

TRANSPORT STATEMENT

(V3 08.12.21)

FOUNTAIN HOUSE HOTEL

116-118 CHURCH RD, HAYES, UB3 2LW

Rosemay Hotels Ltd.

Document Control Page

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1.0 Introduction

1.1 Development Background

1.1.1 Modal Highway Consultants Ltd (“Modal”) was appointed by Rosemay Hotels Ltd. to prepare a Transport Statement for proposed changes to the existing Fountain House Hotel, located at 116-118 Church Rd, Hayes, Middlesex, UB3 2LW (London Borough of Hillingdon).

1.1.2 This Transport Statement considers the transport characteristics and impact of the development. It has been prepared following guidance set out in the Department for Transport’s ‘Guidance on Transport Assessments’ document, dated March 2007.

1.2 Layout of this Report

1.2.1 This report is laid out as follows:

- Chapter 1 (this chapter) is the Introduction which includes a statement of relevant National and Local Policy.
- Chapter 2 discusses the existing site and related characteristics.
- Chapter 3 discusses the Proposed Development and its impacts.
- Chapter 4 contains the Summary and Conclusions.

1.3 National Planning Policy Framework (NPPF), July 2021

1.3.1 The NPPF sets out the Government’s Planning Policies for England and how these are expected to be applied. One of the core objectives is to encourage sustainable growth alongside economic growth through the Planning System.

1.3.2 The NPPF aims to promote sustainable growth through a pattern of development that facilitates either (i) the use of sustainable modes of transport, or (ii) transport behaviour in a sustainable manner. To that end, the NPPF advocates that proposed developments should be located and designed to allow:

- The efficient delivery of goods and supplies;
- Give priority to pedestrian and cyclist movements and access to high quality public transport facilities;
- Create safe and secure layouts that minimise conflicts between traffic and pedestrians or cyclists.

1.3.3 In respect of highway impact, a key tenet of the NPPF is Paragraph 111 which states: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

1.4 Local Planning Policy

The London Plan

1.4.1 Policy T6.4 requires that parking considerations for sites in suburban areas with reduced access to public transport, should be considered on their own merits.

Hillingdon Local Plan

- 1.4.2 The relevant Local Planning Policies are contained in the L B Hillingdon Local Plan 2011-2026 (Adopted 2012). Part 1 of the Local Plan sets out the Strategic Policies through to 2026. Broadly, the key strategic objectives can be summarised as follows:
- Healthy communities with a sustainable economy;
 - Making the most of strategic assets and opportunities of the borough;
 - Create a thriving and prosperous borough.
- 1.4.3 Further, Part 2 of the Local Plan contains specific Policy DME 5 ('Hotels and Visitor Accommodation'). This states that the *"...council will support a range of visitor accommodation, conference and related uses in accessible sustainable locations..."*. Certain provisos are listed that qualify the extent to which Hillingdon Council will support applications for hotels, amongst them are issues such as parking and traffic.

2.0 Site and Surrounding Highway Network

2.1 Site Location

2.1.1 The site is an existing hotel known as 'Fountain House Hotel'. It is situated on the north-eastern corner of Church Rd and St Mary's Rd in Hayes. Hence, the site has frontages on both Church Rd and St Mary's Rd. The hotel currently has 29 bedrooms. The hotel is located within London Borough of Hillingdon and the nearest local centre is Hayes Town, situated approximately 1km to the south. Uxbridge is the principal centre, located approximately 3 miles to the north-west.

2.1.2 Figure 1 below shows the location.



Figure 1 – Location Plan
(Based on and adapted from opensreetmap.org)

2.1.3 Church Rd is a two-way road with street lighting and subject to a speed limit of 20 mph. All side roads leading off Church Rd, including St Mary's Rd, are subject to a speed limit of 30 mph. There are Double Yellow Lines on both sides of Church Rd in front of the site, whilst south of St Mary's Rd, the kerbside designation changes to Single Yellow Lines.

2.1.4 St Marys Rd away from the junction with Church Rd is unrestricted (excepting the mouth of the junction, which has Double Yellow Lines). Vehicles are encouraged to park wholly off the carriageway and on the footpath on which white lining is present to demarcate the parking areas.

2.2 Access

- 2.2.1 The site has two crossovers off St Mary's Rd. It is understood from the client that all vehicular accesses will remain as existing. Appendix 1 shows the Existing Layout Plan.

2.3 Accident History

- 2.3.1 Crashmap was interrogated for accident data. The 5 years to and including 2020 were included in the search. Four accidents were found at or close to the junction of Church Rd with St Mary's Rd. Appendix 2 shows the detailed accident data.

- 2.3.2 The outline details for each accident are shown below (chronological order):

- Accident 1
 - Oct 14 2019, around 9am (daylight);
 - Road surface Wet or Damp;
 - 1 car and 1 bicycle involved;
 - Both vehicles were "proceeding normally";
 - 'Slight' injury (cyclist);
 - Occurred on Freemans Ln (30mph) within 5m of the junction
- Accident 2
 - Jun 10 2019, around 3pm (daylight);
 - Road surface Wet or Damp (raining)
 - 2 cars involved;
 - Both vehicles "proceeding normally";
 - 1 'Slight' injury (driver);
 - Occurred on St Mary's Rd (30mph) within 10m of the junction
- Accident 3
 - May 17 2018, around 6pm (daylight);
 - Road surface Dry;
 - 1 car & 1 pedestrian (child) involved;
 - Pedestrian was crossing ("crossing elsewhere");
 - 1 'Slight' injury (pedestrian);
 - Occurred on Freemans Ln (30mph) 25m away from the junction
- Accident 4
 - Jan 07 2016, around 7am (dark, streetlights lit);
 - Road surface Wet or Damp (raining);
 - 1 car and 1 bicycle vehicle involved;
 - Car "turning right", cyclist "proceeding normally";
 - 1 'Slight' injury (cyclist);
 - Occurred on Church Rd (30mph) within 5m of the junction

- 2.3.3 The accident data shows that 3 out of the 4 accidents involved pedestrians or cyclists. Additionally, 3 out of the 4 accidents were in wet weather conditions.

2.4 Public Transport & Pedestrian Facilities

Public Transport

2.4.1 Church Rd serves a bus route with 4 services, providing 16 buses per hour. All buses connect with other services and modes, north and south of the site:

- To the north, within around 2-3 minutes by bus is Uxbridge Rd at which other bus routes are available;
- To the south, within around 5 minutes by bus is Hayes Town at which other bus routes and train services are available (Hayes and Harlington).

PTAL Score

2.4.2 TFL's online PTAL¹ planning tool was consulted to determine the PTAL level of the site; the resultant score was 1b/2 (the immediate site is within "2", and close to "1b"). For comparison purposes, the score of Hayes Town is 5. Notwithstanding the low score associated with the site, the access to 16 buses per hour on Church Rd is generally considered to be a convenient and frequent facility. The image below shows a modified extract of the PTAL Map.

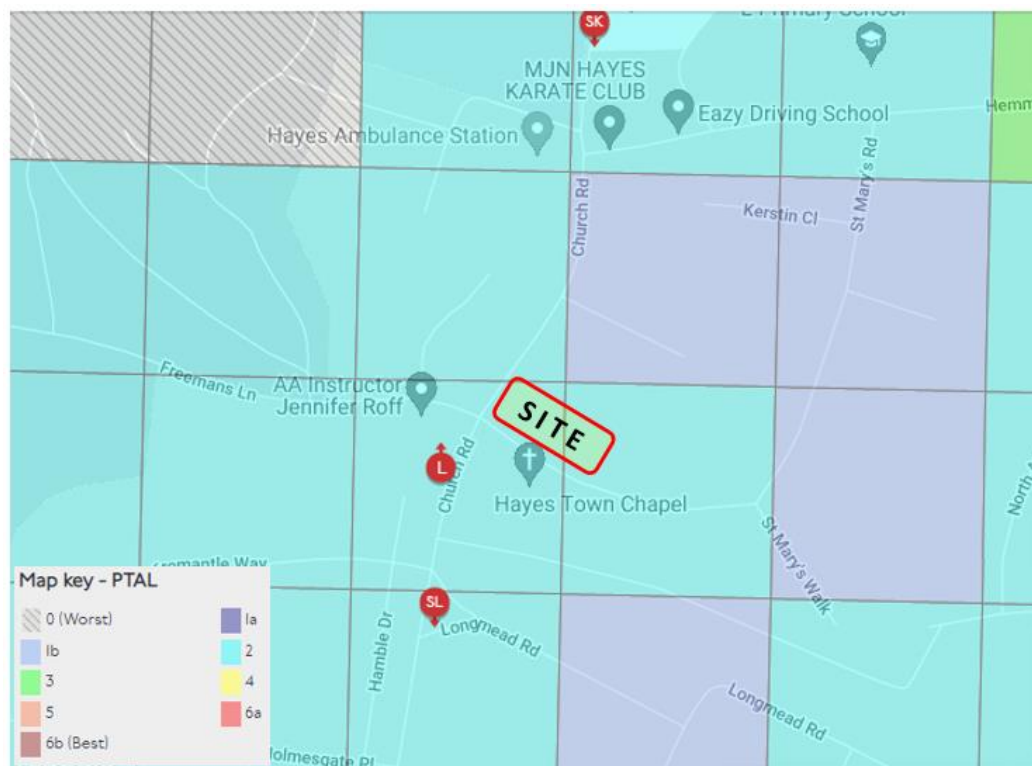


Figure 2 - PTAL Map extract for Site

¹ PTAL = Public Transport Accessibility Level, a measurement/score of the extent of public transport provision for any given site within London. Scores range from 0 ("Worst" provision") to 6b ("Best" provision).

Pedestrian Facilities

- 2.4.3 Footways exist on both sides of Church Rd and St Mary's Rd. Crossing locations are furnished with tactile paving. The nearest pedestrian crossing to the site is situated outside the site at the junction of Church Rd/St Mary's Rd.

3.0 Proposed Development

3.1 Continuation as Hotel

- 3.1.1 The development is an existing hotel with 29 rooms. The proposed changes will result in 28 rooms. The principal changes include refurbishment, alterations and extensions. The existing vehicular accesses on Church Rd and St Mary's Rd will remain. Appendix 3 shows the Proposed Layout Plans.

3.2 Traffic Generation

- 3.2.1 TRICS² has been used to predict the trips consequent on the reduction in the number of rooms. The selection parameters were based on hotels in "Town Centre" and "Edge of Town Centre" locations. TRICS contained sites with 24-51 bedrooms – so those sites are comparable to the development's proposed 28 bedrooms. However, there are four marked differences between the sites in TRICS and Fountain House Hotel:
- None of the TRICS sites are in London and therefore, no PTAL score is applicable.
 - The TRICS sites have parking capacity ranging from 19 to 40 spaces; only the Travelodge site in Halifax has no dedicated parking but guests use a nearby paid car park.
 - The number of employees at each site ranges from 13 to 19; Fountain House Hotel has much fewer staff numbers to operate the hotel.
 - Fountain House Hotel not only directly benefits from being on a bus route with 16 buses per hour, but the fact that it is based in London means that it is accessible by the overall superior Public Transport system that London has to offer when compared with the out-of-London TRICS sites.
- 3.2.2 Regarding use of public transport, Appendix 4 contains the 'Summary Transport Statistics for Great Britain 2020', for data relating to 2019. Page 3 of Appendix 4 indicates that commuting by car in London is much lower (27%) than the rest of Great Britain (68%).
- 3.2.3 Notwithstanding those contrasts with the sites in the TRICS database, the TRICS data is the only common comparison basis at the time of producing this Transport Statement. Appendix 5 contains the full TRICS output.
- 3.2.4 To provide some understanding of the relationship between the number of bedrooms and the number of car parking spaces, a theoretical exercise was carried out on the potential car park accumulation for Fountain House Hotel, using the trip rates from TRICS. The numerical calculation is contained in Appendix 6, with the summary as follows:
- A hypothetical starting beat was required; on the basis that there will be 8 parking spaces, a starting beat of 6 cars at 7am was assumed to be reasonable.
 - The total number of daily Arrivals is 23 trips with Departures being 21 trips: this is consistent with typical guest stays at a hotel (i.e., similar arrivals and departures).
 - A complementary exercise was carried out for the 29 bedrooms, also with a starting beat of 6 cars; it was found that the daily Arrivals would be 24 trips with

² TRICS ("Trip Rate Information Computer System"). This is a national database of vehicular and person trips, and their rates, from existing developments against which to compare. In cases where a comparable development does not exist in the TRICS database, alternative methods are used to either establish plausible trip rates and/or estimate the traffic/transport impact of the proposed development.

