



A Planning Application by
THE ARCH COMPANY

In respect of
**Arch 5, Corporation Street,
MANCHESTER**

Transport Statement (with Delivery and Servicing Plan)

2209-029/TS/02 | August 2025



Document Management

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Contents	Page
1 Introduction	1
2 Baseline Transport Conditions	3
3 National, Regional and Local Transport Policy	10
4 Development Proposals	15
5 Framework Delivery and Servicing Plan	17
6 Traffic Impact	23
7 Summary and Conclusion	24

List of Tables

Table 3.1	Cycle and Disabled Parking Standards
Table 5.1	Servicing Traffic Generation

List of Figures

Figure 1.1	Site Location Plan
Figure 2.1	Walking and Cycling Accessibility
Figure 2.2	Cycle Network Map
Figure 2.3	GMAL Analysis
Figure 2.4	Free Bus Network Map
Figure 2.5	PIC Data

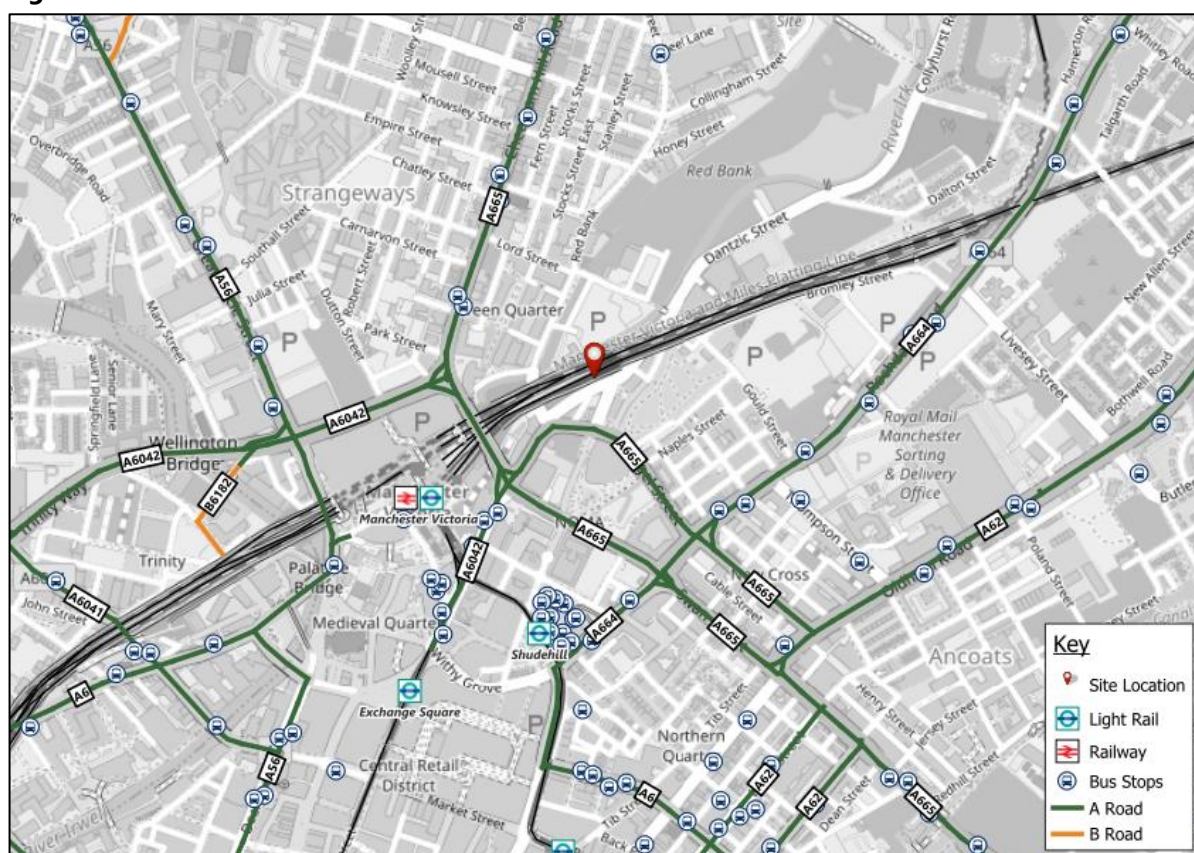
List of Appendices

A	Site Plans
B	TRICS Reports

1 Introduction

- 1.1 Transport Planning Associates (TPA) has been appointed by The Arch Company to provide transport and highways advice in relation to the proposed change of use application at Arch 5, Corporation Street, Manchester (the site). The arch is located along a stretch of railway arches, numbered from 1 to 11 along Corporation Street.
- 1.2 The site comprises of one arche under the Manchester Victoria East Junction and falls within the jurisdiction of Manchester City Council (MCC). Its location is shown in **Figure 1.1** below.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap Contributors

Relevant Planning History

- 1.3 Of relevance, Arches 1-4 and 6-11 have been subject to a previous planning application¹ which has been approved on 14 December 2023. The application consisted of:

¹ Application number: 135342/FO/2002

“Change of use for drinking establishments with expanded food provision & an open Class E (Commercial, Businesses and Services) to include retail, office, light industrial and restaurant/cafe uses, provision of a new substation with associated access and parking, along with external and internal refurbishment works including treatments to the front and rear facades for Arches 1-4 & 6 -11 at Corporation Street”

- 1.4 Arch 5 was occupied by a cycle repair shop / café and has since then been empty. Arch 5 was not in the scope of the previous planning application.

Summary of the Proposals

- 1.5 Arch 5 is seeking for a change of use to an open Class E (Commercial, Business and Services) and drinking establishments with expanded food provision (sui generis) to include retail, office, light industrial and restaurant/café uses, along with external and internal refurbishment including treatments to the front façade.
- 1.6 The site boundary plan is presented in **Appendix A**. The proposed development is and will remain car free. Cycle parking will be provided in accordance with the local policy requirements.

Report Scope and Structure

- 1.7 This Transport Statement has been prepared to consider the highway and transport aspects of the proposed change of use as part of a suite of documents supporting the above planning application. It will set out the baseline position, describe the proposed scheme, and consider its impact on the existing and surrounding transport network.
- 1.8 The rest of this report is set out as follows:
- **Chapter 2** – Transport Baseline Conditions;
 - **Chapter 3** – National, Regional and Local Transport Policy;
 - **Chapter 4** – Development Proposals;
 - **Chapter 5** – Framework Delivery and Servicing Plan
 - **Chapter 6** – Traffic Impact; and
 - **Chapter 7** – Summary and Conclusions.

2 Baseline Transport Conditions

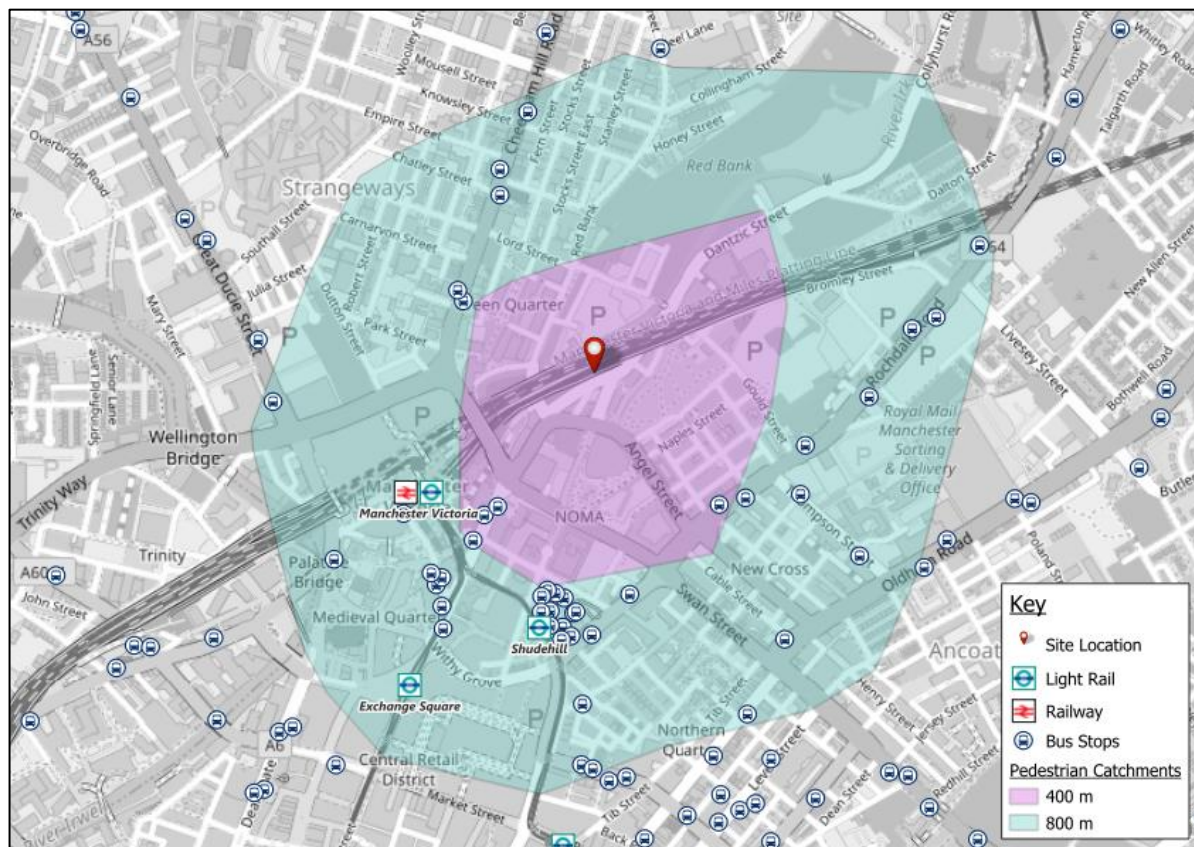
The Existing Site

- 2.1 The site, currently vacant, is just outside Manchester City Centre and comprises of a railway arch north-east of Manchester Victoria railway station. The floor area (GIA) of the site is 161m².
- 2.2 The site has frontage to Corporation Street and is provided with a bell mouth vehicular access.
- 2.3 The area surrounding the site is mixed in character, with commercial, industrial and residential uses situated in the local vicinity. The site benefits from excellent accessibility by all modes of transport including walking, cycling, bus and rail, as explained in greater detail in this Chapter.

Pedestrian and Cycle Accessibility

Pedestrian

- 2.4 The footway adjoining the site on Corporation Street ranges is circa 2.9m in width. The footway is well lit and in reasonable condition. Pedestrian crossing facilities are limited in the vicinity of the site and provided in places as dropped kerbs.
- 2.5 The 'Building Sustainable Transport into New Developments' (DfT, 2008) document gives the following advice on pedestrian catchment areas: *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)"*. That concept is expanded further in other documents such as CIHT's guidance 'Planning for Walking' (2015), in addition to the 'Manual for Streets' (2007).
- 2.6 Based on the above, **Figure 2.1** shows the walking catchments within 400 and 800 m of the site, including the surrounding sustainable transport network.

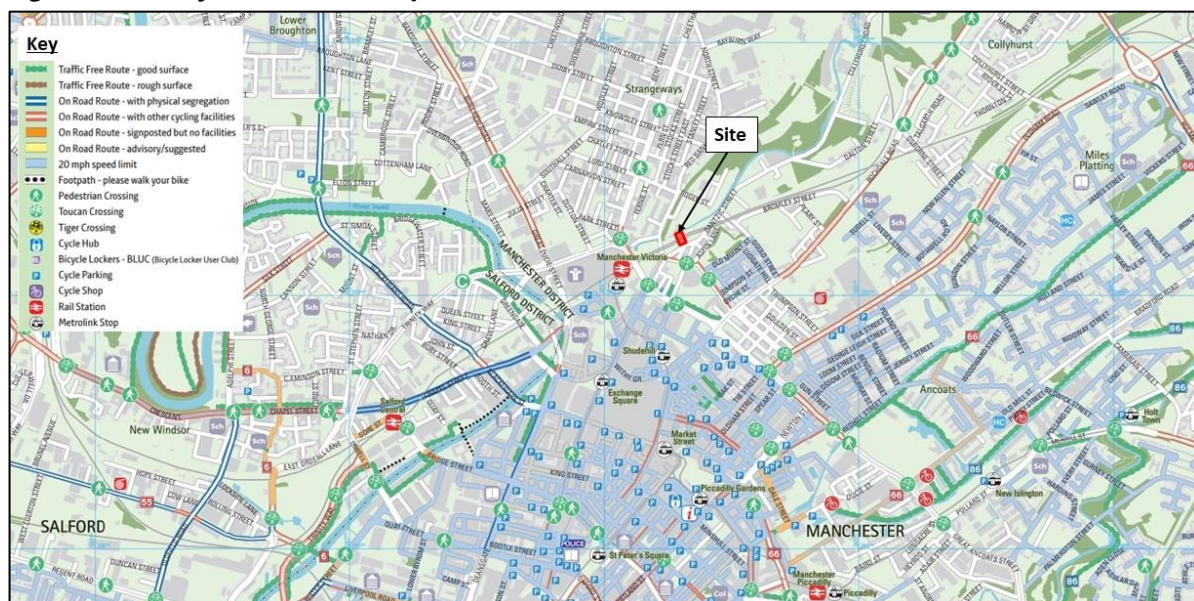
Figure 2.1 Walking Accessibility

Source: ©OpenStreetMap contributors & QGIS

- 2.7 As can be seen above, the site lies within a close distance of sustainable transport infrastructure, and also within large residential areas. The various modes of transport accessible from the site are set out in detail later in this section.

