

Transport Statement

TRANSPORT STATEMENT

SITE: **Adair Street, Manchester** (Hotel Development)
CLIENT: Capital and Centric (Resurrection) Ltd
DATE: 29th October 2018
REFERENCE: VC0218 R1.1

PREPARED BY: **Matt Cleggett BEng (Hons) FCILT MCIHT**


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1 INTRODUCTION

1.1 Introduction

Vectio Consulting Limited have been appointed by Capital and Centric (resurrection) Limited to prepare a Transport Statement in support of a planning application for a proposed 275 bedroom hotel development. The development is to be located adjacent to Adair Street, in Manchester City Centre. The site currently comprises of industrial land use with associated parking.

The site location is illustrated in Figure 1.



Figure 1: Site Location Plan

The proposed development is to be a car free development with primary access to the hotel lobby from the north of the building, where public open space is proposed between the A665 Great Ancoats Street to the northeast, and Norton Street to the southwest.

Servicing associated with the hotel is proposed to be undertaken from Norton Street at kerb side. The site will benefit from its city centre location and excellent levels of sustainable accessibility.

This Transport Statement has been prepared based on the Department for Transport's (DfT), guidance document "Transport Evidence bases in plan making" dated 10th October 2014, along with the recently published revised National Planning Policy Framework (NPPF). However, where appropriate.

1.2 Background and Scoping

This report assesses the transport impacts the proposed development will have on the adjacent public highway network, connectivity with its surroundings, and assesses the developments access arrangements.

Manchester City Council is both the Local Planning Authority (LPA) and Local Highway Authority (LHA).

Due to the city centre location of the site, and close proximity to Manchester Piccadilly train station and the wider area HS2 Hub scheme, it is considered that the proposals will not create a high level of car born trips.

Therefore, this report presents a simplified Transport Statement as a more detailed Transport Assessment is not considered to be warranted.

This follows the approach taken associated with a nearby 329 bedroom city centre hotel on Portland Street, which was recently granted planning permission (ref: 119265/FO/2018).

As such, this report has been prepared, focussing on the following technical aspects:

- A description of the current site and the surrounding highway network, including an audit of highway infrastructure, identification of existing barriers and constraints, and a review of the most recently available 5 years' worth of road traffic accident history;
- A description of the proposed development, along with a review of the likely traffic demand created by the development, parking provision, servicing arrangements, and accessibility to the site;
- Measures proposed to remove barriers / and severe constraints are discussed where applicable; and
- The findings of this report are presented in a summary with the ultimate conclusions being put forward.

1.3 Relevant Planning / Development History

There have been no relevant planning applications identified relating to the site.

The proposed development forms part of a much wider HS2 Strategic Regeneration Framework, which the Portugal Street East Strategic Regeneration Framework falls within.

In January 2014, Manchester City Council adopted the 'HS2 Manchester Piccadilly Strategic Regeneration Framework (2014)' (HS2 SRF) following the UK Government's commitment to Phase 2 of High Speed 2. The HS2 SRF was a high-level document covering a significant land area. It was intended to offer a structuring framework within which more detailed sub-area guidance could come forward. The regeneration area is shown in Figure 2.

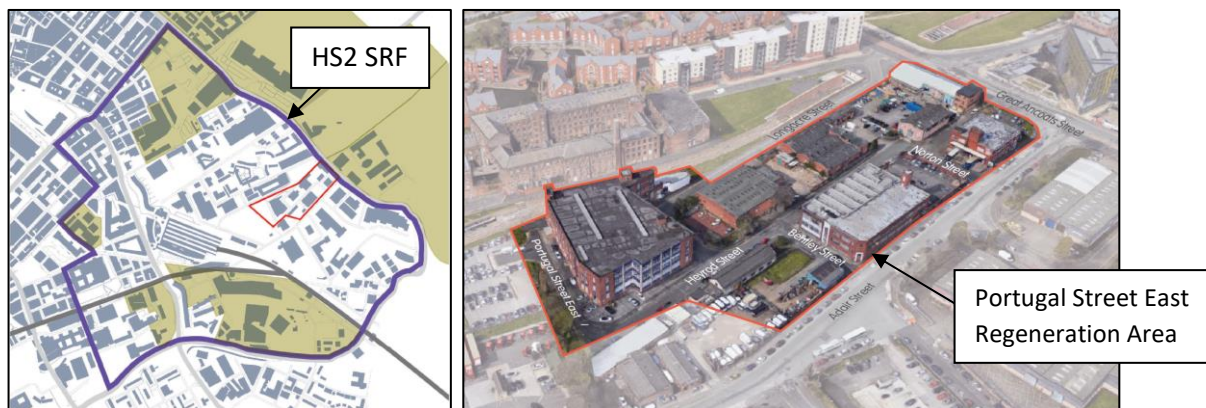


Figure 2: Portugal Street East Strategic Regeneration Area

With regard to the redline boundary of the Portugal Street East Strategic Regeneration Area, individual plots within the area are to seek separate planning consents. With regard to the public realm located within the regeneration area, such as amenity space, including footpaths and roads etc., these are subject to a separate planning application. This report has been prepared solely to consider the plot boundary itself, although refers to public realm works associated with the separate public amenity space planning application, so as to highlight the infrastructure that will also be required to facilitate the development.

The plot boundary of the development site forming the subject of this report is shown in Figure 3, comprising parcel F.

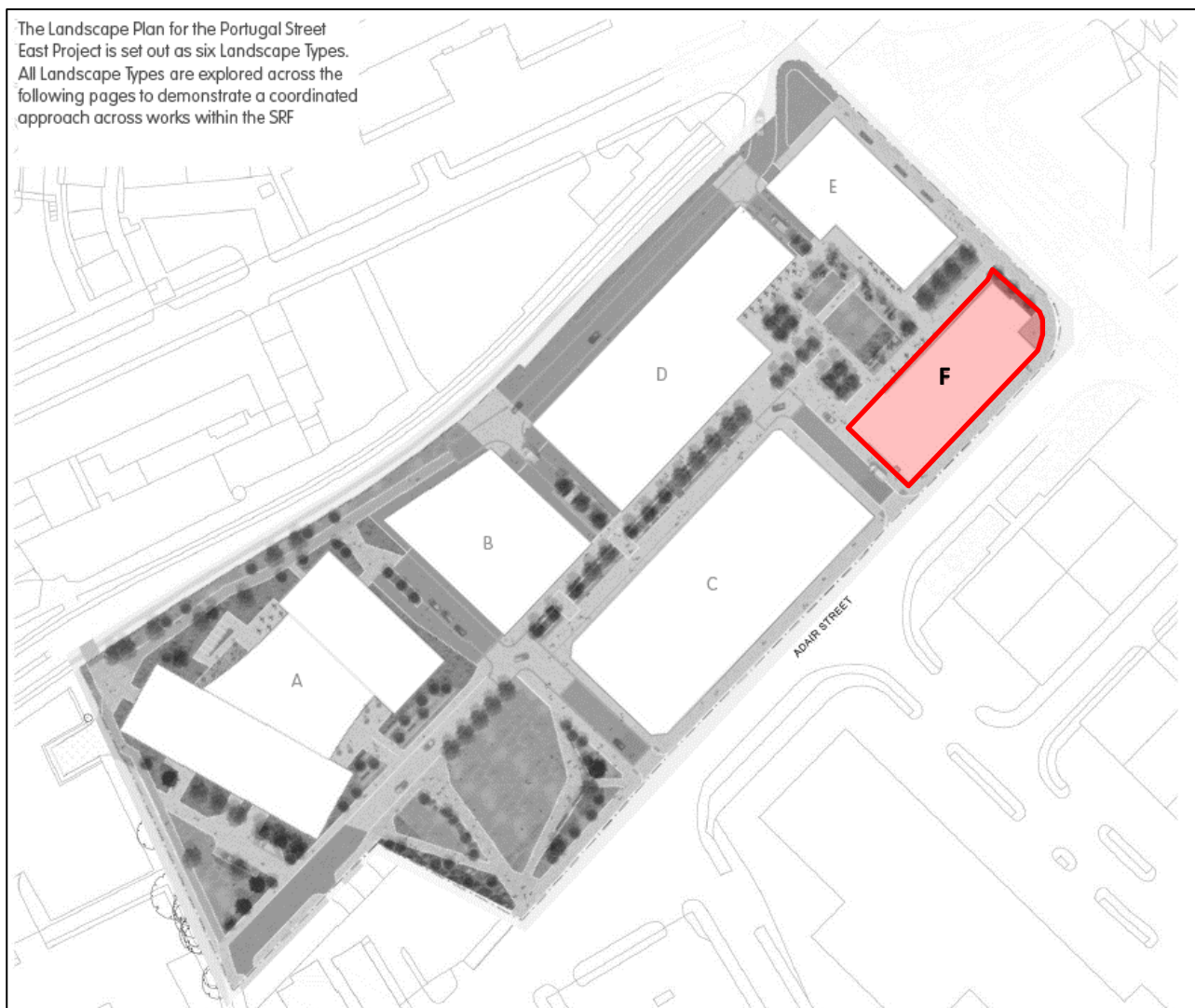


Figure 3: Development Parcel F Location

1.4 Portugal Street East Strategic Regeneration Area – Proposed Highway Works

As part of public realm works planning application, various highway works are proposed. These include the following measures:

- Stopping up on Epworth Street to become a pedestrianised area;
- Narrowing of Heyrod Street road carriageway to 4m, with a one way operation from north east to south west, with footways to either side;
- Resurfacing of Norton Street carriageway and footways;
- Layby parking for cars and servicing vehicles to the eastern side of Norton Street;
- Resurfacing / repair of footways along Adair Street (northern side);
- New junction between Norton Street and Heyrod Street; and,
- New junction layout with pedestrian crossing facilities at the Norton Street / Adair Street Junction.

Further details regarding the proposed public realm works associated with the above can be found detailed in its respective planning application.

1.5 Report Structure

The remainder of this report is structured as follows:

- Section 2 presents details of the existing transport conditions that prevail in the area of the development site, including a review of recent road traffic accident trends;
- Section 3 presents details of the development proposals, reviews the sustainable accessibility of the site for non-motorised road users, and discusses travel forecasts;
- The proposed measures recommended to be implemented based upon the findings of this Transport Statement are discussed in Section 4; and,
- A summary and conclusions of the assessments detailed in this report are presented in Section 5.

2 EXISTING TRANSPORT CONDITIONS

2.1 Site Location

The proposed site is located to the east of the city centre, within the ring road, approximately 850 m walk to the east of Manchester Piccadilly Station.

The site is bound by the A665 Great Ancoats Street to the north east, Adair Street to the southeast, Norton Street to the southwest and Epworth Street to the northwest.

2.2 Existing Site

The site is currently used as an industrial unit with a small area of hardstanding, located to the northeast, which is used as a car park serving the site. A small service yard is located on the south west frontage of the site on Norton Street, where two loading docks are present. Figure 4 shows the existing site layout.



Figure 4: Existing Site Layout

2.3 Highway Audit

A local highway network audit was carried out on the 4th October 2018. The purpose of the audit was to assess the suitability of the existing route infrastructure / facilities available for use by non-motorised road users accessing the site, and also to appraise the parking facilities adjacent to the proposed development.

The extent of the audit is presented in Figure 5, highlighted in red as shown, in comparison to key destinations.