Departures being 22 trips. Hence, fewer rooms implies less traffic on the road network.

- If the starting beat was exactly the same as the car park capacity (8), it was found that the final accumulation was around 20% greater than the capacity.

3.2.5 The table below summarises the results.

	Max. Car Park Accumulation	
	Total Arrivals	Total Departures
Existing 29 Rooms	24	22
Max. Accumulation	8	
Proposed 28 Rooms	23	21
Max. Accumulation	8	
Change	-1	-1

Table 1 – Max. Car Park Accumulation for 28 & 29 bedrooms

3.2.6 As previously mentioned, the data indicates that with fewer bedrooms, there will be a net decrease in trips and therefore less traffic on the highway network.

3.3 Vehicle Tracking

3.3.1 Two parking locations were checked for accessibility (forward In and forward Out manoeuvres). Those locations were:

- Proposed Disabled parking to the front (Church Rd, northern extent of site).
- Spaces to the rear of the building (St Mary's Rd, eastern extent of site).

Disabled Space

3.3.2 The Vehicle Tracking exercise indicates that the proposed Disabled space is feasible with a car being able to arrive or depart in a forward manoeuvre. A crossover would be required to provide access to the Disabled space.

Rear Spaces

3.3.3 An arrangement of three spaces (set-out perpendicular to the northern boundary) was proven to be feasible. The Tracking allowed for the possibility of parked cars in any 2 spaces when the third space was being tracked. Here again, cars are able to arrive or depart in a forward manoeuvre.

3.3.4 Hence, an arrangement of just two spaces at the rear would also be feasible.

3.3.5 All Vehicle Tracking drawings are contained in Appendix 7.

3.4 Servicing and Deliveries

3.4.1 Servicing and Deliveries will be conducted at the rear yard, in line with existing practice.

4.0 Summary & Conclusions

4.1 Summary

Outline

- 4.1.1 Fountain House Hotel is an existing hotel in Hayes near Uxbridge, London, UB3 2LW. The overall proposal is for refurbishment, alterations and extensions. The number of guest bedrooms will be reduced from 29 to 28 rooms, whilst the parking capacity will be reduced from 9 to 8 spaces.

4.1.2 Impact on Trips

- 4.1.3 The numerical trip calculations based on TRICS data indicates that the proposed car park capacity is adequate for the number of bedrooms.

Traffic Impact

- 4.1.4 Calculations based on the TRICS data indicates fewer trips to/from the site. In turn, that implies a reduced traffic impact on the highway network.

4.1.5 Vehicle Tracking

- 4.1.6 The proposed Disabled space at the front on Church Rd and the rear parking spaces have been tracked and proven to be feasible (forward In/forward Out).

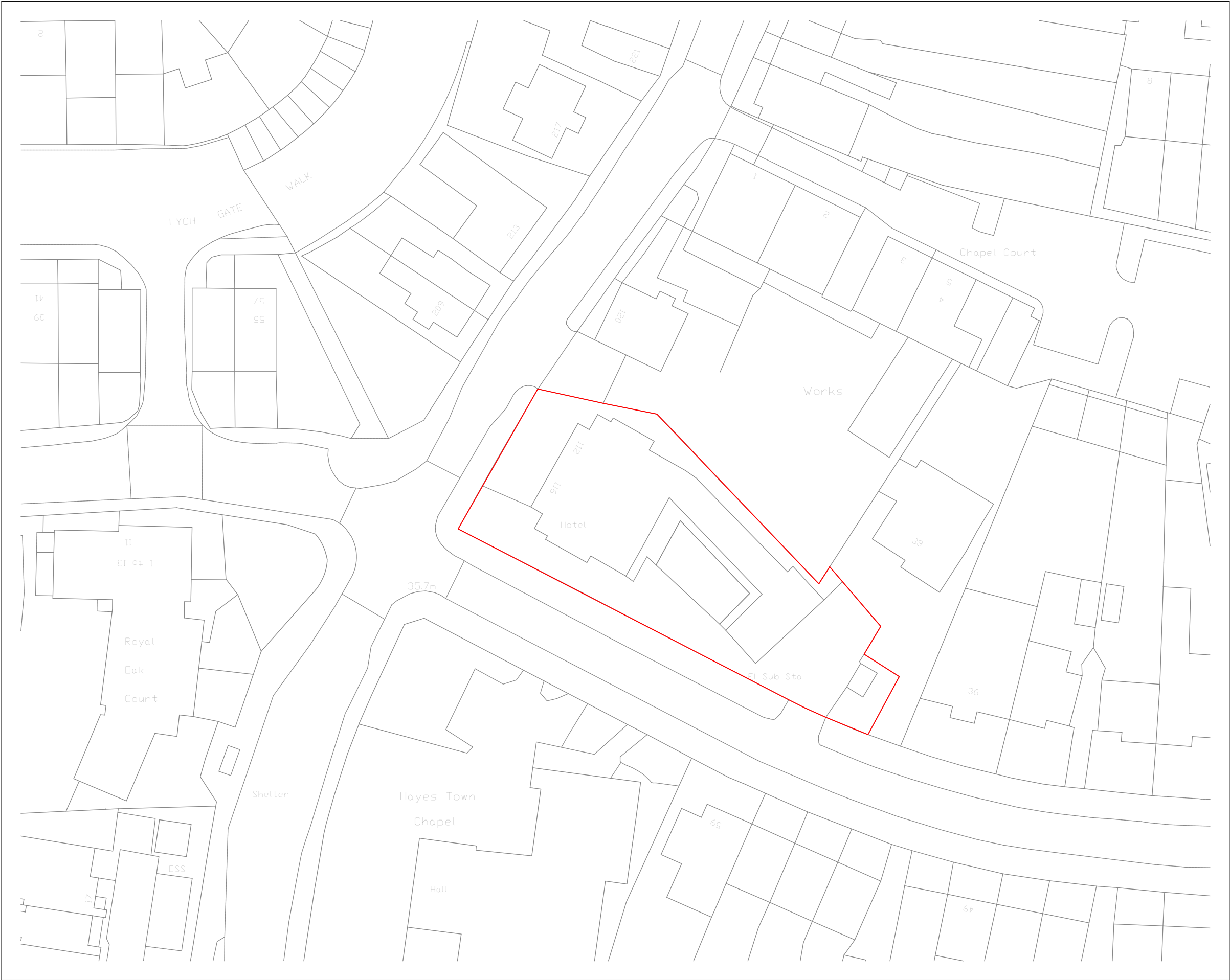
4.2 Conclusions

- 4.2.1 By virtue of fewer bedrooms (28), the proposed development will generate fewer trips than the existing 29 bedrooms. To that end, TRICS data has been used to provide a common basis for comparison demonstrating reduced trips. By extension, the overall impact on the highway network is at least no worse than the existing situation with the potential for reduced impact, which accords with the positive ethos of the NPPF. Therefore, the development should be approved on highways grounds.

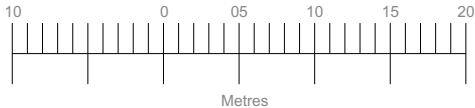
APPENDICES

APPENDIX 1

Appendix 1 – Existing Layout Plan



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225 Walmer Road
Holland Park
London W11 4EY
Tel : 0207 - 221 5568
E-mail: mail@ptp-architects.com

Site : FOUNTAIN HOUSE HOTEL

Drg no : FHH-PP-001

Title : SITE PLAN

Date : 08 JULY 2021

Scale : 1:500 @ A3

Do not scale this from drawing :
All dimensions to be checked on site

Rev.	Date
PLANNING APPLICATION	
Last Revision - note :	

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APPENDIX 2

Appendix 2 – Accident Data

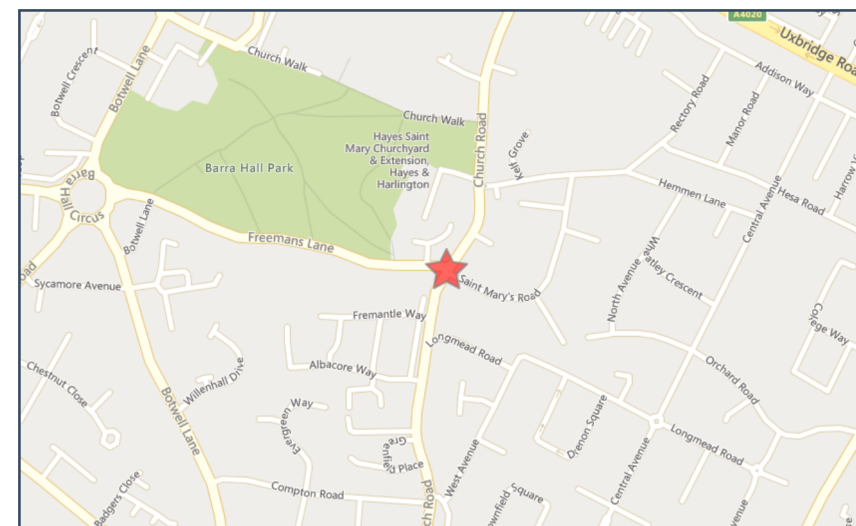


crashmap.co.uk

Validated Data

Crash Date: Monday, October 14, 2019 **Time of Crash:** 8:47:00 AM **Crash Reference:** 2019010211565

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Hillingdon	Number of Vehicles:	2	OS Grid Reference:	509751 180879
Local Authority:	Hillingdon London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Pedal cycle	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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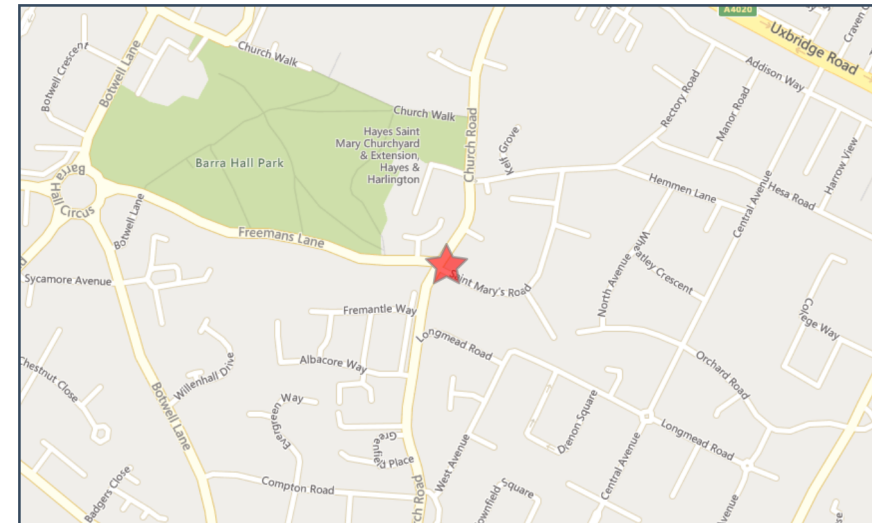


crashmap.co.uk

Validated Data

Crash Date: Monday, June 10, 2019 **Time of Crash:** 2:48:00 PM **Crash Reference:** 2019010186357

