

Hornby Street, Heywood

Transport Statement

231215/SK22389/TS01(-02)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22389	TS	00	First Draft	L Speers	LGS	17/11/2023
SK22389	TS	01	Updated Draft	L Speers	LGS	07/12/2023
SK22389	TS	02	Submission	L Speers	LGS	15/12/2023

1 Introduction

- 1.1 SK has been appointed by Cornerstone Place and Rochdale Borough Council to prepare a Transport Statement (TS) that examines the impact of the development of 12 homeless and support accommodation units on a site off Hornby Street in Heywood. The proposed layout is attached as Appendix A.
- 1.2 The TS has been undertaken in line with the following policy guidance:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Levelling Up, Housing & Communities (2021), Planning Practice Guidance
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Rochdale Borough Council (2016), Core Strategy
 - Rochdale Borough Council (2016), Guidelines and Standards for Residential Development SPD
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - TRICS (2022), TRICS Good Practice Guidance 2023
- 1.3 The Local Highway Authority is Rochdale Borough Council (RBC).

2 Baseline Situation

Site Characteristics

- 2.1 Figure 2.1 shows the red line boundary for the planning application.
- 2.2 The site is located to the west of Hornby Street in an established residential community that sits just south of the centre of Heywood.
- 2.3 The site is presently vacant.

Local Highway Network

- 2.4 Hornby Street sits on eastern boundary of the site. In the vicinity of the site it is a 6.8m wide residential street with 2m-2.5m wide footways on both sides of the road. The road has street lighting and is subject to a 20mph speed limit. Traffic calming features are present in the form of speed tables.
- 2.5 To the rear of the site is a gated back alley.
- 2.6 To the north of the site, Hornby Street meets Church Street/Lt Cpl Stephen Shaw MC Way (A6046) at a cross road junction. Church Street has 2m wide footways and is subject to a 30mph speed limit. Church Street is a bus route corridor. To the west of the junction a signalised crossing is in place. Continuing north from the junction provides access via Hartley Street to York Street (A58) where access can be gained to local amenities and retail facilities. Uncontrolled crossings are provided on Hartley Street and controlled crossings are provided on York Street.
- 2.7 To the south of the site Hornby Street meets King Street at a simple priority junction. At least 2m wide footways, street lighting and traffic calming features are provided on King Street. To the west King Street meets Hind Hill Street where access can be gained to bus stops. To the east King Street meets Schofield Street and continuing east provides access to Manchester Road (A6046). Manchester Road is a bus route corridor.