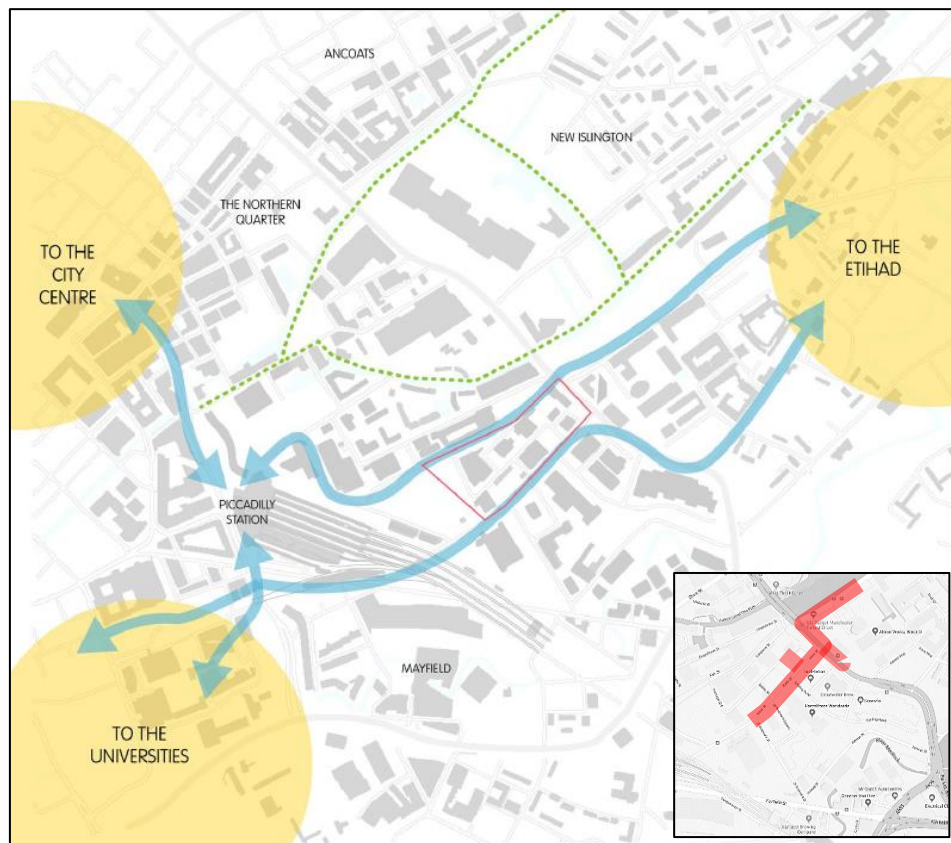


Figure 5: Extent of Highway Audit

It is noted that a separate planning application has been lodged associated with public realm works in the local area, as previously discussed. This separate planning application is to incorporate measures required to mitigate existing barriers and obstacles which create access severance to the Portugal East Regeneration Area development parcels. The Highway Audit undertaken as part of this report has identified the following deficiencies associated with access to the site for non-motorised users. It is understood that these items are to be addressed as part of the separate public realm planning application.

- The existing kerbed loading accesses on Norton Street will create trip hazards to pedestrians. Removal of the existing vehicular access points on the south western frontage of the site on Norton Street should be undertaken, with footway levels raised to suit;
- There are no pedestrian crossing facilities at the junction of Norton Street with Adair Street along the northern footpath, which currently creates a trip hazards to pedestrians. An uncontrolled pedestrian crossing should be provided on the radius of Norton Street, at its junction with Adair Street. This crossing should include dropped kerbs and tactile paving; and,
- The north eastern footway on Norton Street is not continuous as it leads onto Heyrod Street. A continuous footway on the eastern and northern side of Norton Street, leading onto Heyrod Street, should be provided, with footway levels raised to suit, and any drainage issues resolved.

A copy of the highway audit is presented in Appendix A.

2.4 Accessibility

The Highway Audit discussed in Section 2.3 identified the existing level of highway infrastructure adjacent to the proposed development site. The following sub sections consider the journey distances relating to users of the proposed development, solely focussing on non-car modes of transport.

2.4.1 Walking

The Chartered Institution of Highways and Transportation (CIHT) in their document 'Guidelines for Providing for Journeys on Foot, 2000' states that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile". It is generally considered that people are prepared to walk up to 2km (1.24 miles) to and from work, given suitable walking routes and facilities.

When assessing the accessibility of a site for pedestrians, and the proximity of local facilities, an average walking speed of 1.4 m/s can be assumed, which equates to approximately 400 metres in 5 minutes, at 3 mph. This document also contains a table of suggested walking distances for different purposes. Table 1 recreates this table.

Table 1: Extract from IHT 'Guidelines for Providing for Journeys on Foot, 2000'

	Town Centre (m)	Commuting School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Maximum	800	2000	1200

The 2km walking iso-distance map shown in Figure 6 demonstrates that there is a plethora of key facilities within an acceptable walking distance of the site. The iso-distance map measurement has been taken from the boundary of the site.

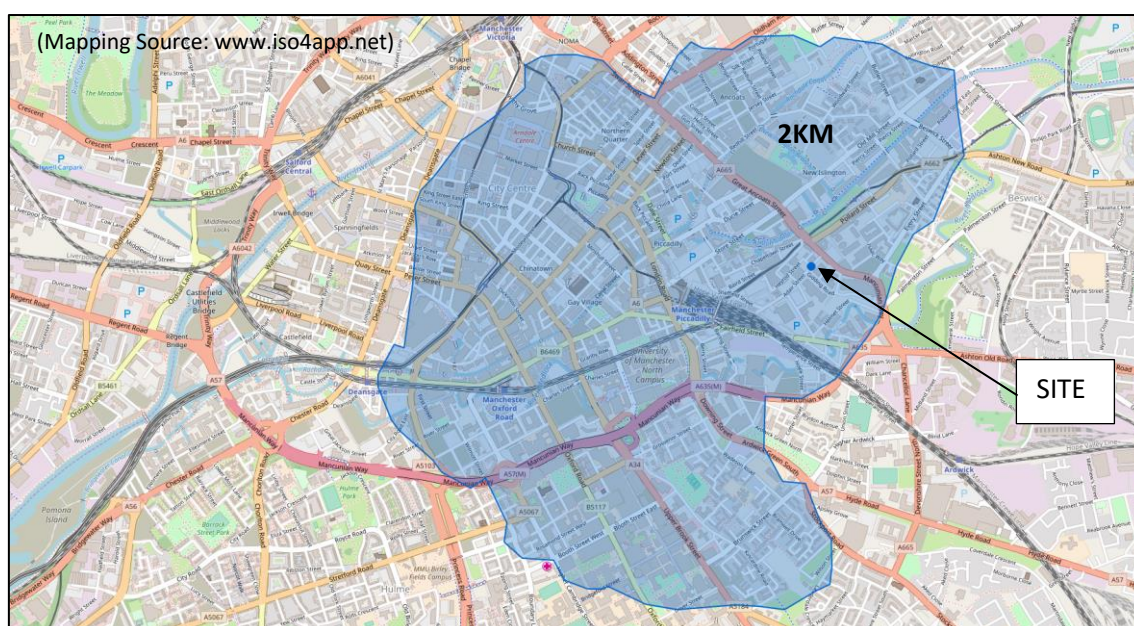


Figure 6: Walking Iso-distance Map

The topography of the area will be conducive to walking journeys. It will however be important to provide pedestrian facilities that maximise local trips as far as possible to allow occupiers to make informed route choices.

2.4.2 Cycling

It is generally considered that a distance of 5km (3 miles) represents a reasonable cycling distance to and from origins and destinations, while 8km (5 miles) is a maximum realistic range for cycle trips. Figure 7 illustrates a cycling iso-distance map measured from the centre of the site.

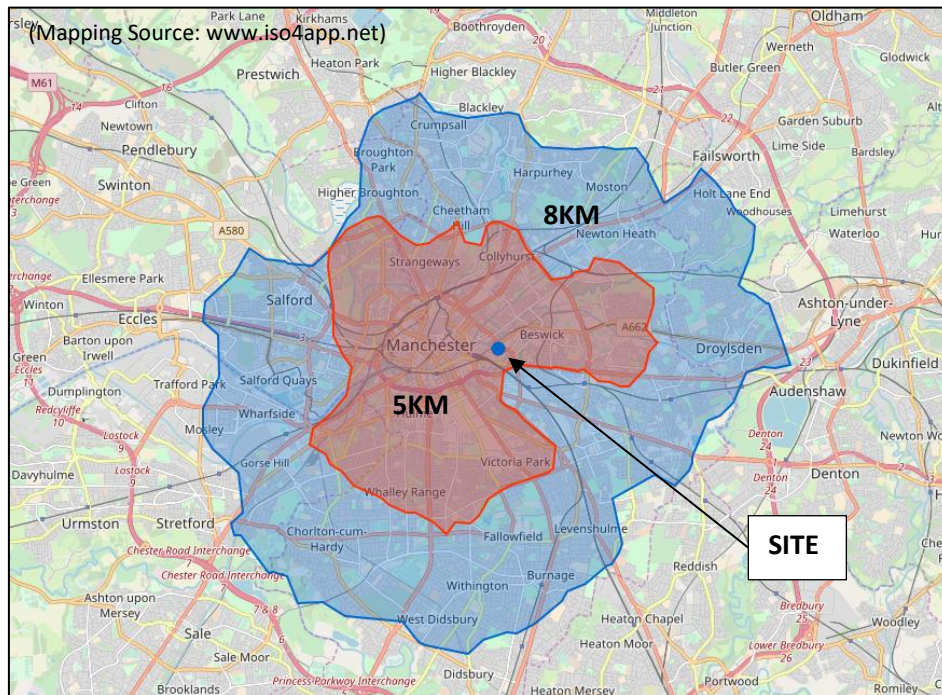


Figure 7: Cycling Iso-distance Map

2.4.2.1 Sustrans & Local Cycle Route Information

An extract from the Sustrans website, along with local cycle route map data, is presented in Figures 8 and 9, which illustrates Manchester's cycling routes.

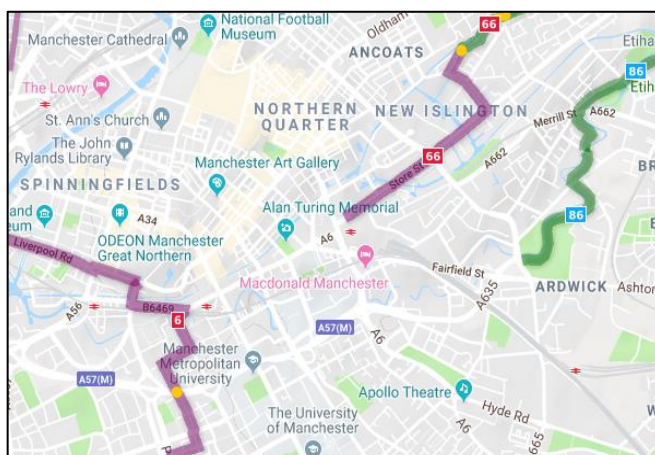


Figure 8: Area Wide Cycling Network (Sustrans)

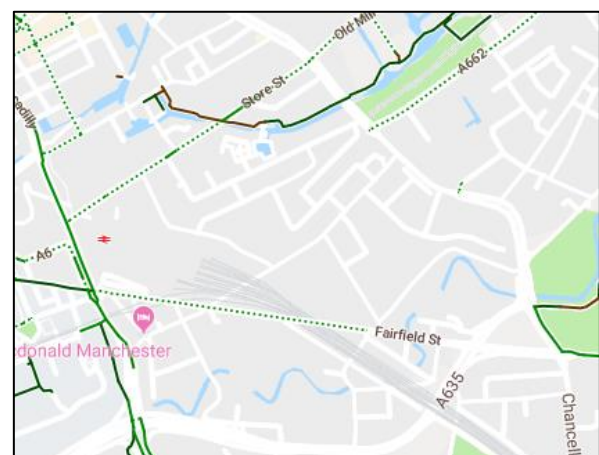


Figure 9: Local Cycle Routes

The thin purple coloured routes shown in Figure 8 are on road routes that are not part of the National Cycle Network. The thick purple and green coloured routes are on and off-road routes that form part of the National Cycle Network within a close vicinity of the proposed development.

