PRICE & MYERS

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Transport Statement

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Note:

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Acronyms	
AI	Accessibility Index
CC	Car Clubs
DfT	Department for Transport
IHT	The Institution of Highways and Transportation
GMAI	Greater Manchester Accessibility Index
GMAL	Greater Manchester Accessibility Levels
MCC	Manchester City Council
MCS	Manchester's Local Development Framework Core Strategy Development Plan
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
P&M	Price & Myers
PPG	Planning Practice Guidance
PIA	Personal Injury Accident
PTAL	Public Transport Accessibility Level
TRO	Traffic Regulation Order
TS	Transport Statement
TfGM	Transport for Greater Manchester

1 Introduction

1.1 This Transport Statement (TS) has been prepared by Price & Myers (P&M) on behalf of Northside (Manchester) Ltd (trading name – Lamington Group) to support a full planning application for an aparthotel development (hereafter referred to as the 'Proposed Development') at 12-16 Manchester Piccadilly, Manchester M1 3AN (hereafter referred to as 'the Site'). The TS will consider the impact of the proposed development on the local transport network as well as considering the accessibility of the site for all modes of transport.

1.2 The proposal comprises the conversion of the Grade II Listed Building former Union Bank, including internal alterations, and the construction of a new 34 storey building on the 'gap site' which adjoins the Listed Building to form a 251- bedroom aparthotel, including a ground floor café (Use Class E (b), first floor exhibition hall (Use Class F1) and a rooftop bar and restaurant (Use Class E (b)).”

1.3 A previous planning application (ref. no.121014/FO/2018) was granted approval for the site for a similar use in January 2019.

1.4 This TS has been prepared in accordance with Transport for Greater Manchester's (TfGM) and Manchester City Council's (MCC) guidance as well as guidance set out by the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG). The Department for Transport (DfT) "Guidance on Transport Assessment" has also been consulted where necessary. This document was superseded by Transport Evidence Bases in Plan Making" in 2014, however, the superseded guidance is still considered relevant where the subject matter is not dealt with in the revised guidance. Various policy documents that have been published by MCC have been referenced in the compilation of the TS, such as Manchester's Local Development Framework, Core Strategy Development Plan (MCS) 2012 to 2027.

1.5 The TS is set out as follows:

- Section 2 provides information on the national and local policies.
- Section 3 examines the site conditions including the location, access and current usage as well as the current highway conditions. It also includes records of accidents in the vicinity of the proposed development.
- The sites existing accessibility via car, walking, cycling and public transport is reviewed in Section 4.
- The proposed development is described in Section 5, including the access conditions and cycle parking arrangements.
- The proposed use travel patterns are set out in Section 6. The modal split is assessed and in turn the impact of the development on nearby transport infrastructure is discussed.
- Section 7 gives the summary and conclusions.

1.6 A draft Travel Plan (TP) has been prepared by P&M. The overall aim of a TP is to promote the use of sustainable modes of transport, thus reducing the number of car trips generated by guests, staff, and visitors associated with the proposed development.

2 Policy Context

2.1 Policies

2.1.1 A number of relevant National, Regional and Local related Transport policy and guidance is available. The following section describes each and outlines the essential considerations that have informed this TS.

2.2 National Planning Policy Framework (NPPF), 2021

2.2.1 The NPPF was revised on 20th July 2021 replacing previous versions and all existing Planning Policy Statements and Planning Policy Guidelines, including PPG13. The framework seeks to promote sustainable development and assess whether sufficient opportunities for sustainable transport, dependent on each specific development, have been taken up.

2.2.2 The NPPF sets out the overarching guidance for development in England and states "*Transport issues should be considered from the earliest stages of plan-making and development proposals, so that… opportunities to promote walking, cycling and public transport use are identified and pursued…".*

2.2.3 As part of the framework, developments should only be prevented or refused on transport grounds where the residual impacts of development are severe.

2.2.4 Pedestrian and cycle movements with low conflict between traffic and pedestrians and cyclists should be prioritised as well as easy access to quality public transport services.

2.3 Planning Practice Guidance (PPG) – Department for Communities and Local Government, 2021

2.3.1 The supporting PPG provides a section on the importance of TPs and TSs. It states that they positively contribute to:

- *"Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

2.3.2 When producing the reports, there are a few key principles that should be taken into account. The reports should be:

- *"Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*

- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”*

2.4 Places For Everyone, Joint Development Plan Document, 2021

2.4.1 Places For Everyone is a long term plan of nine Greater Manchester districts with a number of Objectives set out to achieve it. The plan is to ensure all new developments are sustainably integrated into Greater Manchester's transport network and are developed alongside TfGM's Five-Year Transport Delivery Plan.

2.4.2 It is stated that the ambition to be carbon neutral by 2038 is to be supported by the creation of places *“where walking and cycling are the obvious choice for shorter journeys, where facilities and services are accessible and close at hand and where the past dependency on the car is superseded by a reliable and responsive transport system”*.

2.4.3 Objective 10 is to *'Promote the health and wellbeing of communities'.* The objective is to reduce health impacts of air pollution through accessibility of sustainable travel such as public transport, cycling and walking.

2.5 Manchester's Local Development Framework Core Strategy Development Plan (MCS), 2012

2.5.1 The MCS is split into 3 parts. One describes Manchester as it is now and underlines the challenges facing the city. Next the Local Strategic Context outlines how the Core Strategy has approached the key challenges. Thirdly the Vision for Manchester in 2027 is established and Strategic Objectives including policies are given for each.

2.5.2 Strategic Objective 5 is to *“Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation”*. Policy T1 notes the significance of a modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses.

2.5.3 The arrival of the Bee Network is expected in September 2023, and is a joined up London-style transport system to firstly integrate buses, then trams in 2024 and commuter trains by 2030.

2.6 MCC's Active Travel Strategy, 2023

2.6.1 This document has been published in advance of a new Local Implementation Plan which is expected to prioritise more multi-modal sustainable transport corridors.

2.6.2 The Greater Manchester Interim Active Travel Design Guide published in 2021 complements the strategy. This provides interim guidance on high quality UK cycling and walking infrastructure.

2.6.3 The City Centre Transport Strategy to 2040 published in 2021 aims to support future development and transport infrastructure in the city centre.

2.6.4 Further guidance is provided by the Greater Manchester Cycling Design Guidance & Standards document published in 2014.

3 Existing Site Conditions

3.1 Introduction

3.1.1 This section describes the site location, existing conditions at, and in the vicinity of, the site. The local highway network is described and the opportunities for walking, cycling and public transport travel to and from the site are explored.

3.2 Location and Current Use

3.2.1 The site is located within the Manchester city centre on the west side of Piccadilly, to the south-east of Piccadilly Gardens and north of Piccadilly train station, as seen in Figure 3.1. The site is located at 12 – 16 Piccadilly, Manchester, M1 3AN. The site has approximate OS coordinates of 384580mE 398140mN.

3.2.2 Figure 3.1 also identifies the car parks in the surrounding area.

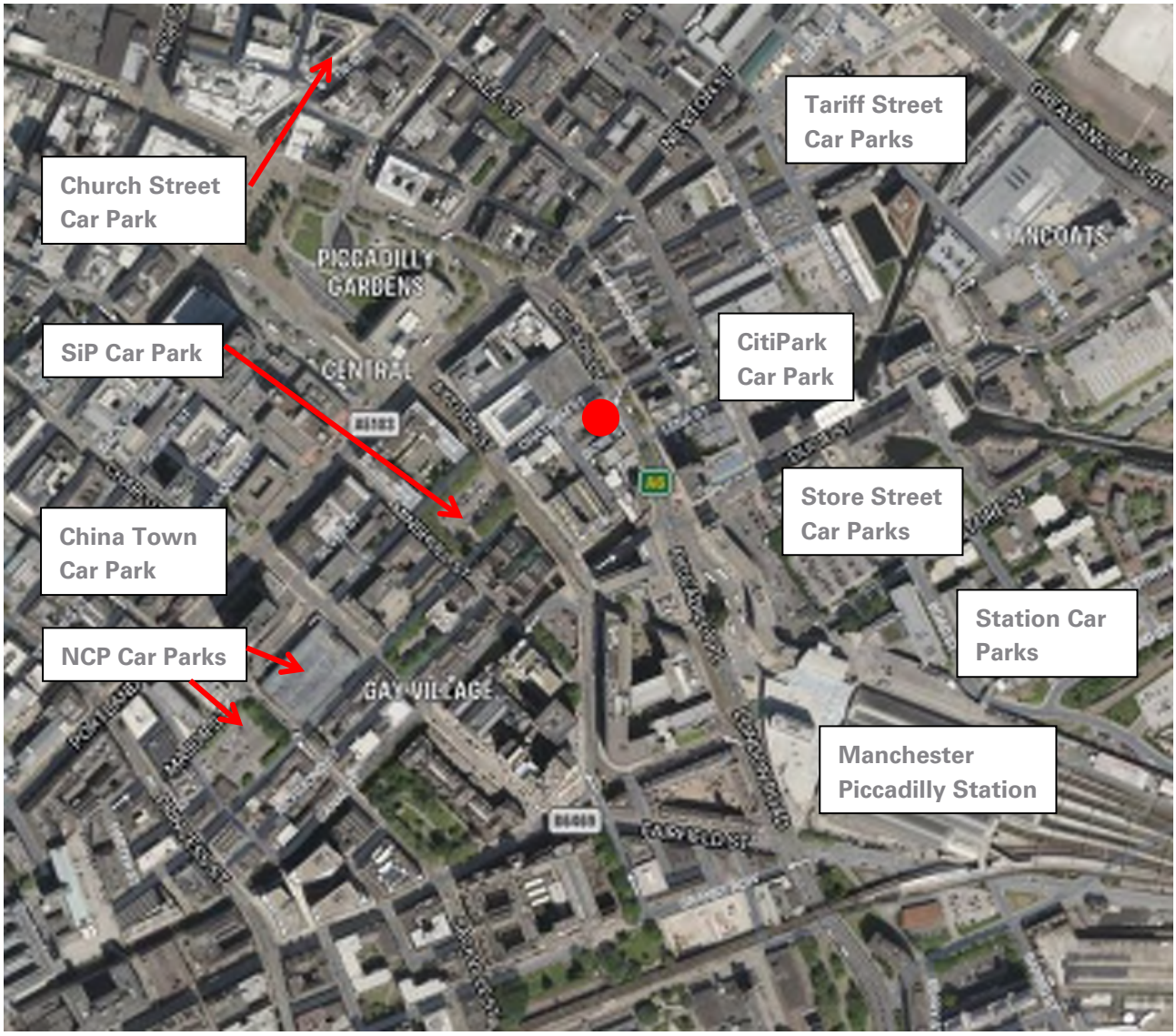

Figure 3.1: Site Location Plan (Apple Maps © May 2023)

3.2.3 The site encompasses the vacant Grade II Listed former Union Bank building and adjacent vacant land; the Waldorf Public House and Indemnity House (no. 7 Chatham St) immediately adjoin the site but do not form part of the proposal. The site itself is bound by Piccadilly, Gore Street and Chatham Street.

3.2.4 The land adjacent to the Listed Building is currently a vacant and derelict site, offering adverse visual impacts to the urban block and has an adverse impact on the streetscape given the lack of enclosure. The site is in a key, prominent, city centre location.

