Proposed Hotel Development, Piccadilly, Manchester

Transport Statement

Russells Construction

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1 INTRODUCTION

1.1 Background

1.1.1 Royal HaskoningDHV has been appointed by Russells Construction to prepare a Transport Statement to support a planning application for a 20 storey hotel development adjacent to Piccadilly, Manchester City Centre.

1.1.2 The proposed hotel would accommodate 264 bedrooms, situated on a plot of land on which there is currently a public house (The Waldorf), a YMCA training centre and vacant offices. An area of the site is also currently being used to rent car parking spaces.

1.1.3 There are no new car parking spaces included within the proposals, however parking is currently available at The Grand NCP multi storey car park adjacent to the site in addition to on-street pay and display parking on the local streets. Furthermore the site is located in Manchester City Centre, close to a host of public transportation hubs and as such accessibility by sustainable modes is extremely high.

1.1.4 Servicing facilities and drop-off facilities are proposed along the site's frontage on Gore Street.

1.1.5 This Transport Statement has been prepared in support of the planning application. In addition, this Transport Statement should be read in conjunction with the Travel Plan Framework (ref: 9Y1850/R002A/310060/Manc), which has also been prepared in support of the planning application.

2 EXISTING SITE AND LOCAL HIGHWAY NETWORK

2.1 The Site

2.1.1 The proposed development site is a rectangular plot of land bound to the north by Chatham Street to the east by the A6 Piccadilly, to the south by Gore Street and to the west by Roby Street.

2.1.2 **Plan 1** shows the location of the site in a general context and **Plan 2** shows the location of the site in context with the local highway network.

2.1.3 Currently the site can be split into four sections:

- The north-western section of the site is currently occupied by a YMCA Training facility;
- The north-eastern section of the site is a listed building which is currently vacant but has previously been used as an office building;
- The south-western section of the site is occupied by The Waldorf public house;
- The south-eastern section of the site is undeveloped and currently used to rent parking spaces, which are unmarked.

2.2 Surrounding Land Use

2.2.1 The site is located within Manchester City Centre ward, within which there is high density employment, education, retail and leisure land uses. The City Centre ward has the lowest resident population of all of the Manchester wards.

2.2.2 Opposite the site on Gore Street is a Malmaison Hotel and there is an aBode hotel located opposite the site on the A6 Piccadilly. Both existing hotels provide no car parking.

2.2.3 On Chatham Street, directly opposite the site, is The Grand NCP multi-storey car park, which accommodates 712 spaces.

2.2.4 Roby Court apartments are located on Roby Street directly opposite the site.

2.3 Local Highway Network

2.3.1 All local highways described in this section are city centre roads and are subject to a 30mph speed limit.

Chatham Street

2.3.2 Chatham Street runs in a north-east to south-west alignment for a distance of 100m between the A6 Piccadilly in the north-east and the A6 Aytoun Street in the south-west.

2.3.3 Between Aytoun Street and the access to The Grand NCP multi-storey car park Chatham Street is a two-way street and between Piccadilly and the access to The Grand NCP multi-storey car park, Chatham Street is one-way for south-west bound traffic only.

2.3.4 Chatham Street is approximately 5.5m wide throughout its length and has 2m wide footways on both sides. The road also has the benefit of street lighting.

2.3.5 There are double yellow lines lining Chatham Street except where there is marked pay and display on-street parking bays. There are four parking bays on the south side of Chatham Street, along the one-way section, plus an additional 3 parking bays along the north side, between Roby Street and Aytoun Street. In addition there are two marked Loading Bays located on the north side of Chatham Street; one on the one-way section and another located close to the junction with Aytoun Street.

Roby Street

2.3.6 Roby Street runs in a north-west to south-east alignment for a distance of 75m from Chatham Street in the north to a dead-end in the south.

2.3.7 There are 2m wide footways on both sides along its length and has the benefit of street lighting.

2.3.8 There are double yellow lines lining Roby Street except where there are marked pay and display on-street parking bays. There are a total of nine parking bays along Roby Street; two on the east side, between Chatham Street and Gore Street, and an additional four south of Gore Street on the west side of the road. In addition there are two disabled parking bays on Roby Street opposite the Gore Street bellmouth.

Gore Street

2.3.9 Gore Street runs in a north-east to south-west alignment for a distance of 45m from the A6 Piccadilly in the north-east to Roby Street in the south-west.

2.3.10 There are 2m wide footways on both sides along its length and has the benefit of street lighting.

2.3.11 There are double yellow lines along the south side of Gore Street and 6 marked on-street pay and display parking bays along the north side.

A6

2.3.12 The A6 is a nationally strategic highway which runs between Carlisle in the far north-west of England to Luton in the south-east via a number of large towns and cities including Preston, Manchester, Stockport, Buxton, Derby, Leicester and Bedford.

2.3.13 In the vicinity of the site and in Manchester City Centre the A6 runs from Portland Street to the north and continues south through the city centre towards Stockport to the south.

2.3.14 In the vicinity of the site, there are footways along both sides of the road and there is a signalised pedestrian crossing on Piccadilly directly to the south of Chatham Street. The road also has the benefit of street lighting.

2.3.15 Along the site frontage Piccadilly has a single lane for traffic in both directions plus a number of bus stops on the southbound side. Parking is prohibited by double yellow lines along both sides.

2.3.16 In addition there are taxi ranks located on both sides of Piccadilly to the south of Gore Street, close to the development site. On the east side of the road, the taxi rank can accommodate up to six taxis and on the west side approximately two taxis can be accommodated. A Loading Bay is also accommodated directly south of the taxi rank on the west side of the road.

2.4 Existing Car Parking in Vicinity of Site

2.4.1 As stated previously, The Grand NCP multi-story car park is located adjacent to Chatham Street, directly opposite the site. The car park accommodates 712 spaces, and is accessed from Chatham Street.

2.4.2 In addition to the multi-storey car park, there is on-street parking spaces located in the vicinity of the site. **Plan 3** shows the existing on-street parking spaces immediately in the vicinity of the site.

3 PROPOSED DEVELOPMENT

3.1 Hotel

3.1.1 The development proposals include a 20 storey hotel development accommodating a total of 264 rooms on a plot of land adjacent to Piccadilly in Manchester City Centre.

3.1.2 The main building entrances would be located on Piccadilly and on Gore Street. Service entrance would also be located on Gore Street.

3.1.3 No additional parking is proposed as part of the development. As stated previously there is an NCP multi-storey car park with 712 parking spaces directly opposite the site on Chatham Street.

3.1.4 The proposed development is shown on **Plan 4**.

3.2 Drop Off/Pick Up & Servicing

3.2.1 It is proposed that a combined Loading Bay and visitor drop-off/pick up facility will be located on the north side of Gore Street, along the site frontage.

3.2.2 This facility would remove the existing six on-street pay and display parking spaces currently located on the north side of Gore Street.

3.2.3 During pre-application discussions with the Manchester City Council it was confirmed that a financial contribution would be sought to reimburse associated revenue if any existing on-street pay and display parking spaces are lost.

3.2.4 It is therefore proposed that the six on-street parking bays, currently located on the north side of Gore Street should be relocated.