As with walking, the topography of the local area should prove conducive to cycle journeys.

2.4.3 Public Transport

2.4.4 Means of access for Public Transport – Bus

The prime operator of buses in the area is Stagecoach. The nearest bus stop is approximately a 60 m walk from the site, with several further bus stops located within 350m offering alternative route choices. The adjacent bus stop locations are shown in Figure 10.

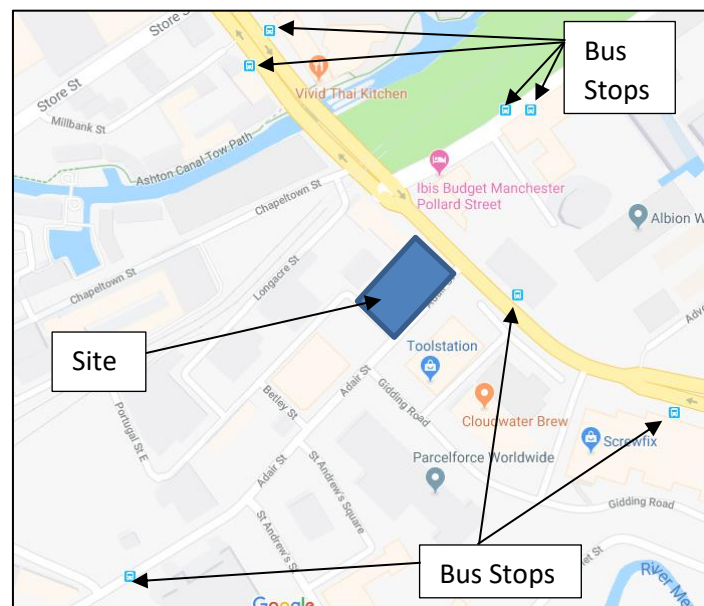


Figure 10: Bus Stop Locations

The adjacent bus stop on Travis Street is located approximately 250 m to the south west of the site, heading toward Manchester City Centre, benefitting from the following facilities:

- Pole with flag;
- Timetable; and
- Street lighting.

A photograph of the bus stop is shown in Plate 1.



Plate 1: Adjacent Bus Stop on Travis Street

The current routes, frequencies, and headways serving the nearby stops are listed in Table 2.

Table 2: Summary of Existing Bus Services

No.	Route	Areas served	Frequency (Mon-Sun, daytime)
231	Manchester – Littlemoss/Ashton	Piccadilly Gardens, Sportcity, Clayton, Littlemoss, Hartshead, Tameside General Hospital, Ashton-Under-Lyne, Littlemoss	• Mon - Friday – approx. every 15 – 20 mins • Saturday – approx. every 30 mins • Sunday – approx. every 60 mins
147	Piccadilly Rail Station – West Didsbury	Ancoats, Manchester City Centre, Manchester Royal Infirmary, Rusholme, West Didsbury	• Mon - Friday – approx. every 10 mins • Saturday & Sunday – No service
216	Manchester - Ashton	Piccadilly Gardens, Sportcity, Droylsden, Ashton-Under-Lyne, Stalybridge	• Mon - Friday – approx. every 10 mins • Saturday & Sunday – No service

There is also a free bus service that operates from within the city centre called Metroshuttle. There are three different routes that run at regular intervals from Manchester Piccadilly. The Metroshuttle routes operated, along with their frequencies, are shown in Table 3, whilst a route map can be seen in Figure 11.

Table 3: Summary of Metroshuttle Services

Route	Areas served	Frequency (Mon-Sun, daytime)
1	Piccadilly Station, Portland Street, Peter Street, Deansgate (Spinningfields), Deansgate, Victoria Station, Northern Quarter, Piccadilly Station	• Mon – Fri – 7am to 7pm every 10 mins • Saturday – 8:30am to 6:30pm every 10 mins • Sunday – 9:30am to 5:55pm every 12 mins
2	Piccadilly Station, Northern Quarter, Withy Grove, Victoria Station, Deansgate, Deansgate Station, Oxford Road Station, Peter Street, Deansgate, Victoria Station, Shudehill, Piccadilly Station	• Mon – Fri – 6:30am to 6:30pm every 10 mins • Saturday – 8:30am to 6:30pm every 10 mins • Sunday – 9:35am to 6pm every 12 mins
3	Piccadilly Station, Portland Street, Charlotte Street, Cross Street, St Mary's Gate, Deansgate, John Dalton Street, Cross Street, King Street, New York Street, Chorlton Street, Piccadilly Station	• Mon – Fri – 7:25am to 7:20pm every 10 mins • Saturday – 8:35am to 6:25pm every 10 mins • Sunday – 9:40am to 6:05pm every 12 mins



Figure 11: Metroshuttle Route Map

It is considered that there is a high level of bus services within the proximity of the site making it highly accessible to all users.

2.4.5 Means of access for Public Transport – Tram

MetroLink operates a tram system which is a fast and efficient service providing access to the city centre and beyond. The nearest tram stop is located approximately 500m walk from the site, so is considered to be a likely mode of transport for users of the hotel. MetroLink runs every few minutes, and as such provides a high level of service. The route map for the tram network can be seen in Figure 12.

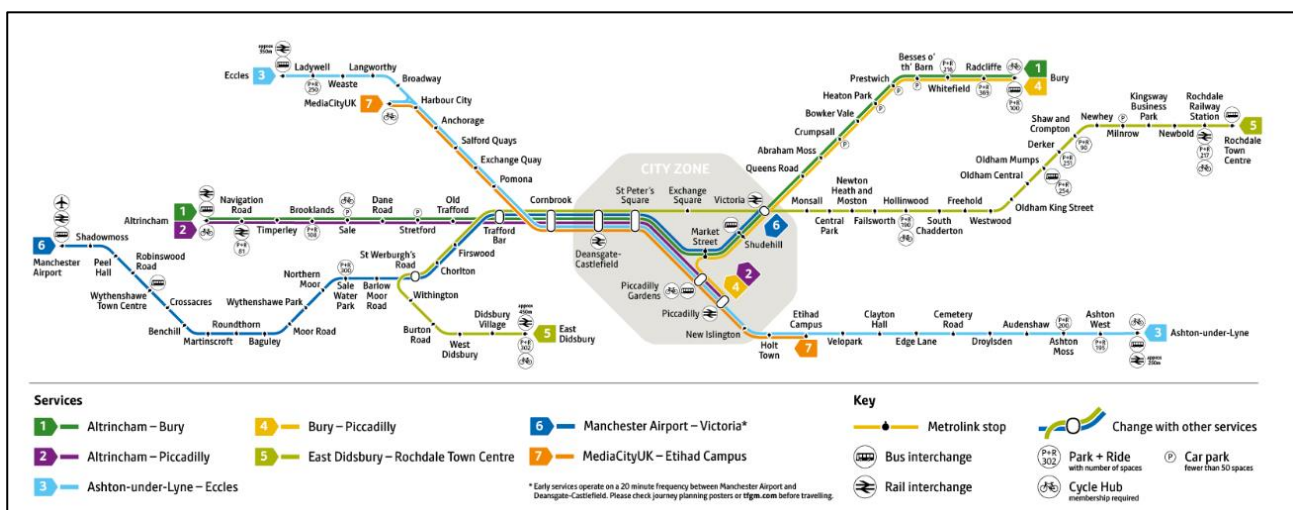


Figure 12: Metrolink Route Map

2.4.6 Means of access for Public Transport – Train

The nearest train station is Manchester Piccadilly Station, which is approximately a 750m walk from the site. Manchester Piccadilly is the main train station in Manchester with 14 platforms providing accessible train travel throughout Manchester and nationwide.

Due to the proximity to the site to Manchester Piccadilly train station, it is considered that travelling by train is a likely mode of transport to be used by both staff and guests of the hotel.

2.4.7 Car Club

Enterprise have an established car club that operates throughout Manchester providing users with the opportunity to hire a car by the hour or day. It is a cost-effective service which provides users with the advantage of utilising a car without the cost of owning one. The nearest Enterprise car club location is located approximately 650m walk from the site, located just off Old Mill Street. To use this service users must first register for the car club, following this they can then book cars via the web site or app.

2.5 Road Safety

Recorded road traffic accident data has been obtained from the www.crashmap.co.uk website associated with land adjoining the proposed development for the most recent 5-year period. The study area of the assessment is shown in Figure 13.

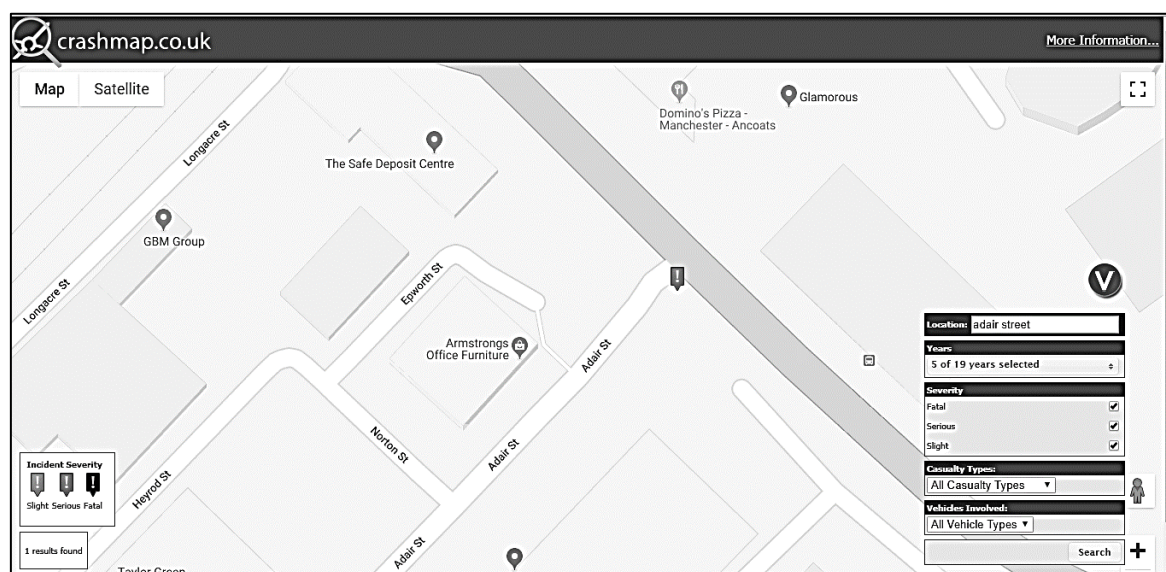


Figure 13: Accident Assessment Study Area

Over the period between 2013 and 2017 there was 1 recorded road traffic accident resulting in injury. This accident was recorded as severe and occurred at the Adair Street / A665 Great Ancoats Street junction.