3.2.5 The development site occupies an area of approximately 0.096 ha.

3.2.6 The existing site and highway layout is shown in Figure 3.2.

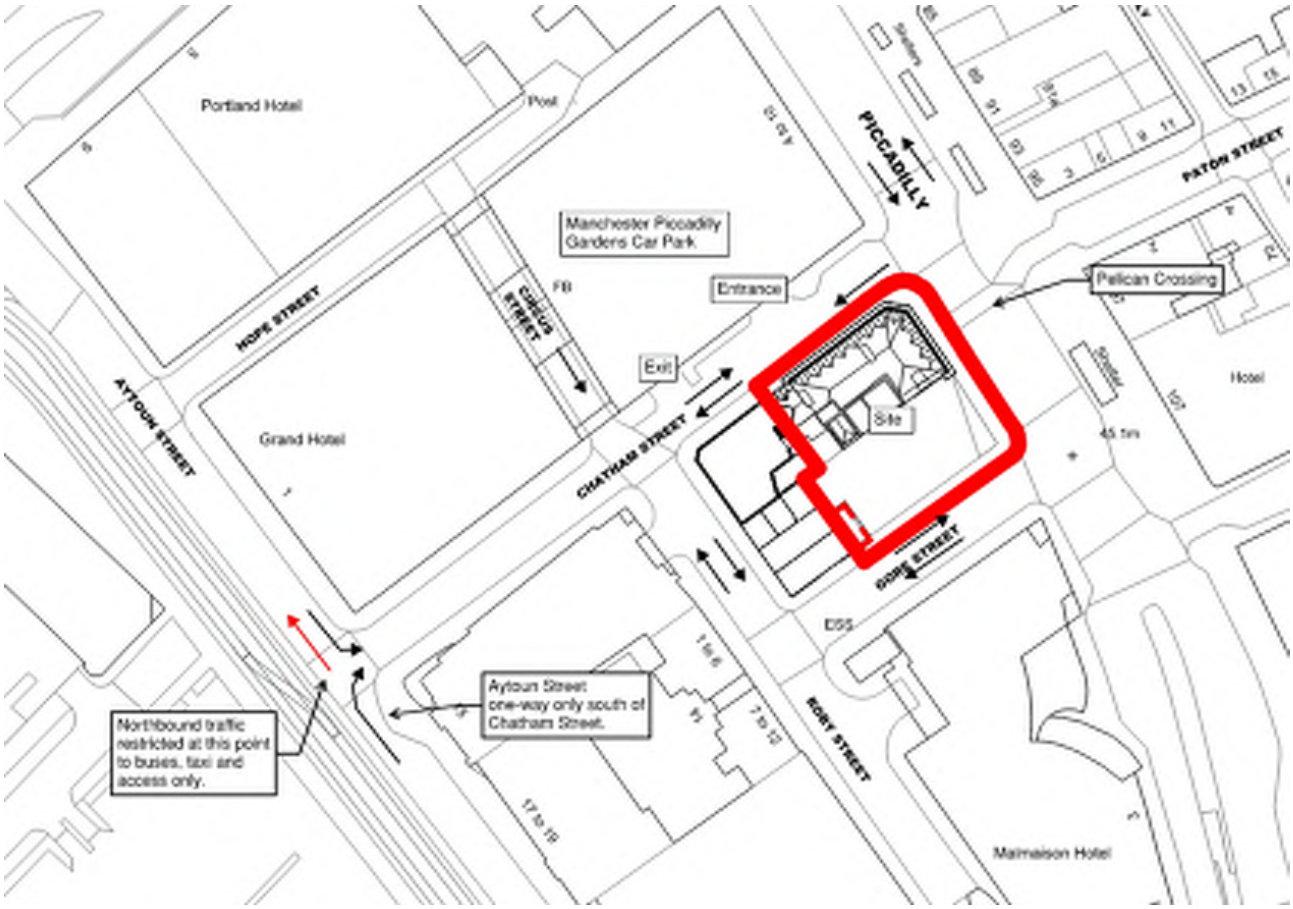

Figure 3.2: Extract from Bennetts Associates Site Location Plan (Drawing. No.HMP-BA-10-L00-DP-A-0)

3.3 Access and Surrounding Highway Network

Pedestrian Access

3.3.1 The former Union Bank building has two points of access, one on the corner of Chatham Street and Piccadilly and the other on Piccadilly. The surrounding highways have footways on each side with streetlighting. The footway width along Gore Street, Piccadilly and Chatham Street, immediately outside the site is approximately 2.3m, 3.6m and 2.4m respectively.

3.3.2 A signalised pedestrian crossing, in the form of a pelican crossing, is located immediately adjacent to the northeast corner of the site, across Piccadilly.

Surrounding Highway Network

3.3.3 The speed limit on Piccadilly is 20mph as prescribed by road signage. The other streets surrounding the site do not have speed limit signage and due to the presence of streetlighting the speed limit is 30mph by default. The default speed in Manchester city centre is due to be updated to 20mph as noted in MCC's Active Travel Strategy. TfGM's interactive map as shown in Figure 4.2 shows that the streets surrounding the site are 20mph.

3.3.4 The north-eastern end of Chatham Street is one-way and allows entry only from Piccadilly.

3.3.5 Vehicular traffic along Aytoun Street is restricted to buses, taxis and for access only to the north of the intersection with Chatham Street. Restricted vehicles travelling northbound on Aytoun Street are led onto Chatham Street along with southbound traffic, as Aytoun Street is one-way only to the south of the Chatham Street intersection. Therefore, vehicles are led to Piccadilly via Chatham Street, Roby Street and Gore Street.

3.3.6 21 on-street parking bays are provided on the surrounding streets (Chatham Street, Roby Street and Gore Street), two of which are restricted to blue-badge holders only. Double yellow lines restrict parking outside of the marked parking bays. Two loading bays are present on Chatham Street, one is located on the opposite side of the road to the site and the other is at the western end of Chatham Street.

3.3.7 On-street parking is charged at a rate of £3.10 for one hour and £6 for two hours. It is limited for up to 2 hours between the hours of 8am and 8pm and is payable via the 'pay & display' machines or using the online app 'Pay by Phone'.

3.3.8 Manchester Piccadilly Gardens Car Park is located on the opposite side of Chatham Street and has a 1.9m height restriction. 6 electric vehicle charging points and blue badge bays, are available within the car park. Parking is charged per hour, with a reduced parking charge applicable for visits before and after the morning peak hour.

3.3.9 Many other public car parks are present within a 250m radius of the site including SiP, Store Street and CitiPark. These and others within a 500m radius are labelled on Figure 3.1.

3.3.10 Initial enquiries to MCC have been made to find out the current parking demand in the vicinity of the site but a response is awaited.

3.3.11 Two car clubs (CC) operate in Greater Manchester, these are Enterprise and Co-Wheels. Two Enterprise CC cars are available from within the Piccadilly Garden Car Park adjacent to the site along with the standard Enterprise car hire service. Two Enterprise CC cars are available from Piccadilly Place 250m from the site. Five other Enterprise CC cars are also available within 300m. Car hire firm SIXT also operate within Piccadilly Place. The nearest Co-Wheels car is located approximately 1.3km away on King Street.

3.4 Personal Injury Accident (PIA) Data

3.4.1 The development will increase the number of vulnerable road users such as pedestrians and cyclists, this group will form the focus of the PIA study.

3.4.2 In order to assess any trends in the location or nature of PIAs recorded on the highway network in the vicinity of the proposed development, PIA data for the past 5 years (up to December 2022) was obtained from Crashmap covering all incidents. An interactive map of the reported road accidents is provided by TfGM and includes more recent information.

3.4.3 Figure 3.3 shows the location and severity of the incidents in the surrounding area. The full results can be found in Appendix A. The more recent accidents which are recorded on the TfGM map are shown using the same colour scheme but with a circular symbol.

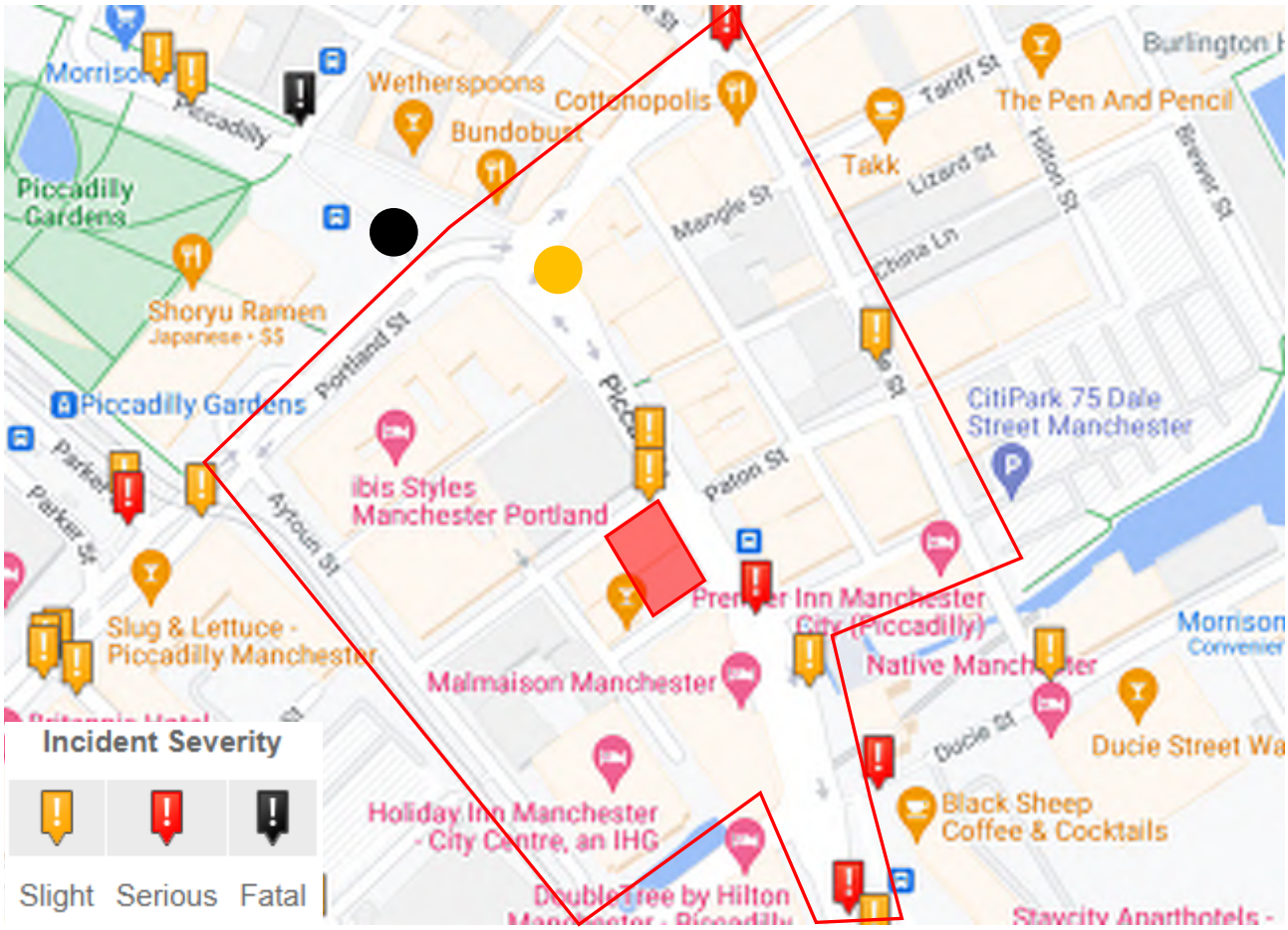

Figure 3.3 PIA assessment area (Source: Crashmap data May 2023)

3.4.4 The severity of incidents is classified as slight, serious or fatal. The classification of these injuries is listed below:

- Slight collision – A collision in which at least one person is slightly injured but no person is killed or seriously injured;

- Serious collision – A collision in which at least one person is seriously injured but no person (other than confirmed suicide) is killed;

• Fatal collision – A collision which at least one person is killed or sustained injuries which causes death less than 30 days after the collision (but excluding confirmed suicides and deaths from natural causes).