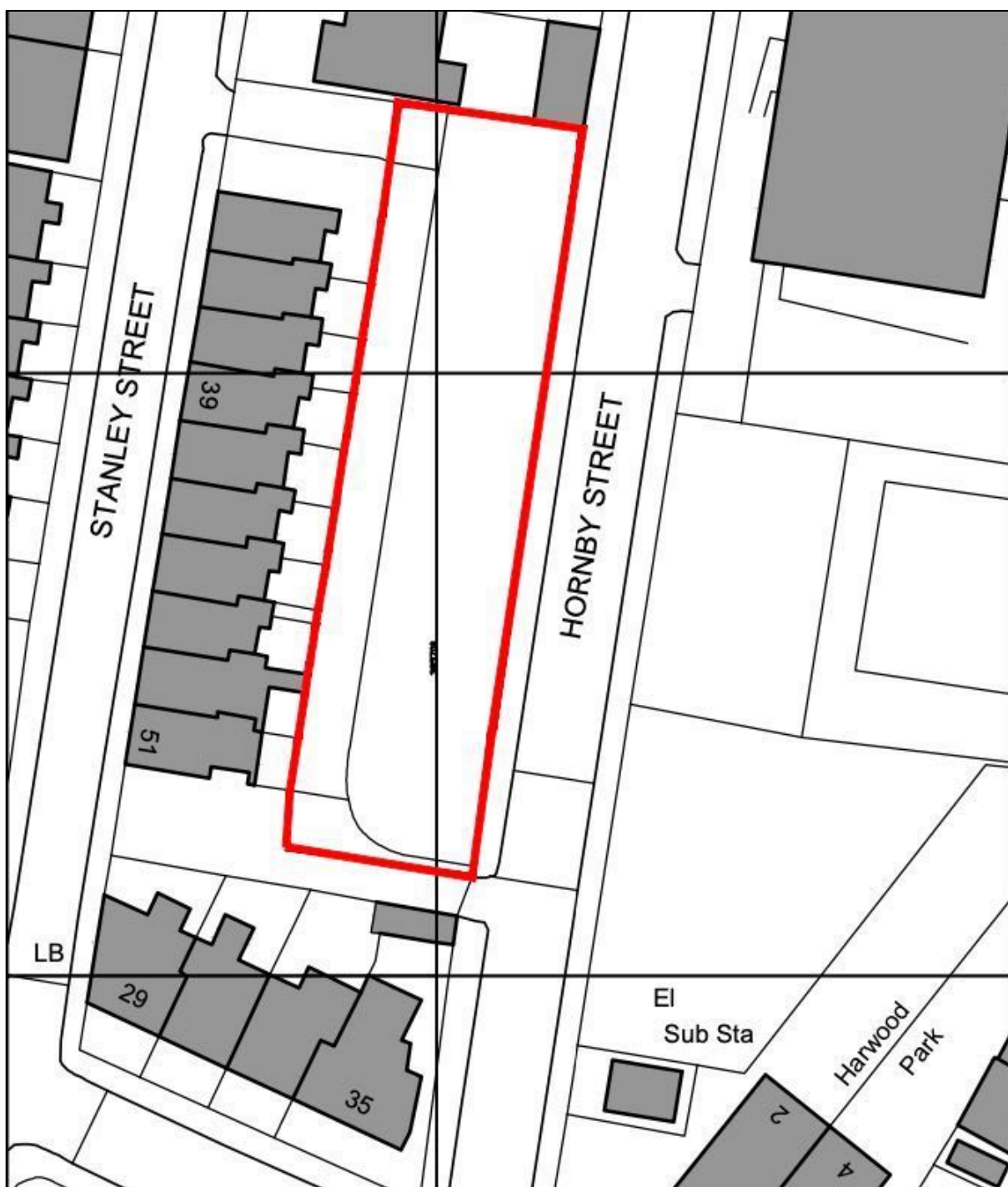


Figure 2.1: Site Location
[source: Triangle Architects]

Traffic Regulation Orders

- 2.8 On the Hornby Street site frontage there are no Traffic Regulation Orders (TRO) in place and this continues to be the case to the north/south of the site on the western side of the road. Opposite the site, on the eastern side of the road, there are TRO in the form of double yellow line controls and School Keep Clear markings.
- 2.9 There are no loading restrictions on Hornby Street outside the site.

Road Safety Patterns

- 2.10 [TfGM's accident database](#)¹ has been used to establish the road collision patterns surrounding the site. The data presents all personal injury accidents occurring for the most recent five-year period available. The database states that the latest data update was undertaken in March 2023.
- 2.11 The database shows that there have been no collisions on the site frontage during the period assessed.
- 2.12 There has been a single collision to the north of the site at the Hornby Street/Hardfield Street junction. The collision occurred in 2018 and was classified as slight. The collision did not involve a pedestrian or cyclist.
- 2.13 There has been a single collision to the north of the site at the Hornby Street/Church Street junction. The collision occurred in 2022 and was classified as slight. The collision did not involve a pedestrian or cyclist.
- 2.14 There have been two collisions to the south of the site at the Hornby Street/King Street junction. The collisions occurred in 2019 and were classified as slight. One of the collisions involved a cyclist.
- 2.15 The pattern, frequency and severity of collisions does not indicate a prevalent road safety issue in the area.

3 Proposed Development

- 3.1 The proposed layout is attached as Appendix A.
- 3.2 The proposal will construct a specialist supported living development that will provide accommodation and support for homeless people. The development will provide 12 self-contained one-bedroom units. Kitchen, dining and living space will be provided in each unit.
- 3.3 Pedestrian entrance to each unit is provided from Hornby Street. A rear entrance is provided for each unit to the gate alley at the rear of the properties.
- 3.4 RBC's parking standards are set out in Appendix 5 of the Core Strategy². The Core Strategy does not set out any specific parking standards for the type of use proposed. The development impact on parking has been assessed in Section 5.
- 3.5 Ancillary space for worker accommodation is provided. It is not intended to have a staff member permanently based at the site, but this accommodation will be provided for the Charity to use as required.
- 3.6 The site will generate staff and other visitors (such as health professionals) trips. The residents at the site will not own cars and therefore any demand for parking space will be limited to staff and visitors. Staff and visitors will park on street outside the site. The development impact on parking has been assessed in Section 5.
- 3.7 As noted above, the parking standards do not provide advice on the type of land use proposed. The nearest comparable land use is sheltered accommodation, and this has been used to allow an understanding of the number of cycle parking spaces that would be appropriate. The standard requires a minimum of 1 space per 40 beds (minimum of two spaces). The development provides one cycle parking space per dwelling and also electrical provisions for charging e-scooters, in excess of the level required.
- 3.8 A secure bin store is provided to the rear of each dwelling. Refuse vehicles and other delivery vehicles will wait on kerbside on collection day in line with the arrangements for other residents and within the existing TRO controls.