A breakdown of the total number of personal injury accidents within the study area is shown in Tables 4 and 5.

Table 4: Total Number of Accidents and Casualties

Year	Total		Pedal Cycle		Child Casualty		Motorcycle		Pedestrian	
	Accidents	Casualties	Accidents	Casualties	Accidents	Accidents	Accidents	Casualties	Accidents	Casualties
2013	0	0	0	0	0	0	0	0	0	0
2014	1	2	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0	0
Totals	1	2	0	0	0	0	0	0	0	0

Table 5: Casualty Severity

Year	Fatal	Serious	Slight	Total
2013	0	0	0	0
2014	0	1	0	1
2015	0	0	0	0
2016	0	0	0	0
2017	0	0	0	0
Totals	0	1	0	1

The single incident recorded involved two vehicles, one continuing along the main line, whilst another turning into its path. This incident is likely to be as a result of driver error / erratic behaviour. No pedestrians, child casualties, pedal cyclists or motorcyclists were involved.

Based on the review of the accident records, no patterns or trends have been identified that are considered likely to be detrimentally impacted by the operations of the proposed development.

2.6 Interim Travel Plan

The sustainable features of the site's location are to be reinforced and exploited by the introduction of an Interim Travel Plan (reference: VC0218 R2.1) that has been prepared and submitted in support of the planning application.

3 DEVELOPMENT PROPOSALS

3.1 Development Composition

The proposed development is to consist of a 13-storey building with a total of 275 bedrooms across 12 floors. The ground floor is to consist of a lobby, bar and restaurant area with office and store areas. There is to be a bin store area located on the corner of Adair Street and Norton Street, along with an internal bike store area. Figure 14 shows the ground floor plan, whilst a copy of the proposed masterplan is presented in Appendix B.

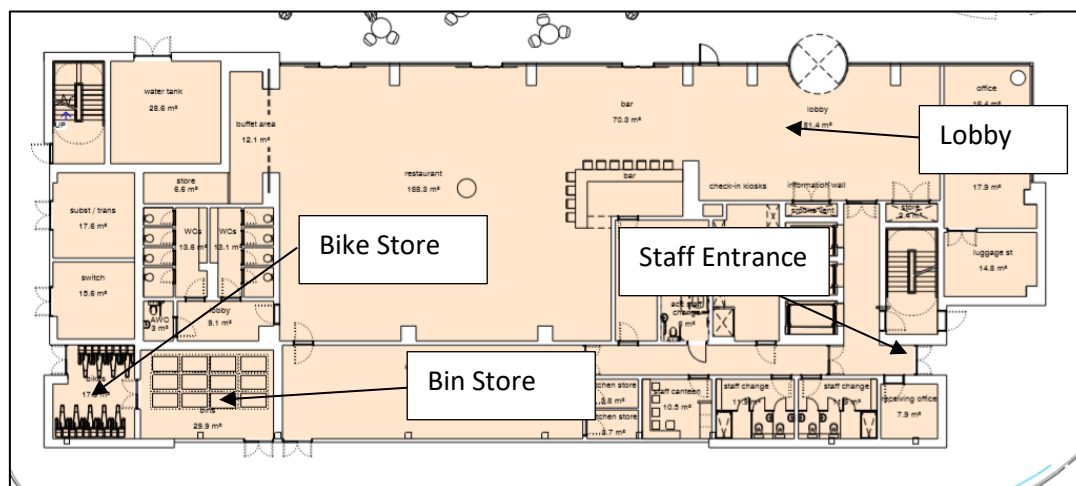


Figure 14: Ground Floor Plan

3.2 Access Arrangements

The main entrance is to be accessed from a public square located between Norton Street and the A665 Great Ancoats Street as shown in Figure 15. Service access for the substation, switch room and the water tank room all have their own independent entrances near to Norton Street. The internal bike store is to be accessed from the corner of Norton Street and Adair Street, along with a separate access also provided to the bin store near this location. An access is to be provided on the corner of Adair Street and the A665 Great Ancoats Street for staff and the receiving office. An emergency fire exit is provided onto the A665 Great Ancoats Street.

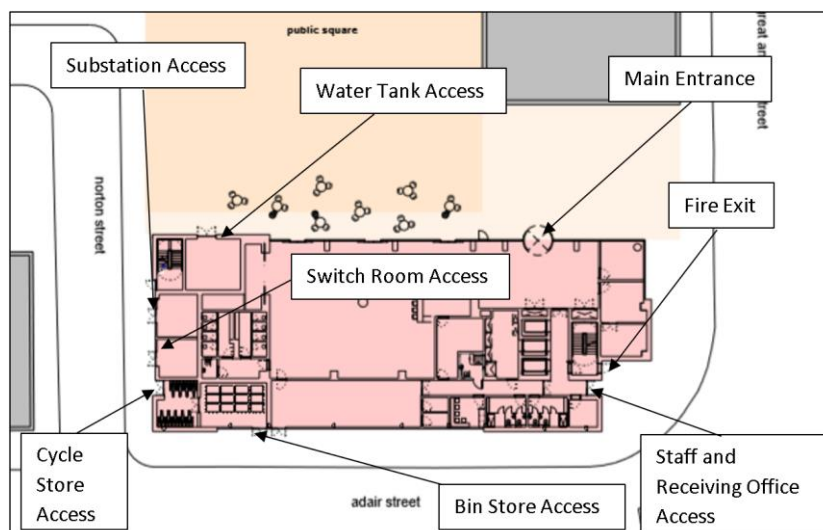


Figure 15: Access Arrangements

Pedestrian Access will primarily be from the north of the building, whilst servicing will be made from the roadside on Norton Street.

3.3 Trip Generations and Assignments

So as to gain an appreciation of the likely trip generation that will be generated by the proposed development, interrogation of the TRICS database has been undertaken.

The database has been interrogated to identify similar sites that would be comparable to the proposed development, so as to recreate a representative trip making profile. The sites identified include:

- Site Ref: CF-06-A-04, The Friary, Cardiff, 96 bedrooms, 0 parking spaces.
- Site Ref: HK-06-A-01, Old Street, Shoreditch, 224 beds, 9 parking spaces.
- Site Ref: HK-06-A-02, Great Eastern Street, Shoreditch, 205 beds, 0 parking spaces.
- Site Ref: WL-06-A-02, Bridge Street, Swindon, 134 beds, 2 parking spaces.
- Site Ref: WM-06-A-01, Lichfield Road, Wolverhampton, 117 beds, 0 parking spaces.

It is noted that this conclusion was also reached associated with the nearby hotel development site previously discussed, that was granted planning permission. As such, the same trip generation rates have been adopted. A copy of the TRICS report is presented in Appendix C, whilst a summary of the person and vehicular trip generation rates and forecasts are presented in Table 6.

Table 6: Hotel Development Trip Generation Forecasts (Person & Vehicular)

	Trip Generation Rates (per bed)			Forecast Trip Generations		
	Arr	Dep't	Total	Arr	Dep't	Total
Total Person Trips						
Weekday AM peak hour (8-9)	0.143	0.375	0.518	39	103	142
Weekday PM peak hour (17-18)	0.375	0.262	0.637	103	72	175
Weekday 12-hour Period (7-19)	2.560	2.727	5.287	704	750	1454
Vehicular Trips						
Weekday AM peak hour (8-9)	0.052	0.094	0.146	14	26	40
Weekday PM peak hour (17-18)	0.067	0.040	0.107	18	11	29
Weekday 12-hour Period (7-19)	0.510	0.509	1.019	140	140	280

As with the nearby hotel scheme, the forecasts in Table 6 show a low peak hour demand created by the development site, which is to be expected given the edge of city centre location of the site, proximity to Manchester Piccadilly, and the car free nature of the site. The forecasts show that the proposed development will create less than 1 vehicular movement every two minutes during peak hour periods.

3.4 Net Traffic Impact

Appreciating that the former site operated with a general industrial land use, and only comprised a gross floor area of approximately, 500m², trip generations associated with the former use would be low, nominally 10 movements during a peak hour.

3.5 Multi modal Forecasts

So as to gain an appreciation of multi modal journeys associated with the proposed development site, a review of the 2011 national census information relating to journeys to work has been undertaken. The journey to work mode share associated with Manchester City Centre is shown in Table 7.

Table 7: 2011 Census Travel to Work Journey Statistics by Mode (Manchester City Centre)

Mode	Percentage
Underground, Metro, Light Rail, Tram	7.9%
Train	19.7%
Bus, Minibus or coach	26.7%
Taxi	0.3%
Motorcycle, Scooter or moped	0.4%
Driving a van or car	27.9%
Passenger in a car or van	3.5%
Bicycle	2.3%
On Foot	11.0%
Other method of travel	0.2%

It is noted however that due to the car free nature of the development site, and the proximity to Manchester City Centre, car born trips are likely to be much lower than detailed in the census data. The TRICS forecasts have identified a likely proportion of car drivers to be in the order of 20%, as opposed to 28%, as obtained in the much greater geographical census area. Therefore, when estimating multi modal journeys, the forecasts have been adjusted, assuming the drivers of a van or car category is reduced in line with the TRICS results.

By applying the mode split detailed in Table 7, and the person trip forecasts detailed in Table 6 relating to the hotel land use, multi modal trip generation rates associated with the hotel development have been estimated, as presented in Table 8.

Table 8: Estimated Hotel Multi Modal Trip Generation Forecasts

Mode	Weekday Trip Generations		
	AM Peak Hour	PM Peak Hour	12 hours
Underground, Metro, Light Rail, Tram	62	66	128
Train	154	164	319
Bus, Minibus or coach	209	223	432
Taxi	2	3	5
Motorcycle, Scooter or moped	3	3	6
Driving a van or car	141	150	291
Passenger in a car or van	27	29	57
Bicycle	18	19	37
On Foot	86	92	178
Other method of travel	2	2	3

3.6 Parking / Pick Up & Drop Off Arrangements

3.6.1 Car Parking

The hotel is proposed to be a car free development with no onsite car parking. This is due to the excellent levels of sustainable transport available within the vicinity of the site as identified in Section 2. It is noted however that some users of the site may choose to arrive by car. Therefore, an analysis of local car park supply has been undertaken.

The site sits within Manchester's Parking Zone 4 with, Adair Street forming the end of this boundary as shown in Figure 16.