3.4.5 In total 8 PIAs were recorded within the study area. Of these, 3 were serious in nature and 5 were slight. There were no fatal incidents recorded within the study area. A recent fatal incident occurred, just outside the study area, on Lever Street in 2022 and involved 3 casualties, no other information is known.

3.4.6 A serious incident occurred on Port Street at 11.30pm on a Friday, and involved a pedestrian being hit by a car in the carriageway as they crossed the road.

3.4.7 Cyclists were involved in two separate serious incidents. One occurred south of Auburn Street on Piccadilly and whilst a car was noted to be involved it did not impact with the cyclist. The other incident occurred on Piccadilly adjacent to Lena Street, it appears the driver of the vehicle turned right without checking mirrors first or the cyclist proceeded to overtake without observing the vehicle's turn signal and the cyclist struck the rear of the vehicle.

3.4.8 Pedestrians were injured in 3 of the slight incidents, 2 of which occurred adjacent to the site. One involved a pedestrian crossing Chatham Street and being struck by a vehicle turning right from Piccadilly, the other involved a pedestrian being struck by a bus using the pelican crossing. The other slight pedestrian incident involved two pedestrians being struck by the front of a taxi on Dale Street on a Saturday evening. The pedestrians were not recorded to be crossing the carriageway so may have been passengers in the taxi prior to the incident.

3.4.9 The incidents suggest that drivers or cyclists involved failed to follow the correct road procedures or to be aware of the presence of other road users. The proposals are not thought to impact on the safety of the surrounding roads.

4 Accessibility

4.1 Opportunities for Pedestrian Travel

4.1.1 An extract from The Institution of Highways and Transportation (IHT) publication "Guidelines for providing for Journeys on Foot" (2000) is shown in Table 4.1. The table describes acceptable walking distances for pedestrians without mobility impairment.

	Town Centres (m)	Commuting/School/Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Table 4.1: Suggested Acceptable Walking Distances: Extract from IHT 'Guidelines for providing for Journeys on Foot'

4.1.2 The site is in a city centre location and within close proximity to Piccadilly Railway Station. It has a frontage onto Piccadilly, which is an important city centre street and key gateway pedestrian pathway for those entering or exiting the railway station and wishing to connect to Manchester primary retailing and central commercial areas in particular. Market Street, which is at the heart of Manchester's Primary Retail Area, merges with Piccadilly at its western end. Just to the south of Market Street is Manchester's established commercial core. Stevenson Square Conservation Area runs parallel to the site along the east side of Piccadilly.

4.1.3 The site has high levels of accessibility in terms of its location, boasting immediate access to a variety of public and private transport modes. In location terms, the site is situated within easy walking and cycling distance to a number of key services and facilities within Manchester City Centre. The site is located in the heart of the city and is well connected to surrounding areas by a comprehensive network of illuminated pedestrian routes.

4.1.4 The various amenities, relevant to the site users, that are within close proximity to the site are set out in Table 4.2. It can be seen that the majority of the local amenities are within an acceptable walking distance to the site.

Amenities		Walking distance from site (m)
Convenience Store	SPAR Piccadilly	50
	Tesco Express	80
Leisure Centre/Activity	Projekts MCR Skatepark	700
	Sugden Sports Centre	1000
Post Office	Piccadilly Plaza	250
Shopping Centre	Manchester Arndale	500
Sight-seeing	Piccadilly Gardens	200
	St Peter's Square	700
	Manchester Central Convention Complex	950
Superstore	Aldi	450
	Manchester Piccadilly	300

Train/Tram (Metrolink) Station	Piccadilly Gardens Tram (Metrolink) Stop	350
	Market Street Tram (Metrolink) Stop	400
	Manchester Oxford Road	850
	Manchester Victoria	1200

Table 4.2: Walking Distances to Local Amenities

4.2 Opportunities for Cycle Travel

4.2.1 As part of TfGM's Bee Network, the Bee Active initiative gives a range of cycling guidance including tips for maintenance and how to beat the weather, cycle friendly routes through the city and help on finding a suitable bicycle whether it is a cargo bike, cycle hire or links to discover refurbished bikes and bike shops in Greater Manchester. Cycle Hubs and cycle hire are also operated as part of this scheme.

4.2.2 14 Cycle Hubs are located across Greater Manchester and are predominantly located alongside Metrolink Stations or bus interchanges. These hubs offer a secure place to lock a bike under cover and are usually protected by CCTV and a swipe-card entry system. The nearest is the City Tower Cycle Hub located a short walk (less than 400m) from the site and has a capacity for 194 cycle spaces. This hub is open between 6am and 8pm on weekdays and between 8am and 5pm on weekends. Registration and membership are required to use the facilities. The cost of membership for City Tower and 1 other hub is £10 per month. These two hubs also offer lockers and showers which are available via a premium subscription of £20 per month.

4.2.3 The Bee Network Cycle Hire network, operated by Beryl Bikes currently offers 800 standard bikes and 200 e-bikes at 204 locations across Greater Manchester. The network is to be increased to 1500 bikes including 300 e-bikes. The extent of the cycle hire network is shown in Figure 4.1 below. The standard bikes are accessed via the Beryl app and cost 50p to unlock and 5p per minute to ride, e-bikes cost £1 to unlock and 10p per minute to ride. A cheaper alternative is available for an advance payment between £5 and £40.

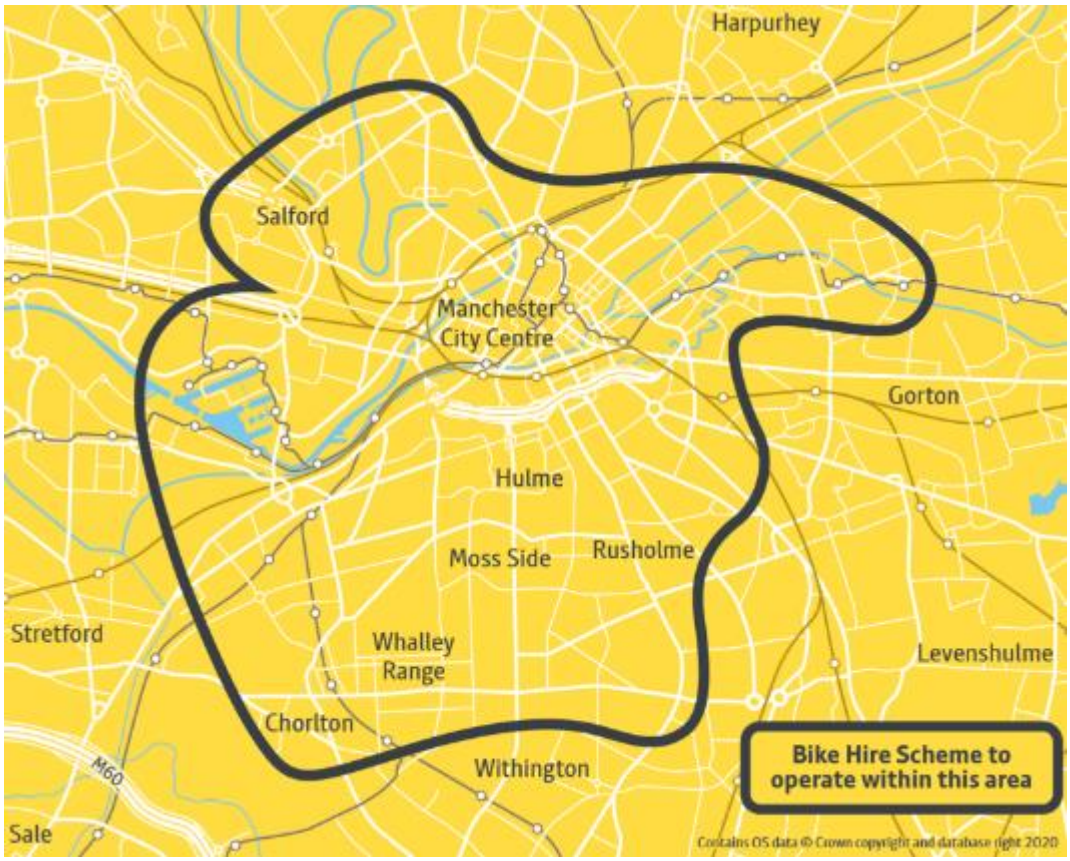

Figure 4.1: Extent of proposed Bee Network Cycle Hire Scheme. Obtained in May 2023 from TfGM website

4.2.4 TfGM's website leads users to a range of cycle and walking routes, Figure 4.2 shows an extract from the interactive map which includes traffic free routes, cycle routes and cycle parking as well as the location of crossings and cycle shops to allow for routes to be planned.