¹ <https://www.gmtu.gov.uk/gmaccidents/>

² Rochdale Borough Council (2015), Rochdale Core Strategy Adopted 2016

4 Accessibility Assessment

Active Travel Routes

- 4.1 The footways on Hornby Street are 2m wide on both sides of the road and traffic calming features are in place to maintain the 20mph speed limit. These provide a suitable means of accessing local amenities and public transport nodes in the surrounding area. Controlled and uncontrolled crossings are provided on A road routes such as Church Street, Manchester Road, and York Street.
- 4.2 [TfGM's Bee Network website](https://beeactive.tfgm.com/)³ shows that Hornby Street, Hartley Street, Pine Street, Fox Street and Schofield Road are all Beeway routes. These provide connections to the formal cycle routes to the north of the site shown on Figure 4.1. Figure 4.1 shows the cycle network and controlled crossings serving the site taken from [Transport for Greater Manchester's \(TfGM\) website](https://tfgm.pindarcreative.co.uk)⁴.
- 4.3 The road safety data in Section 2 shows that there have been no accidents involving pedestrians or cyclists on Hornby Street outside the site.
- 4.4 The assessment shows that the existing infrastructure serving the site provides a suitable basis for active travel trips.

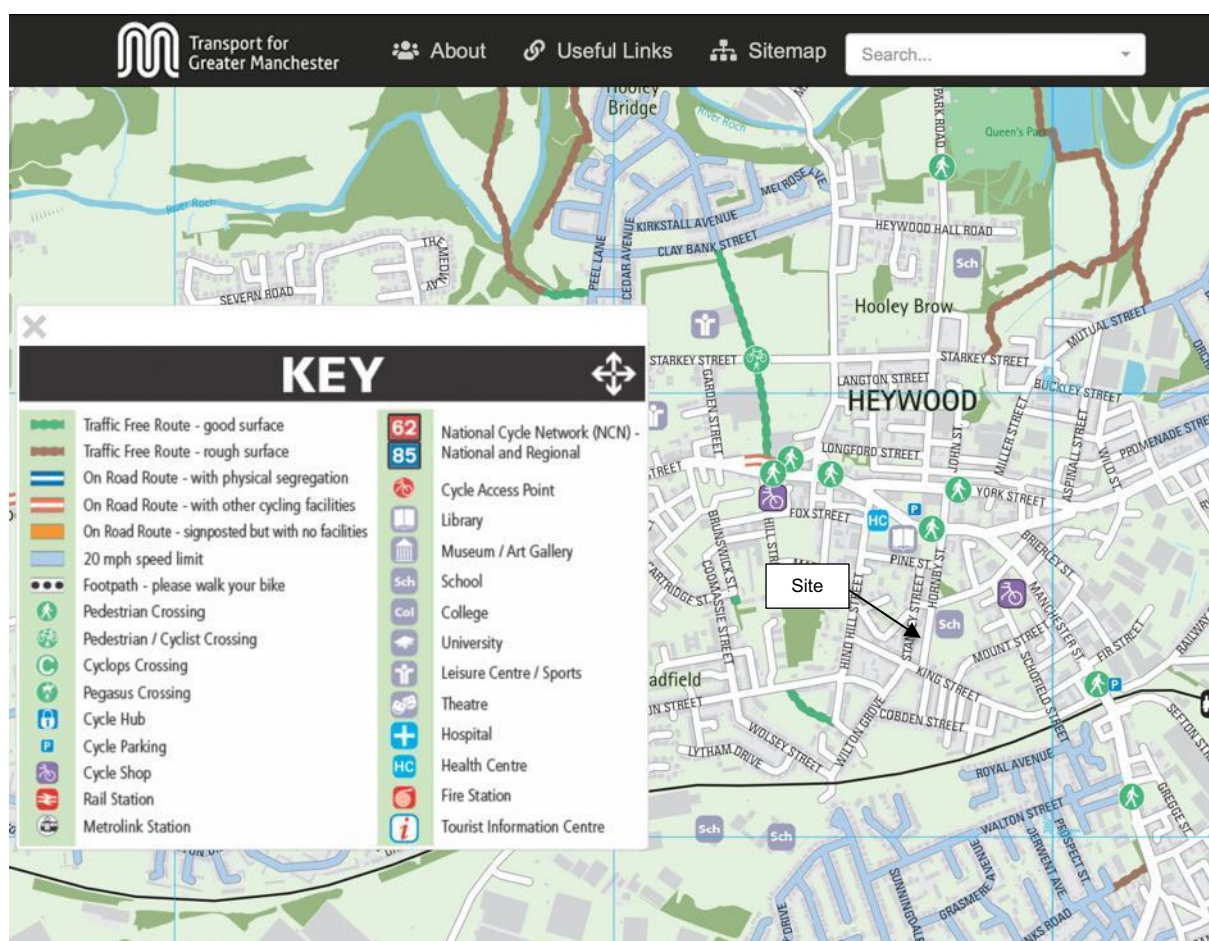


Figure 4.1: Extract of the TfGM Cycle Route Map
[source: TfGM]

Public Transport Routes

- 4.5 The nearest bus stops to the site are located on LCpl Stephen Shaw MC Way (350m away), York Street (400m away) and Manchester Street (450m away). The stops have shelters, seating, and boarding facilities.