3.2.5 At present there are two on-street parking spaces located on the east side of Roby Street along the site frontage; one at the north side and one at the south side with a gap in the middle.

3.2.6 There is a gap in the middle of the on-street parking spaces to allow a dray wagon to deliver to the Waldorf public house, directly outside the service access to the building. As the public house would be demolished as part of the proposals, no delivery vehicles would require access to this area in the future. It is therefore proposed to relocate two of the on-street parking spaces along the Roby Street site frontage.

3.2.7 With regard to the remaining four on-street parking spaces, it is proposed to relocate them to the south side of Gore Street.

3.2.8 Gore Street currently has a carriageway width of 7.5m wide, with a 2.8m wide footway along the south side. In addition, further to the development of the hotel the distance between the existing edge of carriageway and the building line would accommodate a footway on the north side of Gore Street ranging from a width of 2.1m at the west side of the building, widening to 2.9m at the eastern side.

3.2.9 In order to relocate four on-street parking spaces along the south side of Gore Street and provide a combined 2m wide Loading and drop-off/pick up point bay along the north side, it is proposed to narrow the width of the carriageway to 6.1m. A carriageway width of 6.1m could accommodate four on-street parking spaces, 2m wide on the south side, leaving a carriageway width of 4.1m.

3.2.10 With reference to Manual for Streets, a carriageway width of 4.1m allows for the two-way movement of cars. It is acknowledged that there may be some HGV movements travelling along Gore Street, however they will be infrequent. In addition it should be noted that Gore Street is a short length of road, approximately 45m long and there would be space at either end to allow a vehicle to wait to allow an HGV to travel the length of the on-street parking spaces.

3.2.11 The proposed on-street parking layout is shown on **Plan 5**.

4 TRANSPORT POLICY AND GUIDANCE

4.1 Planning Policy Context

4.1.1 This Transport Statement has been compiled in accordance with the Department for Transport to "Guidance on Transport Assessment March 2007", which is intended to assist stakeholders in the level and scope of the Transport Strategy. It provides guidance on the content and preparation of a Transport Strategy.

4.1.2 A Transport Assessment or Statement is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

4.2 National Planning Policy

National Planning Policy Framework, March 2012

4.2.1 The National Planning Policy Framework (NPPF) was introduced in March 2012 and replaces 21 Planning Policy Guidance documents including PPG13 (Transport).

4.2.2 At the heart of the NPPF is a presumption in favour of sustainable development (as detailed in paragraphs 11- 14). This should form the basis for both plan-making and decision-taking.

4.2.3 The NPPF focuses on twelve core planning principles in order to achieve sustainable development.

4.2.4 One of the twelve core principles of the NPPF is that planning should:

"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".

4.2.5 Chapter 4 (paragraphs 29-41) provides the Government guidance regarding the delivery and promotion of sustainable transport.

4.2.6 The Transport Statement has been prepared to support the application in accordance with NPPF Chapter 4.

4.2.7 Paragraph 32 which outlines the information required to support planning applications in favour of sustainable transport modes and concludes:

"*Development should only be prevented or refused on transport grounds where the residual cumulative impacts are severe*".

4.2.8 Paragraph 36 stipulates the requirement for a Travel Plan, a companion document to the TA or TS. The development proposal is supported by a Travel Plan to promote the use of sustainable modes of transport.

4.2.9 Paragraph 37 focuses on the aim to provide a balance of land uses within an area in order to reduce the need to travel.

4.2.10 Where PPG13 set out maximum parking standard for varying types of land use, the NPPF does not set out specific guidance; instead it shifts the focus to local planning authorities when setting standards to take into account:

- The accessibility of the development;
- The type mix and use of the development;
- The availability of and opportunity for public transport;
- Local car ownership levels; and
- An overall need to reduce the use of high-emission vehicles.

4.2.11 Finally, paragraph 41 states:

"Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice".

4.2.12 The NPPF focuses on the importance of Local Plans and Neighbourhood Plans as part of the plan-making process, whilst maintaining the importance of planning strategically across local boundaries. In addition to and in accordance with the NPPF the TS has been prepared to meet the requirements of local planning policy.

4.2.13 In addition to the primary core transport principle 'Promoting sustainable transport', the following sustainable development core principles include transport related factors:

- Building a strong, competitive economy;
- Ensuring the vitality of town centres;
- Supporting a prosperous rural economy;
- Requiring good design;
- Promoting healthy communities; and
- Meeting the challenge of climate change, flooding and coastal change.

4.2.14 The decision-taking process outlined in the NPPF highlights that pre-application engagement and tailoring planning controls to local circumstances 'has significant potential to improve the efficiency and effectiveness of the planning system' and will result in 'improved outcomes for the community'.

4.2.15 The document states in paragraph 197:

'In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development'.

4.2.16 As part of the decision-taking process in the NPPF, pre-application engagement and tailoring planning controls to local circumstances feature prominently. The development proposals have evolved with significant pre-application and stakeholder consultation.

4.2.17 In summary, the NPPF aims to strengthen local decision making and reinforce the importance of up-to-date plans.

1998 White Paper on the Future of Transport

4.2.18 The document includes the promotion of major development within areas where good public transport exists to support sustainable development, a view which remains valid as part of the new National Planning Policy Framework.

A Strategy for Sustainable Development in the UK

4.2.19 In May 1999, the Secretary of State for the then Department of Environment, Transport and The Regions presented the White Paper on Sustainable Development to Parliament. With respect to transportation and access and development proposals, the White Paper supports the policy objectives established in the Transport White Paper, which were continued through Planning Policy Guidance Note 13 (PPG13) and remain prominent in the new National Planning Policy Framework.

4.2.20 Reduced reliance on the private car is the fundamental principle of the transport strategy for sustainable developments, again stressing the need to locate major developments where good public transport exists or can be ensured.

4.2.21 The strategy continues by stating that many respondents to the consultation exercise carried out by the Government's Urban Task Force identified neighbourhoods with easy access to services and a mix of uses as the basis for sustainable communities for the future. In order to create more sustainable patterns of development the document states that it is necessary to:

(i) Concentrate the majority of new development within existing urban areas;

(ii) Reduce the need to travel in planning the location of new development; and

(iii) Re-use previously developed land.

4.2.22 The document states that:

'Land use planning policies should promote regeneration, social inclusion and more sustainable patterns of development. In particular, shopping, leisure, offices and other key town centre uses should be located within existing centres.'

4.2.23 The document goes on to state that:

'The land use planning system will be used to promote safe and convenient links between jobs, homes, and facilities, by walking, cycling and public transport, and to encourage siting of high density developments near existing transport corridors…'

National Planning Policy Summary

4.2.24 The proposed development supports the aims and objectives of adopted NPPF and the two White Paper documents by:

- being accessible by a variety of sustainable transport modes, thus encouraging social inclusion and promoting healthy communities; and
- being located on a previously developed site where its development is appropriate in the context of the nearby land uses.

4.3 Local Policy

Manchester's Local Development Framework Core Strategy (11 July 2012)

4.3.1 Manchester's LDF Core Strategy was adopted on 11 July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision.

4.3.2 In relation to a proposed hotel development in a city centre location, Policy T2 states:

"The Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport;…..
- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.
- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."