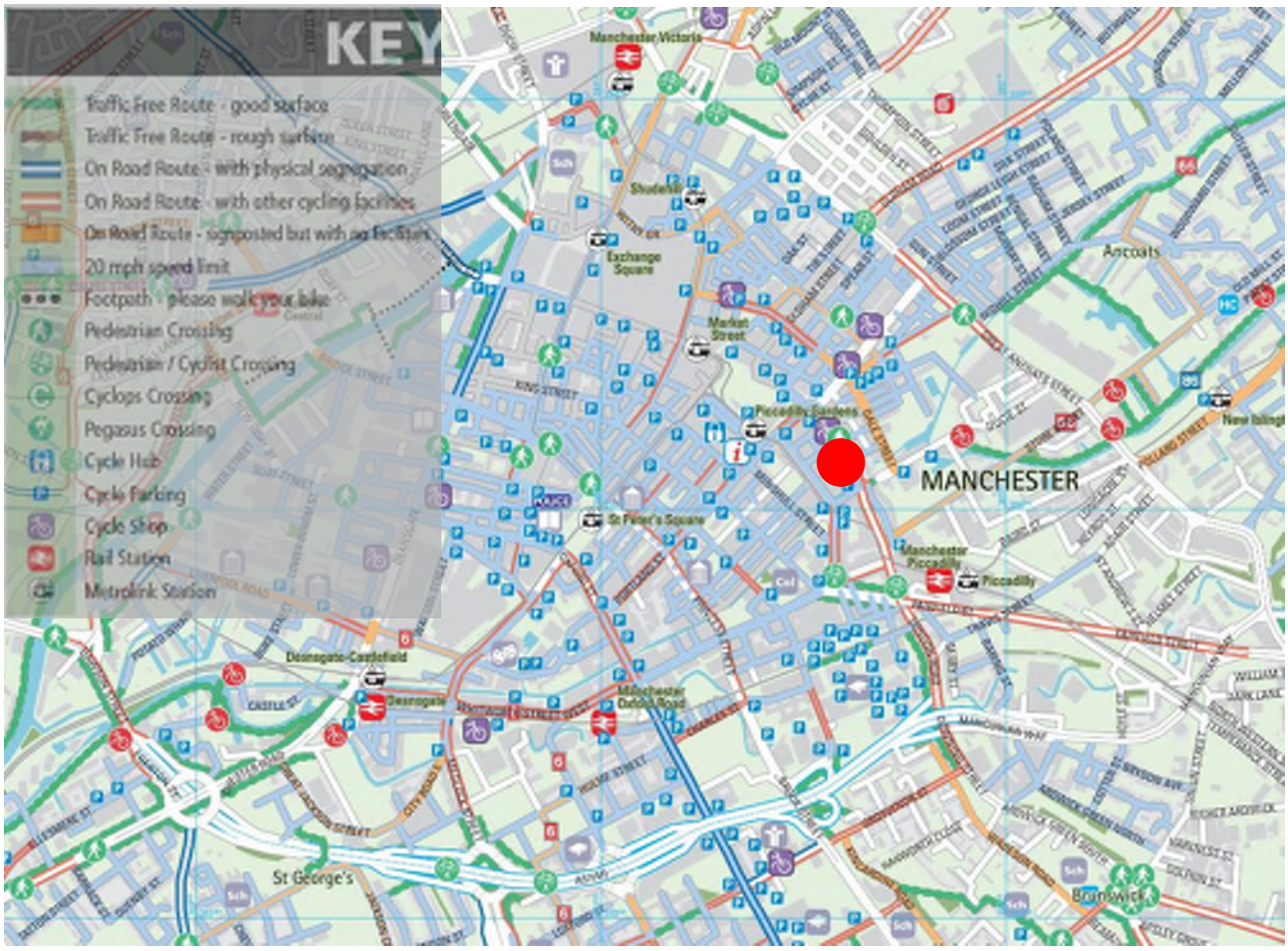

Figure 4.2: Extract from TfGM's Interactive Map

4.2.5 Four Sheffield stands are located on the opposite side of Piccadilly and are accessible via a 50m walk across the pedestrian crossing.

4.2.6 An advisory cycle lane extends along the southbound carriageway of Piccadilly from Lena Street to Piccadilly Station.

4.3 Opportunities for Public Transport Travel

4.3.1 As mentioned in Section 2, the Bee Network is expected to commence in September 2023, and is a joined-up London-style transport system to firstly integrate buses from 2023, then trams in 2024 and commuter trains by 2030. The network is expected to transform how people travel in and around Greater Manchester by improving accessibility to public transport and offering greater value with capped fares across the modes of public transport.

4.3.2 In Greater Manchester, a site's public transport accessibility level is determined using a standardised approach, similar to that of the Public Transport Accessibility Level (PTAL) used in London. The Greater Manchester Accessibility Levels (GMAL) is a detailed measure of the accessibility of a point to both the conventional public transport network (rail, bus and tram) and Greater Manchester's flexible transport service taking into account walk access time and service availability. GMAL is calculated considering the walking distance

to transport links and wait times for services. The GMAL is then classified into 8-unit bands ranging from 1 (low) to 8 (high).

4.3.3 The site is considered to be in an area of high accessibility with the highest GMAL rating of 8. A Greater Manchester Accessibility Index (GMAI) score is then generated as part of the GMAL method and can be used for the BREEAM Accessibility Index requirement. A GMAI score greater than 25 corresponds to a GMAL of 8. The GMAI score for the nearest postcode to the site is 104 and the surrounding points are greater than 100.

Rail

4.3.4 As noted in Section 4.1 the site is in a city centre location within close proximity to Piccadilly Railway Station. This station offers links to London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Liverpool, Leeds, Sheffield, Newcastle and York via 14 platforms.

4.3.5 Manchester Oxford Road is considered to be within an acceptable walking distance (950m) and offers similar links as to Piccadilly Station. Manchester Victoria is well within a preferred maximum walking distance (1300m) and offers links to local and regional destinations including Blackburn, Bradford, Halifax, Huddersfield, Leeds, Newcastle, Rochdale and Wigan.

Bus

4.3.6 There is a major bus and tram interchange hub located at Piccadilly Gardens, approximately 330m from the site, which is served by more than 85 bus services connecting to the majority of the Greater Manchester area. The nearest bus stops are located adjacent to the proposed development along A6 Piccadilly, approximately 40m from the site.

4.3.7 Two free bus routes exist within the city centre and provide links to each of the main train stations as well as multiple stops within the city. The majority of the bus services are operated by Stagecoach with some journeys provided with the financial support of TfGM.

4.3.8 Table 4.3 summarises the range and frequency of services available from the site.

No.	Route	Frequency (minutes)				
		Mon-Fri		Sat		Sun
		Day	Eve	Day	Eve	
Free Bus 1	Piccadilly Station to 1.5km west to Science & History Museum, via Deansgate Station	10 mins 7am to 7pm	30 mins till 11.30pm	15-30 mins 7am-8.30am then 10 mins 8.30am to 7pm	30mins 7pm to 11.30pm	10 mins 10am to 6.30pm
Free Bus 2	Piccadilly Station to Victoria Station, via Chinatown and Medieval Quarter	10 mins 7am to 7pm	30mins till 11.15pm	15-30 mins 7am-8.30am then 10 mins 8.30am to 7pm	30mins 7.15pm to 11.15pm	10 mins 10am to 6.30pm
192* X92	City Centre to Hazel Grove via Heaviley & Stockport	10 mins 6am to 11pm	Until 12.30am	10 mins 6am to 11pm. Last bus 3am		10 mins 7.30am to 12.30am

201* 201N	City Centre to Hattersley via Hyde & Denton (201N to Hyde only)	10 mins 6am to 4.30pm then 12 mins until 7.30pm	30 mins 7.30pm till 11.15pm	10 mins 8am to 4.30pm then 13 mins till 7.15pm. 30 mins thereafter until 11.15pm	30 mins 6.15am to 11.30pm
202*	City Centre to Gee Cross via Hyde & Haughton Green	30 mins 6am to 8.30pm	60 mins 8.30pm to 10.30pm	60 mins 6am to 9am then 30 mins till 8pm. Then 60 mins until 11pm.	60 mins 8.30am to 9.30pm
203*	City Centre to Stockport via Debdale Park & Reddish	10 mins 6am to 8pm	15 mins until 11.30pm. Last bus 23.45am	10 mins 7.30am to 7pm then 15 mins until 23.30am. Last bus 3.15am	30 mins 7am to 11am then 15mins till 5.30pm
205*	City Centre to Dane Bank via Debdale Park & Gordon	30 mins 6am to 8pm	60 mins from 9pm to 11pm	30 mins 6.30am to 6pm then 60 mins till 11am	60 mins 6.45am to 9.45am then 30 mins till 5.15pm
219*	City Centre to Glossop** via Stalybridge & Hadfield	10 mins 6.30am to 5.30pm	15-20 mins till 8pm then 20 mins till 11.30pm. Last bus 3am	10 mins 8.30am to 6pm then 20 mins till 11.30pm. Last bus 3am	10mins 10am to 7.30pm Last bus 12am
220	City Centre to Stalybridge via Ardwick & Dukinfield	One service at 6.30am	No service	No service	
221	City Centre to Broadbent Fold via Audenshaw	4 morning services to city, 3 from city.		No service	

Table 4.3: Frequency of Metrolink Services from Piccadilly Gardens
*Earlier and less frequent services available
**Only a single late night trip to Glossop

Tram

4.3.9 The extensive Greater Manchester tram network, known as Metrolink, is most easily accessible from the site via Piccadilly Gardens. From this stop 3 routes are accessible including the Altrincham, Bury and the Ashton-under-Lyne to Eccles lines. Four other Metrolink routes are accessible from St Peter's Square which is less than 700m from the site, these services lead to Rochdale, Didsbury, Manchester Airport and Victoria train station. There are 99 Metrolink stations across Manchester and the one other remaining route, providing services to the Trafford Centre, can be accessed from the site by changing at the Deansgate-Castlefield Metrolink link.

4.3.10 Table 4.4 summarises the range of services available from Piccadilly Gardens. Metrolink services generally operate every 12 minutes for each route. As 3 routes are accessible from this Metrolink station a tram is expected to arrive every 4 minutes.

Route	Operating Times			
	Sun-Mon		Tues-Sat	
	First	Last	First	Last
To Bury	0651	2327	0551	2327
To Rochdale Town Centre*	0657	2245	0557	2333
To Ashton-under-Lyne	0620	2314	0520	2338
To Manchester. Airport**	0654	2242	0554	2306
To Altrincham	0654	2330	0554	2354
To Trafford Centre***	0651	2321	0551	2333
To Eccles	0651	2315	0551	2327

Table 4.4: Frequency of Metrolink Services from Piccadilly Gardens
*Change at St. Peter's Square
**Change at Cornbrook
***Change at Pomona

4.4 Summary

4.4.1 The site is located in area with a GMAL rating of 8 and it is therefore considered to be well connected to the public transport network. The local buses, trams and trains link the site with many areas therefore providing plenty of opportunity for multi-modal journeys. Furthermore, cycle hubs, stands and hiring opportunities outside the Piccadilly Gardens Metrolink and Piccadilly Station encourage cycling.

4.4.2 The adjacent Piccadilly Gardens car park and nearby car parks allow for a good level of vehicular accessibility with short and long term hire options available.

5 Development Proposals

5.1 Development Proposals

5.1.1 The proposal comprises the conversion of the Grade II Listed Building former Union Bank, including internal alterations, and the construction of a new 34 storey building on the 'gap site' which adjoins the Listed Building to form a 251- bedroom aparthotel and associated ancillary spaces including ground floor café, first floor exhibition space, restaurant and rooftop amenities.

5.1.2 Room2 Hometel will be a landmark building, achieving Whole Life Net Zero Carbon. The scheme will integrate a range of sustainable design features and demonstrate leadership and inspiring action to create a sustainable future.

5.1.3 New public amenities will be included as part of the scheme, including a Net Zero Exhibition, Events Spaces, Fair Cost Café, Rooftop Bar, Restaurant and terraces; creating a new destination and offering something back to the city and the local community.

5.1.4 The proposal will bring the Grade II listed former Union Bank building back into active use. A heritage led design strategy has been incorporated into the scheme including a balanced approach to refurbishment, restoration and strategic removal of low significance existing fabric. The unique new development will showcase the original listed building, with sensitive connection to the new tower.

5.1.5 Refer to Figure 5.1 for the ground floor proposals.

Figure 5.1: Proposed Ground Floor Layout. (Extract from Bennetts Associates Drawing No. HMP-BA-20-L00-DP-A-0)

5.2 Provision for Pedestrians

5.2.1 Multiple entrances to the building are proposed, the entrance at the north-east corner is to be reused for the café. Two accesses for servicing the building are to be provided on Chatham Street and Gore Street. The main entrance to the site and lobby will be from Piccadilly. Three other accesses are proposed for fire escape/access and to the new substation.

5.2.2 The accesses are sufficient for building users with varying levels and types of disability and visual impairment, this is aided by the use of automatic doors and the option for level accesses with the highway.

5.3 Provision for Cyclists

5.3.1 In order to assess the required cycle storage the requirements listed within Appendix B of the MCS for different land-use classes was followed. These requirements were also checked against BREEAM and WELL requirements in order to ensure the relative criteria would be met for number, security and facilities etc. Refer to Table 5.1 for the requirements for each use and provision.