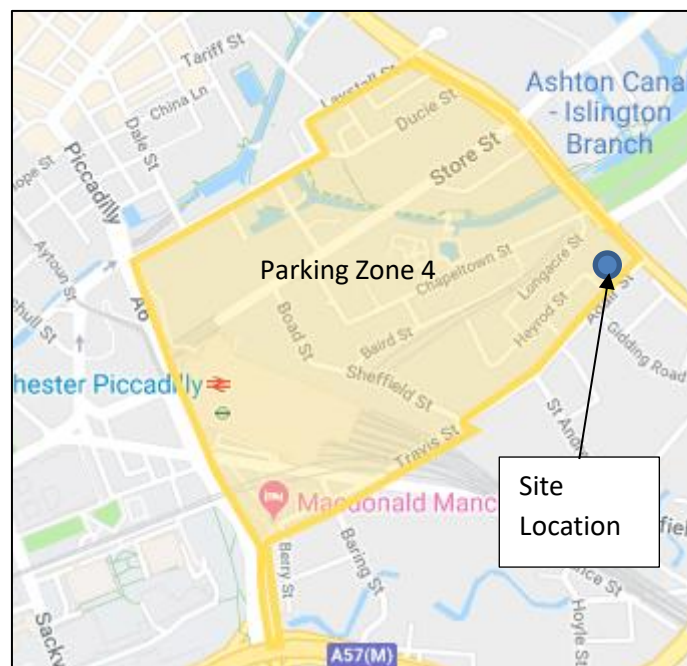


Figure 16: Manchester Parking Zone 4

On street parking within this zone is restricted except for blue badge holders. Charges apply from Monday to Sunday from 8am to 8pm with no charge for parking on a bank holiday. The maximum stay within this zone is 10 hours except for weekends. Table 9 recreates the charges for this zone.

Table 9: Zone 4 Parking Charges

Duration	Charge
Up to 30 mins	£0.50
Up to 1 hour	£1.00
Up to 3 hours	£2.50
Up to 6 hours	£5.00
Up to 10 hours	£7.50
All weekend (Saturday and Sunday)	£10.00

On street parking to the south east of this zone is free where parking is permitted.

3.6.1.1 Public Car Parking Provision

There are numerous pay and display public car parks within the vicinity of the site. The nearest car park is the NCP Sheffield Street car park, which is approximately 300 m from the site. Figure 17 shows the location of the nearest main car parks in relation to the site, whilst Table 10 shows the number of spaces and charges relating to each car park. There are other smaller car parks in the vicinity, although those listed below provide a good indication as to the level of parking facilities available.

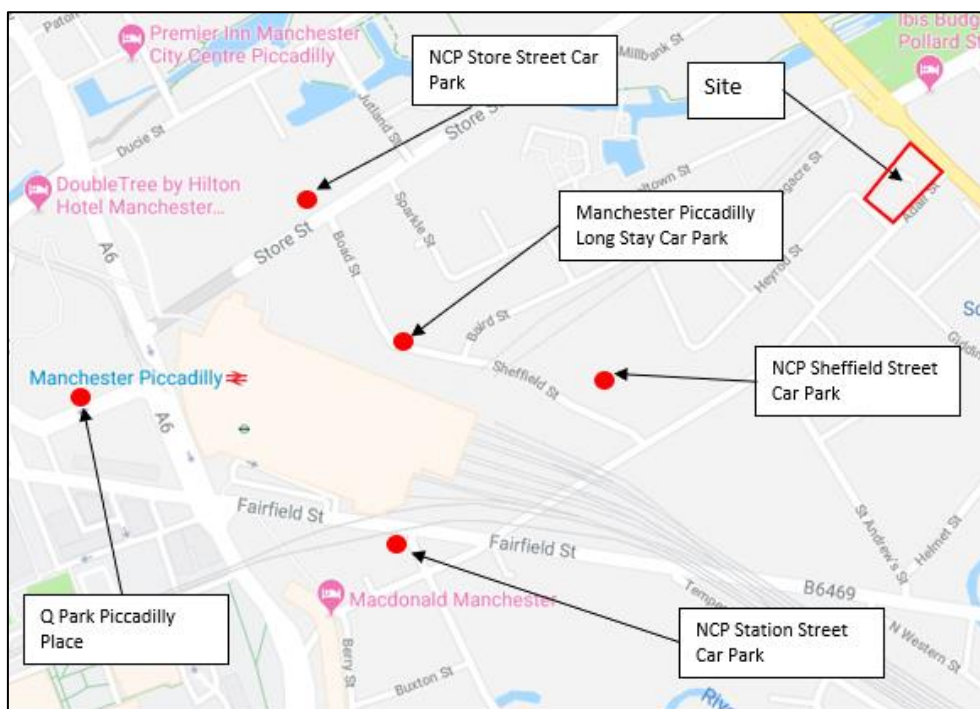


Figure 17: Public Car Park Locations

Table 10: Available Public Car Parks

Car Park	No. of Spaces	Walking Distance	Opening Hours	Tariffs
NCP Sheffield Street	160	300m	Mon – Sun all day	Day rate: £3.50
NCP Manchester Station Car Park	62	550m	Mon – Sun all day	1 hour: £2.50 1 to 2 hrs: £3.50 2 to 4 hrs: £5.50 4 to 24 hrs: £10.00 Earlybird: £5.00
Manchester Piccadilly Long Stay	857	600m	Mon – Sun all day	Mon – Fri: Up to 2 hrs: £5.00 Up to 4 hrs: £9.00 Up to 10 hrs: £14.00 Up to 24 hrs: £20.00 Weekend Rate: £6.00 per day Night Rate (18:00 - 06:00): £6.00 Bank Holidays: £6.00 Motorcycles: £3.00 all day
NCP Store Street Car Park	406	700m	Mon – Sun all day	Mon-fri 12 hrs: £5.00 Mon-fri 24 hrs: £7.00 Weekend 1 hr: £1.50

Car Park	No. of Spaces	Walking Distance	Opening Hours	Tariffs
				Weekend 2 hrs: £2.50 Weekend 3 hrs: £3.50 Weekend 24 hrs: £7.00
Q Park Piccadilly Place	583	900m	Mon – Sun all day	Up to 1 hour: £ 2.50 Up to 2 hrs: £ 5.00 Up to 4 hrs: £ 9.00 Up to 6 hrs: £ 13.00 Up to 9 hr: £ 15.00 Up to 24 hrs: £ 18.50 Weekends: Up to 1 hour £ 2.50 Weekends: Up to 2 hours £ 5.00 Weekends: after 2 hours £ 7.00

3.6.2 Cycle Parking

Manchester City Centre cycle parking standards are detailed in the Manchester Core Strategy 2012 – 2027 document, and reproduced below:

- 1 space per 10 guest rooms with a minimum of 2 spaces.

Based on the development site comprising 275 bedrooms by applying the policy calculations, the development site should provide 28 secure and sheltered bicycle parking spaces.

The proposed cycle store has the capacity for 18 bicycles to be parked. Although a shortfall when applying the parking standards, this quantity is considered suitable given the forecast number of cycle trips estimated in Section 3.5 of this report.

It is however recommended that external cycle parking is provided to accommodate short term cycle parking needs, which should be located in a highly accessible location, with plenty of public presence for security purposes. The ideal location in this instance would be along the building's northern frontage, near the lobby entrance, with provision being made in the form of Sheffield Hoops. With regard to the quantum of provision, given the forecast level of person movements associated with the site, a provision of 4 Sheffield Hoops is considered reasonable.

3.6.3 Pick Up / Drop Off Arrangements

So as to accommodate pick up and drop off arrangements adjacent to the hotel, revisions to the eastern Norton Street footway is proposed so as to facilities a layby loading area. These works are proposed as part of the public realm planning application. These works include a 21 m long half sunken layby, commencing at the end of the radii leading into Norton Street from Adair Street, on the north-eastern kerb line.

3.7 Servicing

It is recommended that servicing, such as refuse collection and deliveries, should be undertaken from Norton Street, using the proposed loading waiting area as discussed under the previous sub section.

3.8 Construction Stage

The estimated transport impacts during the site construction stages are relatively unknown at this time. Given this, a construction plan to cover the build out period of the site has not been developed.

It is recommended that a suitable construction stage traffic management plan is in place prior to site construction, to be agreed with the LHA. This plan will be required in order to minimise traffic travelling through the existing area, limiting the effective operation of the public highway network.

It is anticipated that the site will generate a relatively low level of construction traffic in relation to the current background traffic. Therefore no mitigation measures are proposed other than the preparation of a construction stage traffic management plan which will include:

- Construction traffic routes, including provision for access to the site;
- Entrance/exit from the site for visitors/contractors/deliveries;
- Location of directional signage within the site;
- Siting of temporary containers;
- Parking for contractors, site operatives and visitors;
- Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition/construction;
- Temporary roads/areas of hard standing;
- Schedule for large vehicles delivering/exporting materials to and from site;
- Storage of materials and large/heavy vehicles/machinery on site;
- Measures to control noise and dust;
- Details of street sweeping/street cleansing/wheel wash facilities;
- Details for the recycling/disposing of waste resulting from demolition and construction works;
- Hours of working; and,
- Phasing of works including start/finish dates.

It is highlighted however that there will be limited space within the site for a construction compound and storage of materials, therefore it will be vital for the Management Plan to detail the specific operations of the site.

4 PROPOSED AND RECOMMENDED MEASURES

The proposed measures to be implemented as an outcome of this report include:

- Preparation of a Construction Stage Traffic Management Plan;
- Provision of 4 Sheffield Hoops to the frontage of the hotel within the pedestrianised area to accommodate visitors;
- Provision of a Travel Plan so as to encourage sustainable travel patterns;

Recommended measures to be considered as part of the wider area public realm infrastructure planning application include:

- Removal of the existing vehicular access points on the south western and north eastern side of Norton Street, with footway levels raised to suit;
- Provision of an uncontrolled pedestrian crossing on the radius of Norton street, at its junction with Adair Street, with dropped kerbs and tactile paving; and,
- Provision of a continuous footway on the eastern and northern side of Norton Street, leading onto Heyrod Street with footway levels raised to suit, and any drainage issues resolved.

The location of the recommended highway works associated with the wider public realm are presented in Appendix D.

5 SUMMARY AND CONCLUSIONS

Vectio Consulting Limited have been appointed by Capital and Centric (resurrection) Limited to prepare a Transport Statement in support of a planning application for a proposed 275 bedroom hotel development. The development is to be located adjacent to Adair Street, in Manchester City Centre. The site currently comprises of industrial land use with associated parking.

The proposed development is to be a car free development with primary access to the hotel lobby from the north of the building, where public open space is proposed between the A665 Great Ancoats Street to the northeast, and Norton Street to the southwest.

Servicing associated with the hotel is proposed to be undertaken from Norton Street at kerb side. The site will benefit from its city centre location and excellent levels of sustainable accessibility.

This Transport Statement has been prepared based on the Department for Transport's (DfT), guidance document "Transport Evidence bases in plan making" dated 10th October 2014, and the recently revised National Planning Policy Framework.

With regard to the Portugal Street East Strategic Regeneration Area, individual plots within the area are to seek separate planning consents, one of which being the subject of this report. With regard to public realm, such as redevelopment of public space, including footpaths and roads within the area, these are subject to a separate planning application.

As such this report has been prepared solely to consider the plot boundary itself, although refers to public realm works, and makes recommendations to be considered as part of the separate public realm works application where identified to be applicable.

5.1 Summary

This report has undertaken a review of the adjacent highway network and identified improvement measures to pedestrian routes along the adjacent highway network, including pedestrian crossing provision, that are proposed as part of the separate public realm works planning application. Such specific provision has been detailed in this report.

This report has identified that the site is highly accessible by foot and bicycle to Manchester City Centre, with bus stops and tram stops being easily accessible within 400 m of the site.

Considering the car free nature of the site, the report has assessed the level of on and off-street public car parking supply in the local area, concluding that sufficient provision is available within close proximity to the site.