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Hillingdon	Number of Vehicles:	2	OS Grid Reference:	509765 180878
Local Authority:	Hillingdon London Borough				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None
2	Car (excluding private hire)	14	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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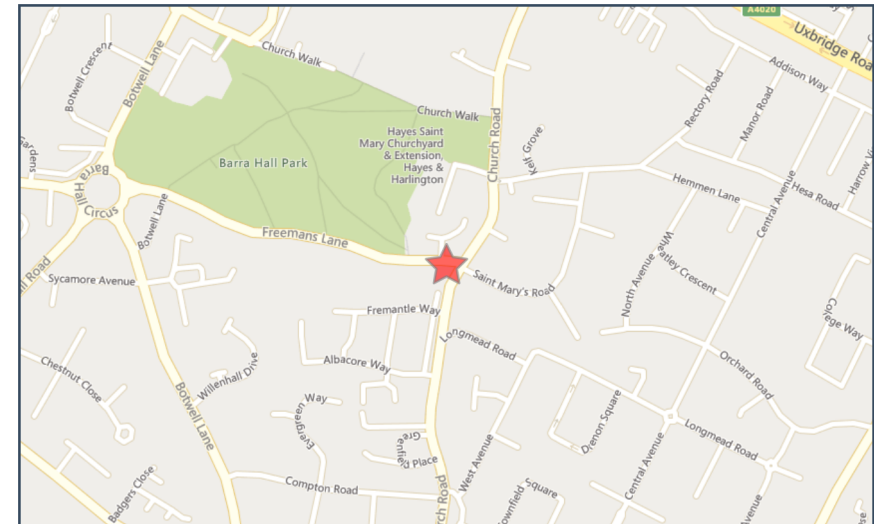


crashmap.co.uk

Validated Data

Crash Date: Thursday, May 17, 2018 **Time of Crash:** 5:45:00 PM **Crash Reference:** 2018010108698

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Hillingdon	Number of Vehicles:	2	OS Grid Reference:	509730 180880
Local Authority:	Hillingdon London Borough				
Weather Description:	Other				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Other object in carriageway				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Other vehicle, whether motorised or not	-1	Unknown	Unknown	Unknown	Unknown (2005 onwards)	Other	Unknown	Unknown
2	Car (excluding private hire)	-1	Male	Unknown	Unknown	Front	Other	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Thursday, January 07, 2016 **Time of Crash:** 7:28:00 AM **Crash Reference:** 201601XH30058

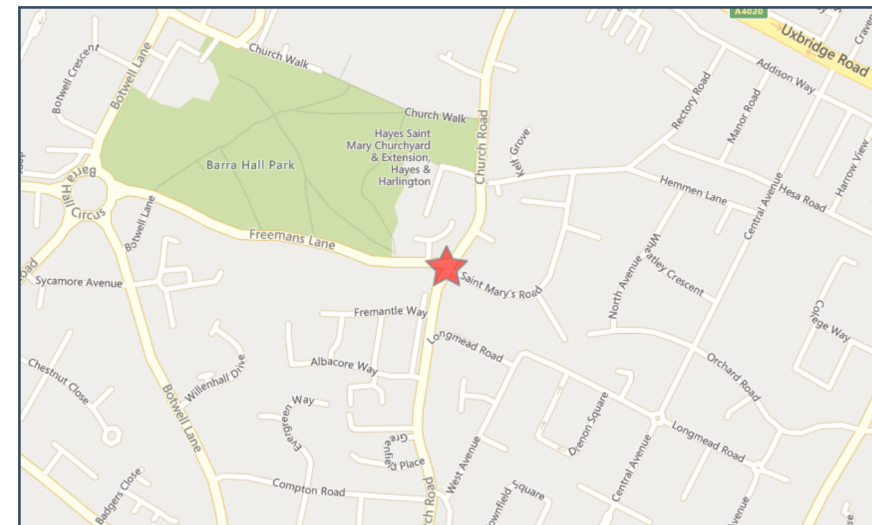
Highest Injury Severity: Slight
Highway Authority: Hillingdon
Local Authority: Hillingdon London Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 509750 180880



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	21 - 25	Vehicle is in the act of turning right	Offside	Commuting to/from work	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX 3

Appendix 3 – Proposed Layout Plans

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Tel : 0207 - 221 5568
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Site : FOUNTAIN HOUSE HOTEL

Drg no : FHH-PP-200

SCHEME 8
OUTLINE PROPOSED
Title : GROUND FLOOR

Date : 02.11.21

Scale : 1:200 @ A3

Do not scale this from drawing :
All dimensions to be checked on site

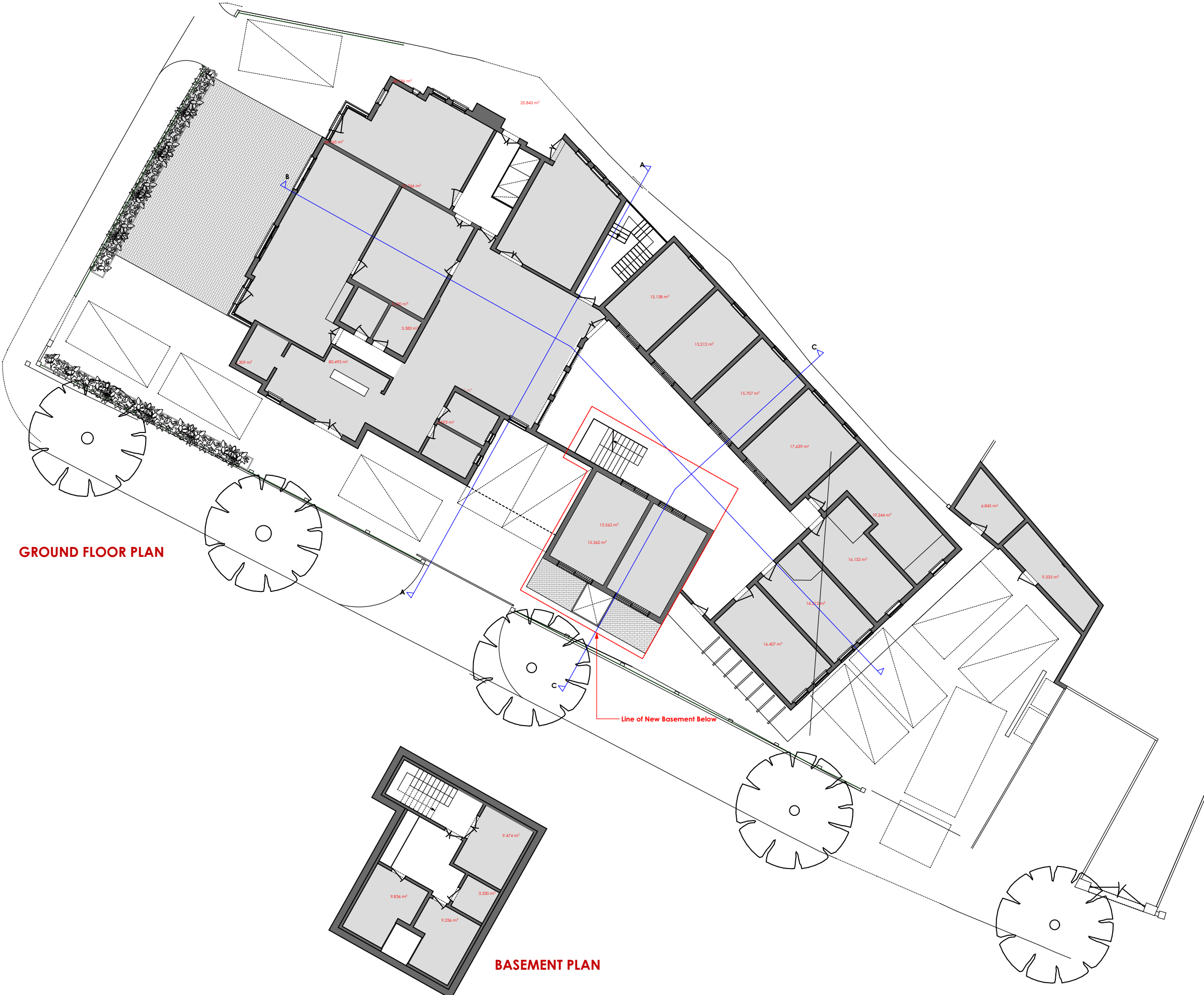
Rev. | Date

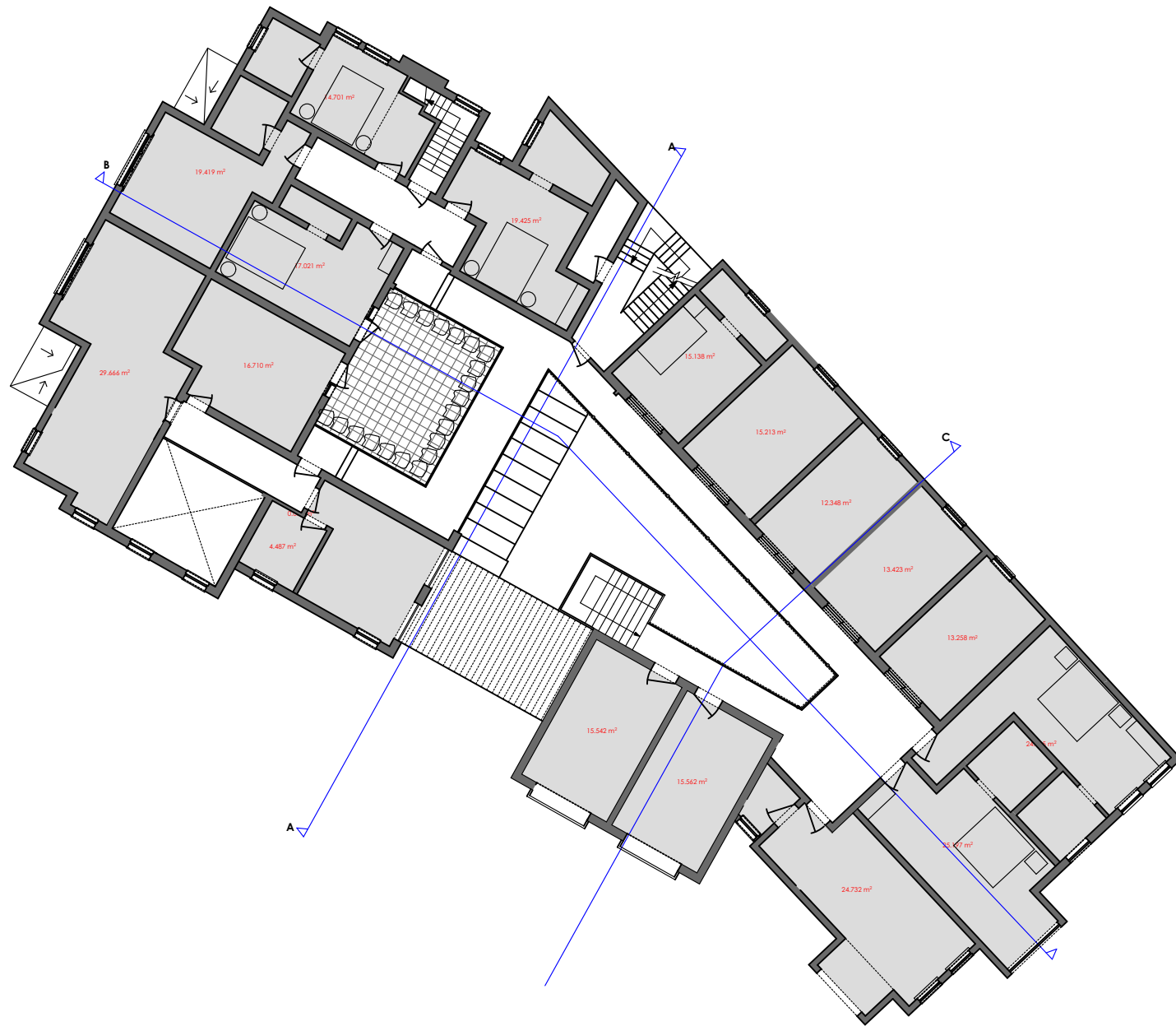
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Last Revision - note :

A General amendments

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Site : FOUNTAIN HOUSE HOTEL	
Drg no : FHH-PP-210	
SCHEME 8 OUTLINE PROPOSED Title : FIRST FLOOR	
Date : 02.11.21	
Scale : 1:200 @ A3	
Do not scale this from drawing : All dimensions to be checked on site	
Rev.	Date
A	10/11/21
Last Revision - note :	
A General amendments	
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APPENDIX 4

Appendix 4 – DFT Summary Transport Statistics 2020

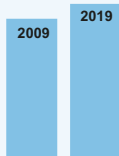


Department
for Transport

Transport Statistics Great Britain 2020

873 billion

passenger kilometres were travelled in Britain in 2019, an increase of 11% from 2009.