³ <https://beeactive.tfgm.com/>

⁴ <https://tfgm.pindarcreative.co.uk>

- 4.6 Table 4.1 summarises buses serving these stops based on information from the [TfGM website](#)⁵ accurate at the time of writing this report.

No.	Route	Weekday (Buses per hour / each way)			Weekend (Buses per hour / each way)	
		Peak	Day	Evening	Saturday	Sunday
125	Heywood – Hopwood – Hollin – Middleton	1	1	-	1	-
163	Bury – Heywood – Blackley – Collyhurst – Manchester	4	5	2	5	4
471	Rochdale – Heywood – Bury – Bolton	5	5	2	5	3
B3	Norden – Heywood – Topping Fold – Bury	1	1	Every 2 hours	1	Every 2 hours
B4	Captain Fold – Hopwood – Heywood – Heap Bridge – Bury	1	1	-	1	-

Table 4.1: Bus Routes
[source: TfGM]

- 4.7 Table 4.1 shows that the site is served by 13 buses per hour during the day (each way). Bus services also provide coverage in the evening and at the weekend.
- 4.8 The assessment shows that the site is accessible by public transport.

Access to Amenities

- 4.9 The Chartered Institution of Transportation and Highways (CIHT) provides advice on maximum walking distances for education and commuting trips⁶. CIHT sets the following maximum walking distances:
- 800m/10-minutes: retail/town centres destinations
 - 2km/25-minutes: commuting/education destinations
- 4.10 [TfGM](#)⁷ states that over 250 million trips per year are for distances less than 1km, which are distances that could be easily walked by most people. To overcome this, TfGM supports 15-minute city principles, whereby people can access local amenities in a short walk or cycle of their home.
- 4.11 Figure 4.2 shows a 10-minute, 15-minute and 25-minute walk catchment from the site. This shows that the centre of Heywood is within a 10-minute walk of the site, meaning that residents have access to food retail, a library, dental care and a church within a short walk. Within a 15-minute walk of the site access can be gained to Hopwood Park, Queens Park and Morrisons.
- 4.12 DfT⁸ states that cycle trips of 8km have the potential to replace car trips. An 8km catchment from the site covers an area that includes all of Heywood, Rochdale, Middleton, Bury and Chadderton.
- 4.13 The assessment shows that the site relates well to amenities that can be accessed by active travel modes.

⁵ <https://tfgm.com/public-transport/bus>

⁶ Chartered Institution of Highways & Transportation (2000), Providing for Journeys on Foot