Cycle

- 2.8 The local cycle network within the vicinity of the site is shown within **Figure 2.2**. An 'On Road Route – with other cycling facilities' runs along Aspin Lane to the south of the site, linking the site with residential commutable areas such as Rochdale Road. The nearest 'Traffic Free Route- good surface' is located south of the site on Trinity Way approximately 270m away.

Figure 2.2 Cycle Network Map

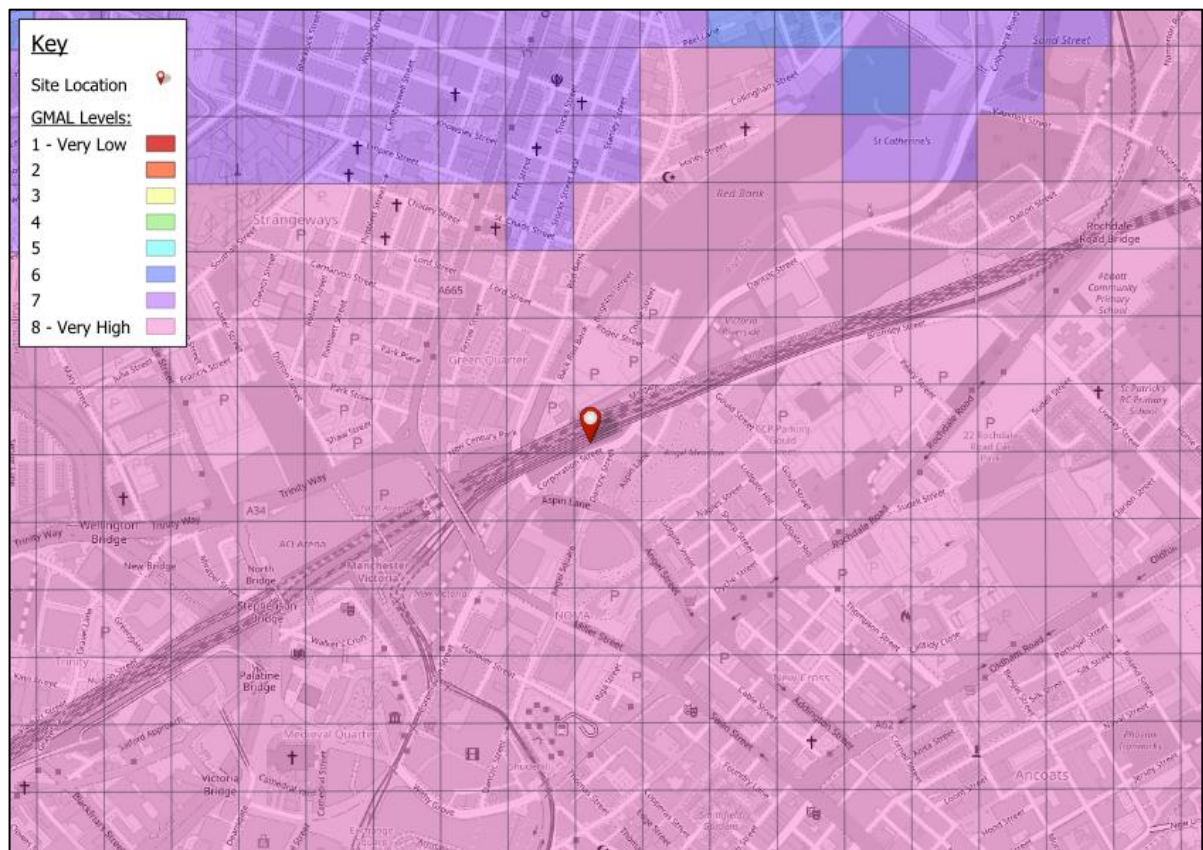
Source: Transport for Greater Manchester

- 2.9 Future users of the site can also access the site by bike share. The Bee Network Cycle Hire has a bike share docking station located circa 100m to the west of the site, with 10 docks available.
- 2.10 Additional publicly available cycle parking places are also available circa 50m across Corporation Street to the east of the site

Public Transport

Greater Manchester Accessibility Level

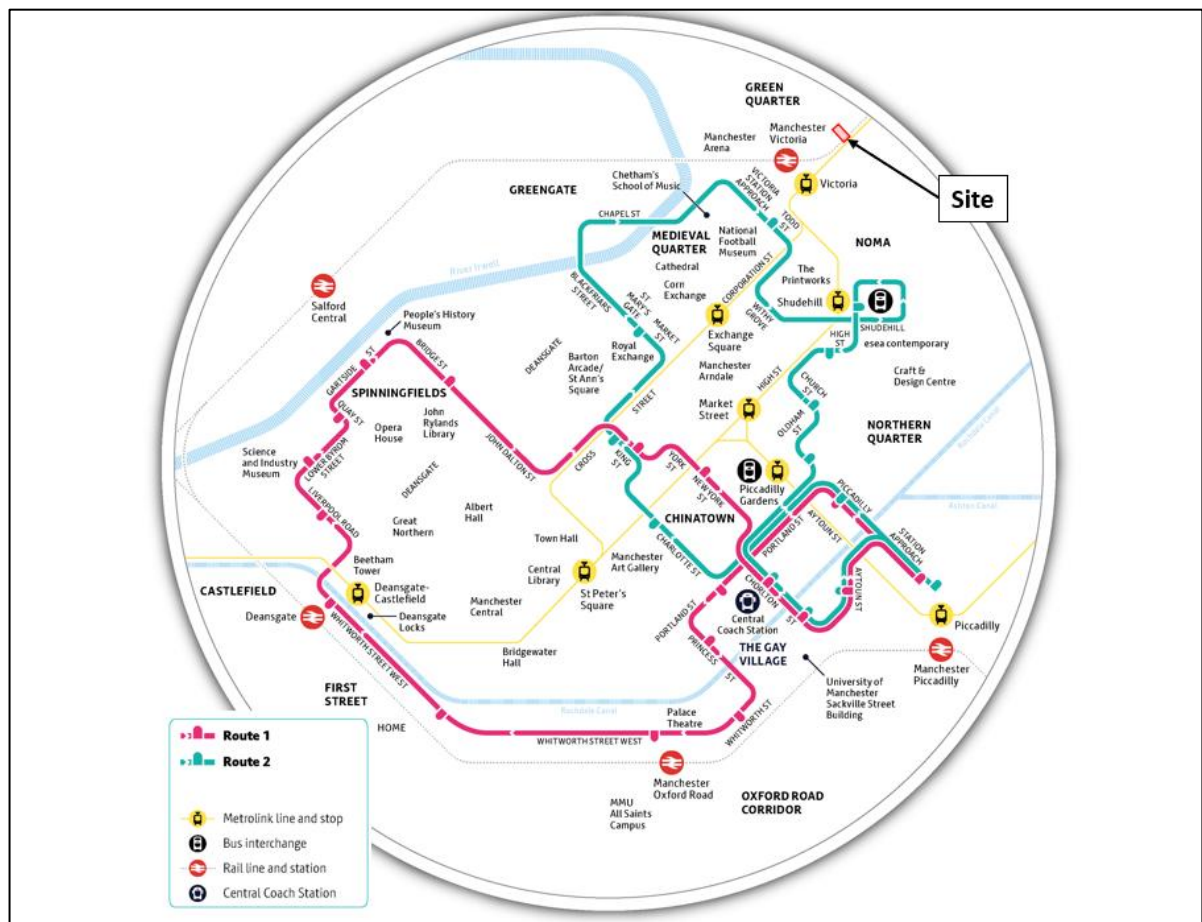
- 2.11 The Greater Manchester Accessibility Level (GMAL) rating of a site within Manchester denotes the degree to which public transport services serve that site, via a score between 1 (very poor access to public transport services within GMAL thresholds) and 8 (very high accessibility). The GMAL is a function of the distance and frequency of bus services available within 640 m and Metrolink/railway services available within 960 m.
- 2.12 As shown in **Figure 2.3**, the GMAL of the site is 8 (very high), which reflects the availability of Manchester Victoria station and several bus routes within walking distance of the site.

Figure 2.3 GMAL Analysis

Source: Transport for Greater Manchester

Bus Services

- 2.13 The nearest bus stops to the site are approximately 300 m to the south-west, on the A664 Corporation Street, served by two bus routes (41 and 135). In addition, eleven other regular bus routes can be accessed from stops on the A664 Rochdale Road, approximately 400 metres to the south of the site. These routes connect to Piccadilly Gardens and to various parts of northern Manchester.
- 2.14 The site is also within a short walk from the Free Bus Network, covering Manchester City Centre, with a frequency of up to every 10 minutes. The nearest stop to the site is on Todd Street, around 500m (a 7-minute walk) from it, and it is served by Route 2.

Figure 2.4 Free Bus Network Map

Source: <https://tfgm.com/ways-to-travel/bus/free-bus>

Rail and Metrolink Services

2.15 Rail services are provided from Manchester Victoria station, situated 500 m to the west of the site. Northern Trains and TransPennine Express services operate from the station with a number of the services² outlined below:

- One train per hour to Liverpool Lime Street;
- One train per hour to Manchester Airport;
- Three trains per hour to Leeds;
- Two trains per hour to Blackburn;
- Two trains per hour to Rochdale;
- One train per hour to Chester;
- One Train per hour to Southport; and
- One train per hour to Newcastle via Leeds.

² Frequencies taken from <https://www.nationalrail.co.uk/>

- 2.16 Metrolink (tram) services are also provided from Manchester Victoria station with services to Altrincham, Bury, East Didsbury, Manchester Airport, Oldham and Rochdale and Piccadilly. Services largely run every twelve minutes on all routes³ with more services on duplicated routes.

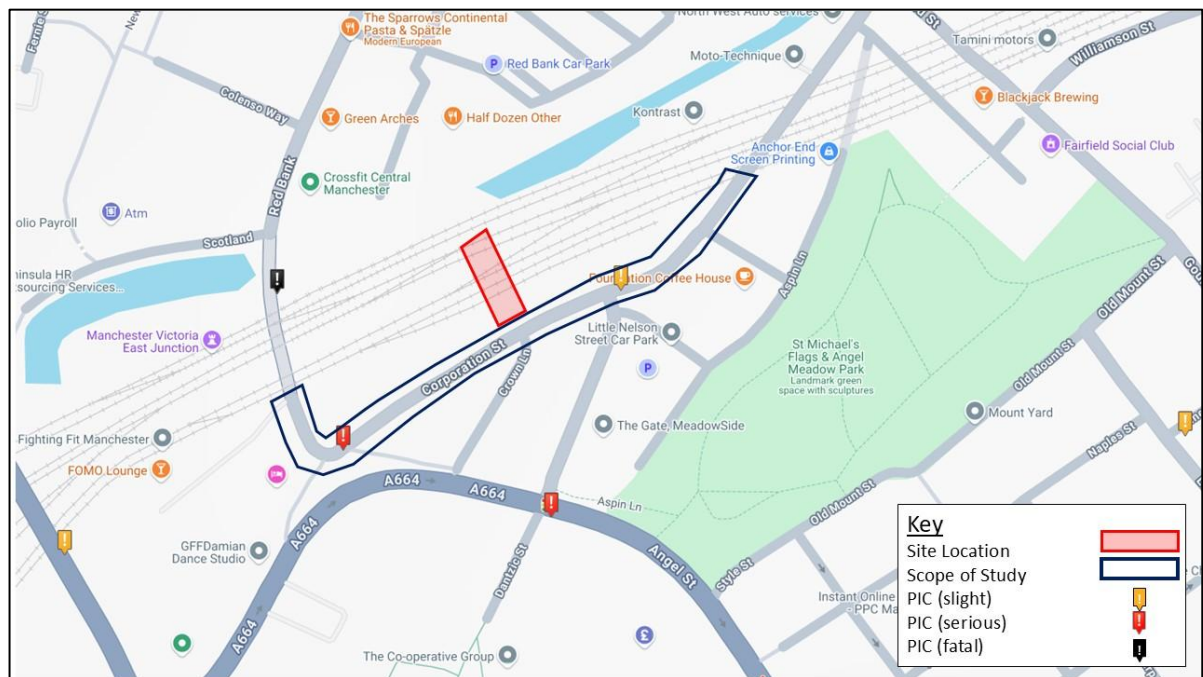
Local Highway Network

- 2.17 The site fronts Corporation Street, which is a two-way road linking with Dantzic Street to the east, which then connects to the A6042 Trinity Way.
- 2.18 Within the vicinity of the site, Corporation Street is a two-lane single-carriageway road, with a width of approximately 7.5m. Corporation Street runs roughly southwest to northeast between Manchester City Centre and Dantzic Street, although the section along the site frontage only runs for approximately 130m between Red Bank and Dantzic Street.
- 2.19 The section of Corporation Street adjacent to the site is subject to a 20mph speed limit. Speed cushions are available circa 15 m to the east of the site.
- 2.20 Access to the wider road network can be achieved via Corporation Street with these roads providing access to the A664, A665 and A6010 from where the Strategic Road Network can be accessed (M60, M602, A57(M) and M62).
- 2.21 There are single yellow line parking restrictions along the entity of the site frontage, no signage with regards to operation times is provided due to the presence of a 'Controlled Zone' along Corporation Street. The Controlled Zone is subject to a No Waiting restriction and operates Monday to Friday between 08:00 and 18:00 and Saturday between 08:00 and 12:30.