People made an average of **953 trips** across private and public transport in 2019, 580 in cars/ vans.



Average time taken to travel to work in 2019 was **30 minutes** across all modes.



There were **93.1 million visits** overseas by UK residents in 2019.



85% of visits overseas were by air. Air visits increased by 57% in 10 years



87% of air passengers and **31%** of sea passengers travelled internationally.



196 billion tonne kilometres of domestic freight was moved within the UK, up 1% from 2018.



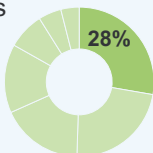
79% of domestic freight was moved by road.



95% of international freight arriving in the UK came by sea.



Transport remains the **largest emitting sector of domestic greenhouse gases** in 2018.



Domestic transport produced **124 million tonnes** of CO₂ equivalent in 2018, a decrease of 3% since 1990.

124
MtCO₂e

Transport now accounts for **50%** of UK domestic nitrogen oxide emissions.



About this release

This release presents a summary of transport statistics, the majority of which relate to calendar year 2019. The 2020 release includes a condensed set of highlights, which is complemented by other DfT releases presenting more detailed and more recent statistics.

COVID-19 and transport statistics

Some of the statistics in this release cover the financial year of 2019/20 and therefore include data for the beginning of the coronavirus (COVID-19) pandemic, but the majority do not. Transport trends will have been affected by the restrictions throughout 2020, so care must be taken in comparing statistics in this release with current travel behaviours. Statistics on transport use during the coronavirus pandemic can be found on [Gov.uk](https://www.gov.uk).

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Environment	p6

LEAD STATISTICIAN:

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How much we travel

[TSGB0101](#), [TSGB0102](#)

- In 2019, **873 billion passenger kilometres** were travelled in Great Britain, with 84% of passenger kilometres made by cars, vans and taxis.
- There were **7.9 million passenger journeys** on public transport vehicles in 2019/20, a decrease of 4% on previous year.

3.1 billion journeys by rail*

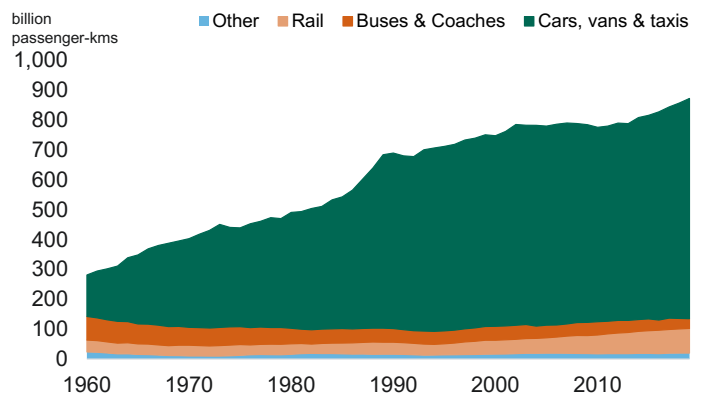
81% on 1960

4.5 billion journeys on local bus services

63% on 1960

*Rail includes trips by National Rail, London Underground, and Glasgow Subway.

Passenger kilometres by mode, Great Britain, 1960-2019



How many trips we make

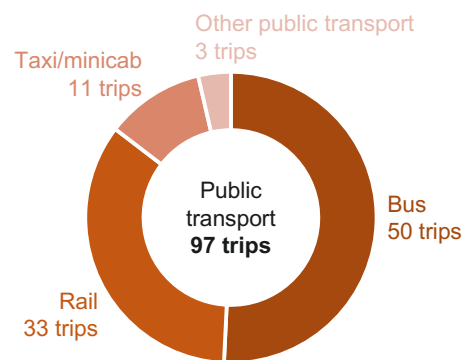
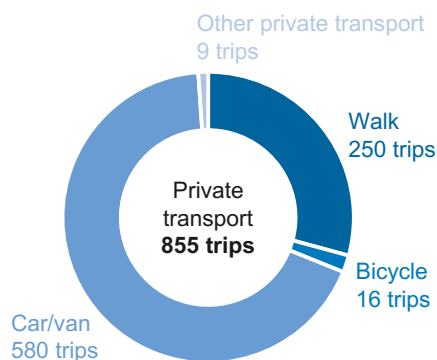
[TSGB0103](#)

- On average people made 953 trips using a combination of different modes in 2019, a fall of 4% when compared to 2009.

Average number of trips made per person, England, 2019

*Rail includes trips by surface rail (National Rail) and London Underground

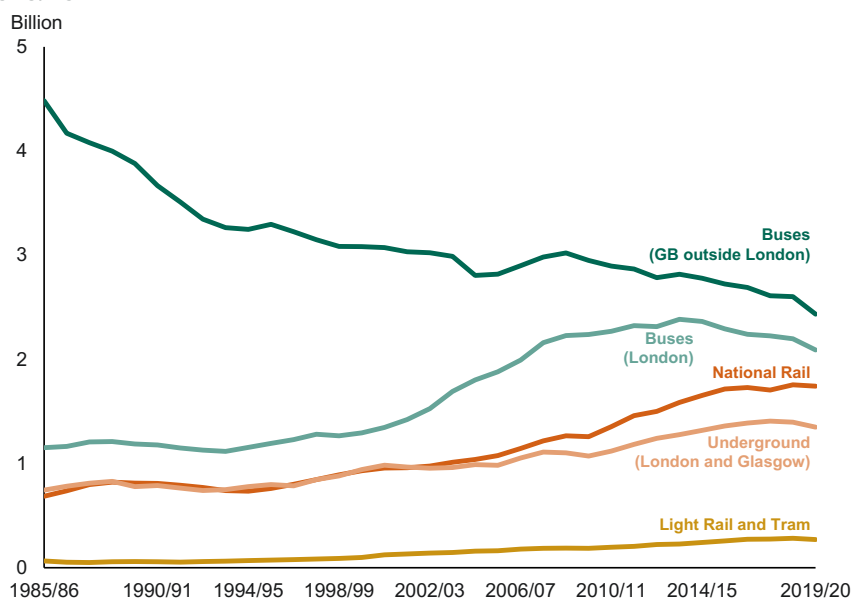
** Other public transport includes trip by air, ferries and light rail



How much we travel on public transport

Passenger journeys by mode: Great Britain 1985/86 to 2019/20

[TSGB0102](#)



Latest year (2019/20) contains some of the coronavirus national lockdown period, which has affected figures.

In 2019/20:

4.5 billion local bus passenger journeys in Great Britain, 57% of all public transport journeys.

1.7 billion National Rail passenger journeys in Great Britain, an increase of 154% since 1985/86.

0.3 billion passenger journeys on light rail and tram systems in Great Britain, a slight decrease on the previous year.

Passenger Transport

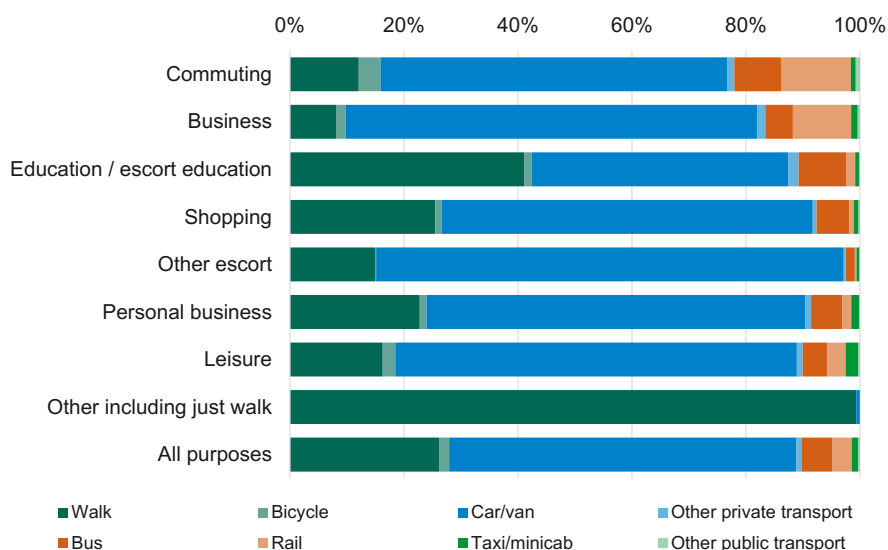


Why we travel

[TSGB0104](#)

- Around a quarter (26%) of all trips were for leisure purposes in 2019, that includes trips to visit friends, sports, holidays and day trips. Around 18% of trips were for commuting or business purposes.
- **Most modes of travel are used for a mixture of purposes**, however over half (57%) of all trips by rail are for either commuting or business purposes.

Trips by purpose and main mode, England, 2019

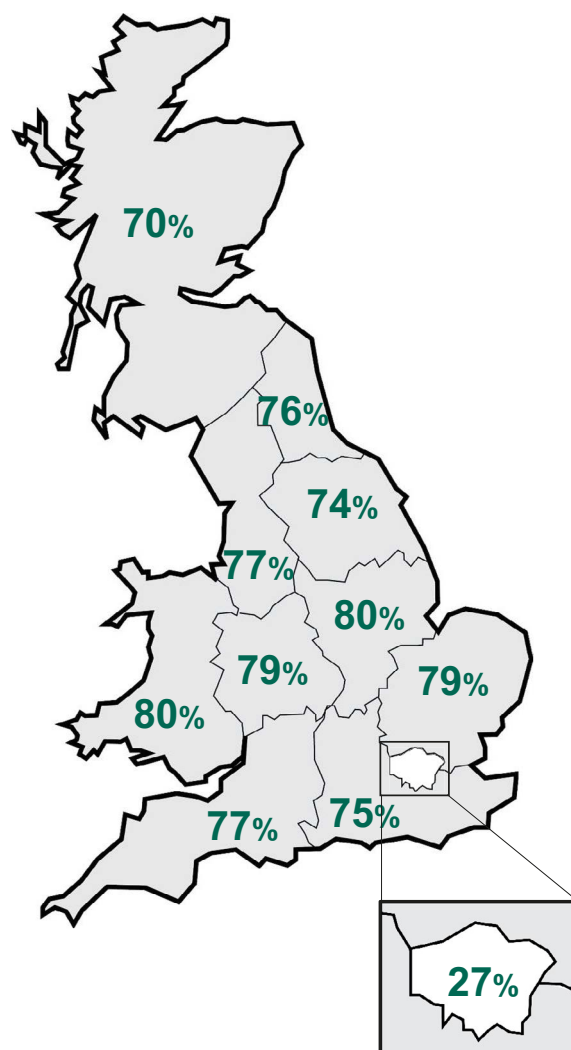


How we commute

[TSGB0112](#)

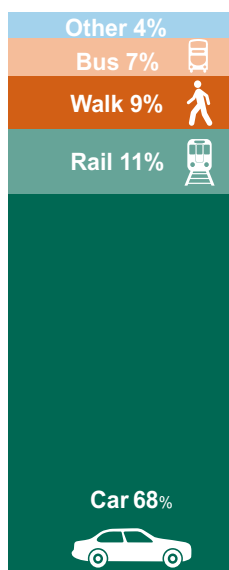
- Across Great Britain, **68% of workers typically travelled to work by car**, though this varied by region with London having a substantially lower proportion of people commuting by car (27%).
- The **average time taken to travel to work in 2019 was 30 minutes**, ranging from an average of 14 minutes for walking to 58 minutes for travelling by rail.

Percentage of workers usually travelling to work by car by region of workplace, Great Britain, 2019



[TSGB0109](#)

Usual method of travel to work, Great Britain, 2019



*Rail includes travel by National Rail, underground and light railway systems and trams.