Land Use Class	Minimum number of spaces required	Provision
C1 - Hotel, 251 guest rooms	1 space per 10 guest rooms = 25	26 standard spaces including 2 accessible spaces plus 9 for folding cycles
No more than 50 staff on site at any one time.	20% provision for members of staff = 10	
Total	35	35

Table 5.1: Minimum Cycle Storage Provision and Proposals (referencing Appendix B of the MCS)

5.3.2 It is expected that the restaurant, bar, café and museum would primarily be used by hotel guests and so the minimum requirements for those uses have not been calculated. The opportunities for cycle parking and hire via the Bee Network is described in Section 4.2. Four Sheffield stands (8 spaces) on Piccadilly along with 194 spaces within the City Tower Cycle Hub (less than 400m from site) are expected to provide sufficient short stay use by visitors to the restaurant/café/museum as well as staff and hotel guests.

5.3.3 Figure 5.1 shows 35 standard internal cycle spaces accessible from the entrance off Chatham Street. 8 two-tier (16 spaces) and 8 vertical bike racks are proposed along with 9 bike lockers (for foldable bikes) and 2 accessible spaces. These spaces will be accessible to the staff and hotel guests only (not visitors to the café or restaurant/bar).

5.3.4 The Wheels for Wellbeing Inclusive Cycling Design Guide gives policy recommendations and states that 5% of cycle spaces should be allocated for disabled cyclists. 2 of the 35 cycle spaces (5.7%) are to be allocated as for use by larger cycles.

5.3.5 The majority of spaces provided internally have been measured in accordance with Greater Manchester's Cycling Design Guidance & Standards, however, for accessible bays no guidance is provided. Accessible cycle spaces are sized at 2m x 1m. 9 of the 35 internal spaces are provided by bike lockers for folding cycles. Facilities including lockers, shower and changing places are proposed for staff.

5.3.6 The peak number of employees on the site at any one time is not expected to be greater than 50. Therefore, the internal cycle spaces allow for a significant proportion of staff to cycle to/from work. The local cycling infrastructure as mentioned in Section 4, provides very good opportunities for visitors to cycle to the site.

5.3.7 Upon request and at the discretion of the hotel, visitors may be given permission to take smaller cycles to their guest room via the passenger lifts.

5.3.8 Following correspondence with MCC the approach for the cycle parking standards and provision, as shown in Table 5.1, has been agreed.

5.4 Servicing and Deliveries

5.4.1 There is an existing loading bay on the northern side of Chatham Street, however it is only 7.5m long and is therefore not suitable for larger delivery vehicles. A new loading bays is proposed on Chatham Street, refer to Figure 5.2. The Chatham Street loading bay is to be 12m long and is to allow for refuse collection and the main servicing requirements of the building including deliveries.

5.4.2 On-street pay and display parking bays are available for vehicles required to service the substation.

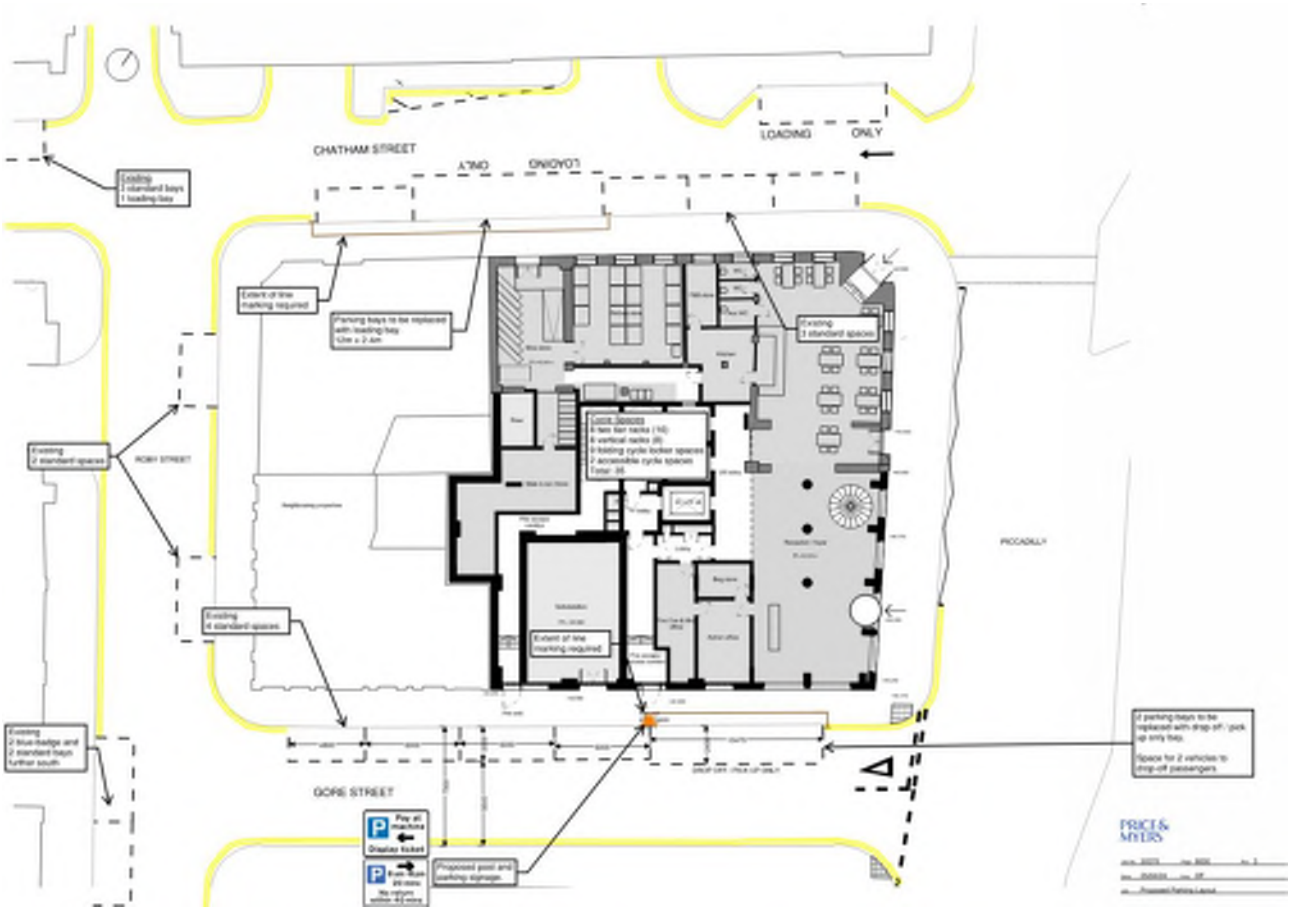

Figure 5.2: Proposed External Works. Extract from Price & Myers Drawing 30578-8000_5

5.4.3 Two of the on-street parking bays on Gore Street are to be replaced with a 10.5m drop-off and pick-up only bay. This provides space for up to 2 cars to allow for taxi/private hire arrivals and departures, not only to this site, but also to the surrounding businesses.

5.4.4 The highway proposals are outlined in Appendix B. Refer to Appendix C for vehicle tracking drawings.

5.4.5 The highway proposals have been discussed with MCC Highways as part of the planning process. It is anticipated that the works will be subject to a Traffic Regulation Order (TRO) and S278 agreement, where the design concept, line markings and signage can be detailed and agreed with MCC Highways.

5.4.6 Click and Collect services provide a more sustainable way of sending and receiving goods as the mileage covered by a larger vehicle is reduced and if located within a reasonable walking distance will discourage further vehicle travel.

5.4.7 TfGM have partnered with a parcel locker company called InPost and lockers are available at 5 Metrolink stops and at major bus stations. Parcel collection is also available across the city centre with 5 Amazon Hub Counters or Amazon Lockers within 400m from the site.

5.4.8 A Waste Management Plan has been prepared by Bennetts Associates and is included as part of this planning submission.

5.5 Provision for Car Parking

5.5.1 As noted in the previous section, Appendix B of the MCS was referred to in order to determine the car parking requirements for the site. It is noted that only maximum parking standards are provided. As the site lies within a highly accessible area it is proposed that the development is 'car free' and therefore no on-site car parking is proposed. Visitors and staff are expected to predominantly use other means of transport to reach the site. In the event that users of the building wish to travel by car there are multiple car parks located a short walk from the site. Therefore, no additional parking bays are proposed.

5.5.2 The number of pay and display bays on Chatham Street are to be reconfigured to make way for the proposed loading bay but no change in the number of pay and display bays is proposed. The proposed drop-off and pick up only bay on Gore Street will result in the loss of 2 pay and display bays. There are numerous car parks within the immediate vicinity of the site, therefore the loss of these x spaces can be offset within these car parks. A financial contribution is required to cover the loss of earnings generated from the 2 lost spaces.

5.5.3 Appendix B of the MCS sets out minimum requirements for the number of blue-badge bays for developments. As a dedicated car park is not being provided as set out in the paragraph above, the nearest existing provision has been identified. The two nearest blue-badge bays are located on Roby Street, a travel distance of 60m away from the main entrance. Additional blue badge bays are located within Manchester Piccadilly Car Park. The proposed drop-off and pick-up bay on Gore Street is proposed to have a time restriction, currently shown as 20 minutes, thus allowing for an efficient turnover of vehicles whilst providing sufficient time for disabled passengers to unload and load.

6 Trip Generation

6.1 This section outlines the proposed use trip rates and the net increase in person trips to the development site. This section will focus on trips to and from the site by all transport modes.

6.2 TRICS will be used to calculate the proposed trip rates based on information on existing sites. The site information and trip rates from TRICS has been provided in Appendix C. The same approach as in the previously consented scheme has been taken whereby existing trips from the current consented use of the site have been discounted.

6.3 In the current design proposals 251 guest rooms are proposed. Along with 861.5m^2 restaurant/bar space, 139.5m^2 café and a 216m^2 museum space. It is thought that the restaurant/café space is predominantly to be used by hotel guests, however trips rates have been calculated in order to provide a worst case scenario.

6.4 As mentioned in Section 5.5.1 the development is to be car free and therefore trips to the site by vehicle are expected to be limited to taxis/private hire, servicing vehicles and private pick up and drop off. Any increase in demand for parking would be distributed across the existing nearby car parks.

6.0.1 The AM and PM peak hours considered in this chapter are 0800 to 0900 and 1700 to 1800 respectively.

6.1 Hotel

6.1.1 The same TRICS methodology for site selection, as was used in the TS for the previous proposed development has been used for the hotel use. The criteria searched within the TRICS database was for hotels, within English regions, weekdays only and those within a town centre. None of the 7 TRICS sites chosen as part of the previous TS are selected by the TRICS software primarily due to the length of time passed since these surveys were carried out. 5 TRICS surveys match the criteria specified.

6.1.2 Tables 6.1 and 6.2 respectively give the various transport mode trip rates per bedroom and the proposed transport mode trip rates based on 251 guest rooms. The daily rate is measured between 0600 and 2200.