Road Safety

- 2.22 Personal Injury Collision (**PIC**) data has been obtained from Crashmap for the most recent five-year period to 2023 for the area surrounding the Site. The PICs occurred in the vicinity of the site are illustrated in **Figure 2.5**.

³ <https://tfgm.com/public-transport/tram/stops/victoria-tram>

Figure 2.5 PIC Data

Source: Crashmap

- 2.23 The search revealed a total of two PICs within the scope of study. One serious incident occurred at the turn from Corporation Street to Red Bank. One slight incident occurred to the east of Corporation Street. Additionally, outside of the scope of study, a fatal incident occurred on Red Bank to the north of the railway. All incidents mentioned did not involve vulnerable road users. The fatal and slight incident occurred in 2019, prior to when the speed calming measures (speed cushions) were put in place.
- 2.24 The incidents do not form a cluster that could be potentially attributed to the highways layout.
- 2.25 Therefore, it is considered that there are no road safety concerns in the vicinity of the site related to the operation of the site itself or any that the proposals would exacerbate.

3 National, Regional and Local Transport Policy

3.1 This chapter will outline the transport planning policy and guidance background for the scheme. The policy and guidance document that Transport Planning Associates used in this process include:

- The National Planning Policy Framework (December 2024);
- Greater Manchester Authorities' Place for Everyone Plan (2024); and
- Manchester's Core Strategy Development Plan Document (July 2012).

National Planning Policy Framework

3.2 The National Planning Policy Framework (**NPPF**), updated in December 2024, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 The NPPF defines a sustainable transport mode as follows:

*"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."*⁴

3.4 Regarding sustainability, it states that:

*"The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."*⁵

3.5 Regarding transport assessments/statements and travel plans, it states that:

*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*⁶

⁴ NPPF, annex 2, p. 79

⁵ NPPF, para 7

⁶ NPPF, para 118

3.6 According to the NPPF, applications for development should, inter alia:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

d) allow for the efficient delivery of goods, and access by service and emergency vehicles.

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

[...]"⁷

3.7 Considering development proposals:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."⁸

3.8 The baseline review included in **Chapter 2** has concluded that the site is in a suitable location and benefits from great accessibility from all modes of transport, including public transport, cycling, and walking. As set out within **Chapter 4**, the scheme is car-free, in line with regional and local policy standards, and we have prepared this report to assess the potential impact, which showed that it would not be severe. Therefore, the scheme is in line with the guidelines, recommendations, and prescriptions included in the NPPF.

⁷ NPPF, para 117

⁸ NPPF, para 116

The Manchester Local Plan

- 3.9 The Manchester Local Plan guides development within Manchester. It was previously known as the Local Development Framework.
- 3.10 The Core Strategy and Greater Manchester Authorities' 'The Places for Everyone Plan' are the key documents in the Local Plan.
- 3.11 On March 13th 2024 MCC approved the formal adoption of the Places for Everyone Joint Development Plan, with effect from 21st March 2024. Places for Everyone Plan replaces some, but not all Core Strategy policies.
- 3.12 Policy JP-C8 of the Places for Everyone Plan addresses the 'Transport Requirements for New Development'. Regarding 'Parking Infrastructure' the document states the following:

"7. Making adequate car parking provision, including for disabled drivers and passengers;

8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;

9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:

- i. Showers, changing facilities and lockers for cyclists and walkers*
- ii. Pool or hire bikes for use by occupiers*
- iii. Information in advance about facilities to visitors;*

10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;

11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans."

- 3.13 As mentioned above, "Promoting alternatives to car ownership" is a target in the Places for Everyone Plan. The location of the site itself will encourage uptake in alternative modes to single occupancy vehicle trips through great accessibility to public transport, cycling and walking routes.

Parking Standards

- 3.14 Appendix B of the Core Strategy includes the parking standards adopted by MCC.
- 3.15 The car parking standards prescribed in the Core Strategy are all maximum standards. Reflective of the city centre location of the site and excellent accessibility by sustainable modes of transport, the proposed development will be car-free, in accordance with adopted parking standards.
- 3.16 The minimum disabled and cycle parking standards applicable to the potential uses covered under the proposals are shown in Table 3.1

Table 3.1 Cycle and Disabled Parking Standards

Use Class		Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision
E(a)	Non-food retail	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	1 per 200m ² – minimum of 2
E(a)	Food Retail	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	1 per 140m ² – minimum of 2
E(b)	Restaurant and cafes	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	1 per 50m ² – minimum of 2
E(d)	Other Leisure Facilities	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	1 per 140m ² – minimum of 2
E(e)	Medical and Health facilities	Up to 200 bays - 3 bays or 6% of total capacity whichever is greater	2 spaces per consulting room
E(g)	Standalone offices	Up to 200 bays – individual bays for each disabled employee plus 2	1 per 200m ² – minimum of 2
E(g)	General Industry	Up to 200 bays – individual bays for each disabled employee plus 2	1 per 450m ² – minimum of 2

Source: Core Strategy, Appendix B Parking Standards

- 3.17 For disabled parking, the policy requires “3 spaces or 6% of the total, whichever is greater” – which equates to 3 spaces in this case. However, it should be noted that blue badge holders can park on permit holder bays or yellow lines free of charge⁹. There is also a disabled parking bay provided opposite Ashton House on Corporation Street. As such it is considered that the existing on-street

⁹ https://www.manchester.gov.uk/info/500345/parking_restrictions/328/parking_restrictions/7

parking provision is considered to be sufficient in satisfying the demand for disabled parking generated by the proposed development.

- 3.18 The cycle parking requirements for A3 'restaurants and cafes' are the most onerous standards that could be applied to the proposed development. As such, providing cycle parking in accordance to A3 parking standards accounts for a worst-case scenario in terms of cycle parking demand.
- 3.19 In accordance with the most onerous standards, a total of three cycle parking spaces will be provided within the arch, the location of which is subject to final tenant requirements. Additionally, as previously mentioned, the site is accessible by the Bee Network Cycle Hire with a dock located circa 100m to the west. Additional publicly available cycle parking spaces are available circa 50m to the east of the site.

Summary

- 3.20 The proposed development is compliant with the policy requirements set out within this Chapter. Design details regarding the proposed development are set out in the following Chapter.

4 Development Proposals

Scheme

- 4.1 As detailed in the Introduction, the planning application seeks the:

“Change of use for drinking establishments with expanded food provision (sui generis) & an open Class E (Commercial, Businesses and Services) to include retail, office, light industrial and restaurant/café uses, provision of a new substation with associated access and parking, along with external and internal refurbishment works including treatments to the front and rear facades for Arch 5 at Corporation Street, Manchester, M4 4DG”

- 4.2 It should be noted that the development does not propose any change in floor area, just a change of use.

Access

- 4.3 The scheme will be car free and proposes to retain the existing pedestrian access arrangement from Corporation Street. **Chapter 2** of this report has demonstrated that the site benefits from good pedestrian infrastructure and is easily accessible from the surrounding cycle network. The site also benefits from a very high level of public transport (GMAL score of 8) as it sits within walking distance of Manchester Victoria station and several bus routes. The review of historic collisions did not indicate any highway safety concerns in the vicinity of the site that should prevent the proposed, car free, change of use.

Parking

Cycle

- 4.4 In accordance with A3 'Restaurant and Cafes' use cycle parking standards set out in Table 3.1, secure and sheltered storage spaces will be provided within the arch as per paragraph 3.17. 3 cycle parking spaces are expected to be provided in the form of Sheffield stands (or equivalent) within the arch. The final location of which is subject to final tenant requirements.

Car

- 4.5 The proposed development will be car-free, which complies with local parking standards. This is due to the site benefiting from a very high level of public transport accessibility, as well as from good pedestrian and cycling links, as demonstrated in **Chapter 2**.

Disabled

- 4.6 Disabled users will be able to use the existing disabled bay located on the opposite side of Corporation Street or the adjacent parking bays, free of charge and without any time limits.

Servicing

- 4.7 Servicing to the development will be undertaken on-street from the single yellow line kerb adjacent to each respective arch, as per the existing arrangements. Further details are included in the following chapter.

5 Framework Delivery and Servicing Plan

- 5.1 This Chapter provides a Framework Delivery and Servicing Plan (DSP), prepared with reference to Transport for Greater Manchester (TfGM's) *'Delivery and Service Planning Toolkit'*¹⁰. The role of the toolkit is to:

*"help businesses to identify opportunities to better manage deliveries and ensure supplies are delivered when they are needed. The DSP will also help to reduce the negative impacts of delivery-related activities, such as harmful emissions, congestion and collisions, including moving freight on low emission vehicles. The toolkit is specifically designed to target deliveries in the congested areas such as city and town centres as well as key radial routes."*¹¹

- 5.2 Within the TfGM Toolkit, it states that a DSP:

*"It helps to make your deliveries more efficient and reliable whilst saving you money in the process. It will also help to improve the quality of the environment around your business by reducing congestion, collisions and emissions; ultimately making the area more attractive for residents, visitors and people who work there."*¹²

- 5.3 The TfGM Toolkit goes on to note that a DSP should cover:

- *"Goods deliveries / collections;*
- *Catering and vending;*
- *The management of waste and recycling;*
- *Servicing activities; and*
- *Construction site management."*¹³

- 5.4 A DSP can be employed at any site that receives delivery and servicing activity, this includes sites that are public or private, small or large or shared by multiple organisations. Consequently, it is important to understand that a DSP is not just for the occupiers of an operational site but is also for:

- Developers;
- Site occupiers;
- Site users (owners, managers, staff etc);
- Freight operators / suppliers;

¹⁰ Transport for Greater Manchester. *Delivery and Service Planning Toolkit*. Available at: https://assets.ctfassets.net/nv7y93idf4jq/9JzeMzISeZdbfNybXvKDn/edf8235e79f6eaa1399d36246b661008/DSP_Toolkit.pdf

¹¹ Page 3. *Delivery and Service Planning Toolkit*. Transport for Greater Manchester.

¹² Page 6. *Delivery and Service Planning Toolkit*. Transport for Greater Manchester.

¹³ Page 6. *Delivery and Service Planning Toolkit*. Transport for Greater Manchester.

- Local residents; and
- Local authorities.

Site Location

- 5.5 Access to the wider road network can be achieved via either Corporation Street or Dantzic Street with these roads providing access to the A664, A665 and A6010 from where the Strategic Road Network (M60, M602, A57(M) and M62) can be accessed.
- 5.6 There are two road restrictions within the local area, these being:
- A Low Bridge on Red Bank (60m west of site) – with a Height Restriction of 3.8m (12'-6"); and
 - Dalton Street (500m east of site) – Unsuitable for Heavy Goods Vehicles (HGVs).
- 5.7 There are single yellow line parking restrictions along the entity of the site frontage; no signage with regards to operation times is provided due to the presence of a 'Controlled Zone' along Corporation Street. The Controlled Zone is subject to a No Waiting restriction and operates Monday to Friday between 08:00 and 18:00 and Saturday between 08:00 and 12:30.

Aims

- 5.8 The aims of this DSP are:
- To outline the measures that will be implemented to encourage the efficient and sustainable movement of deliveries and servicing activities;
 - To mitigate against the anticipated transport impacts of the development;
 - To reduce the number of delivery trips that are required to visit the site, in particular during the peak hours (08:00-09:00 and 17:00-18:00); and
 - To create a greener and safer environment for staff and visitors as well as for the staff of delivery and refuse collection organisations.

Objectives

- 5.9 The objectives of this DSP include to:
- Outline the way in which goods, services and waste can be delivered or removed from the site in a method that is safe, efficient, legal and environmentally friendly;

- Set out a plan and the measures that will be implemented at the site to order to reduce the number and frequency of delivery and servicing trips at peak times (08:00-09:00 and 17:00-18:00);
- Promote the use of low or zero-emission vehicles for delivery and servicing where possible;
- Raise awareness of the servicing and refuse collection process for the development;
- Ensure appropriate routing strategies are in place for travel;
- Minimise the opportunity for conflict between servicing, refuse collection, occupiers, staff and visitors; and
- Minimise the impact of the servicing and refuse collection for the site on the local community and maintain good relations with neighbouring residents and businesses.