Passenger Transport

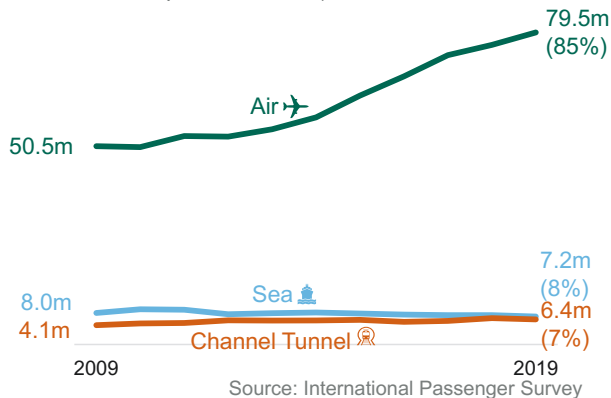


How we travel overseas

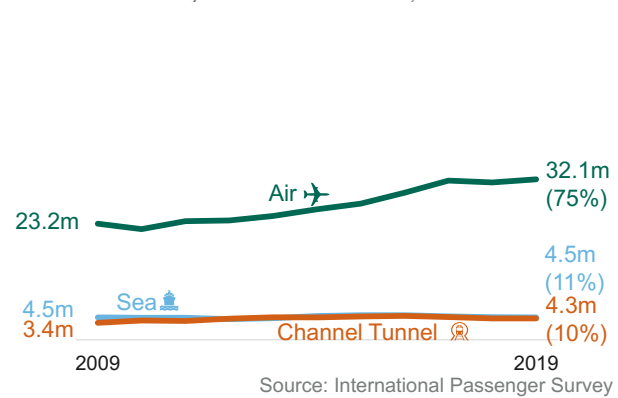
[TSGB0113–TSGB0115](#)

- There were **93.1 million visits** overseas by UK residents in 2019, an increase of 3% compared to 2018.
- **40.9 million visits** were made by overseas residents to the UK in 2019, 1% more than in 2018.
- The most frequent reason for travel overseas was for holidays (63%).

Visits abroad by UK residents, 2009-2019



Visits to the UK by overseas residents, 2009-2019



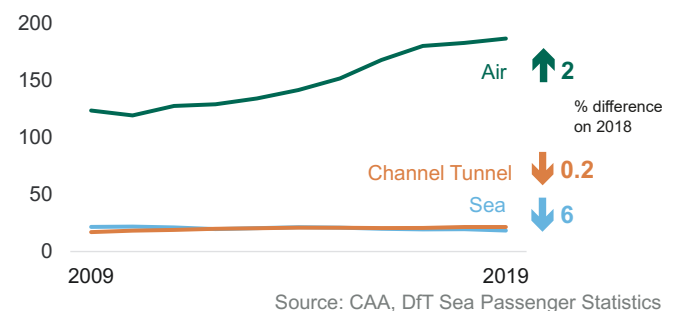
Office for National Statistics (ONS) have introduced a methodological change in 2020, which means the data series back to 2009 were revised. Comparisons with previous TSGBs should not be made, for more details please see [International Passenger Survey Travel Trends: 2019](#).

International passenger movements

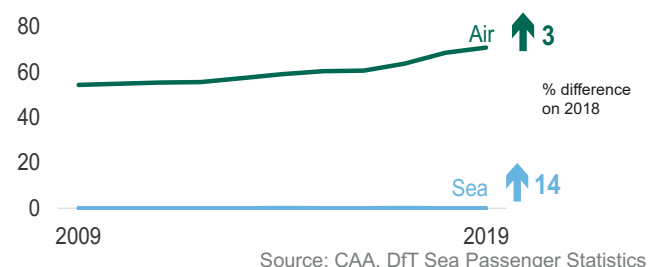
[TSGB0507](#), [TSGB0508](#), [TSGB0510](#)

- In 2019 there were **60.4 million sea passengers**. 31% travelled internationally by sea. This excludes cruise passengers.
- UK airports handled **297 million terminal passengers** in 2019, of which 87% were international passenger movements. This excludes air travel to oil rigs.
- **72% of international ferry passengers travelled between France and the UK**, with the rest of international ferry passengers travelling on routes between Europe and the UK.
- 21.5 million passengers travelled to/ from Europe using the Channel Tunnel
- 72% of international passenger movements at airports were to/from Europe, with 27% flying to the rest of the world. This excludes air travel to oil rigs.

Passenger movements to/from Europe: 2009-2019
Millions



Rest of world passenger movements: 2009-2019
Millions



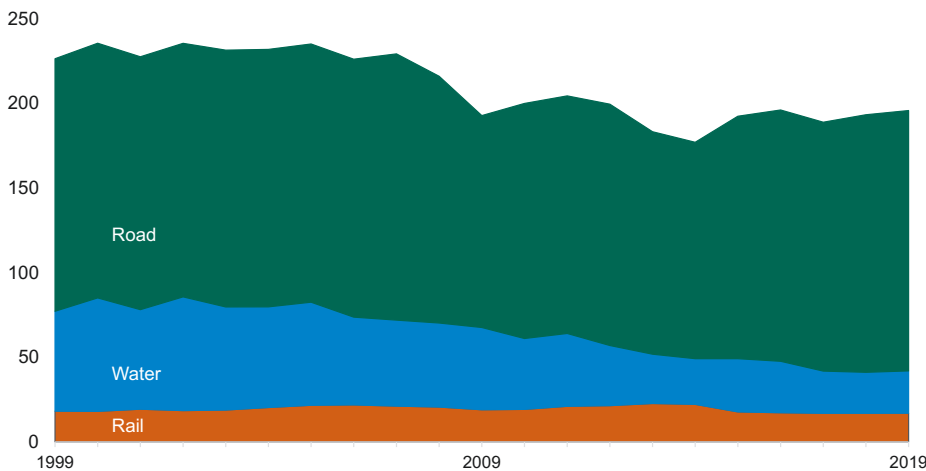
International Passenger Survey (top half) counts a UK resident visit abroad when they return home to the UK. Whereas the Civil Aviation Authority (bottom half) receives passenger data directly from the airports, they count a terminal passenger as a passenger joining or leaving an airport at the reported airport. A passenger travelling between two reported airports is counted twice (once as a departure and once as an arrival).

Definitional differences exist between air and sea passengers. Air passengers travelling to oil rigs and sea passengers on pleasure cruises were excluded from these figures as destination breakdowns by Europe and rest of the world were not available. Channel Tunnel figures include Eurotunnel for visits but not for passenger movements.



Domestic freight

Domestic freight, goods moved by mode: 1999 to 2019
(billion tonne kilometres)



In 2019:

196 billion tonne kilometres of domestic freight was moved within the UK, of which...



79% by road,



13% by water,



8% by rail.

In 2019

- **79% of the freight moved domestically was by road.**
- Goods moved in the UK by GB-registered heavy goods vehicles increased by 1%.
- Goods moved by rail have decreased by 5%.
- Although waterborne freight has been steadily decreasing since 2000, there has been a 4% increase from 2018.

Imports and exports

- In 2019, an estimated 268.7 million tonnes of freight arrived in the UK, and 139.5 million tonnes left the UK, around 95% of this international tonnage freight was moved by sea. This excludes road freight trade across the Northern Ireland - Republic of Ireland border.

UK trade by direction and international mode of transport,
2019



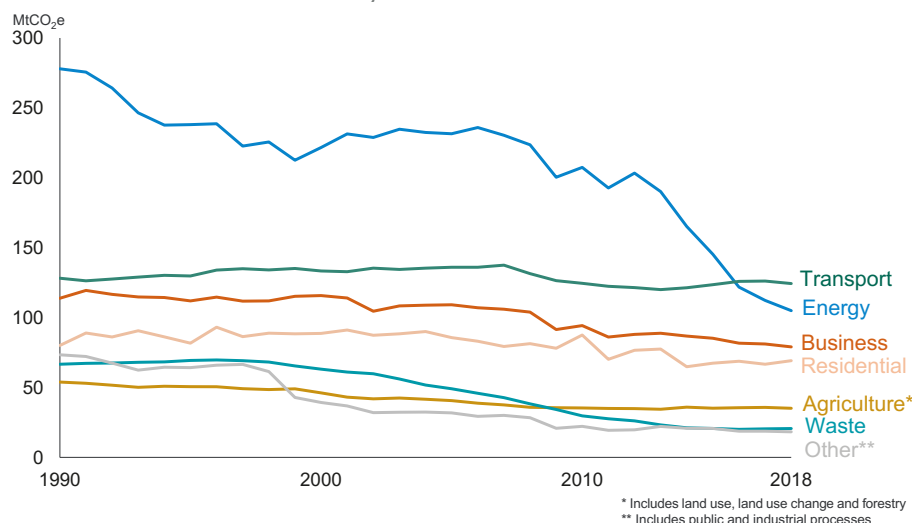
- Rail and air freight trade had similar amounts of imports and exports (52% and 48%) in 2019, whilst imports account for roughly two-thirds of freight moved by sea.



GHG emissions by sector

UK domestic GHG emissions by sector: 1990 to 2018

[TSGB0306](#)



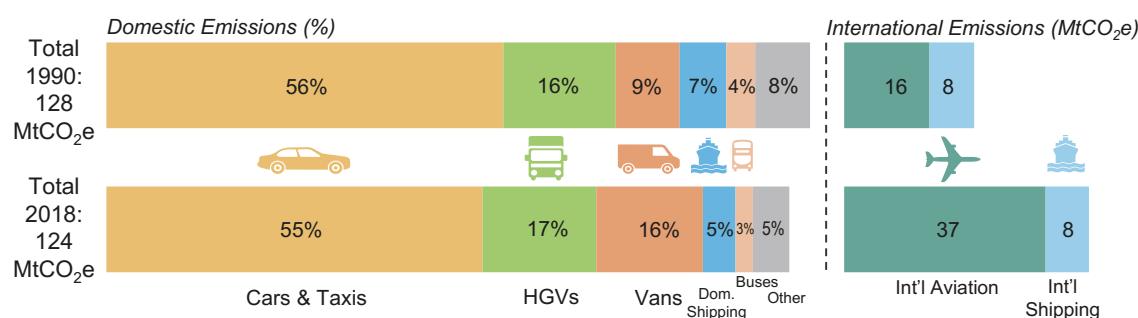
- The UK's net domestic greenhouse gas emissions were 451 million tonnes of CO₂ equivalent (MtCO₂e) emissions in 2018, down 2% from 2017.
- Transport emissions have decreased by 3% between 1990 and 2018, and made up 28% of net domestic emissions in 2018.

GHG emissions by transport mode

[TSGB0306](#)

- Since 1990, emissions from rail, buses and domestic shipping decreased, whereas van emissions increased by 67%. Van traffic has doubled since the early 1990s.

UK transport GHG emissions by mode: 1990 and 2018

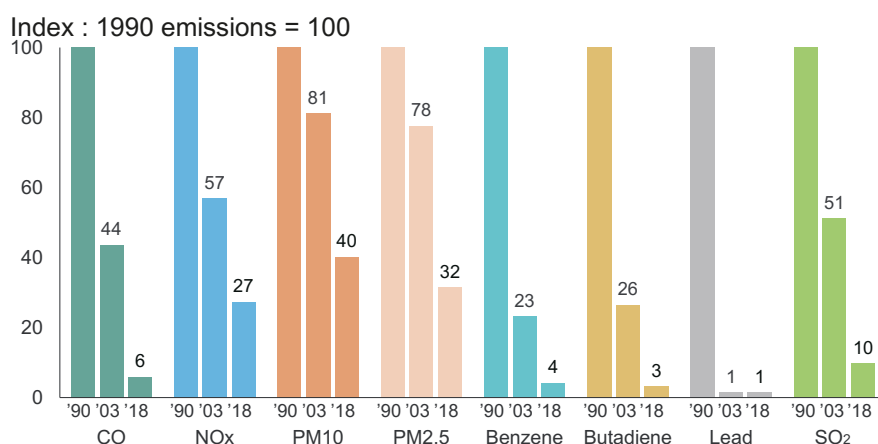


- International aviation emissions, which are not part of the UK's domestic emissions, have more than doubled since 1990.

Air pollution

Air pollution from UK domestic transport:
1990, 2003 and 2018 - indexed to 1990 levels

[TSGB0308](#)



- Domestic transport emissions of carbon monoxide (CO), benzene, butadiene, lead, and sulphur dioxide (SO₂) have decreased by at least 90% since 1990.
- Decreases have been slower for nitrous oxides (NOx) and particulate matter (PM). Transport now accounts for 50% of UK domestic NOx emissions.