4.3.3 In terms of parking provision, Appendix B states:

"Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis."

The Greater Manchester Local Transport Plan 3 (2011/12 – 2015/16)

4.3.4 The GMLTP3 document sets out how improving local transport in Manchester will contribute to addressing local priorities described by Manchester's Community Strategy.

4.3.5 The transport strategy aims to support the economic success of the last 15 years by identifying key transport policies and schemes to meet the future needs of a growing city and to strengthen the performance of its neighbourhoods.

4.3.6 The strategy supports the prioritised major schemes in the Greater Manchester Transport Fund and Transport Strategy for Manchester City Centre - including the Cross City Bus package and enhancements to the Metrolink network. The strategy covers the context of continuing regeneration in Manchester and discusses all transport modes and aspects, including: rail, bus, tram, cycling, walking, maintenance, network management, road safety and Smarter Travel Choices.

4.3.7 The three-year Implementation Plan focuses on what can be achieved during the initial stages of the 10-year Strategy, from April 2011, taking account of severe funding constraints. Further Implementation Plans will be produced for later years.

4.3.8 The Third Greater Manchester Local Transport Plan (GMLTP3) will provide a clear set of investment priorities and complementary activities that support the maximum potential economic growth in Greater Manchester, whilst also acknowledging the need for lower carbon travel patterns and the importance of addressing the economic and social costs and impacts of deprivation within our community.

4.4 Policy Summary

4.4.1 The proposed development has been designed to take into account local and national guidance relating to transport policy. It provides measures to encourage sustainable travel in the form of its location and the existing pedestrian and cycle facilities.

4.4.2 Travel to and from the site via the private car is discouraged by the fact that no dedicated parking is proposed as part of the development.

4.4.3 A Travel Plan will be implemented with aims of reducing single occupancy car journeys by both staff and visitors.

5 ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES

5.1 Introduction

5.1.1 The planning application is also accompanied by a Travel Plan which provides detail of the sustainable credentials of the proposed development site.

5.1.2 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to shopping, leisure facilities and services by public transport, walking and cycling, so as to reduce the dependence on private cars.

5.1.3 Being situated within Manchester City Centre and within walking distance of a number of Manchester's central transportation hubs, the site can be considered extremely accessible via a host of sustainable travel modes including rail, light rail, bus, cycling and walking.

5.1.4 In view of the current transport policy requirements, this section considers the accessibility of the proposed development site by non-car modes.

5.2 Walking

5.2.1 Whilst Planning Policy Guidance 13 (PPG13) is no longer current planning policy, its recognition that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km', is still acknowledged as good practice

5.2.2 All local highways are lined with suitable, lit footways thereby providing a network of connectivity for pedestrians between all major transportation hubs within the city centre area. These are supplemented by numerous strategic crossing points along all major routes.

5.2.3 The nearest bus stops are located along Piccadilly approximately 40 meters from the centre of the site.

5.2.4 **Plan 6** has been prepared to illustrate the 1km (12 minutes) and 2km (24 minutes) walk catchments from the site, also showing the City centre boundary. An indicative walking speed has been taken from the Institution of Highways & Transportation (IHT) document entitled: 'Guidelines for Providing for Journeys on Foot', which states that an average walking speed of approximately 1.4 m/s can be assumed in most cases. This has been used to illustrate the area that is accessible on foot from the centre of the site.

5.2.5 **Plan 6** shows that the 1km walk catchment includes Piccadilly Rail Station (300m), bus stops for inner city metro-shuttle (40m), Piccadilly Gardens tram stop (250m) and other facilities.

5.2.6 The 2km walking catchment for the site, provides access to a range of employment, retail, leisure and education locations within Manchester City Centre. Also, it encompasses a large range of tourist attractions and recreational facilities.

5.3 Cycling

5.3.1 Cycling has the potential to replace short car journeys, particularly those under 5 kilometres is acknowledged as good practice.

5.3.2 The local cycle infrastructure is highlighted on **Plan 7**. It can be seen that there are numerous on and off road cycle routes within the local area providing connections to all points of the compass.

5.3.3 **Plan 7** illustrates the 3km (15 minutes) and 5km (25 minutes) cycling catchment from the site, recognised as acceptable cycling distances at a speed of 3.3m/s.

5.3.4 **Plan 7** shows that the 3km cycle catchment includes the majority of Manchester City Centre and all relevant facilities. The 5km catchment encompasses the city centre reaching Salford and other more suburban areas.

5.4 Bus

5.4.1 The IHT document entitled "Guidelines for Planning for Public Transport in Development" recommends new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop. However this is guidance, to be achieved where possible by services that operate at regular frequencies and along direct routes.

5.4.2 There is a major bus interchange hub located at Piccadilly Gardens, approximately 330m from the centre of the site, which is served by more than 85 bus services connecting the majority of the Greater Manchester area.

5.4.3 The nearest bus stops are located adjacent to the proposed development along A6 Piccadilly, approximately 40 meters from the centre of the site.

5.4.4 The frequency of bus services, which are currently accessible from Piccadilly A6, in the vicinity of the site, are summarised in **Table 5.1.**

Route	Serving	Frequency in Minutes				
		Monday to Friday		Saturday		Sun
		Day	Eve	Day	Day	
Metroshuttle Route 1	Piccadilly Train Station – Deansgate Circular	6	-	6	-	10
Metroshuttle Route 3	Piccadilly Train Station – Salford Central Train Station	10	-	10	-	10
173	Stepping Hill, Great Moor, Heaviley, Stockport, Heaton Chapel, Reddish, Levenshulme, Longsight, Manchester	60	-	60	-	-
188	Ryder Brow, Gorton, Higher Openshaw, Openshaw, Clayton, Sportcity, Beswick, Ancoats, Manchester	60	-	60	-	-
192	Hazel Grove, Stepping Hill, Heaviley, Stockport, Heaton Chapel, Levenshulme, Longsight, Ardwick, Manchester	10	10	10	10	10
201	Hattersley, Godley, Hyde Denton, Gorton, Belle Vue, Ardwick, Manchester	10	-	10	30	30
203	Stockport, Reddish, Gorton Belle Vue, Ardwick, Manchester	10	10	10	10	15
204, 205, 206, 207	Gee Cross, Hyde, Haughton Green, Denton, Dane Bank, Gorton, West Gorton, Belle Vue, Ardwick, Manchester	10	10	10	30	10
219	Stalybridge, Ashton-under-Lyne, Guide Bridge, Audenshaw, Openshaw, Manchester	15	15	15	15	15

Table 5.1: Local Bus Services Summary

5.4.5 **Table 5.1** shows that the site is connected to both the inner city metro-shuttle and surrounding suburban areas. Further frequent services are available from other nearby bus stops

5.4.6 In conclusion the site is extremely accessible by bus.

5.5 Rail

5.5.1 There are a number of rail stations within the Manchester City Centre area all of which are accessible either on foot, by cycle or by connecting bus or Metro from the site.

5.5.2 The closest rail station to the site is Manchester Piccadilly Rail Station, which is just 250m to the south-east of the site and therefore easily walkable via the footways along the A6 Piccadilly.