Mode	Time	Arrivals	Departures	Two-Way
Public Transport Users	AM Peak	0.035	0.099	0.134
	PM Peak	0.085	0.048	0.133
	Daily Rate	0.870	0.785	1.655
Pedestrians	AM Peak	0.063	0.104	0.167
	PM Peak	0.114	0.143	0.257
	Daily Rate	1.454	1.879	3.333
Cyclists	AM Peak	0.000	0.000	0.000
	PM Peak	0.001	0.001	0.002
	Daily Rate	0.018	0.014	0.032
Vehicle Occupants	AM Peak	0.062	0.112	0.174
	PM Peak	0.072	0.03	0.102
	Daily Rate	0.688	0.729	1.417

Table 6.1: Trip rates per bedroom (TRICS Category: "Hotels")

Mode	Time	Arrivals	Departures	Two-Way
Public Transport Users	AM Peak	9	25	34
	PM Peak	21	12	33
	Daily Rate	218	197	415
Pedestrians	AM Peak	16	26	42
	PM Peak	29	36	65
	Daily Rate	365	472	837
Cyclists	AM Peak	0	0	0
	PM Peak	0	0	1
	Daily Rate	5	4	8
Vehicle Occupants	AM Peak	16	28	44
	PM Peak	18	8	26
	Daily Rate	173	183	356

Table 6.2: Trip rates for 251 guest rooms (TRICS Category: "Hotels")

6.2 Restaurant/Bar

6.2.1 TRICS sites were selected using the restaurant category within TRICS database. The same methodology as that used for the hotel was used and resulted in 5 sites.

6.2.2 Tables 6.3 and 6.4 respectively give the total people trip rates per 100m^2 and total people proposed trip rates based on 861.5m^2 restaurant/bar space. No data was available for cyclists. The daily rate is measured between 1000 and 2359, therefore no trips from this use contribute towards the AM peak.

Mode	Time	Arrivals	Departures	Two-Way
Public Transport Users	PM Peak	0.719	0.320	1.039
	Daily Rate	8.967	9.063	18.030
Pedestrians	PM Peak	3.357	0.639	3.996
	Daily Rate	34.614	34.463	69.077
Vehicle Occupants	PM Peak	6.235	4.317	10.552
	Daily Rate	42.463	41.944	84.407

Table 6.3: Trip rates per 100m^2 (TRICS Category: "Restaurants")

Mode	Time	Arrivals	Departures	Two-Way
Public Transport Users	PM Peak	6	3	9
	Daily Rate	77	78	155
Pedestrians	PM Peak	29	6	34
	Daily Rate	298	297	595
Vehicle Occupants	PM Peak	54	37	91
	Daily Rate	366	361	727

Table 6.4: Trip rates for 861.5m^2 (TRICS Category: "Restaurants")

6.3 Café

6.3.1 Tables 6.5 and 6.6 respectively give the total people trip rates per 100m^2 and total people proposed trip rates based on 139.5m^2 café space. The daily rate is measured between 0700 and 1900.

Mode	Time	Arrivals	Departures	Two-Way
Public Transport Users	AM Peak	3.448	0.755	4.203
	PM Peak	0.388	1.938	2.326
	Daily Rate	20.697	19.513	40.210
Pedestrians	AM Peak	1.509	1.132	2.641
	PM Peak	1.550	1.550	3.100
	Daily Rate	48.249	51.177	99.426
Cyclists	AM Peak	0.000	0.000	0.000
	PM Peak	0.000	0.000	0.000
	Daily Rate	0.943	0.944	1.887
Vehicle Occupants	AM Peak	2.830	1.887	4.717
	PM Peak	0.775	1.938	2.713
	Daily Rate	40.359	42.939	83.298

Table 6.5: Trip rates per 100m^2 (TRICS Category: "Café")

Mode	Time	Arrivals	Departures	Two-Way
Public Transport Users	AM Peak	5	1	6
	PM Peak	1	3	3
	Daily Rate	29	27	56
Pedestrians	AM Peak	2	2	4
	PM Peak	2	2	4
	Daily Rate	67	71	139
Cyclists	AM Peak	0	0	0
	PM Peak	0	0	0
	Daily Rate	1	1	3
Vehicle Occupants	AM Peak	4	3	7
	PM Peak	1	3	4
	Daily Rate	56	60	116

Table 6.6: Trip rates for 139.5m^2 (TRICS Category: "Café")

6.4 Museum

6.4.1 TRICS sites were selected using the "Leisure – Art galleries, museums, exhibitions" category within TRICS database. The same methodology as that used for the hotel was used and resulted in 6 sites.

6.4.2 Tables 6.7 and 6.8 respectively give the total people trip rates per 100m^2 and total people proposed trip rates based on 216m^2 museum space. The daily rate is measured between 0900 and 1800, therefore no trips from this use contribute towards the AM peak.

Mode	Time	Arrivals	Departures	Two-Way
Public Transport Users	PM Peak	0.000	0.007	0.007
	Daily Rate	2.376	2.379	4.755
Pedestrians	PM Peak	0.003	0.013	0.016
	Daily Rate	1.112	1.117	2.229
Cyclists	PM Peak	0.007	0.007	0.014
	Daily Rate	0.036	0.032	0.068
Vehicle Occupants	PM Peak	0.027	0.023	0.050
	Daily Rate	1.381	1.394	2.775

Table 6.7: Trip rates per 100m^2 (TRICS Category: "Leisure - Museums")

Mode	Time	Arrivals	Departures	Two-Way
Public Transport Users	PM Peak	0	0	0
	Daily Rate	5	5	10
Pedestrians	PM Peak	0	0	0
	Daily Rate	2	2	5
Cyclists	PM Peak	0	0	0
	Daily Rate	0	0	0
Vehicle Occupants	PM Peak	0	0	0
	Daily Rate	3	3	6

Table 6.8: Trip rates for 216m^2 (TRICS Category: "Leisure - Museums")

6.5 Total Proposed Use

6.5.1 The total proposed trip generation is given in Table 6.9 and sums the trips from the four respective uses.

Mode	Time	Arrivals	Departures	Two-Way
Public Transport Users	AM Peak	20	29	49
	PM Peak	99	93	192
	Daily Rate	281	235	516
Pedestrians	AM Peak	316	325	641
	PM Peak	84	75	160
	Daily Rate	800	907	1707
Cyclists	AM Peak	0	0	0
	PM Peak	0	0	1
	Daily Rate	6	5	11
Vehicle Occupants	AM Peak	20	31	50
	PM Peak	19	10	29
	Daily Rate	232	246	478

Table 6.9: Total trip rates from the proposed Hotel, Restaurant, Café and Museum uses

6.6 Modal Split

6.6.1 Based on the trips presented in Table 6.9, the proposed modal split for the hotel, restaurant/bar, café and museum uses is shown in Table 6.10.

Mode	Time	Two-Way
Public Transport Users	AM Peak	7%
	PM Peak	50%
	Daily Rate	19%
Pedestrians	AM Peak	87%
	PM Peak	42%
	Daily Rate	63%
Cyclists	AM Peak	0%
	PM Peak	0%
	Daily Rate	0%
Vehicle Occupants	AM Peak	7%
	PM Peak	8%
	Daily Rate	18%

Table 6.10: Modal Split

6.6.2 As shown in Table 6.9 only 6 cyclists would be expected to travel to and from the site and cycling makes up less than 1% of the mode share. Due to the extent of cycle infrastructure improvements in Manchester and across the UK in the last few years it is expected that the cycle mode of transport is underrepresented from the TRICS surveys. Furthermore, there was no cycle data for the restaurant.

6.6.3 Based on Table 6.10 the modal split is dependent on the time of day. In the morning peak hour (0800 to 0900) the majority of people appear to walk to/from the site. In the evening peak hour (1700-1800) the majority of people were found to arrive or depart from site in a car.

6.6.4 Over the course of a day 82% of site users including staff, guests and visitors are expected to travel by sustainable modes of travel.

6.6.5 18% of trips over a typical day are expected to be made by car, taxi, motorcycle or light or heavy vehicle. However, due to the high level of public transport accessibility at this site it is expected that this rate will be less in practice.

6.6.6 Owing to the high accessibility level of the site by sustainable means, it is not expected that the additional vehicle, cycle or public transport trips will have a detrimental impact on the highway network or public transport network and no mitigation measures are required.

6.6.7 The TP will promote the use of sustainable transport methods and will reduce the opportunity for private car trips for the staff, hotel guests and visitors. It is therefore considered that the vehicular trip rate numbers will be lower than those analysed above, in turn increasing the trips undertaken by sustainable means.

6.7 Servicing & Deliveries

6.7.1 The development is expected to be serviced by a number of different vehicles to serve each of the proposed uses. Where possible these demands will be consolidated so that the number of larger goods vehicles needing to reach the site is minimised. For example laundry pick up and deliveries for both the restaurant/bar and hotel will be combined into a single trip if deemed to be practical.

6.7.2 Refer to the Waste Management and Servicing Strategy for details on the expected waste collection frequency. The refuse store has been sized to minimise the number of trips.

6.7.3 The timings of deliveries, pick-ups and refuse collections will be managed to avoid conflicts at the proposed loading bay on Chatham Street.

7 Summary and Conclusions

7.1 The TS has been compiled in support of a planning application for the new aparthotel development at 12-16 Piccadilly, Manchester.

7.2 The TS considers the impact of the proposed development on the local transport network as well as considering the accessibility of the site for all modes of transport.

7.3 The proposal is for a 34 storey, mixed use development consisting mainly of a hotel with 251 guest rooms, a ground floor café, a roof top level bar and restaurant with event space and a museum space at first floor level. The hotel facilities include conference and meeting room spaces in addition to a gym.

7.4 Road marking and signage works are proposed on Chatham Street and Gore Street to provide a new loading bay and drop-off / pick-up only bay respectively. A TRO and detailed design work as part of a S278 agreement with MCC Highways are required to facilitate this. These will provide adequate servicing and delivery capabilities on Chatham Street and vehicle passenger demand on Gore Street near the main entrance.

7.5 The trip generation for the proposed development was carried out using the TRICS database. There will be an increase in walking, cycling, public transport and vehicular trips, however, these are thought to be able to be accommodated within the existing highway and public transport infrastructure without a detrimental impact.

7.6 The development complies with the principles of the NPPF and should be acceptable to MCC and TfGM from a highways and transport point of view.