APPENDIX 5

Appendix 5 – TRICS Report

Turner Lowe Associates Guest Road Manchester

Licence No: 756701

Filtering Summary

Land Use	06/A	HOTEL, FOOD & DRINK/HOTELS
Selected Trip Rate Calculation Parameter Range	4-60 BEDRMS	
Actual Trip Rate Calculation Parameter Range	24-51 BEDRMS	
Date Range	Minimum: 01/01/13	Maximum: 25/11/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	2
	Tuesday	1
Main Location Types selected	Town Centre	1
	Edge of Town Centre	2
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	20,001 to 25,000	1
	25,001 to 50,000	1
	50,001 to 100,000	1
Population <5 Mile ranges selected	125,001 to 250,000	2
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-756701-211125-1124

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 24 to 51 (units:)
 Range Selected by User: 4 to 60 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/11/19

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	2 days
Tuesday	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:

Town Centre	1
Edge of Town Centre	2

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	2

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:

C1 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days

25,001 to 50,000 1 days

50,001 to 100,000 1 days

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

Population within 5 miles:

125,001 to 250,000 2 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

Site(1):	NF-06-A-04	Gross floor area:	1650 sqm
Development Name:	HOTEL	Number of bedrooms:	38
Location:	NORWICH		
Postcode:	NR1 1RU	No of Employees:	15
Main Location Type:	Edge of Town Centre	Survey Date:	25/11/19
Sub-Location Type:	Built-Up Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	40
Site(2):	TW-06-A-03	Gross floor area:	1450 sqm
Development Name:	HOTEL	Number of bedrooms:	24
Location:	NEWCASTLE UPON TYNE		
Postcode:	NE1 3JF	No of Employees:	19
Main Location Type:	Town Centre	Survey Date:	14/06/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	19
Site(3):	WY-06-A-03	Gross floor area:	2675 sqm
Development Name:	TRAVELODGE	Number of bedrooms:	51
Location:	HALIFAX		
Postcode:	HX3 5AY	No of Employees:	13
Main Location Type:	Edge of Town Centre	Survey Date:	22/10/18
Sub-Location Type:	Development Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	

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

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	38	0.044	3	38	0.115	3	38	0.159
08:00 - 09:00	3	38	0.142	3	38	0.150	3	38	0.292
09:00 - 10:00	3	38	0.088	3	38	0.133	3	38	0.221
10:00 - 11:00	3	38	0.044	3	38	0.053	3	38	0.097
11:00 - 12:00	3	38	0.044	3	38	0.035	3	38	0.079
12:00 - 13:00	3	38	0.088	3	38	0.062	3	38	0.150
13:00 - 14:00	3	38	0.053	3	38	0.062	3	38	0.115
14:00 - 15:00	3	38	0.044	3	38	0.035	3	38	0.079
15:00 - 16:00	3	38	0.053	3	38	0.159	3	38	0.212
16:00 - 17:00	3	38	0.080	3	38	0.035	3	38	0.115
17:00 - 18:00	3	38	0.124	3	38	0.080	3	38	0.204
18:00 - 19:00	3	38	0.142	3	38	0.027	3	38	0.169
19:00 - 20:00	3	38	0.150	3	38	0.053	3	38	0.203
20:00 - 21:00	3	38	0.071	3	38	0.018	3	38	0.089
21:00 - 22:00	3	38	0.080	3	38	0.044	3	38	0.124
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.247			1.061			2.308

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:	24 - 51 (units:)
Survey date range:	01/01/13 - 25/11/19
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.

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	3	38	0.009	3	38	0.009	3	38	0.018
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.009	3	38	0.009	3	38	0.018
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.009	3	38	0.009	3	38	0.018
14:00 - 15:00	3	38	0.009	3	38	0.009	3	38	0.018
15:00 - 16:00	3	38	0.009	3	38	0.009	3	38	0.018
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.009	3	38	0.009	3	38	0.018
18:00 - 19:00	3	38	0.027	3	38	0.027	3	38	0.054
19:00 - 20:00	3	38	0.000	3	38	0.000	3	38	0.000
20:00 - 21:00	3	38	0.000	3	38	0.000	3	38	0.000
21:00 - 22:00	3	38	0.018	3	38	0.018	3	38	0.036
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.099			0.198

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	3	38	0.000	3	38	0.000	3	38	0.000
08:00 - 09:00	3	38	0.018	3	38	0.009	3	38	0.027
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000
10:00 - 11:00	3	38	0.009	3	38	0.009	3	38	0.018
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.009	3	38	0.009
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.009	3	38	0.009	3	38	0.018
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00	3	38	0.000	3	38	0.000	3	38	0.000
20:00 - 21:00	3	38	0.000	3	38	0.000	3	38	0.000
21:00 - 22:00	3	38	0.000	3	38	0.000	3	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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

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

TRIP RATE for Land Use 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	3	38	0.000	3	38	0.000	3	38	0.000
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000
10:00 - 11:00	3	38	0.000	3	38	0.000	3	38	0.000
11:00 - 12:00	3	38	0.000	3	38	0.000	3	38	0.000
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.000	3	38	0.000	3	38	0.000
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00	3	38	0.009	3	38	0.000	3	38	0.009
20:00 - 21:00	3	38	0.000	3	38	0.000	3	38	0.000
21:00 - 22:00	3	38	0.000	3	38	0.000	3	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009				0.000	0.009	

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

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

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	3	38	0.027	3	38	0.000	3	38	0.027
08:00 - 09:00	3	38	0.080	3	38	0.080	3	38	0.160
09:00 - 10:00	3	38	0.080	3	38	0.088	3	38	0.168
10:00 - 11:00	3	38	0.080	3	38	0.088	3	38	0.168
11:00 - 12:00	3	38	0.062	3	38	0.088	3	38	0.150
12:00 - 13:00	3	38	0.097	3	38	0.088	3	38	0.185
13:00 - 14:00	3	38	0.088	3	38	0.115	3	38	0.203
14:00 - 15:00	3	38	0.018	3	38	0.106	3	38	0.124
15:00 - 16:00	3	38	0.044	3	38	0.044	3	38	0.088
16:00 - 17:00	3	38	0.035	3	38	0.097	3	38	0.132
17:00 - 18:00	3	38	0.257	3	38	0.142	3	38	0.399
18:00 - 19:00	3	38	0.142	3	38	0.239	3	38	0.381
19:00 - 20:00	3	38	0.265	3	38	0.168	3	38	0.433
20:00 - 21:00	3	38	0.142	3	38	0.142	3	38	0.284
21:00 - 22:00	3	38	0.204	3	38	0.062	3	38	0.266
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.621			1.547			3.168

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	3	38	0.000	3	38	0.009	3	38	0.009
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.000	3	38	0.053	3	38	0.053
10:00 - 11:00	3	38	0.000	3	38	0.018	3	38	0.018
11:00 - 12:00	3	38	0.027	3	38	0.000	3	38	0.027
12:00 - 13:00	3	38	0.000	3	38	0.018	3	38	0.018
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.027	3	38	0.027	3	38	0.054
15:00 - 16:00	3	38	0.000	3	38	0.000	3	38	0.000
16:00 - 17:00	3	38	0.018	3	38	0.000	3	38	0.018
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.018	3	38	0.018	3	38	0.036
19:00 - 20:00	3	38	0.000	3	38	0.000	3	38	0.000
20:00 - 21:00	3	38	0.027	3	38	0.000	3	38	0.027
21:00 - 22:00	3	38	0.000	3	38	0.000	3	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.143			0.260

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	3	38	0.000	3	38	0.000	3	38	0.000
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.000	3	38	0.018	3	38	0.018
10:00 - 11:00	3	38	0.018	3	38	0.000	3	38	0.018
11:00 - 12:00	3	38	0.009	3	38	0.000	3	38	0.009
12:00 - 13:00	3	38	0.000	3	38	0.000	3	38	0.000
13:00 - 14:00	3	38	0.053	3	38	0.018	3	38	0.071
14:00 - 15:00	3	38	0.009	3	38	0.000	3	38	0.009
15:00 - 16:00	3	38	0.009	3	38	0.000	3	38	0.009
16:00 - 17:00	3	38	0.044	3	38	0.000	3	38	0.044
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.009	3	38	0.000	3	38	0.009
19:00 - 20:00	3	38	0.000	3	38	0.000	3	38	0.000
20:00 - 21:00	3	38	0.000	3	38	0.000	3	38	0.000
21:00 - 22:00	3	38	0.027	3	38	0.000	3	38	0.027
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.178			0.036			0.214

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 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	3	38	0.000	3	38	0.009	3	38	0.009
08:00 - 09:00	3	38	0.000	3	38	0.000	3	38	0.000
09:00 - 10:00	3	38	0.000	3	38	0.071	3	38	0.071
10:00 - 11:00	3	38	0.018	3	38	0.018	3	38	0.036
11:00 - 12:00	3	38	0.035	3	38	0.000	3	38	0.035
12:00 - 13:00	3	38	0.000	3	38	0.018	3	38	0.018
13:00 - 14:00	3	38	0.053	3	38	0.018	3	38	0.071
14:00 - 15:00	3	38	0.035	3	38	0.027	3	38	0.062
15:00 - 16:00	3	38	0.009	3	38	0.000	3	38	0.009
16:00 - 17:00	3	38	0.062	3	38	0.000	3	38	0.062
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.027	3	38	0.018	3	38	0.045
19:00 - 20:00	3	38	0.000	3	38	0.000	3	38	0.000
20:00 - 21:00	3	38	0.027	3	38	0.000	3	38	0.027
21:00 - 22:00	3	38	0.027	3	38	0.000	3	38	0.027
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.293			0.179			0.472

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	3	38	0.035	3	38	0.088	3	38	0.123
08:00 - 09:00	3	38	0.080	3	38	0.133	3	38	0.213
09:00 - 10:00	3	38	0.035	3	38	0.088	3	38	0.123
10:00 - 11:00	3	38	0.027	3	38	0.027	3	38	0.054
11:00 - 12:00	3	38	0.035	3	38	0.018	3	38	0.053
12:00 - 13:00	3	38	0.062	3	38	0.044	3	38	0.106
13:00 - 14:00	3	38	0.035	3	38	0.044	3	38	0.079
14:00 - 15:00	3	38	0.035	3	38	0.027	3	38	0.062
15:00 - 16:00	3	38	0.035	3	38	0.115	3	38	0.150
16:00 - 17:00	3	38	0.053	3	38	0.027	3	38	0.080
17:00 - 18:00	3	38	0.097	3	38	0.071	3	38	0.168
18:00 - 19:00	3	38	0.062	3	38	0.000	3	38	0.062
19:00 - 20:00	3	38	0.124	3	38	0.044	3	38	0.168
20:00 - 21:00	3	38	0.071	3	38	0.018	3	38	0.089
21:00 - 22:00	3	38	0.044	3	38	0.018	3	38	0.062
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.830			0.762			1.592

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.

Turner Lowe Associates Guest Road Manchester

Licence No: 756701

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	3	38	0.000	3	38	0.018	3	38	0.018
08:00 - 09:00	3	38	0.044	3	38	0.009	3	38	0.053
09:00 - 10:00	3	38	0.044	3	38	0.035	3	38	0.079
10:00 - 11:00	3	38	0.009	3	38	0.018	3	38	0.027
11:00 - 12:00	3	38	0.009	3	38	0.018	3	38	0.027
12:00 - 13:00	3	38	0.027	3	38	0.009	3	38	0.036
13:00 - 14:00	3	38	0.009	3	38	0.009	3	38	0.018
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.009	3	38	0.035	3	38	0.044
16:00 - 17:00	3	38	0.018	3	38	0.000	3	38	0.018
17:00 - 18:00	3	38	0.018	3	38	0.000	3	38	0.018
18:00 - 19:00	3	38	0.053	3	38	0.000	3	38	0.053
19:00 - 20:00	3	38	0.027	3	38	0.009	3	38	0.036
20:00 - 21:00	3	38	0.000	3	38	0.000	3	38	0.000
21:00 - 22:00	3	38	0.018	3	38	0.009	3	38	0.027
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.285			0.169			0.454

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL Servicing 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	38	0.000	3	38	0.000	3	38	0.000
08:00 - 09:00	3	38	0.062	3	38	0.009	3	38	0.071
09:00 - 10:00	3	38	0.000	3	38	0.000	3	38	0.000
10:00 - 11:00	3	38	0.018	3	38	0.027	3	38	0.045
11:00 - 12:00	3	38	0.000	3	38	0.009	3	38	0.009
12:00 - 13:00	3	38	0.000	3	38	0.018	3	38	0.018
13:00 - 14:00	3	38	0.000	3	38	0.000	3	38	0.000
14:00 - 15:00	3	38	0.000	3	38	0.000	3	38	0.000
15:00 - 16:00	3	38	0.009	3	38	0.027	3	38	0.036
16:00 - 17:00	3	38	0.009	3	38	0.009	3	38	0.018
17:00 - 18:00	3	38	0.000	3	38	0.000	3	38	0.000
18:00 - 19:00	3	38	0.000	3	38	0.000	3	38	0.000
19:00 - 20:00	3	38	0.009	3	38	0.009	3	38	0.018
20:00 - 21:00	3	38	0.009	3	38	0.009	3	38	0.018
21:00 - 22:00	3	38	0.009	3	38	0.009	3	38	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.126			0.251

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.