5.5.3 Manchester Piccadilly Rail Station is one of the UK's busiest rail stations catering for nearly 20 million passenger movements per year. The station is currently served by six different operators including: Northern Rail, Arriva Trains Wales, CrossCountry, East Midlands Trains, Frist TransPennine Express and Virgin Trains.

5.5.4 Services from Manchester Piccadilly cover the majority of the UK including regular services to destinations such as London Euston, Birmingham New Street, South Wales, the south coast of England and Scotland as well as numerous local services. There are also two Metrolink platforms in the station's undercroft.

5.5.5 Additional rail stations accessible from the site include: Manchester Oxford Road, Deansgate, Manchester Victoria and Salford Central.

5.5.6 In conclusion, the site is extremely accessible by rail.

5.6 Light Rail

5.6.1 Manchester is served by a network of light rail known as the Manchester Metrolink. There are six lines in total radiating out from Manchester City Centre to destinations including Rochdale, Bury, Droylsden, Eccles, Altrincham and East Didsbury.

5.6.2 The Manchester Metrolink is one of the largest light rail networks in the UK and according to Transport for Greater Manchester caters for approximately 20 million passenger journeys annually.

5.6.3 The main Manchester Metrolink hub station is located at Piccadilly Gardens, which is within 250m walking distance from the site. As stated previously, Metrolink stops are also available at Piccadilly Rail Station.

5.6.4 **Table 5.2** summarises the frequency of Metrolink services accessible from Piccadilly Gardens.

Route	Weekday	Saturday	Sunday
Bury – Altrincham	12 minute frequency (between 07:15 – 19:30)	12 minute frequency (between 09:30 – 18:30)	12 minute frequency (between 09:00 – 17:00)
Bury - Droylsden	12 minute frequency	12 minute frequency	12 minute frequency (between 09:00 – 17:30)
Altrincham - Piccadilly	12 minute frequency	12 minute frequency	12 minute frequency (between 09:00 – 17:00)
Eccles - Piccadilly	12 minute frequency	12 minute frequency	12 minute frequency (between 09:00 – 17:00)
Rochdale – East Didsbury	12 minute frequency	12 minute frequency	12 minute frequency (between 09:00 – 18:00)

Table 5.2: Metrolink Frequencies from Piccadilly Gardens

5.6.5 **Table 5.2** summarises the tram frequency from Piccadilly Gardens only. All areas of the tram network can be reached easily from Piccadilly Gardens hub with a maximum of one changeover.

5.6.6 In conclusion the site is extremely accessible by Metrolink.

5.7 Sustainability Summary

5.7.1 Taking into account the proximal location of the site to a suite of major transportation hubs within the Manchester City Centre areas, the proposed development site can be considered extremely accessible by all available modes of transport.

5.7.2 For this reason it is deemed that provision of car parking is not necessary for a development in such a location and any residual vehicular trips that may occur to the site can be catered for by the existing parking provision either on street adjacent to the site or in one of the public car parks close by, particularly The Grand NCP multi storey car park opposite the site on Chatham Street.

6 TRIP GENERATION AND MODAL SPLIT

6.1 Introduction

6.1.1 This section of the report considers the trip generation of the proposed development during the weekday peak hours and daily, between 7am and 10pm.

6.1.2 In order to gain an indication of the likely trip generation to the site the Trip Rate Information Computer System (TRICS) database has been interrogated.

6.1.3 A search was based around town centre hotels with a similar offering of bedrooms surveyed during weekdays between 2004 and 2011. The full TRICS Output is included as **Appendix A**.

6.1.4 Trip rates were calculated for various modes of travel in order to calculate the likely modal split of how people would travel to the proposed site.

6.2 Trip Rates

6.2.1 In order to determine the mode of transport that people would use to access the proposed site, the trip rates for public transport users, pedestrians, cyclists and vehicles were calculated. These are summarised in **Table 6.1** for the same time periods.

Public Transport Users: Trip Rates			
Time	**Arrivals**	**Departures**	**Two-Way**
AM Peak (08:00 – 09:00)	0.137	0.297	0.434
PM Peak (17:00 – 18:00)	0.331	0.237	0.568
Daily Rate	3.014	3.119	6.133
Pedestrians: Trip Rates			
AM Peak (08:00 – 09:00)	0.046	0.140	0.186
PM Peak (17:00 – 18:00)	0.155	0.135	0.290
Daily Rate	1.311	1.506	2.817
Cyclists: Trip Rates			
AM Peak (08:00 – 09:00)	0.004	0.002	0.006
PM Peak (17:00 – 18:00)	0.004	0.001	0.005
Daily Rate	0.029	0.023	0.052
Vehicles: Trip Rates			
AM Peak (08:00 – 09:00)	0.057	0.085	0.142
PM Peak (17:00 – 18:00)	0.089	0.048	0.137
Daily Rate	0.796	0.734	1.530

Table 6.1: Various Transport Mode Trip Rates

6.3 Proposed Trip Generation

6.3.1 These trip rates have been be converted into generated trips, as summarised in **Table 6.2**.

Public Transport Users: Trip Generation			
Time	Arrivals	Departures	Two-Way
AM Peak (08:00 – 09:00)	4	10	14
PM Peak (17:00 – 18:00)	11	7	18
Daily Rate	116	120	236
Pedestrians: Trip Generation			
AM Peak (08:00 – 09:00)	12	37	49
PM Peak (17:00 – 18:00)	41	36	77
Daily Rate	346	398	744
Cyclists: Trip Generation			
AM Peak (08:00 – 09:00)	1	1	2
PM Peak (17:00 – 18:00)	1	0	1
Daily Rate	8	6	14
Vehicle Occupants: Trip Generation			
AM Peak (08:00 – 09:00)	15	22	37
PM Peak (17:00 – 18:00)	23	13	36
Daily Rate	210	194	404

Table 6.2: Various Transport Mode Trip Generation

6.3.2 Based on the trip generation shown in **Table 6.2**, the modal split for people travelling to and from the hotel as a percentage has been derived, which is summarised in **Table 6.3**.

Public Transport Users: Modal Share	
Time	Two-Way
AM Peak (08:00 – 09:00)	14%
PM Peak (17:00 – 18:00)	14%
Daily Rate	17%
Pedestrians: Modal Share	
AM Peak (08:00 – 09:00)	48%
PM Peak (17:00 – 18:00)	58%
Daily Rate	53%
Cyclists: Modal Share	
AM Peak (08:00 – 09:00)	2%
PM Peak (17:00 – 18:00)	1%
Daily Rate	1%
Vehicle Occupants: Modal Share	
AM Peak (08:00 – 09:00)	36%
PM Peak (17:00 – 18:00)	27%
Daily Rate	29%

Table 6.3: Modal Split

6.3.3 As it can be seen from **Table 6.5**, the majority of people would access the site by public transport, on foot or by cycle. During a weekday morning peak hour, a total of 64% of people would travel to the site by sustainable modes of travel, with 73% during the evening peak hour. Over a period of a day, it is predicted that 71% would travel to the site by sustainable modes of travel.

6.3.4 It should also be noted that the site would be supported by a Travel Plan, and therefore the vehicular generation shown in **Table 6.2** is considered to be robust.