Measures

Delivery Management

- 5.10 Delivery vehicles will be required to follow the local signposted restrictions, concerning stopping, loading, and parking. Delivery vehicles engines, radios and chiller/ freezer units will be always switched off during the unloading/loading to ensure that vehicle noise is kept to a minimum.
- 5.11 Future operators will be required to use reputable companies/ couriers when deliveries are made to the site. They will also be required to ensure that they are considerate and courteous if getting deliveries of large furnishings/ appliances – even though such deliveries are not expected due to the nature of the scheme and of their stay.
- 5.12 Where possible, future occupiers will liaise with each other to consolidate deliveries, thus reducing the number of servicing trips to and from the site.

Safer Vehicles

- 5.13 The Fleet Operator Recognition Scheme is a voluntary accreditation scheme that recognises operators who have adopted cleaner, safer, and more efficient practices. Procurement can be used to encourage operators to adopt the latest safety and environmental standards.

Delivery Times

- 5.14 When possible, deliveries will be undertaken out of peak hours, which can reduce local congestion and promote cleaner and more efficient deliveries help to achieve carbon reduction targets.

Servicing Arrangement

- 5.15 Previously, the site (Arch 5) has been in use as a bike and coffee shop. Servicing was made on street along the site frontage along Corporation Street, or through the utilisation of the limited stay parking bays. No known issues or disruptions to the local network are known due to this servicing arrangement.

Servicing Trip Generation

- 5.16 In order to derive the likely level of servicing traffic attracted by the site's potential uses, a search of the TRICS database was undertaken. The following parameters were used on the TRICS database to derive traffic generation for the proposed E(a) uses:

- Land use Class 01 – O – Convenience Store;
- Sites located in England except Greater London;
- Sites located in: Town Centre only;
- Located in sub category: Retail Zone, High Street;
- Excluding weekend surveys; and
- Including Servicing vehicles .

- 5.17 The following parameters were used on the TRICS database to derive traffic generation for the proposed E(b) uses:

- Land use Class 06 – B – Restaurants;
- Sites located in England except Greater London;
- Sites located in: Town Centre only;
- Located in sub category: High Street;
- Excluding weekend surveys; and
- Including servicing vehicles.

- 5.18 The following parameters were used on the TRICS database to derive traffic generation for the proposed E(c) and E(g) uses:

- Land use Class 02 – A – Office;
- Sites located in England except Greater London;
- Sites located in: Town Centre only;
- Located in sub category: Built-Up Zone, High Street;
- Excluding weekend surveys; and
- Including servicing vehicles.

5.19 The following parameters were used on the TRICS database to derive traffic generation for the proposed E(d) uses; due to the lack of suitable proxies, sites from the Edge of Town Centre :

- Land use Class 07 – C – Leisure Centre;
- Sites located in England except Greater London;
- Sites located in: Town Centre, Edge of Town Centre;
- Located in sub category: Built-Up Zone; and
- Including servicing vehicles.

5.20 The resulting servicing trip rates and traffic generation, based on the range of potential uses, are set out in the following table. As the final uses of the site are subject to the tenant, the traffic generation calculations below assume the entire site to be converted to one use. The resulting TRICS outputs reports for each use are presented in **Appendix B**.

Table 5.1 Servicing Traffic Generation

Use	Peak period	Servicing Trip rate / 100 m ²		Servicing Traffic Generation (161 m ²)	
		In	Out	In	Out
E(a) Retail / Convenience Store	AM peak (08:00 – 09:00)	0.177	0	1	0
	PM peak (17:00 – 18:00)	0	0	0	0
	Daily (05:00-22:00)	0.707	0.707	1	1
E(b) Restaurant*	AM peak (08:00 - 09:00)	0	0	0	0
	PM peak (17:00 – 18:00)	0	0	0	0
	Daily (05:00 - 22:00)	0.094	0.094	1	1
E (c) / (g) Offices	AM peak (08:00 – 09:00)	0.040	0.040	1	1
	PM peak (17:00 – 18:00)	0	0	0	0
	Daily (05:00-22:00)	0.360	0.360	1	1
E (d) Leisure Centre	AM peak (08:00 - 09:00)	0	0.153	0	1
	PM peak (17:00 – 18:00)	0	0	0	0
	Daily (05:00 - 22:00)	1.224	1.224	2	2

Source: TRICS; rounded figures; Note: AM and PM peak hours refer to overall network peak hours.

*worst-case development scenario

5.21 In the scenario that the site is used as a Leisure Centre, it could potentially result in a total of 2 deliveries across the day.

- 5.22 It must be noted that, in general a large part, if not all of the vehicular movements associated with van deliveries would not be new to the network, as delivery slots would likely be shared across several deliveries and linked trips. This further supports our conclusion that the impact on traffic generation would be negligible.

Monitoring and refreshing the DSP

- 5.23 This section of the Framework DSP will set out the method of monitoring and reviewing the DSP.
- 5.24 The targets for monitoring are set out below:
- no penalty charge notices as a result of delivery vehicles parked on Corporation Street;
 - no damage to street furniture (including the low bridges located within close proximity of the site), neighbouring properties or street furniture resulting from deliveries and servicing;
 - no injuries recorded from the servicing or delivery arrangements; and
 - no complaints from local residents or businesses resulting from the delivery, servicing and refuse collection arrangements for the site.
- 5.25 The responsibility for the DSP lies with the developer but must be passed on to the tenant on occupation. The requirements of the DSP may be included in leases and contracts with occupiers.
- 5.26 Monitoring is in the context of DSPs being live documents, which are updated over time to reflect changes. Monitoring and review of the plan will be the responsibility of the landowner or of the agent on their behalf. This will be undertaken when / if significant changes to DSP are required, such as if a new company manages the site or if waste collection and recycling, and facilities management change over time.
- 5.27 It is expected that a Full DSP will be secured as a condition of consent, whereby the occupiers will be known at the time of preparing the report.

6 Traffic Impact

- 6.1 Chapter 2 shows that the site is served by good walking infrastructure, as well as cycle infrastructure, and is easily accessible by public transport services (GMAL Score of 8). Therefore, the site lies in a suitable location for a car-free development scheme, with most trips likely to be made on foot while reaching or leaving Manchester Victoria Station, which offers extensive train, tram, and bus services.
- 6.2 The proposals seek an Open E use class, and, as such, a variety of uses can then be implemented in the future. The intention is to have a variety of uses on site, including small shops, restaurants and employment uses. What is certain is that, given the scale, any of these possible uses would serve the local community and therefore, it can be expected that their catchment would be the local area. As demonstrated in the Pedestrian and Cycling Accessibility section of **Chapter 2**, the site lies within proximity to a variety of local services and amenities, in addition to being within a residential area (the walking neighbourhoods referred to in the DfT's and CIHT's guidance) which would effectively be the catchment of the new uses. That is before considering the excellent accessibility by public transport.
- 6.3 As previously noted, the site has previously been let for use as a bike and coffee shop. As such, the site would be likely have generated a level of vehicle activity. Considering the above, any potential traffic impact generated by the proposals would be negligible and absorbed within the daily fluctuations of traffic.
- 6.4 In consideration of the highly accessible nature of its location (by all modes and the pass-by nature of a large proportion of the trips, the trip generation associated with the proposed change of use would be sufficiently accommodated within the existing transport network. Hence it would not result in any material impact on any modes of transport.

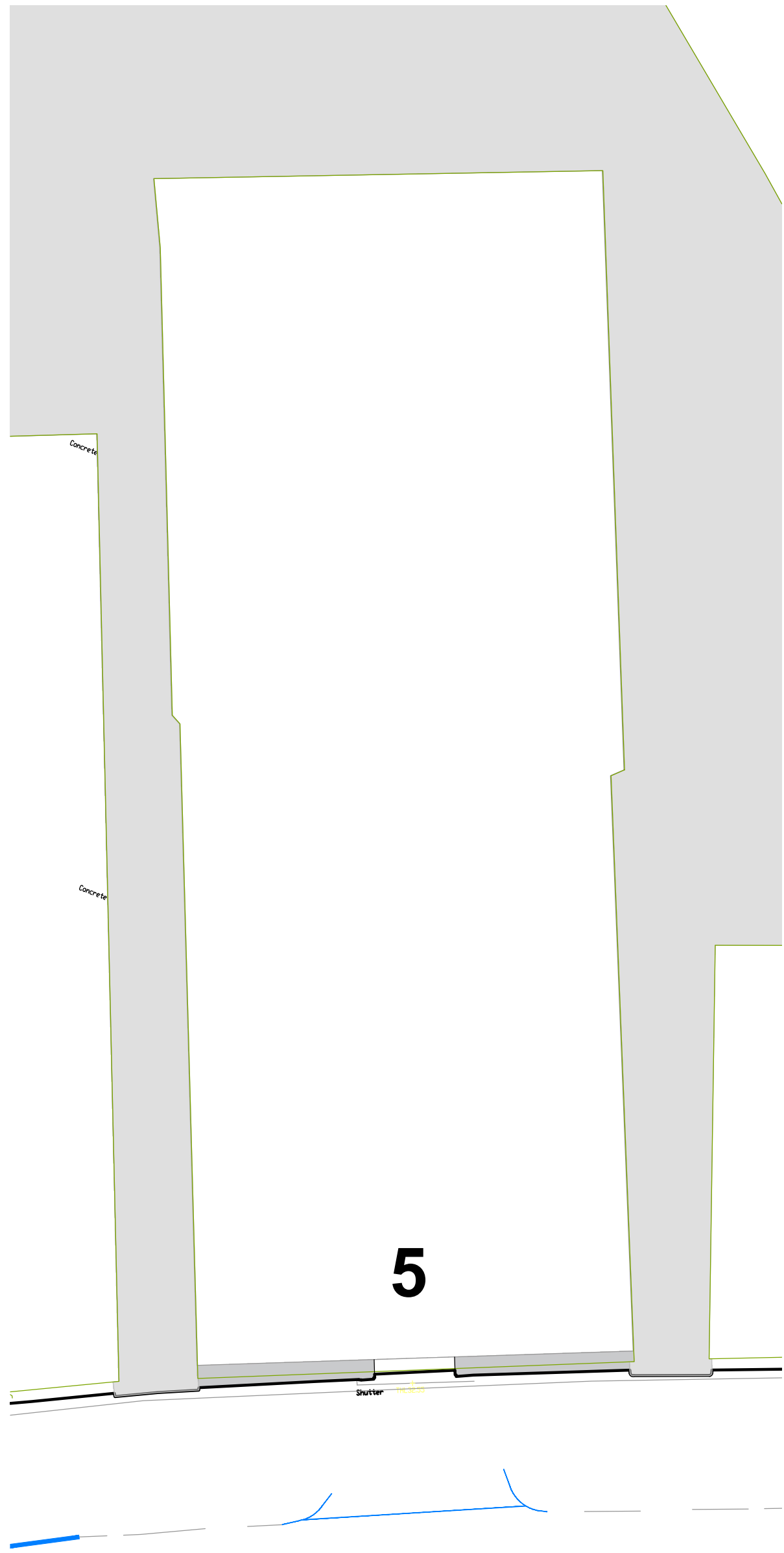
7 Summary and Conclusion

- 7.1 Transport Planning Associates (TPA) has been appointed by The Arch Company to provide transport and highways advice in relation to a new planning application seeking the:
- 7.2 'Change of use for drinking establishments with expanded food provision (sui generis) & an open Class E (Commercial, Businesses and Services) to include retail, office, light industrial and restaurant/café uses, provision of a new substation with associated access and parking, along with external and internal refurbishment works including treatments to the front and rear facades for Arch 5 at Corporation Street, Manchester, M4 4DG' The site achieves a GMAL score of 8 that indicates a very high level of public transport accessibility as it lies a walking distance of Manchester Victoria station and several bus routes. Additionally, it benefits from good pedestrian links and is served by on-street cycle routes.
- 7.3 The scheme will be accessed on foot from the northern footway of Corporation Street as per the existing arrangement. In line with regional and local policy standards, the development will be car-free. Cycle parking facilities will be provided within each respective arch, in line with policy requirements.
- 7.4 The proposals seek an Open E use class, and, as such, a variety of uses may be implemented in the future. The car free nature of the scheme and its accessible location would inherently reduce vehicular movements to and from the site to servicing vehicles and the occasional car movements of blue badge holders. The vehicular trip generation would therefore be negligible, and well within daily fluctuations of traffic in the local area.