APPENDIX 6

Appendix 6 – Car Park Accumulation Calculations

Modal 2112018

Fountain House Hotel

Estimate/Calculation of Car Park Accumulation Based on TRICS Data From 3 sites

Moderate Occupancy of Car Park for Start Beat

Proposed (28 rooms)

Assumed Start Beat

Based on TRICS data "CARS" (assumed to be guests)

6

Rooms

28

	ARR RATE	ARR TRIPS	DEP RATE	DEP RATE	ACCUM
07:00-08:00	0.035	1	0.088	2	5
08:00-09:00	0.080	2	0.133	4	3
09:00-10:00	0.035	1	0.088	2	2
10:00-11:00	0.027	1	0.027	1	2
11:00-12:00	0.035	1	0.018	1	2
12:00-13:00	0.062	2	0.044	1	3
13:00-14:00	0.035	1	0.044	1	2
14:00-15:00	0.035	1	0.027	1	3
15:00-16:00	0.035	1	0.115	3	0
16:00-17:00	0.053	1	0.027	1	1
17:00-18:00	0.097	3	0.071	2	2
18:00-19:00	0.062	2	0.000	0	3
19:00-20:00	0.124	3	0.044	1	6
20:00-21:00	0.071	2	0.018	1	7
21:00-22:00	0.044	1	0.018	1	8
	0.830	23	0.762	21	

Existing (29 rooms)

Assumed Start Beat

Based on TRICS data "CARS" (assumed to be guests)

6

Rooms

29

	ARR RATE	ARR TRIPS	DEP RATE	DEP RATE	ACCUM
07:00-08:00	0.035	1	0.088	3	4
08:00-09:00	0.080	2	0.133	4	3
09:00-10:00	0.035	1	0.088	3	1
10:00-11:00	0.027	1	0.027	1	1
11:00-12:00	0.035	1	0.018	1	2
12:00-13:00	0.062	2	0.044	1	2
13:00-14:00	0.035	1	0.044	1	2
14:00-15:00	0.035	1	0.027	1	2
15:00-16:00	0.035	1	0.115	3	0
16:00-17:00	0.053	2	0.027	1	1
17:00-18:00	0.097	3	0.071	2	2
18:00-19:00	0.062	2	0.000	0	3
19:00-20:00	0.124	4	0.044	1	6
20:00-21:00	0.071	2	0.018	1	7
21:00-22:00	0.044	1	0.018	1	8
	0.830	24	0.762	22	

Modal 2112018

Fountain House Hotel

Estimate/Calculation of Car Park Accumulation Based on TRICS Data From 3 sites

Full Occupancy of Car Park for Start Beat

Proposed (28 rooms)

Assumed Start Beat

Based on TRICS data "CARS" (assumed to be guests)

8

Rooms

28

	ARR RATE	ARR TRIPS	DEP RATE	DEP RATE	ACCUM
07:00-08:00	0.035	1	0.088	2	7
08:00-09:00	0.080	2	0.133	4	5
09:00-10:00	0.035	1	0.088	2	4
10:00-11:00	0.027	1	0.027	1	4
11:00-12:00	0.035	1	0.018	1	4
12:00-13:00	0.062	2	0.044	1	5
13:00-14:00	0.035	1	0.044	1	4
14:00-15:00	0.035	1	0.027	1	5
15:00-16:00	0.035	1	0.115	3	2
16:00-17:00	0.053	1	0.027	1	3
17:00-18:00	0.097	3	0.071	2	4
18:00-19:00	0.062	2	0.000	0	5
19:00-20:00	0.124	3	0.044	1	8
20:00-21:00	0.071	2	0.018	1	9
21:00-22:00	0.044	1	0.018	1	10
	0.830	23	0.762	21	

Existing (29 rooms)

Assumed Start Beat

Based on TRICS data "CARS" (assumed to be guests)

8

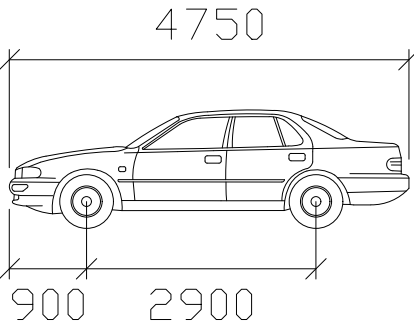
Rooms

29

	ARR RATE	ARR TRIPS	DEP RATE	DEP RATE	ACCUM
07:00-08:00	0.035	1	0.088	3	6
08:00-09:00	0.080	2	0.133	4	5
09:00-10:00	0.035	1	0.088	3	3
10:00-11:00	0.027	1	0.027	1	3
11:00-12:00	0.035	1	0.018	1	4
12:00-13:00	0.062	2	0.044	1	4
13:00-14:00	0.035	1	0.044	1	4
14:00-15:00	0.035	1	0.027	1	4
15:00-16:00	0.035	1	0.115	3	2
16:00-17:00	0.053	2	0.027	1	3
17:00-18:00	0.097	3	0.071	2	4
18:00-19:00	0.062	2	0.000	0	5
19:00-20:00	0.124	4	0.044	1	8
20:00-21:00	0.071	2	0.018	1	9
21:00-22:00	0.044	1	0.018	1	10
	0.830	24	0.762	22	

APPENDIX 7

Appendix 7 – Vehicle Tracking



Car

Width : 1800
Track : 1800
Lock to Lock Time: 6.0
Steering Angle : 30.2

mm



- Notes
1. Dimensions shown in mm
 2. Do not measure from this drawing.
 3. Refer to stated dimensions only.
 4. Not to be relied upon for detailed design or construction.

Drawing No. 2137/T1 Revision -

Title Fountain House Hotel
Disabled Parking Tracking

Scale	Drawn A. Miah	Client Mr & Mrs Tonge	Cad ID 2137
1:250 @ A3	Date 06.12.2021	Checked PDJP	PS A3

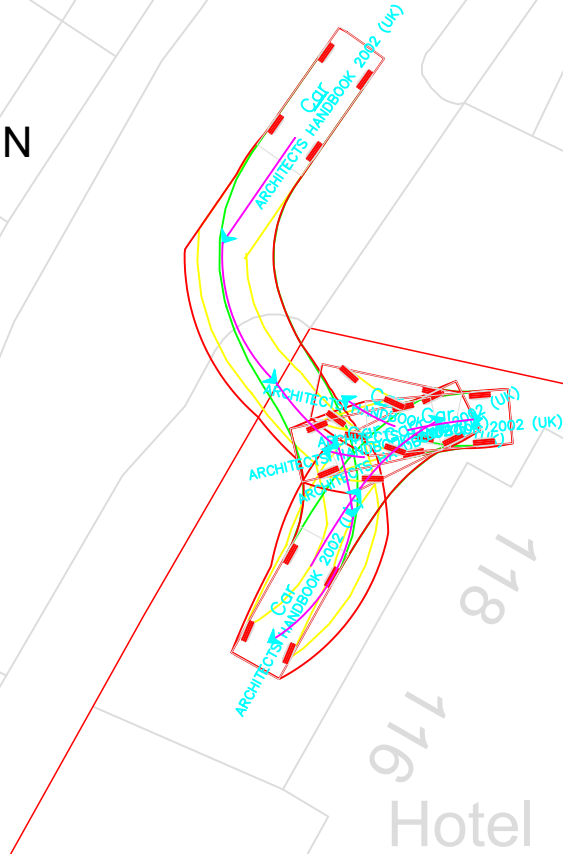
Modal Highway Consultants Ltd

Hagg End Farm, Crook, Nr Kendal
CUMBRIA
LA8 9HS

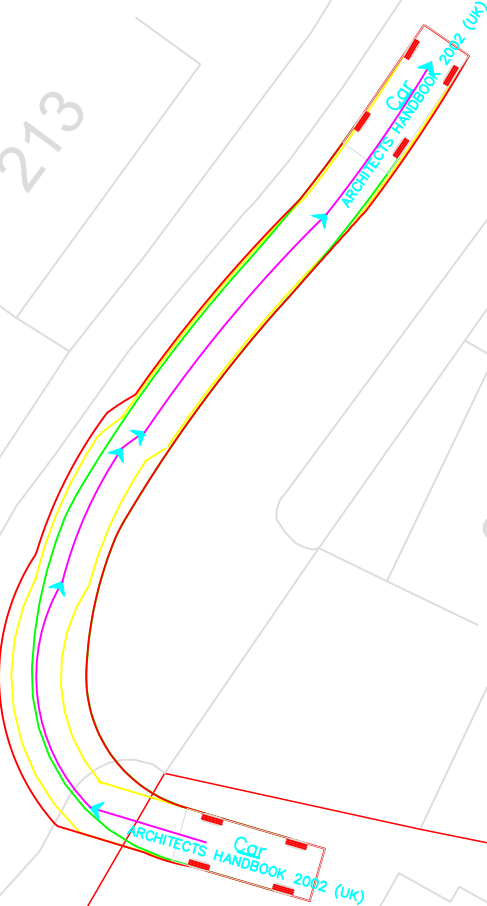
Petros Price (Director)
Tel: 015398 86015 / Mob: 07903
034743
email: petros.price@modaltp.com

Ref.	Date	Details	Initials
Revisions			

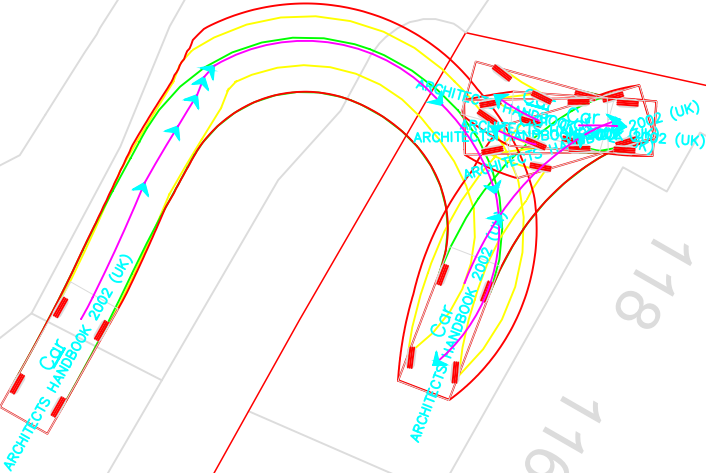
FORWARD IN
(From North)



FORWARD OUT
(To North)



FORWARD IN
(From South)



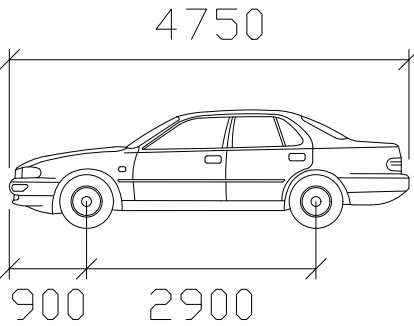
FORWARD OUT
(To South)



35.7m

35.7m

Fountain House Hotel
Drawing T2
Rear Parking Tracking



Car

Width : 1800
Track : 1800
Lock to Lock Time: 6.0
Steering Angle : 30.2



- Notes
1. Dimensions shown in mm
 2. Do not measure from this drawing.
 3. Refer to stated dimensions only.
 4. Not to be relied upon for detailed design or construction.