6.3.5 Even considering the numbers illustrated in **Table 6.2,** the proposed development would not provide any car parking and any vehicle trips associated with the development would park in surrounding car parks, with The Grand NCP multi-storey car park being located closest to the site.

6.3.6 In conclusion no junction testing has been undertaken as part of this Transport Statement.

7 SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 Royal HaskoningDHV has been appointed by Russells Construction to prepare a Transport Statement to support a planning application for a 20 storey hotel development adjacent to Piccadilly, Manchester City Centre.

7.1.2 The proposed hotel would accommodate 264 bedrooms and will be situated on a plot of land on which there is currently a public house (The Waldorf), a YMCA training centre and vacant offices.

7.1.3 There are no new parking spaces included within the proposals. Parking is available in The Grand NCP multi storey car park adjacent to the site in addition to on-street pay and display parking on the local streets.

7.1.4 A combined Loading and drop off/pick up bay is proposed on Gore Street along the site frontage. In order to create a lay-by in this area it is proposed to relocate the existing on-street parking bays on the north side of Gore Street to the south side of the road and on the east side of Roby Street.

7.1.5 An assessment of sustainable travel modes has demonstrated that the site is extremely accessible on foot, on cycle, by bus, rail and light rail. The site, which is within Manchester City Centre is located close to a suite of major transportation hubs, including Picadilly Gardens bus and Metrolink interchange hub, and Piccadilly Rail Station. The site is also located within a close walking distance to a number of employment, leisure, retail and educational facilities.

7.1.6 An assessment of trip generation by mode has also been carried out. The assessment demonstrated that the majority of people would access the site by public transport, on foot or by cycle. During a weekday morning peak hour, a total of 64% of people would travel to the site by sustainable modes of travel, with 73% during the evening peak hour. Over a period of a day, it is predicted that 71% would travel to the site by sustainable modes of travel.

7.1.7 Finally the proposed development would be supported by a Travel Plan to encourage staff and visitors to travel by sustainable modes.

7.2 Conclusion

7.2.1 It has been demonstrated that the site is extremely accessible on foot, by cycle and by public transport, in accordance with national and local transport policies.

7.2.2 A Travel Plan would be implemented to further reduce the reliance on the private car.

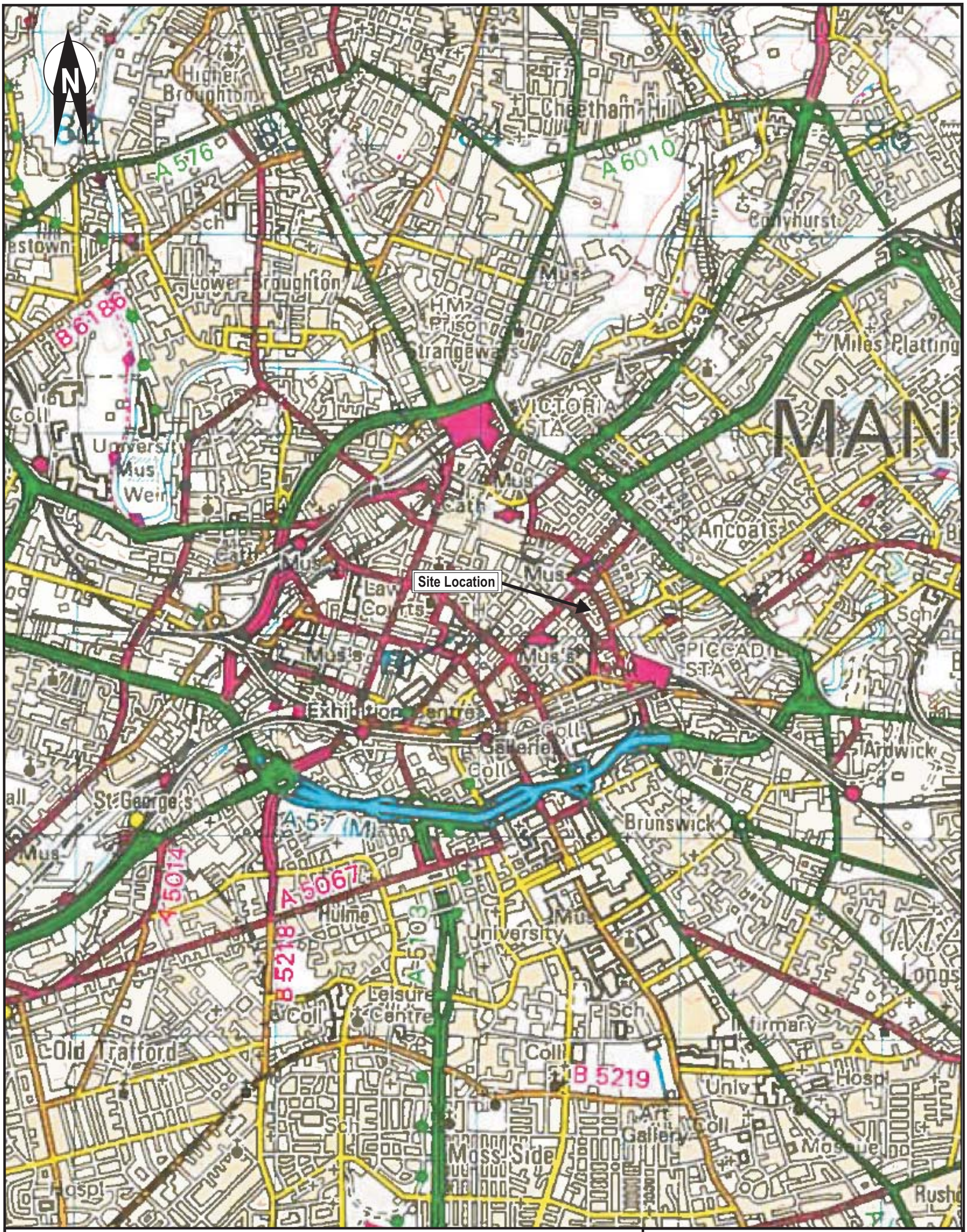
7.2.3 The proposals would not have a material traffic impact on the local highway network.

7.2.4 In view of the above positive findings, it is considered that the proposals are acceptable for planning approval purpose, in highways, traffic and transportation terms.

PLANS

Plans

Plan 1 – Site Location Plan
Plan 2 – Local Highway Network
Plan 3 – On-Street Parking as Existing
Plan 4 – Proposed Site Layout
Plan 5 – Proposed On-Street Parking Layout
Plan 6 – 1km & 2km Walking Catchments
Plan 7 – 3km & 5km Cycle Catchments



Proposed Hotel, Piccadilly Manchester

Plan 1: Site Location

Job No: 9Y1850

HASKONING UK LTD.