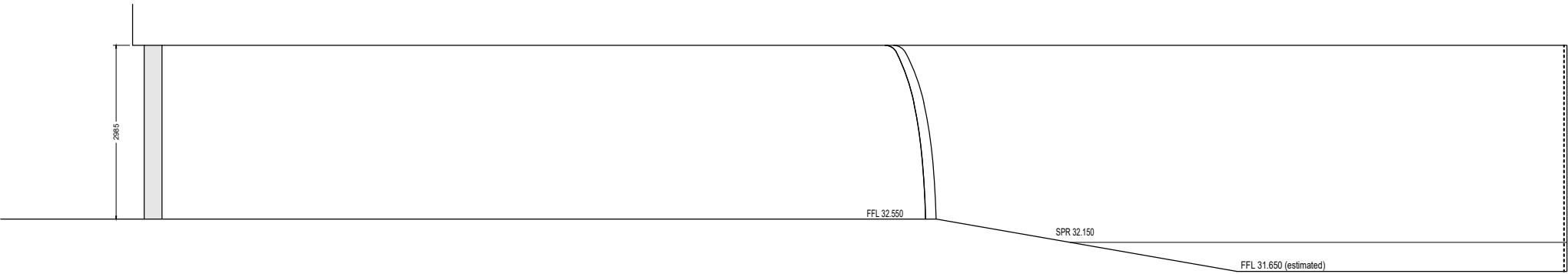
Conclusion

- 7.5 The proposal complies with national, regional, and local policies and good practice. It will not result in a severe impact, especially considering its car-free proposal and limited expected increase of vehicle trips associated with the change of use. Hence, there are no transport or highway reasons for which the proposed development should not be granted planning consent.

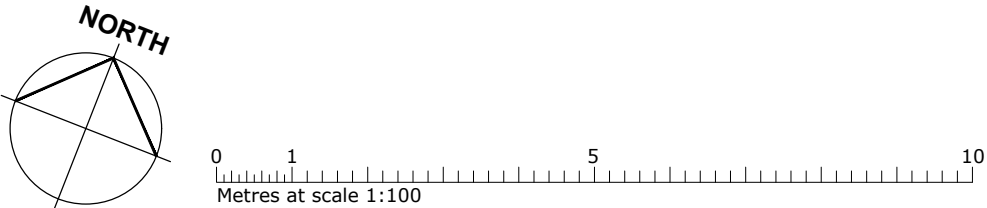
APPENDIX A



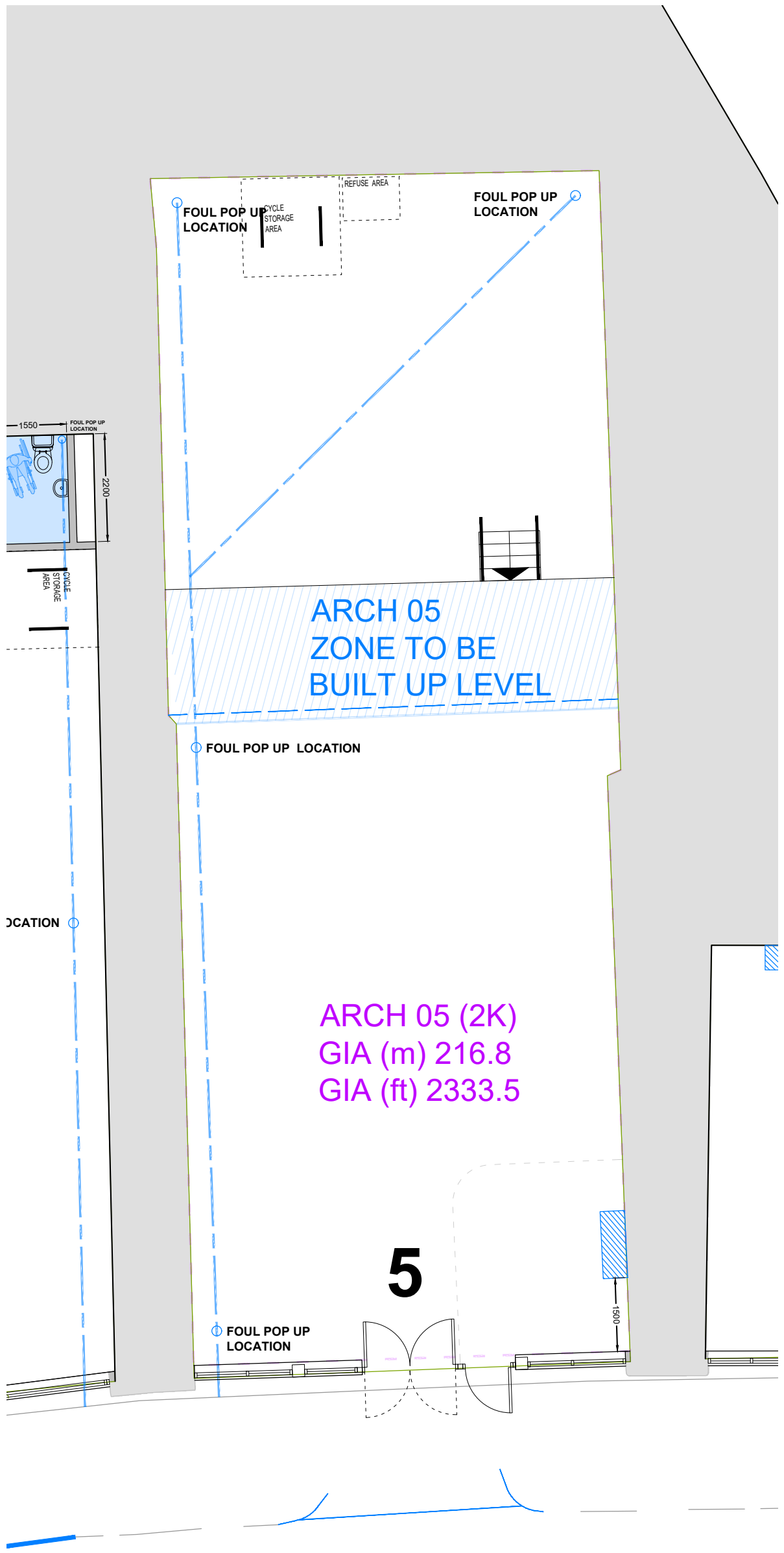
EXISTING PLAN
1:100 @ A1



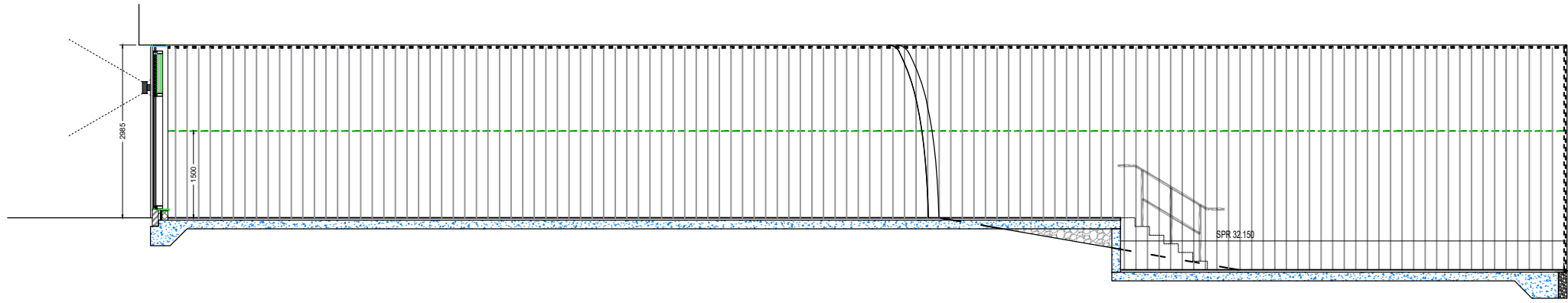
EXISTING SECTION
1:100 @ A1



Red Line Boundary based on O/S Data and **NOT** confirmed as the Legal Boundary



PROPOSED PLAN
1:100 @ A1



PROPOSED SECTION
1:100 @ A1

Rev	Date	By	Description
P01	29/07/2025	SRG	First Issue
P02	06/08/2025	SRG	Internal levels clarified



SGP

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www.stephengeorge.co.uk

The Arch Company
Manchester - Batch 2
Corporation Street

Drawing Name:
Arch 5
Plans and Section

Drawing Stage: PLANNING

Suitability: S2 - For Information/Reference

SGP File Ref: 19-259-014 Corporation Street.dwg

19-259-014 29.07.2025 SRC Leeds 1:100 @ A1 P02

SGP Project No: Date: Drawn: Team: Scale: Rev:

Drawing Number:

19-259-014 SGP - 05 - 00 - DR - A - 201105

Project Code Originator Volume Level Type Role Number

APPENDIX B

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

Filtering Summary

Land Use	07/C	LEISURE/LEISURE CENTRE
Selected Trip Rate Calculation Parameter Range	0.09-22.30 hect AREA	
Actual Trip Rate Calculation Parameter Range	0.29-6.24 hect AREA	
Date Range	Minimum: 01/01/16	Maximum: 22/06/24
Parking Spaces Range	All Surveys Included	
Days of the week selected	Wednesday	2
Main Location Types selected	Town Centre	1
	Edge of Town Centre	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	6 - Not Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	2
Population <5 Mile ranges selected	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	2
PTAL Rating	No PTAL Present	2

Calculation Reference: AUDIT-219602-250623-0610

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : C - LEISURE CENTRE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Site area
 Actual Range: 0.29 to 6.24 (units: hect)
 Range Selected by User: 0.09 to 22.30 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 22/06/24

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

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1
 Edge of Town Centre 1

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 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 6 days - Not Selected

Secondary Filtering selection:

Use Class:

n/a 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 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	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

Site(1):	DY-07-C-01	Site area:	0.29 hect
Development Name:	LEISURE CENTRE	Gross floor area:	5394 sqm
Location:	DERBY		
Postcode:	DE1 3PA	No of Employees:	31
Main Location Type:	Town Centre	Survey Date:	25/09/19
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(2):	SD-07-C-01	Site area:	6.24 hect
Development Name:	LEISURE CENTRE	Gross floor area:	9600 sqm
Location:	SWINDON		
Postcode:	SN2 1EP	No of Employees:	41
Main Location Type:	Edge of Town Centre	Survey Date:	21/09/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	328

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	3.27	3.675	2	3.27	0.766	2	3.27	4.441
07:00 - 08:00	2	3.27	2.450	2	3.27	3.216	2	3.27	5.666
08:00 - 09:00	2	3.27	2.450	2	3.27	2.450	2	3.27	4.900
09:00 - 10:00	2	3.27	7.044	2	3.27	3.828	2	3.27	10.872
10:00 - 11:00	2	3.27	10.260	2	3.27	8.576	2	3.27	18.836
11:00 - 12:00	2	3.27	7.044	2	3.27	7.810	2	3.27	14.854
12:00 - 13:00	2	3.27	6.126	2	3.27	5.513	2	3.27	11.639
13:00 - 14:00	2	3.27	4.900	2	3.27	7.351	2	3.27	12.251
14:00 - 15:00	2	3.27	3.522	2	3.27	3.982	2	3.27	7.504
15:00 - 16:00	2	3.27	9.035	2	3.27	3.063	2	3.27	12.098
16:00 - 17:00	2	3.27	10.413	2	3.27	6.891	2	3.27	17.304
17:00 - 18:00	2	3.27	18.683	2	3.27	13.936	2	3.27	32.619
18:00 - 19:00	2	3.27	17.764	2	3.27	14.089	2	3.27	31.853
19:00 - 20:00	2	3.27	10.413	2	3.27	17.458	2	3.27	27.871
20:00 - 21:00	2	3.27	4.135	2	3.27	11.026	2	3.27	15.161
21:00 - 22:00	2	3.27	1.531	2	3.27	7.963	2	3.27	9.494
22:00 - 23:00	1	0.29	0.000	1	0.29	3.448	1	0.29	3.448
23:00 - 24:00									
Total Rates:			119.445			121.366			240.811

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

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

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Parameter summary

Trip rate parameter range selected:	0.29 to 6.24 (units: hect)
Survey date range:	01/01/16 - 22/06/24
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
TAXIS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
07:00 - 08:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
08:00 - 09:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
09:00 - 10:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
10:00 - 11:00	2	3.27	0.306	2	3.27	0.306	2	3.27	0.612
11:00 - 12:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
12:00 - 13:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
13:00 - 14:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
14:00 - 15:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
15:00 - 16:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
16:00 - 17:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
17:00 - 18:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
18:00 - 19:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
19:00 - 20:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
20:00 - 21:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
21:00 - 22:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
22:00 - 23:00	1	0.29	0.000	1	0.29	0.000	1	0.29	0.000
23:00 - 24:00									
Total Rates:			0.918			0.918			1.836

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

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
PSVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
07:00 - 08:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
08:00 - 09:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
09:00 - 10:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
10:00 - 11:00	2	3.27	0.306	2	3.27	0.306	2	3.27	0.612
11:00 - 12:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
12:00 - 13:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
13:00 - 14:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
14:00 - 15:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
15:00 - 16:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
16:00 - 17:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
17:00 - 18:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
18:00 - 19:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
19:00 - 20:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
20:00 - 21:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
21:00 - 22:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
22:00 - 23:00	1	0.29	0.000	1	0.29	0.000	1	0.29	0.000
23:00 - 24:00									
Total Rates:			0.612			0.612			1.224

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.