The proposed development has been discussed in terms of accessibility, parking demand (vehicular and cyclists), along with loading and servicing arrangements. The report has recommended the following provision:

- 18 cycle parking spaces are proposed in a secure cycle store within the hotel building;
- So as to cater for short term visits by bicycle, the report has recommended the provision of 4 Sheffield Cycle Hoops to be located adjacent to the main entrance to the hotel, on its northern frontage;

- So as to promote sustainable accessibility, a Travel Plan has been recommended to be implemented by the future occupants of the site;
- Alterations to north eastern footway on Norton Street so as to include a layby loading area for guest drop off and pick up operations, along with deliveries and refuse collection; and,
- Appreciating the location of the site, a Construction Stage Traffic Management Plan has been recommended so as to safely co-ordinate construction works, and traffic arriving/departing, loading and unloading materials to the site, so as to minimise impacts to other highway users during the construction stage, and maintain general public safety.

This report has undertaken a review of the most recently recorded 5 years' worth of road traffic accident data. This review has not identified any trends or patterns that would give rise to the proposed developments operations creating or exacerbating any existing or foreseen issues, subject to the recommended off-site public realm measures being considered/implemented.

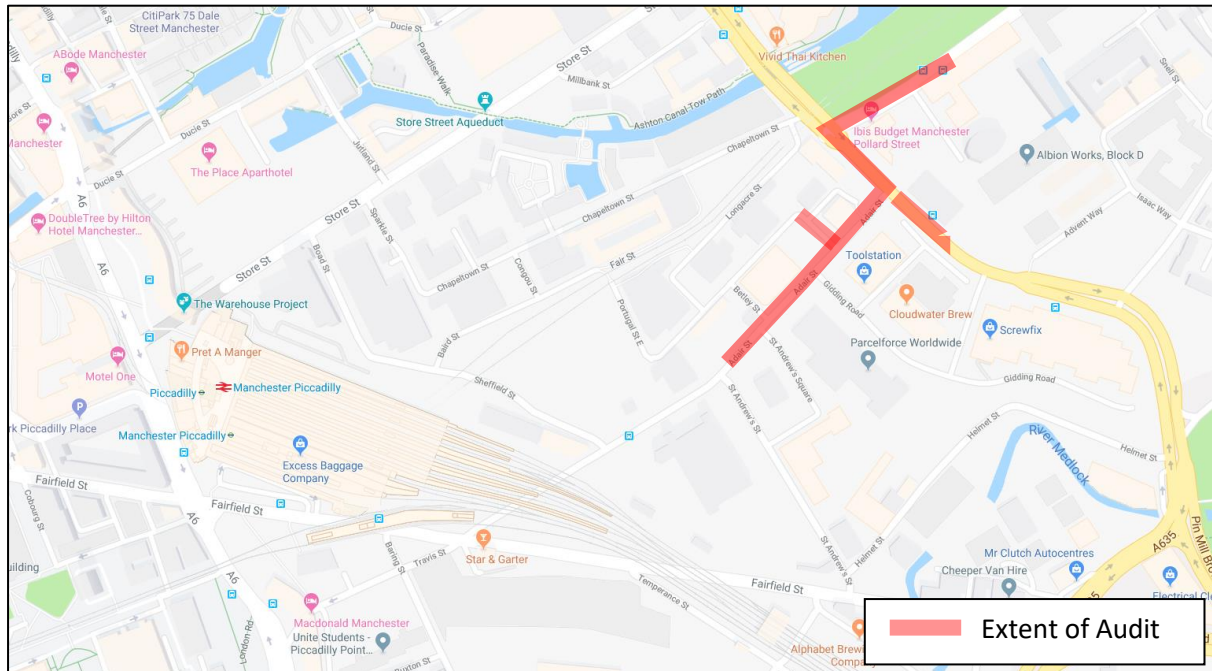
5.2 Conclusions

It is the view of this Transport Statement that, in transportation and highway safety terms, there are no overriding issues that would prevent the granting of planning permission based, on the recommendations within this report being implemented.

APPENDIX A: HIGHWAY AUDIT



VC0218 – HOTEL DEVELOPMENT, ADAIR STREET INFRASTRUCTURE AUDIT (V1.1)



STREET / ROAD NAME: Adair Street

DESCRIPTION: Adair Street is a single carriageway road with a general width of 11.5 m adjacent to the development site. Along Adair Street there is a 30-mph speed limit, there are footways along either side of the road and the area is street lit.

General Observation

Adair Street forms a signalised junction to the north with the A665 Great Ancoats Street. To the south, it turns into Travis Street near to its junction with St Andrew's Street.

Pedestrian Infrastructure / Facilities

Footways are provided on both sides of Adair Street and are in reasonable condition. There is a lack of pedestrian crossing facilities at the junctions of: Norton Street, Betley Street, and across private access points formed with kerbed bellmouth arrangements (i.e. lack of dropped kerbs and tactile paving). There is an existing uncontrolled pedestrian crossing across Adair Street, at its junction with the A665 Ancoats Street. The crossing is formed around a length of pedestrian guard rail, and includes a splitter island and dropped kerbs. No tactile paving was observed.

Parking Facilities

On street parking is available along Adair Street in areas not restricted by double yellow lines.

Bus Facilities

There were no bus stops observed along Adair Street, although it was observed to be a bus route.

TROs

There are double yellow lines around junction radii along the length of Adair Street.

STREET / ROAD NAME: Norton Street

DESCRIPTION: Norton Street is a single carriageway road with an approximate width of 6.5m. Along Norton Street there is a 30-mph speed limit, there are footways along either side of the road and the area is street lit.

General Observation

Norton Street to the south forms the minor arm of a T junction with Adair Street. To the north it merges to form Heyrod Street.

Pedestrian Infrastructure / Facilities

Footways are provided on both sides of Norton Street and are in reasonable condition. The northern footway however does not continue past Epworth street, leading onto Heyrod Street. On the northern side of Norton Street, Adjacent to the proposed plot, there are two existing vehicular access points formed by kerbed bellmouth arrangements. Neither of the access points include pedestrian facilities, such as dropped kerbs and tactile paving.

On the opposite side on Norton Street there is an old kerbed vehicular access that has been stopped up, although the bellmouth arrangement within the footway still exists, presenting a trip hazard to pedestrians.

Parking Facilities

There is no available on road parking along the length of Norton Street.

Bus Facilities

No bus infrastructure / facilities were observed along Norton Street.

TROs

There are double yellow lines along the length of Norton Street.

STREET / ROAD NAME: A665 Great Ancoats Street

DESCRIPTION: Within the study area, Great Ancoats Street is a dual carriageway road. Along Great Ancoats Street there is a 30-mph speed limit, there are footways along either side of the road and the area is street lit.

General Observation

Great Ancoats Street forms part of the ring road around central Manchester.

Pedestrian Infrastructure / Facilities

Footways are provided on both sides of Great Ancoats Street and are in good condition. Pedestrian guard rail is present along most of the length within the study area preventing crossing other than at designated points with tactile crossing present at the signalised crossing near Pollard Street.

Parking Facilities

There is no available on road parking along the study area on Great Ancoats Street.

Bus Facilities

There is a bus stop with flag pole and bus timetable.

TROs

There are double yellow lines were present within the study area.

STREET / ROAD NAME: A662 Pollard Street

DESCRIPTION: Within the study area, Pollard Street is a single carriageway road. Along Pollard Street there is a 30-mph speed limit, there are footways along either side of the road and the area is street lit.

General Observation

Pollard Street forms a signalised junction to the south with Great Ancoats Street.

Pedestrian Infrastructure / Facilities

Footways are provided on both sides of Pollard Street and are in good condition. Within the study area tactile paving present and there is a signalised crossing at the junction with Great Ancoats Street.

Parking Facilities

There is no available on road parking along the study area on Pollard Street.

Bus Facilities

There are two bus stops within the study area with a flag pole, bus timetable and cage markings.

TROs

There is a mixture of double and single yellow lines present within the study area.

APPENDIX B: MASTERPLAN

FOR A COPY OF THE CURRENT MASTERPLAN LAYOUT PLEASE
REFER TO DRWINGS SUBMITTED IN SUPPORT OF THE PLANNING
APPLICATION

APPENDIX C: TRICS REPORT



Calculation Reference: AUDIT-339901-170104-0102

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HK HACKNEY	2 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
10	WALES	
	CF CARDIFF	1 days

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

Secondary 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: 96 to 224 (units:)
Range Selected by User: 50 to 224 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 01/10/14

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	5 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	5
-------------	---

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

Selected Location Sub Categories:

Built-Up Zone	3
High Street	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C1 5 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 1 mile:

5,001 to 10,000 1 days
25,001 to 50,000 2 days
50,001 to 100,000 2 days

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

Population within 5 miles:

25,001 to 50,000 1 days
250,001 to 500,000 2 days
500,001 or More 2 days

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

Car ownership within 5 miles:

0.5 or Less 3 days
0.6 to 1.0 1 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 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	CF-06-A-04 THE FRIARY	TRAVELODGE	CARDIFF
	CARDIFF Town Centre Built-Up Zone		
	Total Number of bedrooms:	96	
	Survey date: MONDAY	16/07/12	Survey Type: MANUAL
2	HK-06-A-01 OLD STREET	EXPRESS HOL. INN	HACKNEY
	SHOREDITCH Town Centre High Street		
	Total Number of bedrooms:	224	
	Survey date: THURSDAY	06/11/08	Survey Type: MANUAL
3	HK-06-A-02 GREAT EASTERN STREET	HOTEL	HACKNEY
	SHOREDITCH Town Centre Built-Up Zone		
	Total Number of bedrooms:	205	
	Survey date: WEDNESDAY	05/11/08	Survey Type: MANUAL
4	WL-06-A-02 BRIDGE STREET	HOLIDAY INN EXPRESS	WILTSHIRE
	SWINDON Town Centre Built-Up Zone		
	Total Number of bedrooms:	134	
	Survey date: WEDNESDAY	27/11/13	Survey Type: MANUAL
5	WM-06-A-01 LICHFIELD ROAD	HOTEL	WEST MIDLANDS
	WOLVERHAMPTON Town Centre No Sub Category		
	Total Number of bedrooms:	117	
	Survey date: TUESDAY	21/02/06	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DS-06-A-02	On site parking
GR-06-A-01	On site parking
HE-06-A-01	On site parking
HI-06-A-04	On site parking
NR-06-A-01	On site parking
NW-06-A-01	On site parking
TV-06-A-04	On site parking

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

MULTI-MODAL 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	5	155	0.024	5	155	0.050	5	155	0.074
08:00 - 09:00	5	155	0.052	5	155	0.094	5	155	0.146
09:00 - 10:00	5	155	0.037	5	155	0.070	5	155	0.107
10:00 - 11:00	5	155	0.026	5	155	0.023	5	155	0.049
11:00 - 12:00	5	155	0.019	5	155	0.030	5	155	0.049
12:00 - 13:00	5	155	0.028	5	155	0.024	5	155	0.052
13:00 - 14:00	5	155	0.039	5	155	0.037	5	155	0.076
14:00 - 15:00	5	155	0.036	5	155	0.019	5	155	0.055
15:00 - 16:00	5	155	0.048	5	155	0.026	5	155	0.074
16:00 - 17:00	5	155	0.068	5	155	0.044	5	155	0.112
17:00 - 18:00	5	155	0.067	5	155	0.040	5	155	0.107
18:00 - 19:00	5	155	0.066	5	155	0.052	5	155	0.118
19:00 - 20:00	4	165	0.052	4	165	0.050	4	165	0.102
20:00 - 21:00	4	165	0.038	4	165	0.027	4	165	0.065
21:00 - 22:00	4	165	0.030	4	165	0.032	4	165	0.062
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.630			0.618			1.248