TRANSPORT & ASSET MANAGEMENT

Royal HaskoningDHV
Enhancing Society Together

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www.royalhaskoning.com Internet


MANCHESTER
Site Location
Arena
Victoria Station
Car Park
Liby & Sch
Cath
Bus Sta
Metrolink
Sta
Arndale Shopping Centre
Albert Meml
Art Gallery
Coach Sta
Piccadilly
Piccadilly Station
Central Retail Park
Industrial Estate
Ancoats
Rochdale Canal (dis)
Ashton Canal
Bridgewater Hall
G-Mex
MICC
Hotel
Campus
College
University
New Broadcasting House
Sports Centre
Gartside Gardens
Ardwick Green
TA Centre
Ind Est
Works
Lock
Mus
PO
Ct
TH
Pol Sta
F Sta
Sch
PW
A665 MILLER STREET
A665 ADDINGTON ST
A665 SWAN STREET
A665 GREAT ANCOATS STREET
A62 OLDHAM ROAD
A6 LONDON ROAD
A6 PICCADILLY
A34 PRINCESS ST
A34 OXFORD STREET
A34 MANCUNIAN WAY
A5103 PORTLAND STREET
A5103 CORPORATION STREET
A6042
A6041
A56
A57(M)
A635
B6469
B5117
A6 STATION APP
A6 AYTOUN STREET
A6 BROOK ST
A6 A6
A6 A6
A6 A6

DRG No. 9Y1850 - SK001

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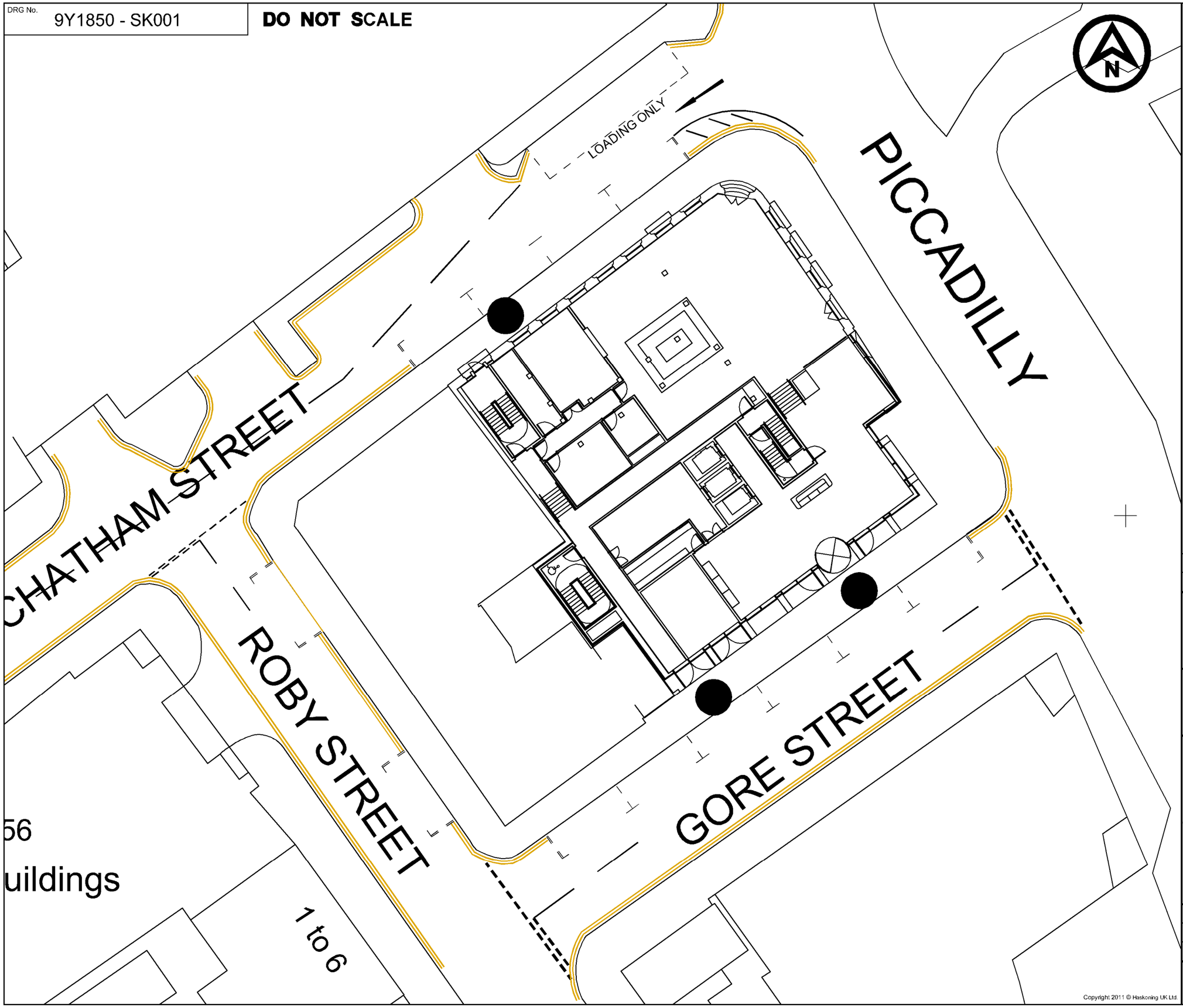

NOTES

PLAN 3

REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT

STEPHENSON
ISA STUDIO LTD

PROJECT

PICCADILLY MANCHESTER

TITLE

ON-STREET PARKING
AS EXISTING

Royal HaskoningDHV
Enhancing Society Together

HASKONING UK LTD
TRANSPORT &
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5th Floor Newater House,
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DRAWN JW	CHECKED BL	APPROVED BL
DATE 12.08.13	DATE 12.08.13	DATE 12.08.13
SCALE 1:250 @ A3	STATUS FOR INFORMATION	