⁷ <https://beeactive.tfgm.com/where-you-live/>

⁸ Department for Transport (2020), Cycle Infrastructure Design LTN 01/20

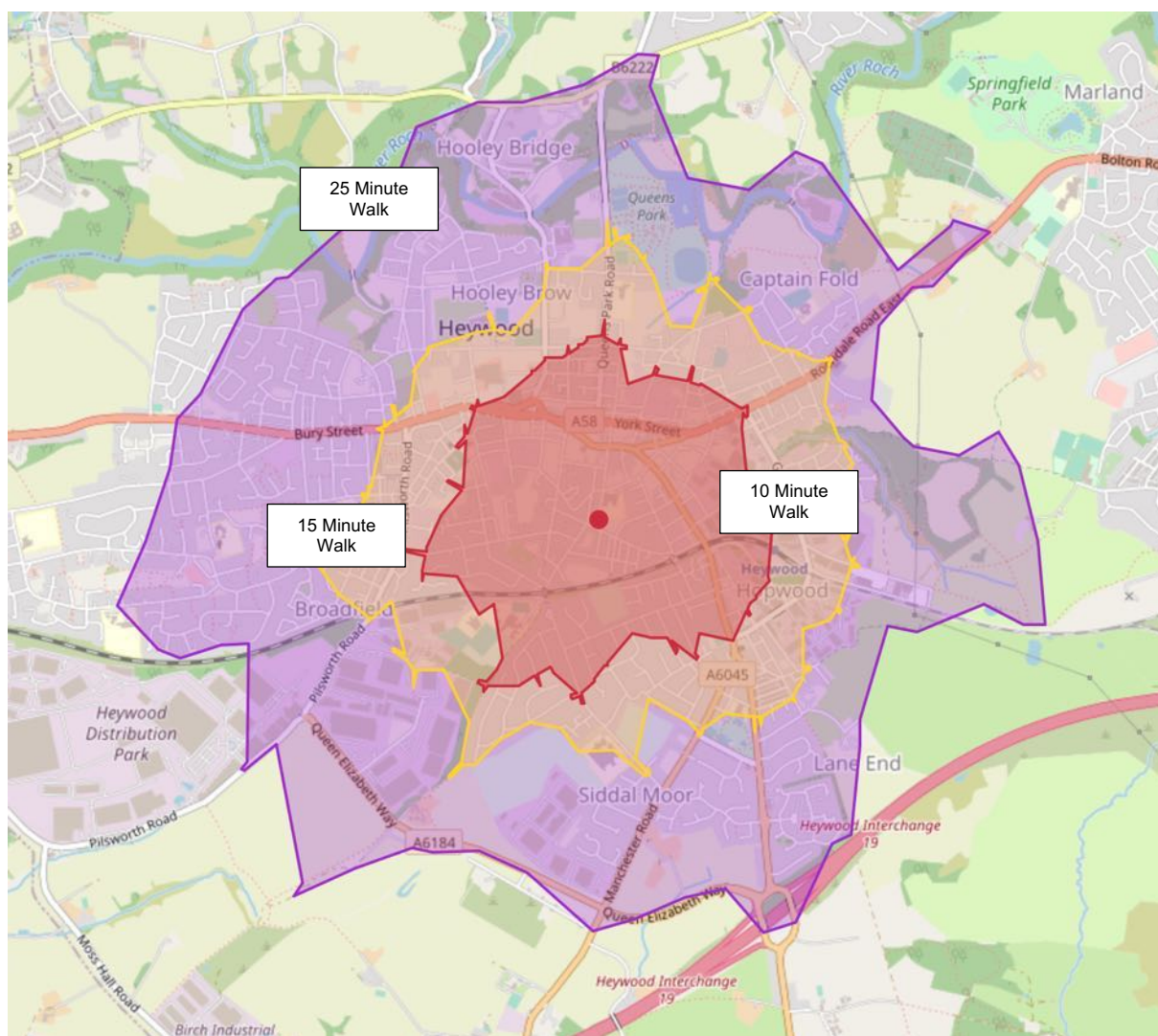


Figure 4.2: Walk Isochrones
[source: ISO4]

Greater Manchester Accessibility Level

- 4.14 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the [interactive tool](https://mappinggm.org.uk)⁹ managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 4.15 The assessment shows that the site has a GMAL of index of 5 which is a good level of accessibility in a suburban area.

5 Impact Assessment

TRICS Database

- 5.1 The TRICS database is a standard appraisal tool that is commonly used in forecasting development trips as it contains survey data for numerous land uses across the UK. The TRICS database holds data from residential hostel facilities. A review of the sites in the TRICS sample shows that the majority are homeless shelters.
- 5.2 The following parameters have been set in the interrogation:
- Use Class: 03 / Residential / E / Institutional Hostel

⁹ <https://mappinggm.org.uk>

- Survey Type: Vehicle surveys selected.
- Regions: Surveys in Greater London, Northern Ireland and the Republic of Ireland excluded.
- Location: Surveys in edge of town centre and suburban area locations selected.

5.3 There is limited data available in the multimodal survey category and so to increase the sample size vehicle only surveys have been selected in the interrogation.

5.4 The default date range has been expanded to increase the sample size. Section 9 of the TRICS guidance¹⁰ sets out advice on the use of older data. This states that the database uses a minimum survey data cut-off of eight years as the default. The guidance states that this default cut-off is principally set to assist the TRICS systems developers to determine future data collection programmes, rather than for any reason to do with the appropriateness of using older data. The guidance goes on to state that:

‘Although there is no fixed rule for amending the default survey date cut-off, TRICS can provide some guidance on the use of older TRICS data and trip generation trends over time to assist users in making informed professional judgements. The background to this guidance follows technical research into trip generation trends that was undertaken by TRICS in 2019. This guidance, whilst not covering all development types... across timescale from 1989 until 2018, looking at trends over time in both vehicular and multi-modal contexts... Without being too speculative, this limited analysis shows, for a small number of land use categories, a general apparent reduction in vehicular trips over time.’

5.5 Residential land uses were examined in the TRICS research, and the surveys showed that vehicle trips had reduced over time. Therefore, using older residential land use survey samples will provide a worst-case assessment.

5.6 TRICS guidance goes on to state that:

‘It is considered reasonable for users to extend the survey date cut-off to include older data in instances where a data sample may be considered too small with the default cut-off date in place.’

5.7 The current TRICS cut-off date is 1 January 2015. However, as there are no Institutional Hostel surveys on the database from this date it is therefore reasonable, and in line with TRICS guidance, to increase the default cut-off date to allow a sample of surveys to be recovered. Survey data for the Institutional Hostel TRICS use has not been collected since 2010 and so to increase the sample size the date range has been extended to cover eight years (default range) to include the latest survey data.