Appendix A
Personal Injury Accidents

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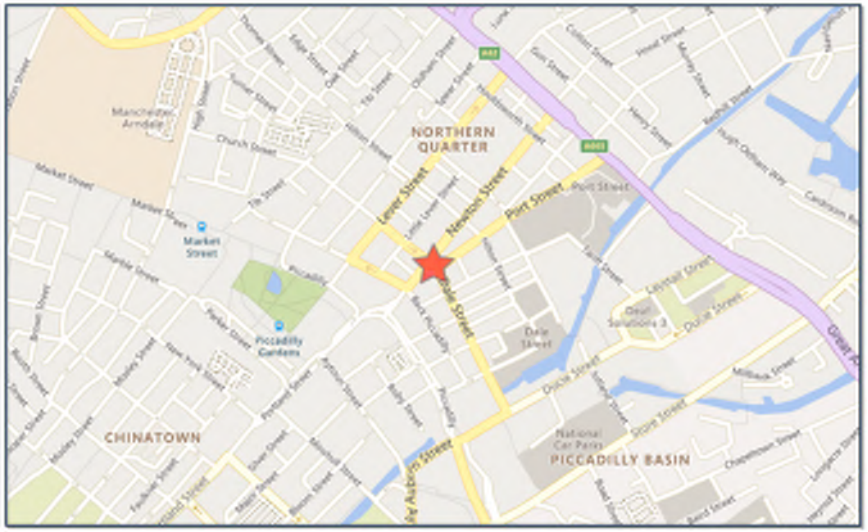
Validated Data

Crash Date:	Friday, May 05, 2017	**Time of Crash:**	11:35:00 PM	**Crash Reference:**	**201706A030682**

Highest Injury Severity:	Serious	**Road Number:**	B6181	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	1
Local Authority:	Manchester City			**OS Grid Reference:**	384608 398325
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	26 - 35	In carriageway, crossing elsewhere	Crossing from driver's offside

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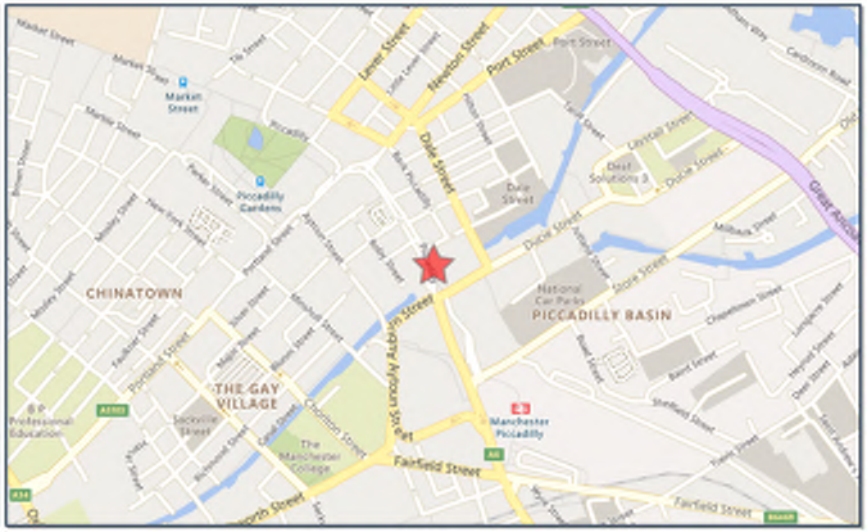
Validated Data

Crash Date:	Thursday, July 20, 2017	**Time of Crash:**	2:02:00 AM	**Crash Reference:**	**201706A033530**

Highest Injury Severity:	Slight	**Road Number:**	A6	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	2
Local Authority:	Manchester City			**OS Grid Reference:**	384637 398096
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Taxi/Private hire car	10	Male	26 - 35	Vehicle is performing a U turn	Front	Journey as part of work	Parked vehicle	None
2	Taxi/Private hire car	11	Male	56 - 65	Vehicle is parked in the carriageway	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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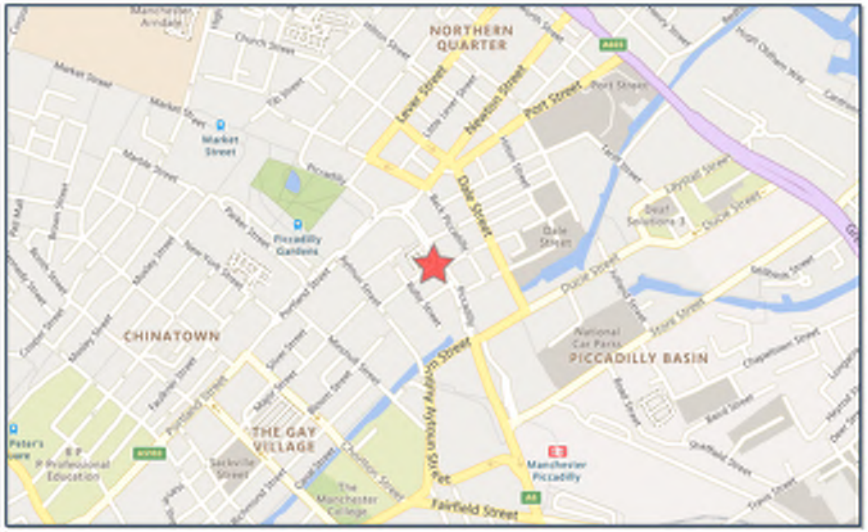
Validated Data

Crash Date:	Monday, October 23, 2017	**Time of Crash:**	5:30:00 PM	**Crash Reference:**	**201706A036460**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	1
Local Authority:	Manchester City			**OS Grid Reference:**	384580 398163
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	One way street				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	56 - 65	In carriageway, crossing elsewhere	Crossing from driver's offside

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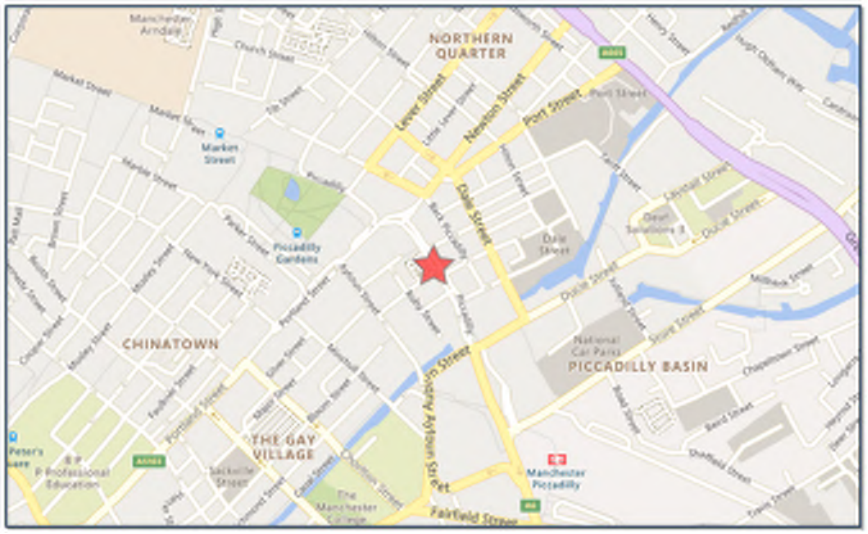
Validated Data

Crash Date:	Wednesday, May 09, 2018	**Time of Crash:**	10:50:00 AM	**Crash Reference:**	**201806A143643**

Highest Injury Severity:	Slight	**Road Number:**	A6	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	1
Local Authority:	Manchester City			**OS Grid Reference:**	384580 398178
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	8	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	Unknown or other	Crossing from driver's nearside

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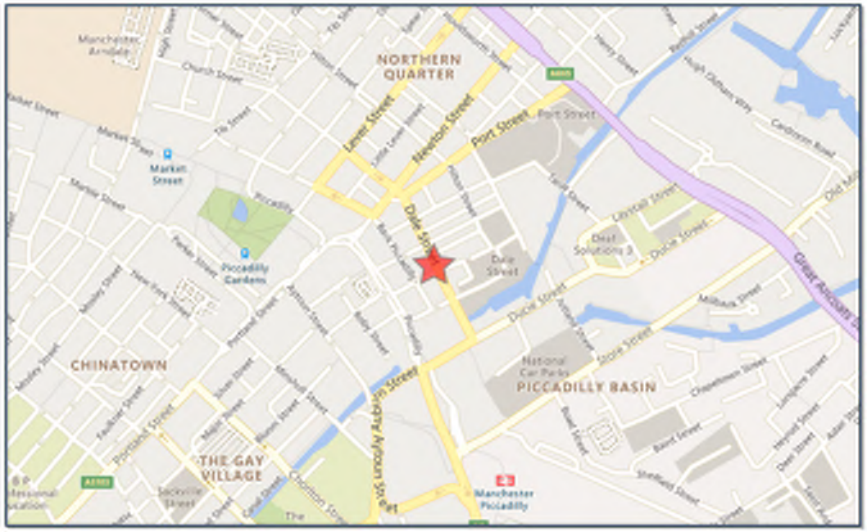
Validated Data

Crash Date:	Saturday, February 15, 2020	**Time of Crash:**	6:45:00 PM	**Crash Reference:**	**202006A168643**

Highest Injury Severity:	Slight	**Road Number:**	B6181	**Number of Casualties:**	2
Highway Authority:	Manchester			**Number of Vehicles:**	1
Local Authority:	Manchester City			**OS Grid Reference:**	384662 398213
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Taxi/Private hire car	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	In carriageway, not crossing	Unknown or other
1	2	Slight	Pedestrian	Female	36 - 45	In carriageway, not crossing	Unknown or other

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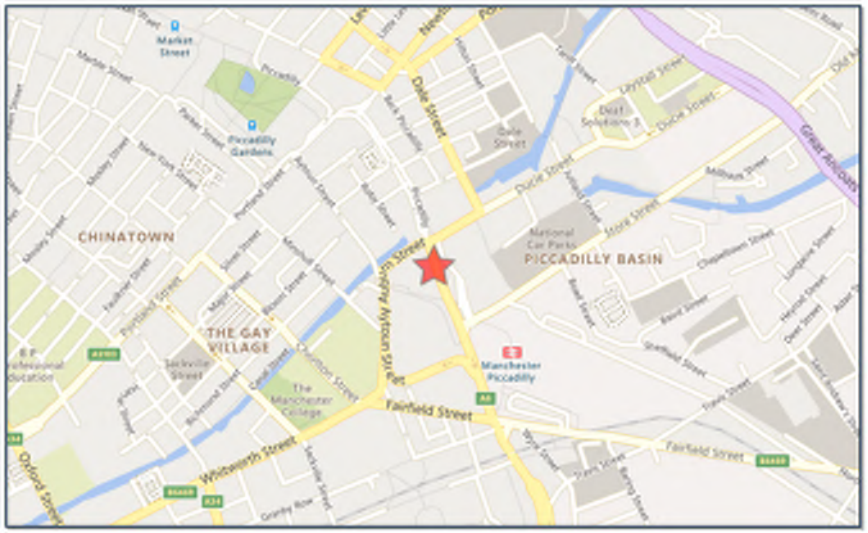
Validated Data

Crash Date:	Friday, November 26, 2021	**Time of Crash:**	6:30:00 PM	**Crash Reference:**	**2021061125586**

Highest Injury Severity:	Serious	**Road Number:**	A6	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	2
Local Authority:	Manchester City			**OS Grid Reference:**	384651 398014
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Unknown				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Unknown	Unknown (2005 onwards)	Unknown	Unknown	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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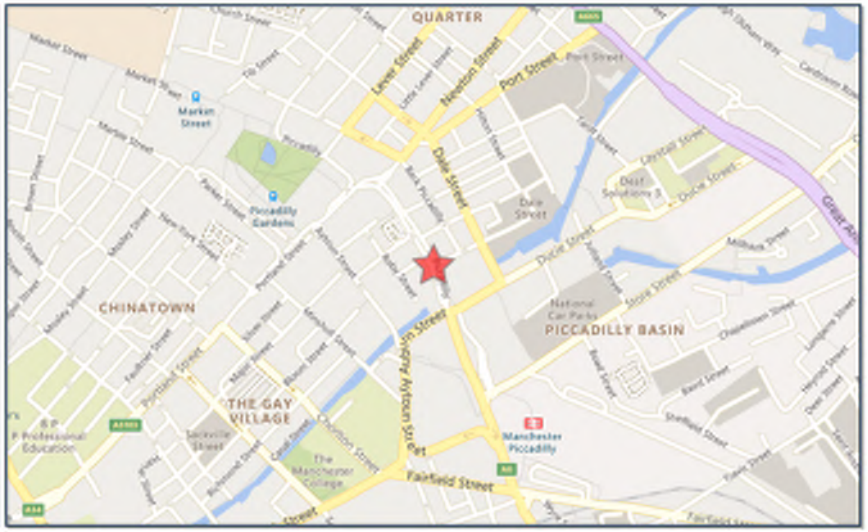
Validated Data