DRAWING No. 9Y1850 - SK001

REVISION -

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DRG No. 9Y1850 - SK003

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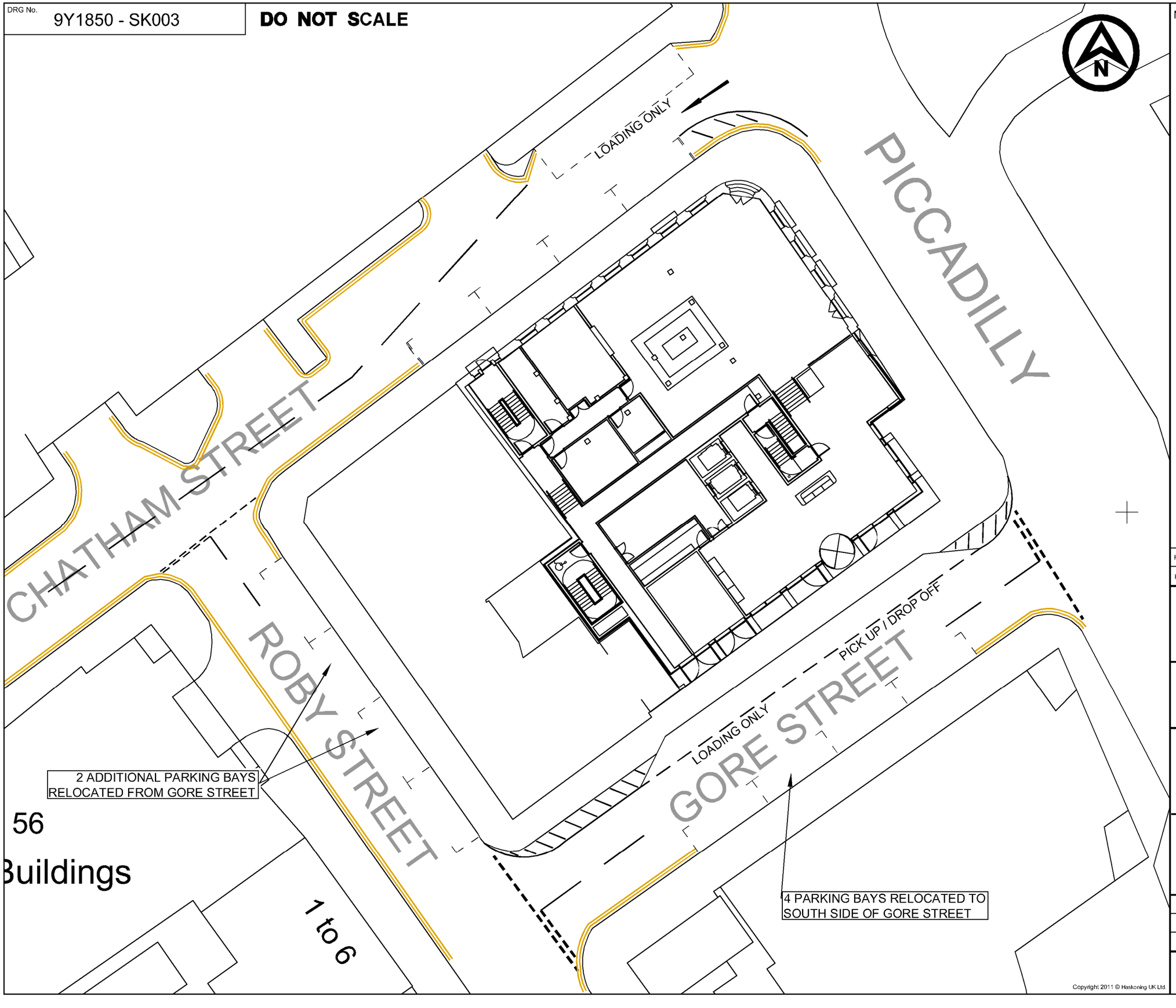

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NOTES

PLAN 5

REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT

STEPHENSON
ISA STUDIO LTD

PROJECT

PICCADILLY MANCHESTER

TITLE

PROPOSED ON-STREET
PARKING LAYOUT

Royal HaskoningDHV
Enhancing Society Together

HASKONING UK LTD
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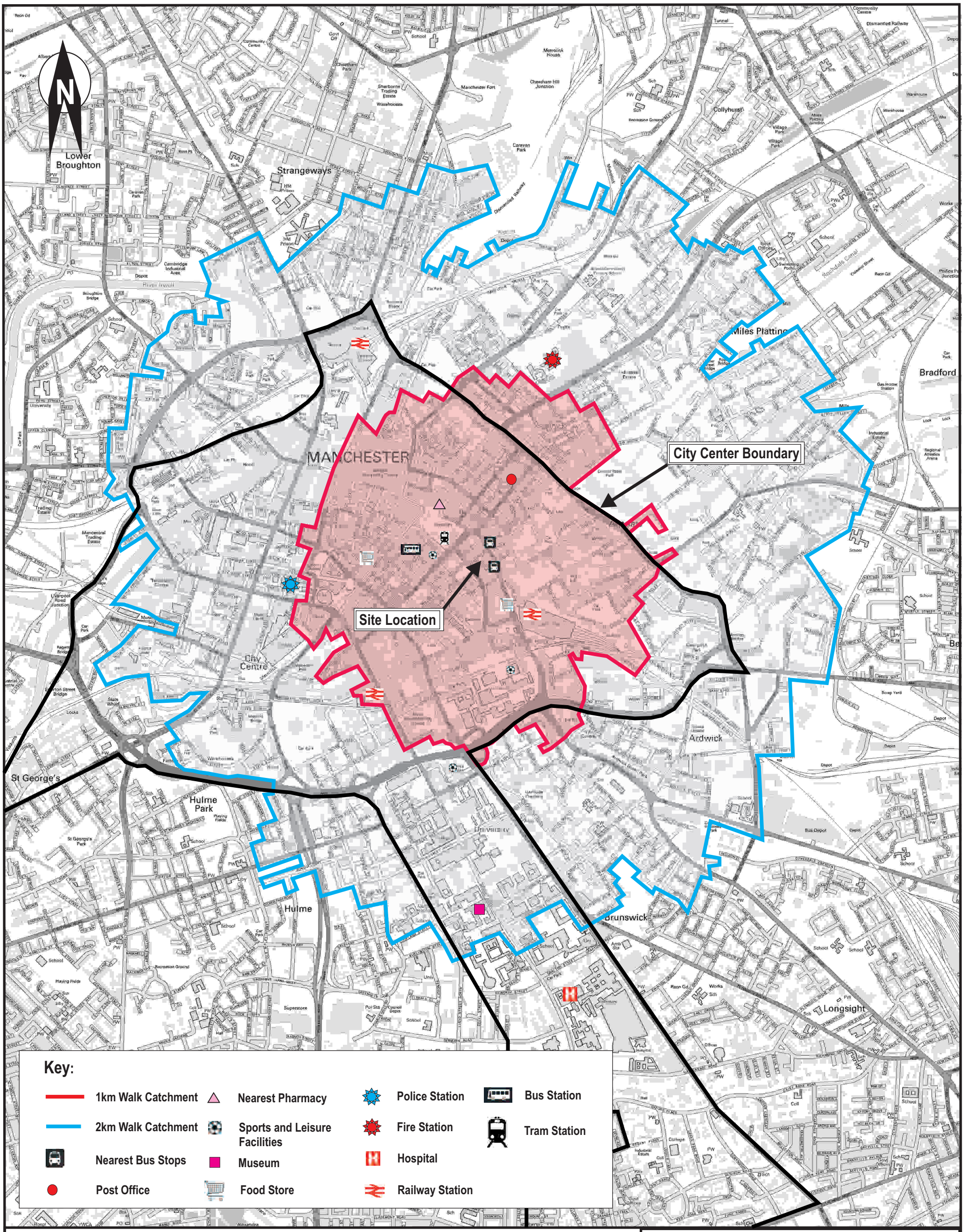
DRAWN	JW	CHECKED	BL	APPROVED	BL
DATE	19.08.13	DATE	19.08.13	DATE	19.08.13
SCALE	1:250 @ A3	STATUS	FOR INFORMATION		

DRAWING No. 9Y1850 - SK003

REVISION -



Proposed Hotel, Piccadilly Manchester

Plan 6: 1km & 2km Walking Catcments

Job No: 9Y1850

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Proposed Hotel, Piccadilly Manchester

Plan 7: 3km & 5km Cycle Catchments

Job No: 9Y1850

HASKONING UK LTD.

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APPENDICES

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HK	HACKNEY	2 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
12	CONNAUGHT		
	GA	GALWAY	1 days

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

Filtering Stage 2 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: 111 to 224 (units:)
Range Selected by User: 111 to 224 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 19/07/11

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	3 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	7

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	2
High Street	1
No Sub Category	2

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

Filtering Stage 3 selection:

Use Class:

C1	6 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	2 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:

50,001 to 75,000	2 days
250,001 to 500,000	3 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	5 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	7 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.