Trip Generation & Traffic Impact

5.8 The TRICS output is attached as Appendix B, with a summary provided below.

	Vehicle Trip Rate (per unit)			Vehicle Trips		
	In	Out	Total	In	Out	Total
0800-0900	0.032	0.018	0.05	0	0	0
0900-1000	0.053	0.029	0.082	1	0	1
1600-1700	0.019	0.044	0.063	0	1	1
1700-1800	0.018	0.033	0.051	0	0	0
0700-1900	0.371	0.363	0.734	4	4	8

Table 5.1: Vehicle Trip Generation

¹⁰ TRICS Consortium Ltd (2022), TRICS Good Practice Guide 2023

- 5.9 The TRICS data shows that the site will generate up to one large vehicle movement per day, which will be associated with refuse collection.
- 5.10 Table 5.1 shows that the development will be associated with a negligible level of vehicle trips in the peak hours. The level of trips associated with the development will not have an impact on transport or highway network operation.

Parking Effects

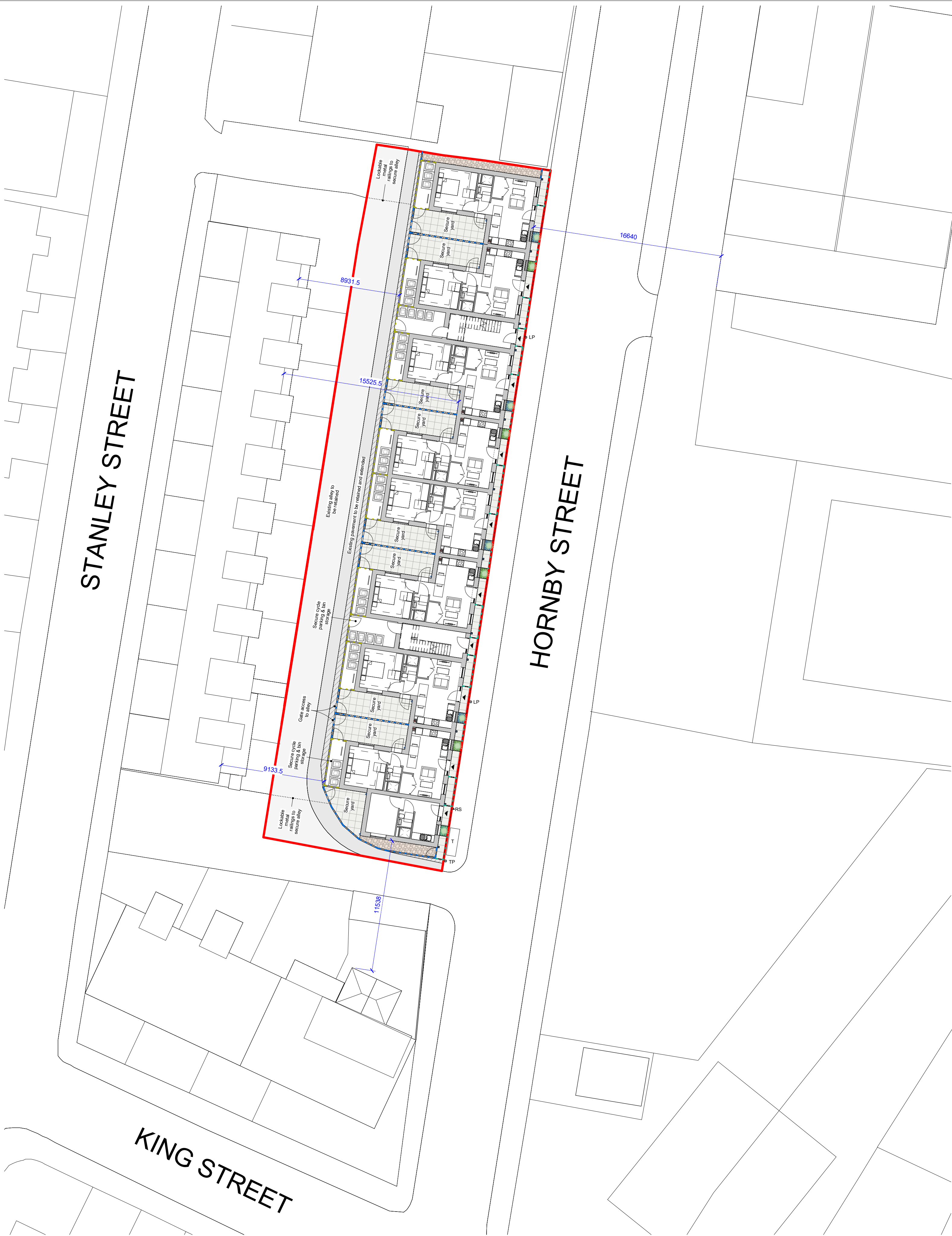
- 5.11 As noted earlier, RBC does not maintain any adopted parking standards for the type of residence proposed¹¹.
- 5.12 Ancillary space for worker accommodation is provided. It is not intended to have a staff member permanently based at the site, but this accommodation will be provided for the Charity to use as required.
- 5.13 The residents at the development will not own cars. The development will generate vehicle trips associated with staff and visitors such as health professional. The TRICS data shows that the development will generate four such visits per day and that these will be spread across the day.
- 5.14 No parking is provided at the site. Parking is permissible within the existing TRO controls outside the site on Hornby Street or on nearby streets such as King Street. A public car is also available 160m to the north of the site. The Heywood Civic Centre car park has 64 spaces and is free to park for up to three hours.
- 5.15 The level of parking demand generated by the development is minimal and will be spread across the day, meaning that the demands on street space will not be significant and will not cause a road safety issue.