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

CYCLISTS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	3.27	0.459	2	3.27	0.000	2	3.27	0.459
07:00 - 08:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
08:00 - 09:00	2	3.27	0.613	2	3.27	0.919	2	3.27	1.532
09:00 - 10:00	2	3.27	1.378	2	3.27	0.459	2	3.27	1.837
10:00 - 11:00	2	3.27	0.613	2	3.27	1.072	2	3.27	1.685
11:00 - 12:00	2	3.27	0.613	2	3.27	0.613	2	3.27	1.226
12:00 - 13:00	2	3.27	1.072	2	3.27	0.919	2	3.27	1.991
13:00 - 14:00	2	3.27	0.306	2	3.27	0.919	2	3.27	1.225
14:00 - 15:00	2	3.27	0.766	2	3.27	0.459	2	3.27	1.225
15:00 - 16:00	2	3.27	1.531	2	3.27	0.459	2	3.27	1.990
16:00 - 17:00	2	3.27	2.297	2	3.27	1.685	2	3.27	3.982
17:00 - 18:00	2	3.27	0.919	2	3.27	2.297	2	3.27	3.216
18:00 - 19:00	2	3.27	1.838	2	3.27	1.685	2	3.27	3.523
19:00 - 20:00	2	3.27	0.153	2	3.27	1.225	2	3.27	1.378
20:00 - 21:00	2	3.27	0.613	2	3.27	0.306	2	3.27	0.919
21:00 - 22:00	2	3.27	0.000	2	3.27	0.306	2	3.27	0.306
22:00 - 23:00	1	0.29	0.000	1	0.29	0.000	1	0.29	0.000
23:00 - 24:00									
Total Rates:			13.324			13.476			26.800

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

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
CARS
 Calculation factor: 1 hect
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	3.27	3.063	2	3.27	0.306	2	3.27	3.369
07:00 - 08:00	2	3.27	1.991	2	3.27	2.910	2	3.27	4.901
08:00 - 09:00	2	3.27	2.450	2	3.27	2.144	2	3.27	4.594
09:00 - 10:00	2	3.27	6.585	2	3.27	3.369	2	3.27	9.954
10:00 - 11:00	2	3.27	9.495	2	3.27	7.810	2	3.27	17.305
11:00 - 12:00	2	3.27	6.738	2	3.27	7.657	2	3.27	14.395
12:00 - 13:00	2	3.27	5.666	2	3.27	5.054	2	3.27	10.720
13:00 - 14:00	2	3.27	4.594	2	3.27	7.044	2	3.27	11.638
14:00 - 15:00	2	3.27	2.910	2	3.27	3.522	2	3.27	6.432
15:00 - 16:00	2	3.27	8.882	2	3.27	2.910	2	3.27	11.792
16:00 - 17:00	2	3.27	10.260	2	3.27	6.738	2	3.27	16.998
17:00 - 18:00	2	3.27	18.377	2	3.27	13.783	2	3.27	32.160
18:00 - 19:00	2	3.27	17.152	2	3.27	13.783	2	3.27	30.935
19:00 - 20:00	2	3.27	17.458	2	3.27	16.692	2	3.27	34.150
20:00 - 21:00	2	3.27	5.972	2	3.27	10.873	2	3.27	16.845
21:00 - 22:00	2	3.27	3.675	2	3.27	7.198	2	3.27	10.873
22:00 - 23:00	1	0.29	0.000	1	0.29	3.448	1	0.29	3.448
23:00 - 24:00									
Total Rates:			125.268			115.241			240.509

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

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 LGVS
 Calculation factor: 1 hect
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	3.27	0.306	2	3.27	0.306	2	3.27	0.612
07:00 - 08:00	2	3.27	0.306	2	3.27	0.153	2	3.27	0.459
08:00 - 09:00	2	3.27	0.000	2	3.27	0.153	2	3.27	0.153
09:00 - 10:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
10:00 - 11:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
11:00 - 12:00	2	3.27	0.153	2	3.27	0.000	2	3.27	0.153
12:00 - 13:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
13:00 - 14:00	2	3.27	0.306	2	3.27	0.306	2	3.27	0.612
14:00 - 15:00	2	3.27	0.613	2	3.27	0.459	2	3.27	1.072
15:00 - 16:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
16:00 - 17:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
17:00 - 18:00	2	3.27	0.153	2	3.27	0.000	2	3.27	0.153
18:00 - 19:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
19:00 - 20:00	2	3.27	0.459	2	3.27	0.306	2	3.27	0.765
20:00 - 21:00	2	3.27	0.000	2	3.27	0.153	2	3.27	0.153
21:00 - 22:00	2	3.27	0.459	2	3.27	0.613	2	3.27	1.072
22:00 - 23:00	1	0.29	0.000	1	0.29	0.000	1	0.29	0.000
23:00 - 24:00									
Total Rates:			3.367			3.061			6.428

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

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MOTOR CYCLES
 Calculation factor: 1 hect
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	3.27	0.306	2	3.27	0.153	2	3.27	0.459
07:00 - 08:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
08:00 - 09:00	2	3.27	0.000	2	3.27	0.153	2	3.27	0.153
09:00 - 10:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
10:00 - 11:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
11:00 - 12:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
12:00 - 13:00	2	3.27	0.306	2	3.27	0.306	2	3.27	0.612
13:00 - 14:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
14:00 - 15:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
15:00 - 16:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
16:00 - 17:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
17:00 - 18:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
18:00 - 19:00	2	3.27	0.459	2	3.27	0.153	2	3.27	0.612
19:00 - 20:00	2	3.27	0.000	2	3.27	0.306	2	3.27	0.306
20:00 - 21:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
21:00 - 22:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
22:00 - 23:00	1	0.29	0.000	1	0.29	0.000	1	0.29	0.000
23:00 - 24:00									
Total Rates:			1.530			1.530			3.060

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

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 Servicing Vehicles
 Calculation factor: 1 hect
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
07:00 - 08:00	2	3.27	0.306	2	3.27	0.153	2	3.27	0.459
08:00 - 09:00	2	3.27	0.000	2	3.27	0.153	2	3.27	0.153
09:00 - 10:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
10:00 - 11:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
11:00 - 12:00	2	3.27	0.153	2	3.27	0.153	2	3.27	0.306
12:00 - 13:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
13:00 - 14:00	2	3.27	0.306	2	3.27	0.153	2	3.27	0.459
14:00 - 15:00	2	3.27	0.306	2	3.27	0.459	2	3.27	0.765
15:00 - 16:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
16:00 - 17:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
17:00 - 18:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
18:00 - 19:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
19:00 - 20:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
20:00 - 21:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
21:00 - 22:00	2	3.27	0.000	2	3.27	0.000	2	3.27	0.000
22:00 - 23:00	1	0.29	0.000	1	0.29	0.000	1	0.29	0.000
23:00 - 24:00									
Total Rates:			1.224			1.224			2.448

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

Filtering Summary

Land Use	06/B	HOTEL, FOOD & DRINK/RESTAURANTS
Selected Trip Rate Calculation Parameter Range	110-1200 sqm GFA	
Actual Trip Rate Calculation Parameter Range	110-402 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 23/06/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
	Wednesday	1
	Thursday	1
	Friday	1
Main Location Types selected	Town Centre	4
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	4 - Selected
	Servicing vehicles Excluded	2 - Not Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	20,001 to 25,000	3
	25,001 to 50,000	1
Population <5 Mile ranges selected	75,001 to 100,000	2
	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-219602-250623-0617

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 110 to 402 (units: sqm)
 Range Selected by User: 110 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/06/23

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	4
-------------	---

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:

High Street	4
-------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	2 days - Not Selected

Secondary Filtering selection:**Use Class:**

E(b)	4 days
------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 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	4 days
----	--------

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

Site(1):	CA-06-B-02	Gross floor area:	370 sqm
Development Name:	WILDWOOD	Number of seats:	108
Location:	CAMBRIDGE		
Postcode:	CB2 1UJ	No of Employees:	18
Main Location Type:	Town Centre	Survey Date:	23/06/23
Sub-Location Type:	High Street	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(2):	DY-06-B-04	Gross floor area:	180 sqm
Development Name:	FRENCH RESTAURANT	Number of seats:	82
Location:	DERBY		
Postcode:	DE1 1BX	No of Employees:	37
Main Location Type:	Town Centre	Survey Date:	25/09/19
Sub-Location Type:	High Street	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(3):	SH-06-B-01	Gross floor area:	110 sqm
Development Name:	THE BEEFY BOYS	Number of seats:	100
Location:	SHREWSBURY		
Postcode:	SY1 1ST	No of Employees:	14
Main Location Type:	Town Centre	Survey Date:	15/06/23
Sub-Location Type:	High Street	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	
Site(4):	SH-06-B-02	Gross floor area:	402 sqm
Development Name:	ASK ITALIAN	Number of seats:	76
Location:	SHREWSBURY		
Postcode:	SY1 1SJ	No of Employees:	22
Main Location Type:	Town Centre	Survey Date:	20/06/23
Sub-Location Type:	High Street	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL 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 - 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	4	266	0.847	4	266	0.188	4	266	1.035
12:00 - 13:00	4	266	1.883	4	266	0.471	4	266	2.354
13:00 - 14:00	4	266	2.260	4	266	0.942	4	266	3.202
14:00 - 15:00	4	266	0.942	4	266	1.130	4	266	2.072
15:00 - 16:00	4	266	0.659	4	266	0.942	4	266	1.601
16:00 - 17:00	4	266	0.377	4	266	0.565	4	266	0.942
17:00 - 18:00	4	266	0.942	4	266	1.412	4	266	2.354
18:00 - 19:00	4	266	1.789	4	266	1.318	4	266	3.107
19:00 - 20:00	4	266	1.318	4	266	1.695	4	266	3.013
20:00 - 21:00	4	266	0.282	4	266	1.412	4	266	1.694
21:00 - 22:00	4	266	0.094	4	266	1.130	4	266	1.224
22:00 - 23:00	2	275	0.182	2	275	0.727	2	275	0.909
23:00 - 24:00									
Total Rates:			11.575			11.932			23.507

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.

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Parameter summary

Trip rate parameter range selected: 110 - 402 (units: sqm)
 Survey date range: 01/01/16 - 23/06/23
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TAXIS
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 - 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	4	266	0.000	4	266	0.000	4	266	0.000
12:00 - 13:00	4	266	0.188	4	266	0.188	4	266	0.376
13:00 - 14:00	4	266	0.000	4	266	0.000	4	266	0.000
14:00 - 15:00	4	266	0.188	4	266	0.188	4	266	0.376
15:00 - 16:00	4	266	0.000	4	266	0.000	4	266	0.000
16:00 - 17:00	4	266	0.000	4	266	0.000	4	266	0.000
17:00 - 18:00	4	266	0.188	4	266	0.188	4	266	0.376
18:00 - 19:00	4	266	0.188	4	266	0.188	4	266	0.376
19:00 - 20:00	4	266	0.188	4	266	0.188	4	266	0.376
20:00 - 21:00	4	266	0.000	4	266	0.000	4	266	0.000
21:00 - 22:00	4	266	0.000	4	266	0.000	4	266	0.000
22:00 - 23:00	2	275	0.000	2	275	0.000	2	275	0.000
23:00 - 24:00									
Total Rates:			0.940			0.940			1.880

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CYCLISTS
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 - 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	4	266	0.000	4	266	0.000	4	266	0.000
12:00 - 13:00	4	266	0.094	4	266	0.000	4	266	0.094
13:00 - 14:00	4	266	0.094	4	266	0.000	4	266	0.094
14:00 - 15:00	4	266	0.094	4	266	0.188	4	266	0.282
15:00 - 16:00	4	266	0.000	4	266	0.000	4	266	0.000
16:00 - 17:00	4	266	0.000	4	266	0.094	4	266	0.094
17:00 - 18:00	4	266	0.000	4	266	0.000	4	266	0.000
18:00 - 19:00	4	266	0.188	4	266	0.000	4	266	0.188
19:00 - 20:00	4	266	0.094	4	266	0.282	4	266	0.376
20:00 - 21:00	4	266	0.188	4	266	0.094	4	266	0.282
21:00 - 22:00	4	266	0.000	4	266	0.094	4	266	0.094
22:00 - 23:00	2	275	0.000	2	275	0.000	2	275	0.000
23:00 - 24:00									
Total Rates:			0.752			0.752			1.504

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CARS
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 - 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	4	266	0.847	4	266	0.188	4	266	1.035
12:00 - 13:00	4	266	1.789	4	266	0.377	4	266	2.166
13:00 - 14:00	4	266	2.166	4	266	0.847	4	266	3.013
14:00 - 15:00	4	266	0.659	4	266	0.942	4	266	1.601
15:00 - 16:00	4	266	0.659	4	266	0.847	4	266	1.506
16:00 - 17:00	4	266	0.377	4	266	0.565	4	266	0.942
17:00 - 18:00	4	266	0.847	4	266	1.318	4	266	2.165
18:00 - 19:00	4	266	1.695	4	266	1.224	4	266	2.919
19:00 - 20:00	4	266	1.224	4	266	1.601	4	266	2.825
20:00 - 21:00	4	266	0.282	4	266	1.412	4	266	1.694
21:00 - 22:00	4	266	0.094	4	266	1.130	4	266	1.224
22:00 - 23:00	2	275	0.182	2	275	0.727	2	275	0.909
23:00 - 24:00									
Total Rates:			10.821			11.178			21.999

