.152	3	88	0.144	3	88	0.296
20:00 - 21:00	3	88	0.103	3	88	0.114	3	88	0.217
21:00 - 22:00	3	88	0.087	3	88	0.065	3	88	0.152
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.321			2.283			4.604

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: 49 - 133 (units:)
 Survey date range: 01/01/12 - 13/11/18
 Number of weekdays (Monday-Friday): 3
 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.



Appendix D TRICS Output - Care Home

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	WG WOKINGHAM	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	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 residents
 Actual Range: 31 to 58 (units:)
 Range Selected by User: 30 to 120 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 02/05/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 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:

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

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

Selected Location Sub Categories:

Residential Zone	4
------------------	---

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

Secondary Filtering selection:Use Class:

C2	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 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	1 days
125,001 to 250,000	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	2 days
1.1 to 1.5	1 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:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LC-05-F-02	NURSING HOME	LANCASHIRE
	LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: 31 Survey date: <i>TUESDAY</i> 27/09/16		<i>Survey Type: MANUAL</i>
2	NY-05-F-05	NURSING HOME	NORTH YORKSHIRE
	SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: 37 Survey date: <i>MONDAY</i> 04/03/19		<i>Survey Type: MANUAL</i>
3	WG-05-F-01	NURSING HOME	WOKINGHAM
	BARKHAM ROAD WOKINGHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 58 Survey date: <i>TUESDAY</i> 20/11/12		<i>Survey Type: MANUAL</i>
4	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 32 Survey date: <i>THURSDAY</i> 25/10/12		<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	40	0.070	4	40	0.057	4	40	0.127
08:00 - 09:00	4	40	0.063	4	40	0.070	4	40	0.133
09:00 - 10:00	4	40	0.095	4	40	0.044	4	40	0.139
10:00 - 11:00	4	40	0.057	4	40	0.082	4	40	0.139
11:00 - 12:00	4	40	0.089	4	40	0.114	4	40	0.203
12:00 - 13:00	4	40	0.076	4	40	0.063	4	40	0.139
13:00 - 14:00	4	40	0.146	4	40	0.057	4	40	0.203
14:00 - 15:00	4	40	0.082	4	40	0.133	4	40	0.215
15:00 - 16:00	4	40	0.089	4	40	0.120	4	40	0.209
16:00 - 17:00	4	40	0.063	4	40	0.070	4	40	0.133
17:00 - 18:00	4	40	0.076	4	40	0.108	4	40	0.184
18:00 - 19:00	4	40	0.057	4	40	0.070	4	40	0.127
19:00 - 20:00	4	40	0.038	4	40	0.051	4	40	0.089
20:00 - 21:00	4	40	0.044	4	40	0.038	4	40	0.082
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.045			1.077			2.122

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: 31 - 58 (units:)
 Survey date range: 01/01/12 - 02/05/19
 Number of weekdays (Monday-Friday): 4
 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.