6 Conclusions

- 6.1 SK has been appointed to prepare a TS that examines the impact of development a specialist supported living development off Hornby Street in Heywood. The development will provide 12 units that provide accommodation and support for homeless people.
- 6.2 A full accessibility assessment has been undertaken that shows that the site is relates to walking, cycling and public transport routes that will be suitable for use by future residents at the site. The location of the site means that residents can access local amenities and facilities in the centre of Heywood on foot. Cycle parking is provided at the development.
- 6.3 A traffic assessment has been undertaken and this shows that the proposal will be associated with negligible level of trips during the peak hours and across the day. It is also shown that there are no accident hotspots in the study area.
- 6.4 Ancillary space for worker accommodation is provided. It is not intended to have a staff member permanently based at the site, but this accommodation will be provided for the Charity to use as required.
- 6.5 Site residents will not own cars. The development will generate trips associated with staff and visitors. It is shown that a total of four movements will be generated per day and that these will be spread across the day. The level of parking demand is not significant and can be accommodated within the existing TRO on local streets or a space in the Civic Centre car park, a short walk north of the site, can be used.
- 6.6 The assessment confirms that the proposal will not result in a severe impact on the transport network and the parking level proposed is appropriate for the proposed land use.

¹¹ Rochdale Borough Council (2015), Rochdale Core Strategy Adopted 2016

Appendix A



Site Plan Legend

- Planting in planters to the front of dwellings
- Paving to front gardens and secure yards
- Existing pavement to be retained
- Extension to existing pavement
- Existing alley to be retained
- Maintenance strip
- Lampost / telegraph pole (lamposts to be re-located)
- Road Sign (to be re-located)
- Telecom Inspection Chamber

- Site boundary 0.1Ha
- Overlooking distances

- Full height close boarded timber fence
- Half height metal railings
- Single brick wall (to attach to roof)

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DRAWING TO BE READ IN CONJUNCTION WITH THE HEALTH & SAFETY PLAN, AND ALL RELEVANT RISK ASSESSMENTS AND THE FOLLOWING DRAWINGS:

DRAFT

P03	18.12.23	Revised to add annotations and site key.
P02	28.11.23	Revised in line with clients comments for DTM.
P01	24.11.23	Draft issue for comment.

Rev Date By Remarks

Client: Cornerstone Place

Project Name: Hornby Street, Heywood

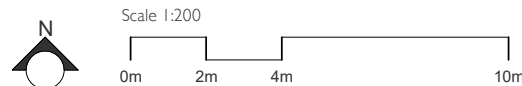
Drawing Name: Proposed Site Plan

Drawing Purpose: Preliminary

Project Number:	23-031	Drawing Number:	02	Revision:	P03	
Project	Origin	Vol/Sys	Level	Type	Role	Number

Status	Scale @ A1	Drawn	Checked	Date
As indicated	JH	AJD	Nov 2023	

Proposed Site Plan
1 : 200



Appendix B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : E - INSTITUTIONAL HOSTELS
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	GC GLASGOW CITY	2 days

Primary Filtering selection:

Parameter: Number of residents
 Actual Range: 70 to 240 (units:)
 Range Selected by User: 16 to 240 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 09/09/10

Selected survey days:

Wednesday 2 days
 Thursday 1 days
 Friday 1 days

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town Centre 3
 Suburban Area (PPS6 Out of Centre) 1

Selected Location Sub Categories:

Commercial Zone 1
 Built-Up Zone 2
 No Sub Category 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 4 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

25,001 to 50,000 1 days
 500,001 or More 3 days

Car ownership within 5 miles:

0.5 or Less 2 days
 0.6 to 1.0 2 days

Travel Plan:

No 4 days

PTAL Rating:

No PTAL Present 4 days

LIST OF SITES relevant to selection parameters

1	GC-03-E-01 331 BELL STREET GLASGOW	HOMELESS SHELTER	GLASGOW CITY
	Edge of Town Centre Built-Up Zone Total Number of residents:	200	
	Survey date: WEDNESDAY	02/04/03	Survey Type: MANUAL
2	GC-03-E-02 KYLE STREET GLASGOW	HOMELESS SHELTER	GLASGOW CITY
	Edge of Town Centre Built-Up Zone Total Number of residents:	240	
	Survey date: FRIDAY	04/04/03	Survey Type: MANUAL
3	MS-03-E-01 LEEDS STREET LIVERPOOL	YMCA	MERSEYSIDE
	Edge of Town Centre Commercial Zone Total Number of residents:	70	
	Survey date: THURSDAY	09/09/10	Survey Type: MANUAL
4	WK-03-E-01 LINCOLN STREET COVENTRY	SALVATION ARMY	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of residents:	170	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/E - INSTITUTIONAL HOSTELS
TOTAL 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	170	0.021	4	170	0.003	4	170	0.024
08:00 - 09:00	4	170	0.032	4	170	0.018	4	170	0.050
09:00 - 10:00	4	170	0.053	4	170	0.029	4	170	0.082
10:00 - 11:00	4	170	0.029	4	170	0.029	4	170	0.058
11:00 - 12:00	4	170	0.038	4	170	0.032	4	170	0.070
12:00 - 13:00	4	170	0.041	4	170	0.038	4	170	0.079
13:00 - 14:00	4	170	0.034	4	170	0.040	4	170	0.074
14:00 - 15:00	4	170	0.035	4	170	0.037	4	170	0.072
15:00 - 16:00	4	170	0.035	4	170	0.044	4	170	0.079
16:00 - 17:00	4	170	0.019	4	170	0.044	4	170	0.063
17:00 - 18:00	3	170	0.018	3	170	0.033	3	170	0.051
18:00 - 19:00	3	170	0.016	3	170	0.016	3	170	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.371			0.363			0.734

Parameter summary

Trip rate parameter range selected:70 - 240 (units:)

Survey date date range:01/01/02 - 09/09/10

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

TRIP RATE for Land Use 03 - RESIDENTIAL/E - INSTITUTIONAL HOSTELS
TAXIS
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	170	0.001	4	170	0.001	4	170	0.002
08:00 - 09:00	4	170	0.000	4	170	0.000	4	170	0.000
09:00 - 10:00	4	170	0.003	4	170	0.003	4	170	0.006
10:00 - 11:00	4	170	0.000	4	170	0.000	4	170	0.000
11:00 - 12:00	4	170	0.000	4	170	0.000	4	170	0.000
12:00 - 13:00	4	170	0.003	4	170	0.003	4	170	0.006
13:00 - 14:00	4	170	0.000	4	170	0.000	4	170	0.000
14:00 - 15:00	4	170	0.000	4	170	0.000	4	170	0.000
15:00 - 16:00	4	170	0.000	4	170	0.000	4	170	0.000
16:00 - 17:00	4	170	0.000	4	170	0.000	4	170	0.000
17:00 - 18:00	3	170	0.002	3	170	0.002	3	170	0.004
18:00 - 19:00	3	170	0.000	3	170	0.000	3	170	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

TRIP RATE for Land Use 03 - RESIDENTIAL/E - INSTITUTIONAL HOSTELS
OGVS
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	170	0.000	4	170	0.000	4	170	0.000
08:00 - 09:00	4	170	0.001	4	170	0.001	4	170	0.002
09:00 - 10:00	4	170	0.000	4	170	0.000	4	170	0.000
10:00 - 11:00	4	170	0.001	4	170	0.001	4	170	0.002
11:00 - 12:00	4	170	0.001	4	170	0.001	4	170	0.002
12:00 - 13:00	4	170	0.000	4	170	0.000	4	170	0.000
13:00 - 14:00	4	170	0.000	4	170	0.000	4	170	0.000
14:00 - 15:00	4	170	0.000	4	170	0.000	4	170	0.000
15:00 - 16:00	4	170	0.000	4	170	0.000	4	170	0.000
16:00 - 17:00	4	170	0.000	4	170	0.000	4	170	0.000
17:00 - 18:00	3	170	0.000	3	170	0.000	3	170	0.000
18:00 - 19:00	3	170	0.000	3	170	0.000	3	170	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

TRIP RATE for Land Use 03 - RESIDENTIAL/E - INSTITUTIONAL HOSTELS
CYCLISTS
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	170	0.000	4	170	0.000	4	170	0.000
08:00 - 09:00	4	170	0.001	4	170	0.000	4	170	0.001
09:00 - 10:00	4	170	0.000	4	170	0.000	4	170	0.000
10:00 - 11:00	4	170	0.000	4	170	0.001	4	170	0.001
11:00 - 12:00	4	170	0.000	4	170	0.000	4	170	0.000
12:00 - 13:00	4	170	0.000	4	170	0.000	4	170	0.000
13:00 - 14:00	4	170	0.000	4	170	0.000	4	170	0.000
14:00 - 15:00	4	170	0.000	4	170	0.000	4	170	0.000
15:00 - 16:00	4	170	0.000	4	170	0.000	4	170	0.000
16:00 - 17:00	4	170	0.000	4	170	0.000	4	170	0.000
17:00 - 18:00	3	170	0.000	3	170	0.000	3	170	0.000
18:00 - 19:00	3	170	0.000	3	170	0.000	3	170	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002