Drawing No. 2137/T2 Revision -

Title Fountain House Hotel
Rear Parking Tracking

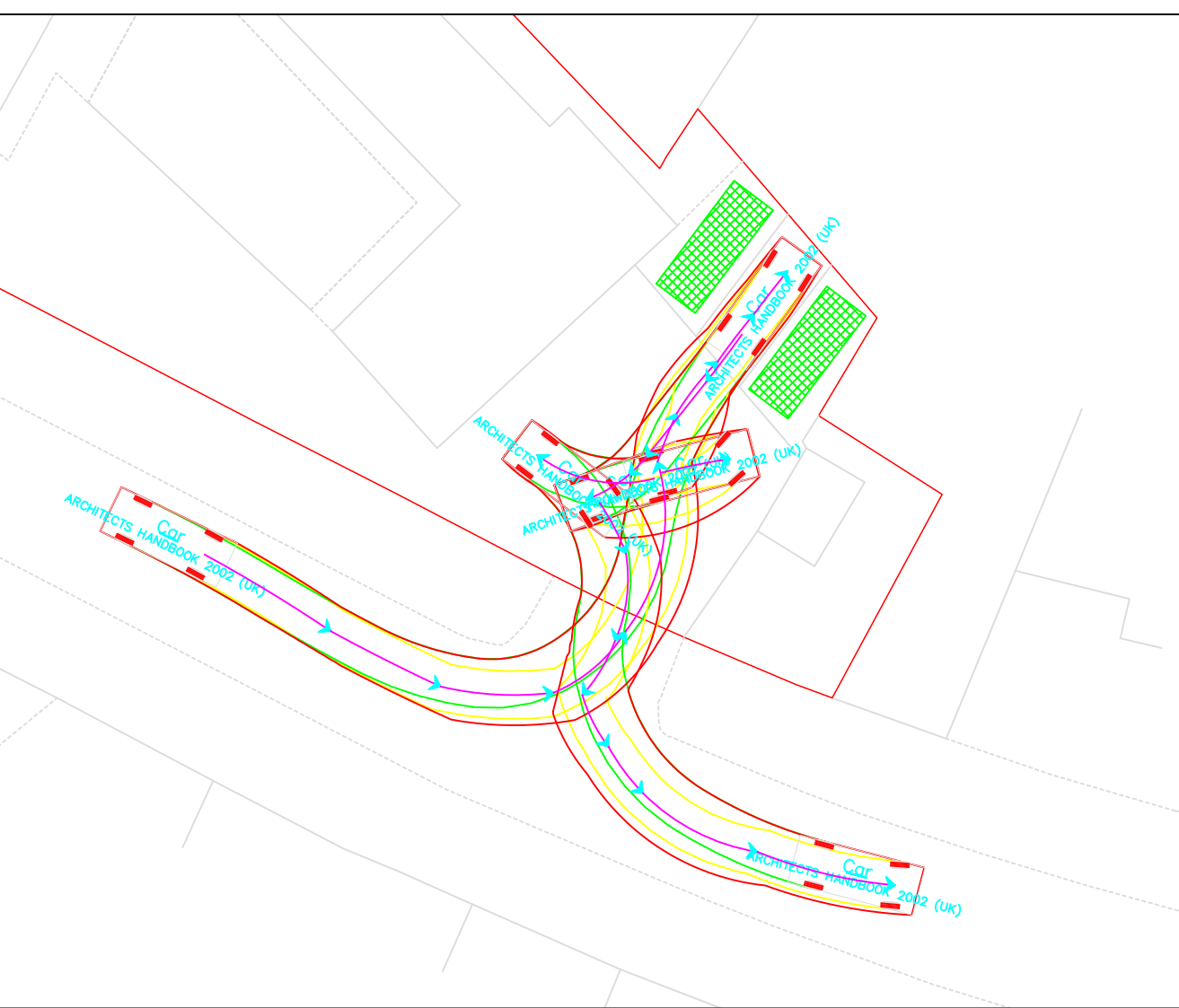
Scale	Drawn A. Miah	Client Mr & Mrs Tonge	Cad ID 2137
1:500 @ A3	Date 06.12.2021	Checked PDJP	PS A3

Modal Highway Consultants Ltd

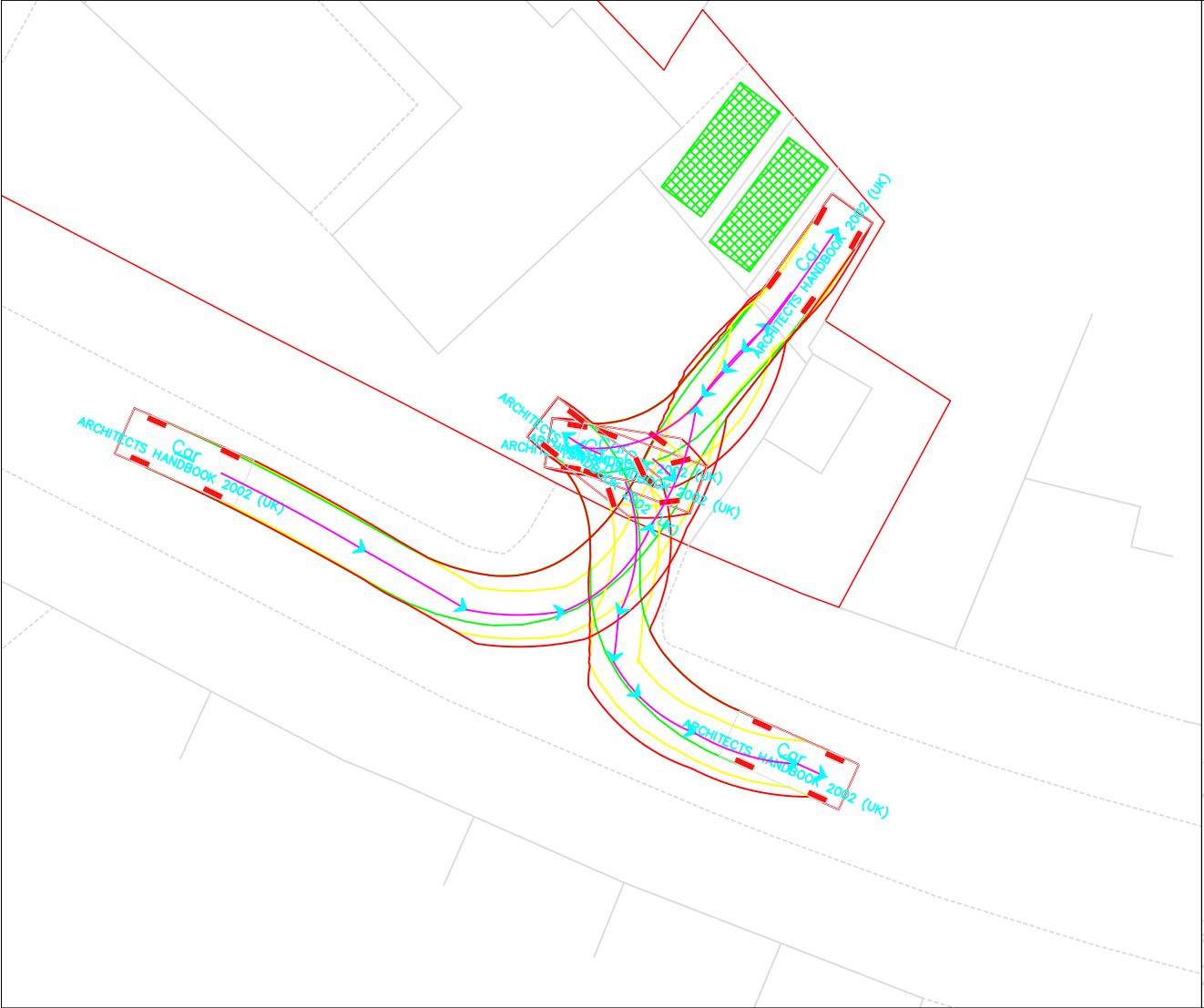
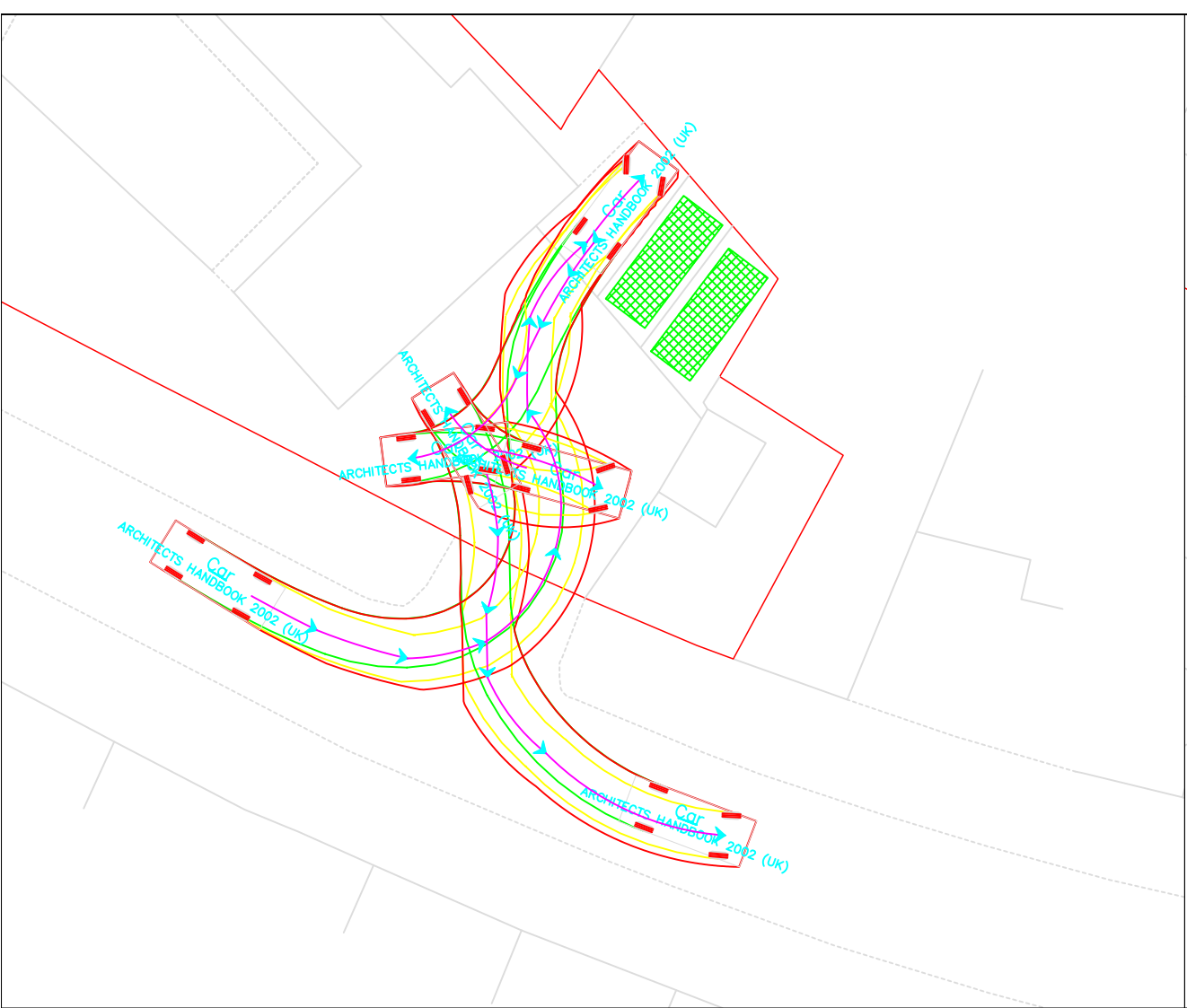
Hagg End Farm, Crook, Nr Kendal
CUMBRIA
LA8 9HS

Petros Price (Director)
Tel: 015398 86015 / Mob: 07903
034743
email: petros.price@modaltp.com

Ref.	Date	Details	Initials
Revisions			



NOT
USED



End

Inside back cover



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Crook
Kendal, Cumbria LA8 9HS

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