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

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

Parameter summary

Trip rate parameter range selected: 96 - 224 (units:)
 Survey date range: 01/01/05 - 01/10/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

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 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	5	155	0.003	5	155	0.003	5	155	0.006
08:00 - 09:00	5	155	0.003	5	155	0.003	5	155	0.006
09:00 - 10:00	5	155	0.005	5	155	0.004	5	155	0.009
10:00 - 11:00	5	155	0.000	5	155	0.001	5	155	0.001
11:00 - 12:00	5	155	0.003	5	155	0.003	5	155	0.006
12:00 - 13:00	5	155	0.000	5	155	0.000	5	155	0.000
13:00 - 14:00	5	155	0.001	5	155	0.001	5	155	0.002
14:00 - 15:00	5	155	0.003	5	155	0.003	5	155	0.006
15:00 - 16:00	5	155	0.000	5	155	0.000	5	155	0.000
16:00 - 17:00	5	155	0.000	5	155	0.000	5	155	0.000
17:00 - 18:00	5	155	0.001	5	155	0.001	5	155	0.002
18:00 - 19:00	5	155	0.000	5	155	0.000	5	155	0.000
19:00 - 20:00	4	165	0.000	4	165	0.000	4	165	0.000
20:00 - 21:00	4	165	0.000	4	165	0.000	4	165	0.000
21:00 - 22:00	4	165	0.000	4	165	0.000	4	165	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

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.

Parameter summary

Trip rate parameter range selected:	96 - 224 (units:)
Survey date range:	01/01/05 - 01/10/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

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 PSVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	155	0.000	5	155	0.000	5	155	0.000
08:00 - 09:00	5	155	0.000	5	155	0.000	5	155	0.000
09:00 - 10:00	5	155	0.000	5	155	0.000	5	155	0.000
10:00 - 11:00	5	155	0.000	5	155	0.000	5	155	0.000
11:00 - 12:00	5	155	0.000	5	155	0.000	5	155	0.000
12:00 - 13:00	5	155	0.000	5	155	0.000	5	155	0.000
13:00 - 14:00	5	155	0.000	5	155	0.000	5	155	0.000
14:00 - 15:00	5	155	0.000	5	155	0.000	5	155	0.000
15:00 - 16:00	5	155	0.000	5	155	0.000	5	155	0.000
16:00 - 17:00	5	155	0.000	5	155	0.000	5	155	0.000
17:00 - 18:00	5	155	0.000	5	155	0.000	5	155	0.000
18:00 - 19:00	5	155	0.000	5	155	0.000	5	155	0.000
19:00 - 20:00	4	165	0.000	4	165	0.000	4	165	0.000
20:00 - 21:00	4	165	0.000	4	165	0.000	4	165	0.000
21:00 - 22:00	4	165	0.000	4	165	0.000	4	165	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected: 96 - 224 (units:)
 Survey date range: 01/01/05 - 01/10/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

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 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	5	155	0.005	5	155	0.001	5	155	0.006
08:00 - 09:00	5	155	0.003	5	155	0.000	5	155	0.003
09:00 - 10:00	5	155	0.005	5	155	0.001	5	155	0.006
10:00 - 11:00	5	155	0.001	5	155	0.000	5	155	0.001
11:00 - 12:00	5	155	0.000	5	155	0.000	5	155	0.000
12:00 - 13:00	5	155	0.001	5	155	0.000	5	155	0.001
13:00 - 14:00	5	155	0.001	5	155	0.001	5	155	0.002
14:00 - 15:00	5	155	0.004	5	155	0.001	5	155	0.005
15:00 - 16:00	5	155	0.000	5	155	0.001	5	155	0.001
16:00 - 17:00	5	155	0.000	5	155	0.000	5	155	0.000
17:00 - 18:00	5	155	0.003	5	155	0.000	5	155	0.003
18:00 - 19:00	5	155	0.003	5	155	0.004	5	155	0.007
19:00 - 20:00	4	165	0.000	4	165	0.002	4	165	0.002
20:00 - 21:00	4	165	0.002	4	165	0.002	4	165	0.004
21:00 - 22:00	4	165	0.000	4	165	0.002	4	165	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.015			0.043

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.

Parameter summary

Trip rate parameter range selected:	96 - 224 (units:)
Survey date range:	01/01/05 - 01/10/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

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 VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	155	0.035	5	155	0.084	5	155	0.119
08:00 - 09:00	5	155	0.067	5	155	0.116	5	155	0.183
09:00 - 10:00	5	155	0.075	5	155	0.110	5	155	0.185
10:00 - 11:00	5	155	0.039	5	155	0.027	5	155	0.066
11:00 - 12:00	5	155	0.026	5	155	0.044	5	155	0.070
12:00 - 13:00	5	155	0.045	5	155	0.031	5	155	0.076
13:00 - 14:00	5	155	0.050	5	155	0.053	5	155	0.103
14:00 - 15:00	5	155	0.085	5	155	0.031	5	155	0.116
15:00 - 16:00	5	155	0.075	5	155	0.040	5	155	0.115
16:00 - 17:00	5	155	0.125	5	155	0.080	5	155	0.205
17:00 - 18:00	5	155	0.103	5	155	0.082	5	155	0.185
18:00 - 19:00	5	155	0.130	5	155	0.110	5	155	0.240
19:00 - 20:00	4	165	0.085	4	165	0.099	4	165	0.184
20:00 - 21:00	4	165	0.067	4	165	0.042	4	165	0.109
21:00 - 22:00	4	165	0.059	4	165	0.046	4	165	0.105
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.066			0.995			2.061

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.

Parameter summary

Trip rate parameter range selected:	96 - 224 (units:)
Survey date range:	01/01/05 - 01/10/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

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 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	5	155	0.055	5	155	0.077	5	155	0.132
08:00 - 09:00	5	155	0.055	5	155	0.198	5	155	0.253
09:00 - 10:00	5	155	0.058	5	155	0.099	5	155	0.157
10:00 - 11:00	5	155	0.061	5	155	0.075	5	155	0.136
11:00 - 12:00	5	155	0.039	5	155	0.085	5	155	0.124
12:00 - 13:00	5	155	0.085	5	155	0.082	5	155	0.167
13:00 - 14:00	5	155	0.107	5	155	0.101	5	155	0.208
14:00 - 15:00	5	155	0.080	5	155	0.079	5	155	0.159
15:00 - 16:00	5	155	0.075	5	155	0.097	5	155	0.172
16:00 - 17:00	5	155	0.111	5	155	0.122	5	155	0.233
17:00 - 18:00	5	155	0.205	5	155	0.148	5	155	0.353
18:00 - 19:00	5	155	0.137	5	155	0.140	5	155	0.277
19:00 - 20:00	4	165	0.150	4	165	0.144	4	165	0.294
20:00 - 21:00	4	165	0.114	4	165	0.118	4	165	0.232
21:00 - 22:00	4	165	0.103	4	165	0.073	4	165	0.176
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.435			1.638			3.073	

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.

Parameter summary

Trip rate parameter range selected: 96 - 224 (units:)
 Survey date range: 01/01/05 - 01/10/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

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 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	5	155	0.054	5	155	0.004	5	155	0.058
08:00 - 09:00	5	155	0.006	5	155	0.015	5	155	0.021
09:00 - 10:00	5	155	0.003	5	155	0.010	5	155	0.013
10:00 - 11:00	5	155	0.008	5	155	0.017	5	155	0.025
11:00 - 12:00	5	155	0.004	5	155	0.013	5	155	0.017
12:00 - 13:00	5	155	0.006	5	155	0.017	5	155	0.023
13:00 - 14:00	5	155	0.043	5	155	0.039	5	155	0.082
14:00 - 15:00	5	155	0.064	5	155	0.053	5	155	0.117
15:00 - 16:00	5	155	0.031	5	155	0.058	5	155	0.089
16:00 - 17:00	5	155	0.005	5	155	0.015	5	155	0.020
17:00 - 18:00	5	155	0.006	5	155	0.004	5	155	0.010
18:00 - 19:00	5	155	0.022	5	155	0.017	5	155	0.039
19:00 - 20:00	4	165	0.014	4	165	0.003	4	165	0.017
20:00 - 21:00	4	165	0.003	4	165	0.006	4	165	0.009
21:00 - 22:00	4	165	0.000	4	165	0.000	4	165	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.269			0.271			0.540

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.

Parameter summary

Trip rate parameter range selected:	96 - 224 (units:)
Survey date range:	01/01/05 - 01/10/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

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 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	5	155	0.021	5	155	0.015	5	155	0.036
08:00 - 09:00	5	155	0.012	5	155	0.045	5	155	0.057
09:00 - 10:00	5	155	0.008	5	155	0.039	5	155	0.047
10:00 - 11:00	5	155	0.018	5	155	0.021	5	155	0.039
11:00 - 12:00	5	155	0.027	5	155	0.034	5	155	0.061
12:00 - 13:00	5	155	0.022	5	155	0.013	5	155	0.035
13:00 - 14:00	5	155	0.027	5	155	0.022	5	155	0.049
14:00 - 15:00	5	155	0.044	5	155	0.032	5	155	0.076
15:00 - 16:00	5	155	0.030	5	155	0.030	5	155	0.060
16:00 - 17:00	5	155	0.055	5	155	0.032	5	155	0.087
17:00 - 18:00	5	155	0.058	5	155	0.027	5	155	0.085
18:00 - 19:00	5	155	0.041	5	155	0.035	5	155	0.076
19:00 - 20:00	4	165	0.023	4	165	0.009	4	165	0.032
20:00 - 21:00	4	165	0.027	4	165	0.006	4	165	0.033
21:00 - 22:00	4	165	0.021	4	165	0.015	4	165	0.036
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.434			0.375			0.809

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.

Parameter summary

Trip rate parameter range selected:	96 - 224 (units:)
Survey date range:	01/01/05 - 01/10/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

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 COACH PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	155	0.000	5	155	0.000	5	155	0.000
08:00 - 09:00	5	155	0.000	5	155	0.000	5	155	0.000
09:00 - 10:00	5	155	0.000	5	155	0.000	5	155	0.000
10:00 - 11:00	5	155	0.000	5	155	0.000	5	155	0.000
11:00 - 12:00	5	155	0.000	5	155	0.000	5	155	0.000
12:00 - 13:00	5	155	0.000	5	155	0.000	5	155	0.000
13:00 - 14:00	5	155	0.000	5	155	0.000	5	155	0.000
14:00 - 15:00	5	155	0.000	5	155	0.000	5	155	0.000
15:00 - 16:00	5	155	0.000	5	155	0.000	5	155	0.000
16:00 - 17:00	5	155	0.000	5	155	0.000	5	155	0.000
17:00 - 18:00	5	155	0.000	5	155	0.000	5	155	0.000
18:00 - 19:00	5	155	0.000	5	155	0.000	5	155	0.000
19:00 - 20:00	4	165	0.000	4	165	0.000	4	165	0.000
20:00 - 21:00	4	165	0.000	4	165	0.000	4	165	0.000
21:00 - 22:00	4	165	0.000	4	165	0.000	4	165	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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.