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 LGVS
 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 - 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	4	266	0.000	4	266	0.000	4	266	0.000
12:00 - 13:00	4	266	0.000	4	266	0.000	4	266	0.000
13:00 - 14:00	4	266	0.094	4	266	0.094	4	266	0.188
14:00 - 15:00	4	266	0.000	4	266	0.000	4	266	0.094
15:00 - 16:00	4	266	0.000	4	266	0.094	4	266	0.094
16:00 - 17:00	4	266	0.000	4	266	0.000	4	266	0.000
17:00 - 18:00	4	266	0.000	4	266	0.000	4	266	0.000
18:00 - 19:00	4	266	0.000	4	266	0.000	4	266	0.000
19:00 - 20:00	4	266	0.000	4	266	0.000	4	266	0.000
20:00 - 21:00	4	266	0.000	4	266	0.000	4	266	0.000
21:00 - 22:00	4	266	0.000	4	266	0.000	4	266	0.000
22:00 - 23:00	2	275	0.000	2	275	0.000	2	275	0.000
23:00 - 24:00									
Total Rates:			0.188			0.188			0.376

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
Servicing 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 - 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	4	266	0.000	4	266	0.000	4	266	0.000
12:00 - 13:00	4	266	0.000	4	266	0.000	4	266	0.000
13:00 - 14:00	4	266	0.094	4	266	0.094	4	266	0.188
14:00 - 15:00	4	266	0.000	4	266	0.000	4	266	0.000
15:00 - 16:00	4	266	0.000	4	266	0.000	4	266	0.000
16:00 - 17:00	4	266	0.000	4	266	0.000	4	266	0.000
17:00 - 18:00	4	266	0.000	4	266	0.000	4	266	0.000
18:00 - 19:00	4	266	0.000	4	266	0.000	4	266	0.000
19:00 - 20:00	4	266	0.000	4	266	0.000	4	266	0.000
20:00 - 21:00	4	266	0.000	4	266	0.000	4	266	0.000
21:00 - 22:00	4	266	0.000	4	266	0.000	4	266	0.000
22:00 - 23:00	2	275	0.000	2	275	0.000	2	275	0.000
23:00 - 24:00									
Total Rates:			0.094			0.094			0.188

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.

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	118-175000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	506-1990 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 28/06/24
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Thursday	1
Main Location Types selected	Town Centre	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	5 - Not Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	2
Population <5 Mile ranges selected	125,001 to 250,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
PTAL Rating	No PTAL Present	2
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-219602-250623-0627

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX1 days
09	NORTH	
	TW	TYNE & WEAR1 days

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 506 to 1990 (units: sqm)
 Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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
 Thursday 1 days

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

Selected survey types:

Manual count 2 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 2

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

Selected Location Sub Categories:

Built-Up Zone 1
 High Street 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 5 days - Not Selected

Secondary Filtering selection:**Use Class:**

Not Known 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:125,001 to 250,000 1 days
500,001 or More 1 days*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 2 days

*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 2 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 2 days

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

LIST OF SITES relevant to selection parameters

Site(1):	ES-02-A-01	Gross floor area:	506 sqm
Development Name:	OFFICES		
Location:	EASTBOURNE	No of Employees:	30
Postcode:	BN21 4UT	Survey Date:	21/03/24
Main Location Type:	Town Centre	Survey Day:	Thursday
Sub-Location Type:	High Street	Parking Spaces:	8
PTAL:	n/a		
Site(2):	TW-02-A-07	Gross floor area:	2090 sqm
Development Name:	OFFICES		
Location:	GATESHEAD	No of Employees:	98
Postcode:	NE8 1AN	Survey Date:	13/06/16
Main Location Type:	Town Centre	Survey Day:	Monday
Sub-Location Type:	Built-Up Zone	Parking Spaces:	57
PTAL:	n/a		

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

TOTAL 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 - 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	2	1248	0.200	2	1248	0.000	2	1248	0.200
08:00 - 09:00	2	1248	0.921	2	1248	0.080	2	1248	1.001
09:00 - 10:00	2	1248	0.761	2	1248	0.401	2	1248	1.162
10:00 - 11:00	2	1248	0.401	2	1248	0.160	2	1248	0.561
11:00 - 12:00	2	1248	0.321	2	1248	0.321	2	1248	0.642
12:00 - 13:00	2	1248	0.361	2	1248	0.401	2	1248	0.762
13:00 - 14:00	2	1248	0.361	2	1248	0.441	2	1248	0.802
14:00 - 15:00	2	1248	0.280	2	1248	0.240	2	1248	0.520
15:00 - 16:00	2	1248	0.160	2	1248	0.280	2	1248	0.440
16:00 - 17:00	2	1248	0.240	2	1248	0.641	2	1248	0.881
17:00 - 18:00	2	1248	0.120	2	1248	0.681	2	1248	0.801
18:00 - 19:00	2	1248	0.040	2	1248	0.521	2	1248	0.561
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.166			4.167			8.333

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

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

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Parameter summary

Trip rate parameter range selected:	506 - 1990 (units: sqm)
Survey date date range:	01/01/16 - 28/06/24
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 02 - EMPLOYMENT/A - OFFICE
TAXIS
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 - 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	2	1248	0.000	2	1248	0.000	2	1248	0.000
08:00 - 09:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
09:00 - 10:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
10:00 - 11:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
11:00 - 12:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
12:00 - 13:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
13:00 - 14:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
14:00 - 15:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
15:00 - 16:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
16:00 - 17:00	2	1248	0.040	2	1248	0.040	2	1248	0.080
17:00 - 18:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
18:00 - 19:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
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 - 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	2	1248	0.040	2	1248	0.000	2	1248	0.040
08:00 - 09:00	2	1248	0.120	2	1248	0.000	2	1248	0.120
09:00 - 10:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
10:00 - 11:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
11:00 - 12:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
12:00 - 13:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
13:00 - 14:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
14:00 - 15:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
15:00 - 16:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
16:00 - 17:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
17:00 - 18:00	2	1248	0.000	2	1248	0.120	2	1248	0.120
18:00 - 19:00	2	1248	0.000	2	1248	0.040	2	1248	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.160			0.320

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CARS
 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 - 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	2	1248	0.200	2	1248	0.000	2	1248	0.200
08:00 - 09:00	2	1248	0.841	2	1248	0.040	2	1248	0.881
09:00 - 10:00	2	1248	0.761	2	1248	0.401	2	1248	1.162
10:00 - 11:00	2	1248	0.361	2	1248	0.120	2	1248	0.481
11:00 - 12:00	2	1248	0.280	2	1248	0.321	2	1248	0.601
12:00 - 13:00	2	1248	0.240	2	1248	0.280	2	1248	0.520
13:00 - 14:00	2	1248	0.361	2	1248	0.401	2	1248	0.762
14:00 - 15:00	2	1248	0.240	2	1248	0.200	2	1248	0.440
15:00 - 16:00	2	1248	0.120	2	1248	0.240	2	1248	0.360
16:00 - 17:00	2	1248	0.160	2	1248	0.521	2	1248	0.681
17:00 - 18:00	2	1248	0.120	2	1248	0.681	2	1248	0.801
18:00 - 19:00	2	1248	0.040	2	1248	0.521	2	1248	0.561
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.724			3.726			7.450

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 LGVS
 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 - 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	2	1248	0.000	2	1248	0.000	2	1248	0.000
08:00 - 09:00	2	1248	0.040	2	1248	0.040	2	1248	0.080
09:00 - 10:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
10:00 - 11:00	2	1248	0.040	2	1248	0.040	2	1248	0.080
11:00 - 12:00	2	1248	0.040	2	1248	0.000	2	1248	0.040
12:00 - 13:00	2	1248	0.120	2	1248	0.120	2	1248	0.240
13:00 - 14:00	2	1248	0.000	2	1248	0.040	2	1248	0.040
14:00 - 15:00	2	1248	0.040	2	1248	0.040	2	1248	0.080
15:00 - 16:00	2	1248	0.040	2	1248	0.040	2	1248	0.080
16:00 - 17:00	2	1248	0.040	2	1248	0.040	2	1248	0.080
17:00 - 18:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
18:00 - 19:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.360			0.360			0.720

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MOTOR CYCLES
 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 - 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	2	1248	0.000	2	1248	0.000	2	1248	0.000
08:00 - 09:00	2	1248	0.040	2	1248	0.000	2	1248	0.040
09:00 - 10:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
10:00 - 11:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
11:00 - 12:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
12:00 - 13:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
13:00 - 14:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
14:00 - 15:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
15:00 - 16:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
16:00 - 17:00	2	1248	0.000	2	1248	0.040	2	1248	0.040
17:00 - 18:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
18:00 - 19:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 Servicing 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 - 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	2	1248	0.000	2	1248	0.000	2	1248	0.000
08:00 - 09:00	2	1248	0.040	2	1248	0.040	2	1248	0.080
09:00 - 10:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
10:00 - 11:00	2	1248	0.040	2	1248	0.040	2	1248	0.080
11:00 - 12:00	2	1248	0.040	2	1248	0.000	2	1248	0.040
12:00 - 13:00	2	1248	0.120	2	1248	0.120	2	1248	0.240
13:00 - 14:00	2	1248	0.000	2	1248	0.040	2	1248	0.040
14:00 - 15:00	2	1248	0.040	2	1248	0.040	2	1248	0.080
15:00 - 16:00	2	1248	0.040	2	1248	0.040	2	1248	0.080
16:00 - 17:00	2	1248	0.040	2	1248	0.040	2	1248	0.080
17:00 - 18:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
18:00 - 19:00	2	1248	0.000	2	1248	0.000	2	1248	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.360			0.360			0.720

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.

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Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

Filtering Summary

Land Use	01/O	RETAIL/CONVENIENCE STORE
Selected Trip Rate Calculation Parameter Range	50-1056 sqm GFA	
Actual Trip Rate Calculation Parameter Range	232-334 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 19/03/24
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Thursday	1
Main Location Types selected	Town Centre	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	2 - Not Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	15,001 to 20,000	1
	100,001 or More	1
Population <5 Mile ranges selected	125,001 to 250,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
PTAL Rating	No PTAL Present	2

Calculation Reference: AUDIT-219602-250623-0645

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days

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

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Licence No: 219602

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 232 to 334 (units: sqm)
 Range Selected by User: 50 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/03/24

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
 Thursday 1 days

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

Selected survey types:

Manual count 2 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 2

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

Selected Location Sub Categories:

Retail Zone 1
 High Street 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 2 days - Not Selected

Secondary Filtering selection:**Use Class:**

E(a) 1 days
 F2(a) 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
------------	--------

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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

Site(1):	HF-01-O-02	Gross floor area:	334 sqm
Development Name:	CO-OP	Retail floor area:	210 sqm
Location:	POTTERS BAR		
Postcode:	EN6 5AS	No of Employees:	22
Main Location Type:	Town Centre	Survey Date:	14/03/24
Sub-Location Type:	High Street	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	
Site(2):	NG-01-O-01	Gross floor area:	232 sqm
Development Name:	SAINSBURY'S LOCAL	Retail floor area:	152 sqm
Location:	NOTTINGHAM		
Postcode:	NG1 1NN	No of Employees:	25
Main Location Type:	Town Centre	Survey Date:	09/10/23
Sub-Location Type:	Retail Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	

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Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TOTAL 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 - 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	2	283	0.707	2	283	0.707	2	283	1.414
07:00 - 08:00	2	283	4.240	2	283	3.534	2	283	7.774
08:00 - 09:00	2	283	2.473	2	283	2.120	2	283	4.593
09:00 - 10:00	2	283	2.120	2	283	2.297	2	283	4.417
10:00 - 11:00	2	283	2.297	2	283	3.004	2	283	5.301
11:00 - 12:00	2	283	2.120	2	283	2.297	2	283	4.417
12:00 - 13:00	2	283	5.124	2	283	4.770	2	283	9.894
13:00 - 14:00	2	283	3.887	2	283	3.357	2	283	7.244
14:00 - 15:00	2	283	4.417	2	283	4.417	2	283	8.834
15:00 - 16:00	2	283	4.594	2	283	3.180	2	283	7.774
16:00 - 17:00	2	283	4.064	2	283	4.064	2	283	8.128
17:00 - 18:00	2	283	2.650	2	283	3.180	2	283	5.830
18:00 - 19:00	2	283	6.184	2	283	7.420	2	283	13.604
19:00 - 20:00	2	283	3.357	2	283	2.827	2	283	6.184
20:00 - 21:00	2	283	3.004	2	283	2.827	2	283	5.831
21:00 - 22:00	2	283	1.767	2	283	2.120	2	283	3.887
22:00 - 23:00	2	283	0.353	2	283	1.237	2	283	1.590
23:00 - 24:00	2	283	0.353	2	283	0.353	2	283	0.706
Total Rates:			53.711			53.711			107.422

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.