LIST OF SITES relevant to selection parameters

1	DS-06-A-02	JURY'S INN		DERBYSHIRE
	KING STREET			
	DERBY			
	Town Centre			
	Commercial Zone			
	Total Number of bedrooms:		213	
	Survey date: TUESDAY		19/07/11	Survey Type: MANUAL
2	GA-06-A-01	JURY'S INN		GALWAY
	QUAY STREET			
	SPANISH ARCH			
	GALWAY			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:		130	
	Survey date: TUESDAY		05/05/09	Survey Type: MANUAL
3	HE-06-A-01	HOTEL		HEREFORDSHIRE
	BROAD STREET			
	HEREFORD			
	Town Centre			
	No Sub Category			
	Total Number of bedrooms:		111	
	Survey date: THURSDAY		02/03/06	Survey Type: MANUAL
4	HK-06-A-01	EXPRESS HOL.INN		HACKNEY
	OLD STREET			
	SHOREDITCH			
	Town Centre			
	High Street			
	Total Number of bedrooms:		224	
	Survey date: THURSDAY		06/11/08	Survey Type: MANUAL
5	HK-06-A-02	HOTEL		HACKNEY
	GREAT EASTERN STREET			
	SHOREDITCH			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:		205	
	Survey date: WEDNESDAY		05/11/08	Survey Type: MANUAL
6	TV-06-A-03	THISTLE		TEES VALLEY
	FRY STREET			
	MIDDLESBROUGH			
	Town Centre			
	Commercial Zone			
	Total Number of bedrooms:		132	
	Survey date: MONDAY		27/06/11	Survey Type: MANUAL
7	WM-06-A-01	HOTEL		WEST MIDLANDS
	LICHFIELD ROAD			
	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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	7	162	0.026	7	162	0.054	7	162	0.080
08:00 - 09:00	7	162	0.057	7	162	0.085	7	162	0.142
09:00 - 10:00	7	162	0.050	7	162	0.072	7	162	0.122
10:00 - 11:00	7	162	0.050	7	162	0.042	7	162	0.092
11:00 - 12:00	7	162	0.035	7	162	0.049	7	162	0.084
12:00 - 13:00	7	162	0.043	7	162	0.047	7	162	0.090
13:00 - 14:00	7	162	0.047	7	162	0.050	7	162	0.097
14:00 - 15:00	7	162	0.057	7	162	0.037	7	162	0.094
15:00 - 16:00	7	162	0.049	7	162	0.049	7	162	0.098
16:00 - 17:00	7	162	0.065	7	162	0.049	7	162	0.114
17:00 - 18:00	7	162	0.089	7	162	0.048	7	162	0.137
18:00 - 19:00	7	162	0.090	7	162	0.056	7	162	0.146
19:00 - 20:00	5	181	0.055	5	181	0.037	5	181	0.092
20:00 - 21:00	5	181	0.039	5	181	0.028	5	181	0.067
21:00 - 22:00	5	181	0.044	5	181	0.031	5	181	0.075
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.796			0.734			1.530

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:	111 - 224 (units:)
Survey date date range:	01/01/05 - 19/07/11
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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
OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	7	162	0.004	7	162	0.003	7	162	0.007
08:00 - 09:00	7	162	0.002	7	162	0.002	7	162	0.004
09:00 - 10:00	7	162	0.005	7	162	0.005	7	162	0.010
10:00 - 11:00	7	162	0.004	7	162	0.003	7	162	0.007
11:00 - 12:00	7	162	0.003	7	162	0.002	7	162	0.005
12:00 - 13:00	7	162	0.000	7	162	0.000	7	162	0.000
13:00 - 14:00	7	162	0.001	7	162	0.001	7	162	0.002
14:00 - 15:00	7	162	0.001	7	162	0.001	7	162	0.002
15:00 - 16:00	7	162	0.002	7	162	0.001	7	162	0.003
16:00 - 17:00	7	162	0.000	7	162	0.000	7	162	0.000
17:00 - 18:00	7	162	0.001	7	162	0.001	7	162	0.002
18:00 - 19:00	7	162	0.000	7	162	0.000	7	162	0.000
19:00 - 20:00	5	181	0.000	5	181	0.000	5	181	0.000
20:00 - 21:00	5	181	0.000	5	181	0.000	5	181	0.000
21:00 - 22:00	5	181	0.000	5	181	0.000	5	181	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.019			0.042

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:	111 - 224 (units:)
Survey date date range:	01/01/05 - 19/07/11
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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
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	7	162	0.000	7	162	0.001	7	162	0.001
08:00 - 09:00	7	162	0.000	7	162	0.000	7	162	0.000
09:00 - 10:00	7	162	0.000	7	162	0.000	7	162	0.000
10:00 - 11:00	7	162	0.000	7	162	0.000	7	162	0.000
11:00 - 12:00	7	162	0.000	7	162	0.000	7	162	0.000
12:00 - 13:00	7	162	0.000	7	162	0.000	7	162	0.000
13:00 - 14:00	7	162	0.000	7	162	0.000	7	162	0.000
14:00 - 15:00	7	162	0.000	7	162	0.000	7	162	0.000
15:00 - 16:00	7	162	0.000	7	162	0.001	7	162	0.001
16:00 - 17:00	7	162	0.000	7	162	0.000	7	162	0.000
17:00 - 18:00	7	162	0.000	7	162	0.000	7	162	0.000
18:00 - 19:00	7	162	0.000	7	162	0.000	7	162	0.000
19:00 - 20:00	5	181	0.000	5	181	0.000	5	181	0.000
20:00 - 21:00	5	181	0.000	5	181	0.000	5	181	0.000
21:00 - 22:00	5	181	0.000	5	181	0.000	5	181	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.002			0.002

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:	111 - 224 (units:)
Survey date date range:	01/01/05 - 19/07/11
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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
CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	7	162	0.004	7	162	0.001	7	162	0.005
08:00 - 09:00	7	162	0.004	7	162	0.002	7	162	0.006
09:00 - 10:00	7	162	0.004	7	162	0.002	7	162	0.006
10:00 - 11:00	7	162	0.001	7	162	0.001	7	162	0.002
11:00 - 12:00	7	162	0.000	7	162	0.001	7	162	0.001
12:00 - 13:00	7	162	0.002	7	162	0.000	7	162	0.002
13:00 - 14:00	7	162	0.001	7	162	0.003	7	162	0.004
14:00 - 15:00	7	162	0.003	7	162	0.003	7	162	0.006
15:00 - 16:00	7	162	0.002	7	162	0.001	7	162	0.003
16:00 - 17:00	7	162	0.000	7	162	0.002	7	162	0.002
17:00 - 18:00	7	162	0.004	7	162	0.001	7	162	0.005
18:00 - 19:00	7	162	0.002	7	162	0.003	7	162	0.005
19:00 - 20:00	5	181	0.001	5	181	0.001	5	181	0.002
20:00 - 21:00	5	181	0.001	5	181	0.001	5	181	0.002
21:00 - 22:00	5	181	0.000	5	181	0.001	5	181	0.001
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.023			0.052

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

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

Parameter summary

Trip rate parameter range selected:	111 - 224 (units:)
Survey date date range:	01/01/05 - 19/07/11
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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