Parameter summary

Trip rate parameter range selected: 96 - 224 (units:)
 Survey date range: 01/01/05 - 01/10/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

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 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	5	155	0.075	5	155	0.019	5	155	0.094
08:00 - 09:00	5	155	0.018	5	155	0.061	5	155	0.079
09:00 - 10:00	5	155	0.010	5	155	0.049	5	155	0.059
10:00 - 11:00	5	155	0.026	5	155	0.037	5	155	0.063
11:00 - 12:00	5	155	0.031	5	155	0.046	5	155	0.077
12:00 - 13:00	5	155	0.028	5	155	0.030	5	155	0.058
13:00 - 14:00	5	155	0.070	5	155	0.061	5	155	0.131
14:00 - 15:00	5	155	0.108	5	155	0.085	5	155	0.193
15:00 - 16:00	5	155	0.061	5	155	0.088	5	155	0.149
16:00 - 17:00	5	155	0.061	5	155	0.048	5	155	0.109
17:00 - 18:00	5	155	0.064	5	155	0.031	5	155	0.095
18:00 - 19:00	5	155	0.063	5	155	0.052	5	155	0.115
19:00 - 20:00	4	165	0.036	4	165	0.012	4	165	0.048
20:00 - 21:00	4	165	0.030	4	165	0.012	4	165	0.042
21:00 - 22:00	4	165	0.021	4	165	0.015	4	165	0.036
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.702			0.646			1.348

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.

Parameter summary

Trip rate parameter range selected:	96 - 224 (units:)
Survey date range:	01/01/05 - 01/10/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

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 TOTAL PEOPLE

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	5	155	0.170	5	155	0.182	5	155	0.352
08:00 - 09:00	5	155	0.143	5	155	0.375	5	155	0.518
09:00 - 10:00	5	155	0.148	5	155	0.259	5	155	0.407
10:00 - 11:00	5	155	0.126	5	155	0.139	5	155	0.265
11:00 - 12:00	5	155	0.095	5	155	0.175	5	155	0.270
12:00 - 13:00	5	155	0.160	5	155	0.143	5	155	0.303
13:00 - 14:00	5	155	0.228	5	155	0.215	5	155	0.443
14:00 - 15:00	5	155	0.277	5	155	0.196	5	155	0.473
15:00 - 16:00	5	155	0.210	5	155	0.226	5	155	0.436
16:00 - 17:00	5	155	0.296	5	155	0.250	5	155	0.546
17:00 - 18:00	5	155	0.375	5	155	0.262	5	155	0.637
18:00 - 19:00	5	155	0.332	5	155	0.305	5	155	0.637
19:00 - 20:00	4	165	0.272	4	165	0.256	4	165	0.528
20:00 - 21:00	4	165	0.212	4	165	0.175	4	165	0.387
21:00 - 22:00	4	165	0.184	4	165	0.135	4	165	0.319
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.228			3.293			6.521

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.

Parameter summary

Trip rate parameter range selected: 96 - 224 (units:)
 Survey date range: 01/01/05 - 01/10/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

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.

Calculation Reference: AUDIT-339901-170106-0132

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

VEHICLES

Selected regions and areas:

01 GREATER LONDON	
CN CAMDEN	1 days
03 SOUTH WEST	
BR BRISTOL CITY	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
11 SCOTLAND	
GC GLASGOW CITY	1 days

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

Secondary 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: Gross floor area
Actual Range: 4200 to 9000 (units: sqm)
Range Selected by User: 2000 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 26/11/15

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:

Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 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	5
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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:

Commercial Zone	2
Built-Up Zone	3

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:

A2	1 days
B1	4 days

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

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	4 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	5 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	4 days

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

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-02-A-02	PLANNING & ENGINEERING	BRISTOL CITY
	ST THOMAS STREET		
	BRISTOL		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5736 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	CN-02-A-02	OFFICES	CAMDEN
	GRAYS INN ROAD		
	CLERKENWELL		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	6056 sqm	
	Survey date: WEDNESDAY	22/10/08	Survey Type: MANUAL
3	GC-02-A-02	CALL CENTRE	GLASGOW CITY
	ROBERTSON STREET		
	GLASGOW		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	9000 sqm	
	Survey date: THURSDAY	19/06/08	Survey Type: MANUAL
4	GM-02-A-07	LAW OFFICES	GREATER MANCHESTER
	MOSELEY STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
5	WM-02-A-03	BANK ADMIN	WEST MIDLANDS
	BRUNSWICK STREET		
	BRINDLEY PLACE		
	BIRMINGHAM		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	8200 sqm	
	Survey date: THURSDAY	27/11/08	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-02-A-05	High Parking on Site
CI-02-A-02	Zero Parking
CS-02-A-02	Eire
GC-02-A-01	Zero Parking
TV-02-A-04	Council Offices - Likley High Levels of Visitor Movements

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6487	0.114	5	6487	0.018	5	6487	0.132
07:30 - 08:00	5	6487	0.358	5	6487	0.040	5	6487	0.398
08:00 - 08:30	5	6487	0.469	5	6487	0.052	5	6487	0.521
08:30 - 09:00	5	6487	0.385	5	6487	0.099	5	6487	0.484
09:00 - 09:30	5	6487	0.281	5	6487	0.080	5	6487	0.361
09:30 - 10:00	5	6487	0.219	5	6487	0.025	5	6487	0.244
10:00 - 10:30	5	6487	0.126	5	6487	0.031	5	6487	0.157
10:30 - 11:00	5	6487	0.068	5	6487	0.043	5	6487	0.111
11:00 - 11:30	5	6487	0.062	5	6487	0.052	5	6487	0.114
11:30 - 12:00	5	6487	0.059	5	6487	0.025	5	6487	0.084
12:00 - 12:30	5	6487	0.037	5	6487	0.046	5	6487	0.083
12:30 - 13:00	5	6487	0.037	5	6487	0.022	5	6487	0.059
13:00 - 13:30	5	6487	0.043	5	6487	0.037	5	6487	0.080
13:30 - 14:00	5	6487	0.028	5	6487	0.034	5	6487	0.062
14:00 - 14:30	5	6487	0.031	5	6487	0.049	5	6487	0.080
14:30 - 15:00	5	6487	0.040	5	6487	0.052	5	6487	0.092
15:00 - 15:30	5	6487	0.059	5	6487	0.086	5	6487	0.145
15:30 - 16:00	5	6487	0.136	5	6487	0.142	5	6487	0.278
16:00 - 16:30	5	6487	0.062	5	6487	0.388	5	6487	0.450
16:30 - 17:00	5	6487	0.059	5	6487	0.274	5	6487	0.333
17:00 - 17:30	5	6487	0.086	5	6487	0.533	5	6487	0.619
17:30 - 18:00	5	6487	0.025	5	6487	0.250	5	6487	0.275
18:00 - 18:30	5	6487	0.028	5	6487	0.176	5	6487	0.204
18:30 - 19:00	5	6487	0.006	5	6487	0.052	5	6487	0.058
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.818			2.606			5.424

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.

Parameter summary

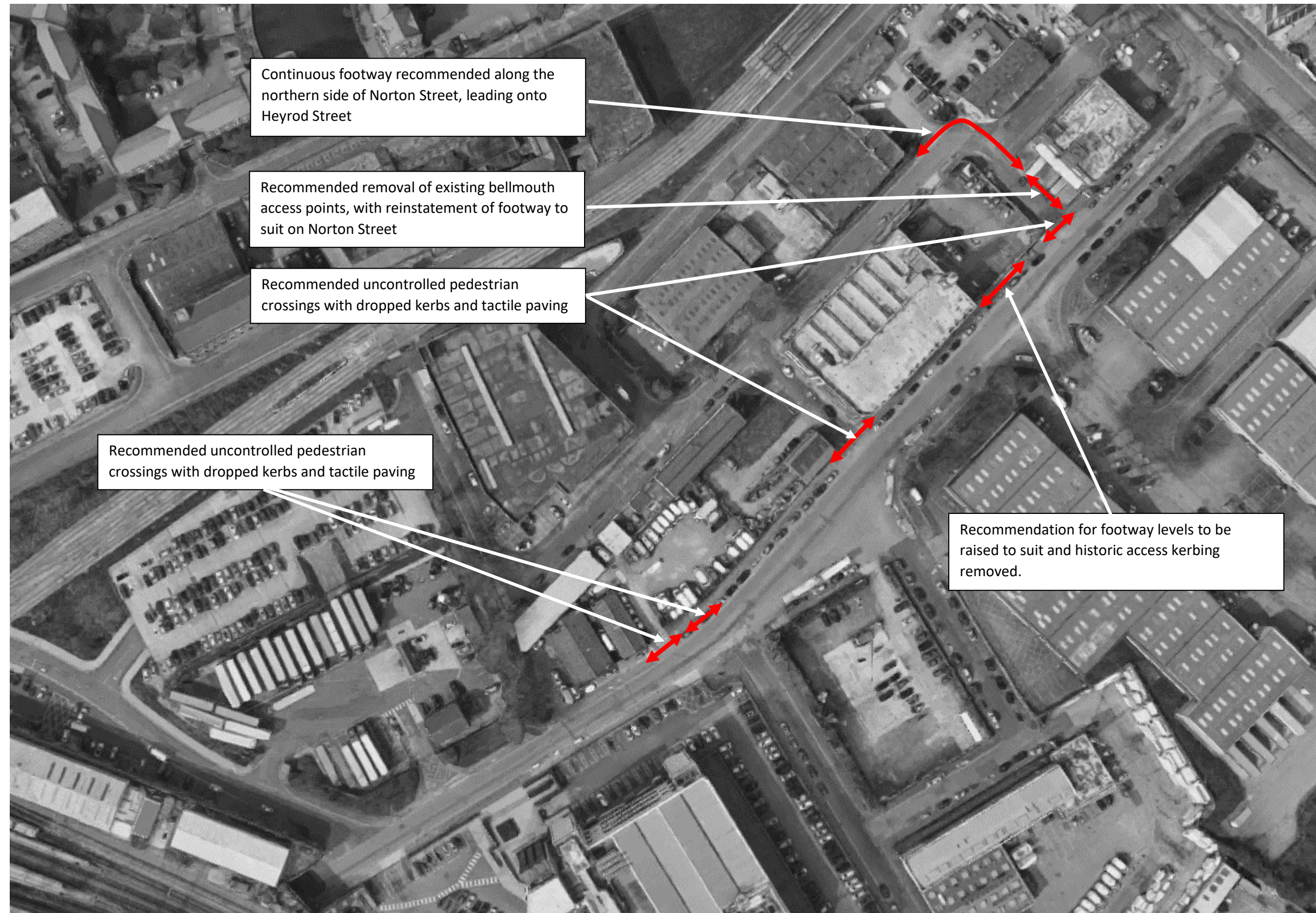
Trip rate parameter range selected:	4200 - 9000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	5

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

APPENDIX D: RECOMMENDED HIGHWAY WORKS LOCATION PLAN ASSOCIATED WITH THE WIDER PUBLIC REALM



VC0218 V1.1 – RECOMMENDED HIGHWAY MEASURES PLAN (to be considered as part of the separate public realm works application)





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