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Parameter summary

Trip rate parameter range selected: 232 - 334 (units: sqm)
 Survey date range: 01/01/16 - 19/03/24
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TAXIS
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 - 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	2	283	0.000	2	283	0.000	2	283	0.000
07:00 - 08:00	2	283	0.000	2	283	0.000	2	283	0.000
08:00 - 09:00	2	283	0.177	2	283	0.177	2	283	0.354
09:00 - 10:00	2	283	0.000	2	283	0.000	2	283	0.000
10:00 - 11:00	2	283	0.000	2	283	0.000	2	283	0.000
11:00 - 12:00	2	283	0.000	2	283	0.000	2	283	0.000
12:00 - 13:00	2	283	0.177	2	283	0.177	2	283	0.354
13:00 - 14:00	2	283	0.000	2	283	0.000	2	283	0.000
14:00 - 15:00	2	283	0.177	2	283	0.177	2	283	0.354
15:00 - 16:00	2	283	0.000	2	283	0.000	2	283	0.000
16:00 - 17:00	2	283	0.000	2	283	0.000	2	283	0.000
17:00 - 18:00	2	283	0.353	2	283	0.353	2	283	0.706
18:00 - 19:00	2	283	0.530	2	283	0.530	2	283	1.060
19:00 - 20:00	2	283	0.000	2	283	0.000	2	283	0.000
20:00 - 21:00	2	283	0.000	2	283	0.000	2	283	0.000
21:00 - 22:00	2	283	0.883	2	283	0.883	2	283	1.766
22:00 - 23:00	2	283	0.353	2	283	0.353	2	283	0.706
23:00 - 24:00	2	283	0.000	2	283	0.000	2	283	0.000
Total Rates:			2.650			2.650			5.300

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
OGVS
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 - 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	2	283	0.353	2	283	0.353	2	283	0.706
07:00 - 08:00	2	283	0.177	2	283	0.177	2	283	0.354
08:00 - 09:00	2	283	0.177	2	283	0.000	2	283	0.177
09:00 - 10:00	2	283	0.000	2	283	0.177	2	283	0.177
10:00 - 11:00	2	283	0.000	2	283	0.000	2	283	0.000
11:00 - 12:00	2	283	0.000	2	283	0.000	2	283	0.000
12:00 - 13:00	2	283	0.000	2	283	0.000	2	283	0.000
13:00 - 14:00	2	283	0.000	2	283	0.000	2	283	0.000
14:00 - 15:00	2	283	0.000	2	283	0.000	2	283	0.000
15:00 - 16:00	2	283	0.000	2	283	0.000	2	283	0.000
16:00 - 17:00	2	283	0.000	2	283	0.000	2	283	0.000
17:00 - 18:00	2	283	0.000	2	283	0.000	2	283	0.000
18:00 - 19:00	2	283	0.000	2	283	0.000	2	283	0.000
19:00 - 20:00	2	283	0.000	2	283	0.000	2	283	0.000
20:00 - 21:00	2	283	0.000	2	283	0.000	2	283	0.000
21:00 - 22:00	2	283	0.000	2	283	0.000	2	283	0.000
22:00 - 23:00	2	283	0.000	2	283	0.000	2	283	0.000
23:00 - 24:00	2	283	0.000	2	283	0.000	2	283	0.000
Total Rates:			0.707			0.707			1.414

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
CYCLISTS
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 - 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	2	283	0.000	2	283	0.000	2	283	0.000
07:00 - 08:00	2	283	0.177	2	283	0.177	2	283	0.354
08:00 - 09:00	2	283	0.707	2	283	0.707	2	283	1.414
09:00 - 10:00	2	283	0.530	2	283	0.530	2	283	1.060
10:00 - 11:00	2	283	0.177	2	283	0.177	2	283	0.354
11:00 - 12:00	2	283	0.530	2	283	0.530	2	283	1.060
12:00 - 13:00	2	283	0.353	2	283	0.353	2	283	0.706
13:00 - 14:00	2	283	0.353	2	283	0.000	2	283	0.353
14:00 - 15:00	2	283	0.353	2	283	0.353	2	283	0.706
15:00 - 16:00	2	283	1.413	2	283	1.413	2	283	2.826
16:00 - 17:00	2	283	0.353	2	283	0.353	2	283	0.706
17:00 - 18:00	2	283	0.883	2	283	0.883	2	283	1.766
18:00 - 19:00	2	283	0.707	2	283	0.707	2	283	1.414
19:00 - 20:00	2	283	0.353	2	283	0.353	2	283	0.706
20:00 - 21:00	2	283	0.177	2	283	0.177	2	283	0.354
21:00 - 22:00	2	283	0.000	2	283	0.353	2	283	0.353
22:00 - 23:00	2	283	0.000	2	283	0.000	2	283	0.000
23:00 - 24:00	2	283	0.000	2	283	0.000	2	283	0.000
Total Rates:			7.066			7.066			14.132

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
CARS
 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 - 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	2	283	0.353	2	283	0.353	2	283	0.706
07:00 - 08:00	2	283	3.887	2	283	3.180	2	283	7.067
08:00 - 09:00	2	283	1.767	2	283	1.590	2	283	3.357
09:00 - 10:00	2	283	1.943	2	283	1.943	2	283	3.886
10:00 - 11:00	2	283	2.297	2	283	3.004	2	283	5.301
11:00 - 12:00	2	283	1.943	2	283	2.120	2	283	4.063
12:00 - 13:00	2	283	4.594	2	283	4.240	2	283	8.834
13:00 - 14:00	2	283	3.710	2	283	3.180	2	283	6.890
14:00 - 15:00	2	283	3.887	2	283	3.887	2	283	7.774
15:00 - 16:00	2	283	4.594	2	283	3.180	2	283	7.774
16:00 - 17:00	2	283	3.357	2	283	3.357	2	283	6.714
17:00 - 18:00	2	283	2.120	2	283	2.650	2	283	4.770
18:00 - 19:00	2	283	5.124	2	283	6.360	2	283	11.484
19:00 - 20:00	2	283	3.180	2	283	2.650	2	283	5.830
20:00 - 21:00	2	283	3.004	2	283	2.827	2	283	5.831
21:00 - 22:00	2	283	0.883	2	283	1.237	2	283	2.120
22:00 - 23:00	2	283	0.000	2	283	0.883	2	283	0.883
23:00 - 24:00	2	283	0.353	2	283	0.353	2	283	0.706
Total Rates:			46.996			46.994			93.990

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 LGVS
 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 - 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	2	283	0.000	2	283	0.000	2	283	0.000
07:00 - 08:00	2	283	0.177	2	283	0.177	2	283	0.354
08:00 - 09:00	2	283	0.353	2	283	0.353	2	283	0.706
09:00 - 10:00	2	283	0.177	2	283	0.177	2	283	0.354
10:00 - 11:00	2	283	0.000	2	283	0.000	2	283	0.000
11:00 - 12:00	2	283	0.177	2	283	0.177	2	283	0.354
12:00 - 13:00	2	283	0.353	2	283	0.353	2	283	0.706
13:00 - 14:00	2	283	0.177	2	283	0.177	2	283	0.354
14:00 - 15:00	2	283	0.353	2	283	0.353	2	283	0.706
15:00 - 16:00	2	283	0.000	2	283	0.000	2	283	0.000
16:00 - 17:00	2	283	0.707	2	283	0.707	2	283	1.414
17:00 - 18:00	2	283	0.177	2	283	0.177	2	283	0.354
18:00 - 19:00	2	283	0.353	2	283	0.353	2	283	0.706
19:00 - 20:00	2	283	0.177	2	283	0.177	2	283	0.354
20:00 - 21:00	2	283	0.000	2	283	0.000	2	283	0.000
21:00 - 22:00	2	283	0.000	2	283	0.000	2	283	0.000
22:00 - 23:00	2	283	0.000	2	283	0.000	2	283	0.000
23:00 - 24:00	2	283	0.000	2	283	0.000	2	283	0.000
Total Rates:			3.181			3.181			6.362

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MOTOR CYCLES
 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 - 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	2	283	0.000	2	283	0.000	2	283	0.000
07:00 - 08:00	2	283	0.000	2	283	0.000	2	283	0.000
08:00 - 09:00	2	283	0.000	2	283	0.000	2	283	0.000
09:00 - 10:00	2	283	0.000	2	283	0.000	2	283	0.000
10:00 - 11:00	2	283	0.000	2	283	0.000	2	283	0.000
11:00 - 12:00	2	283	0.000	2	283	0.000	2	283	0.000
12:00 - 13:00	2	283	0.000	2	283	0.000	2	283	0.000
13:00 - 14:00	2	283	0.000	2	283	0.000	2	283	0.000
14:00 - 15:00	2	283	0.000	2	283	0.000	2	283	0.000
15:00 - 16:00	2	283	0.000	2	283	0.000	2	283	0.000
16:00 - 17:00	2	283	0.000	2	283	0.000	2	283	0.000
17:00 - 18:00	2	283	0.000	2	283	0.000	2	283	0.000
18:00 - 19:00	2	283	0.177	2	283	0.177	2	283	0.354
19:00 - 20:00	2	283	0.000	2	283	0.000	2	283	0.000
20:00 - 21:00	2	283	0.000	2	283	0.000	2	283	0.000
21:00 - 22:00	2	283	0.000	2	283	0.000	2	283	0.000
22:00 - 23:00	2	283	0.000	2	283	0.000	2	283	0.000
23:00 - 24:00	2	283	0.000	2	283	0.000	2	283	0.000
Total Rates:			0.177			0.177			0.354

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

Servicing 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 - 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	2	283	0.353	2	283	0.353	2	283	0.706
07:00 - 08:00	2	283	0.177	2	283	0.177	2	283	0.354
08:00 - 09:00	2	283	0.177	2	283	0.000	2	283	0.177
09:00 - 10:00	2	283	0.000	2	283	0.177	2	283	0.177
10:00 - 11:00	2	283	0.000	2	283	0.000	2	283	0.000
11:00 - 12:00	2	283	0.000	2	283	0.000	2	283	0.000
12:00 - 13:00	2	283	0.000	2	283	0.000	2	283	0.000
13:00 - 14:00	2	283	0.000	2	283	0.000	2	283	0.000
14:00 - 15:00	2	283	0.000	2	283	0.000	2	283	0.000
15:00 - 16:00	2	283	0.000	2	283	0.000	2	283	0.000
16:00 - 17:00	2	283	0.000	2	283	0.000	2	283	0.000
17:00 - 18:00	2	283	0.000	2	283	0.000	2	283	0.000
18:00 - 19:00	2	283	0.000	2	283	0.000	2	283	0.000
19:00 - 20:00	2	283	0.000	2	283	0.000	2	283	0.000
20:00 - 21:00	2	283	0.000	2	283	0.000	2	283	0.000
21:00 - 22:00	2	283	0.000	2	283	0.000	2	283	0.000
22:00 - 23:00	2	283	0.000	2	283	0.000	2	283	0.000
23:00 - 24:00	2	283	0.000	2	283	0.000	2	283	0.000
Total Rates:			0.707			0.707			1.414

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Scooters
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 - 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	2	283	0.000	2	283	0.000	2	283	0.000
07:00 - 08:00	2	283	0.353	2	283	0.177	2	283	0.530
08:00 - 09:00	2	283	0.000	2	283	0.000	2	283	0.000
09:00 - 10:00	2	283	0.177	2	283	0.177	2	283	0.354
10:00 - 11:00	2	283	0.177	2	283	0.000	2	283	0.177
11:00 - 12:00	2	283	0.000	2	283	0.000	2	283	0.000
12:00 - 13:00	2	283	0.000	2	283	0.177	2	283	0.177
13:00 - 14:00	2	283	0.177	2	283	0.353	2	283	0.530
14:00 - 15:00	2	283	0.177	2	283	0.177	2	283	0.354
15:00 - 16:00	2	283	0.177	2	283	0.177	2	283	0.354
16:00 - 17:00	2	283	0.000	2	283	0.000	2	283	0.000
17:00 - 18:00	2	283	0.000	2	283	0.000	2	283	0.000
18:00 - 19:00	2	283	0.177	2	283	0.177	2	283	0.354
19:00 - 20:00	2	283	0.000	2	283	0.000	2	283	0.000
20:00 - 21:00	2	283	0.000	2	283	0.000	2	283	0.000
21:00 - 22:00	2	283	0.000	2	283	0.000	2	283	0.000
22:00 - 23:00	2	283	0.177	2	283	0.177	2	283	0.354
23:00 - 24:00	2	283	0.000	2	283	0.000	2	283	0.000
Total Rates:			1.592			1.592			3.184

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.*