Crash Date:	Friday, December 03, 2021	**Time of Crash:**	8:30:00 PM	**Crash Reference:**	**2021061133412**

Highest Injury Severity:	Serious	**Road Number:**	A6	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	2
Local Authority:	Manchester City			**OS Grid Reference:**	384618 398122
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Slip road				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Slip Road				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Unknown	-1	Male	26 - 35	Vehicle is in the act of turning right	Back	Unknown	None	None
2	Pedal cycle	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

Appendix B
Proposed Highway Works

CHATHAM STREET

LOADING ONLY

LOADING ONLY

Existing
3 standard bays
1 loading bay

Extent of line marking required

Parking bays to be replaced with loading bay.
12m x 2.4m

Existing
3 standard spaces

Existing
2 standard spaces

ROBY STREET

Existing
4 standard spaces

Extent of line marking required

Existing
2 blue-badge and
2 standard bays
further south

GORE STREET

Cycle Spaces
8 two tier racks (16)
8 vertical racks (8)
9 folding cycle locker spaces
2 accessible cycle spaces
Total: 35

Neighbouring properties

Refuse store
Bike store
FFL 45.300 m
Riser
Main Linen Store
Fire escape corridor
FF lobby
PL / FF lift
Lobby
Substatation
FFL +44.980
Fire Con & Mng office
Admin office
Fire escape / access corridor
Bag store
F&B store
WC
WC
Acc WC
Kitchen
Lift lobby
Reception / foyer
FFL 45.300 m
+45.680
+45.550
+45.460
+45.770
+45.300
+45.240
+45.170
+44.970
+44.980
+45.000
Fire exit
Fire exit and brigade access

4800 6000 2000 6000 6000 2400 10470

7500 5500

DROP OFF / PICK UP ONLY

PICCADILLY

2 parking bays to be replaced with drop off / pick up only bay.

Space for 2 vehicles to drop-off passengers.

Pay at machine
Display ticket

8 am - 8 pm
20 mins
No return within 40 mins

Proposed post and parking signage.

PRICE & MYERS

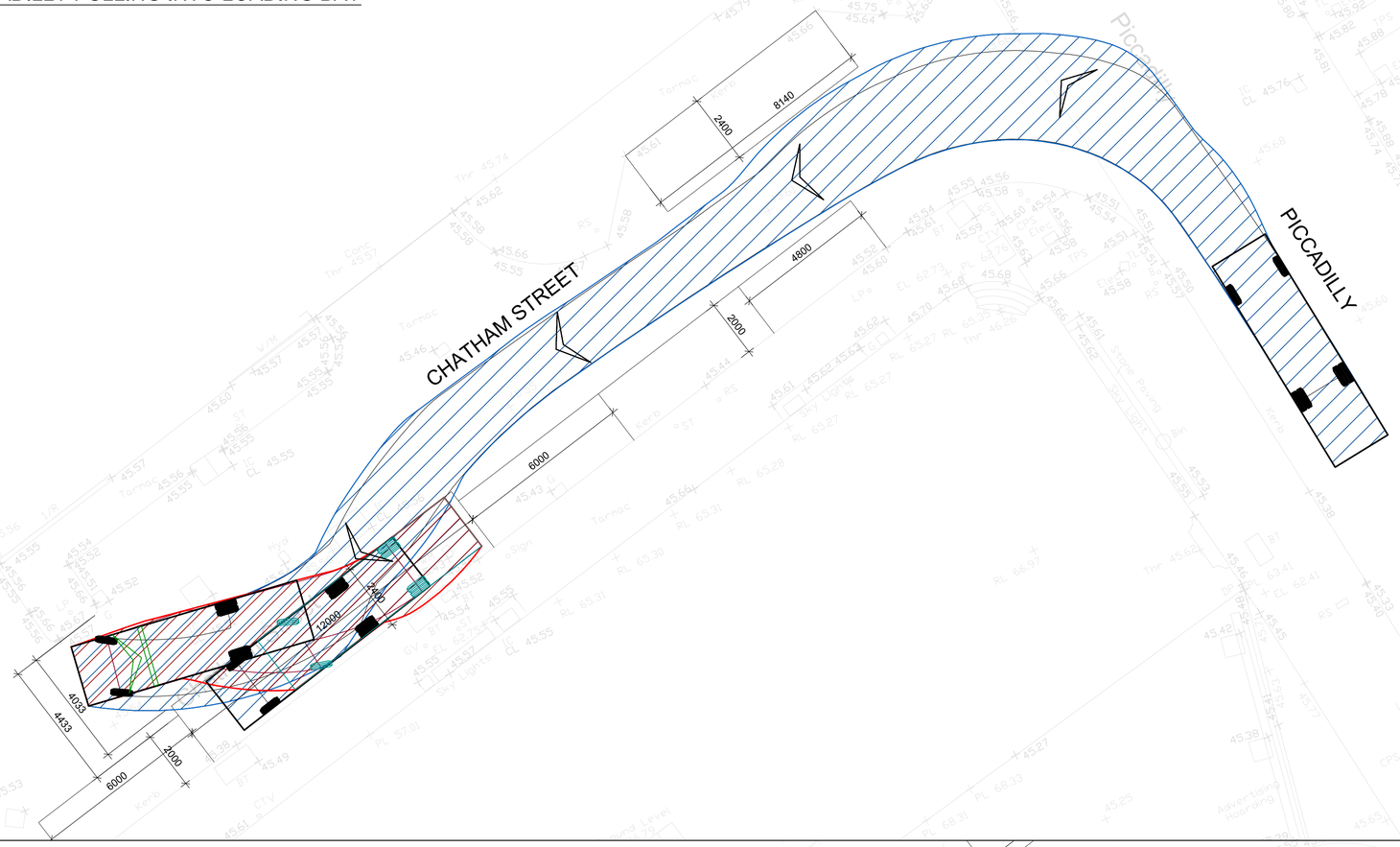
Job No. 30578 Page 8000 Rev 5

Date 25/04/24 Eng OF

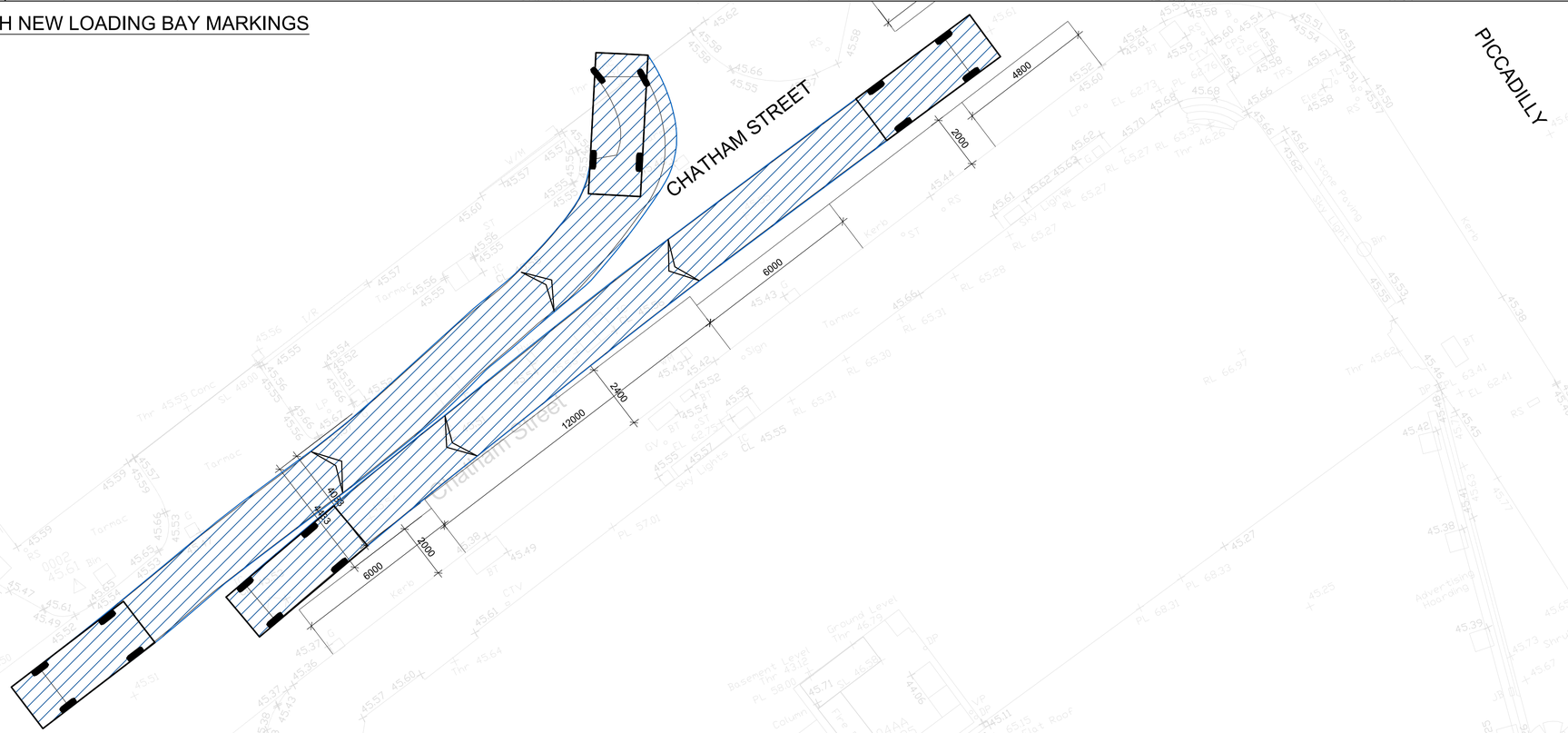
Job Proposed Parking Layout

Appendix C
Vehicle Tracking Drawings

DELIVERY VAN FROM PICCADILLY PULLING INTO LOADING BAY

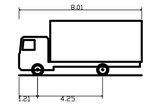


LARGE VEHICLES PASSING WITH NEW LOADING BAY MARKINGS

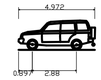


NOTES :

1. This drawing is to be read in conjunction with all relevant Architect's, Engineer's and specialists' drawings and specifications.
2. Do not scale from this drawing in either paper or digital form. Use written dimensions only. To check that this drawing has been printed to the intended scale this bar should be 50mm long @ A1 or 25mm long @ A3.
3. Health & Safety :
   All specific drawing notes are to be read in conjunction with the project "Information Pack" and "Site Rules".



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



Luxury 4x4 (2006)	
Overall Length	4.972m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.279m
Max Track Width	1.884m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m

KEY

- Forward motion
- Reverse motion

Rev	Date	Drawn	Eng	Amendment
P02	01.05.24	FG	OF	Issued for Information
P01	12.02.24	OF	OF	Issued for Information

ROOM2 HOMETEL MANCHESTER PICCADILLY

VEHICLE TRACKING SHEET 1

Status
FOR INFORMATION
NOT FOR CONSTRUCTION

Drawn OF	Eng OF
Scales 1:100 at A1	1:200 at A3
Drawing No 30578-9001	Rev P02
Doc Ref. HMP-PAM-XX-ZZ-DR-C-9001	

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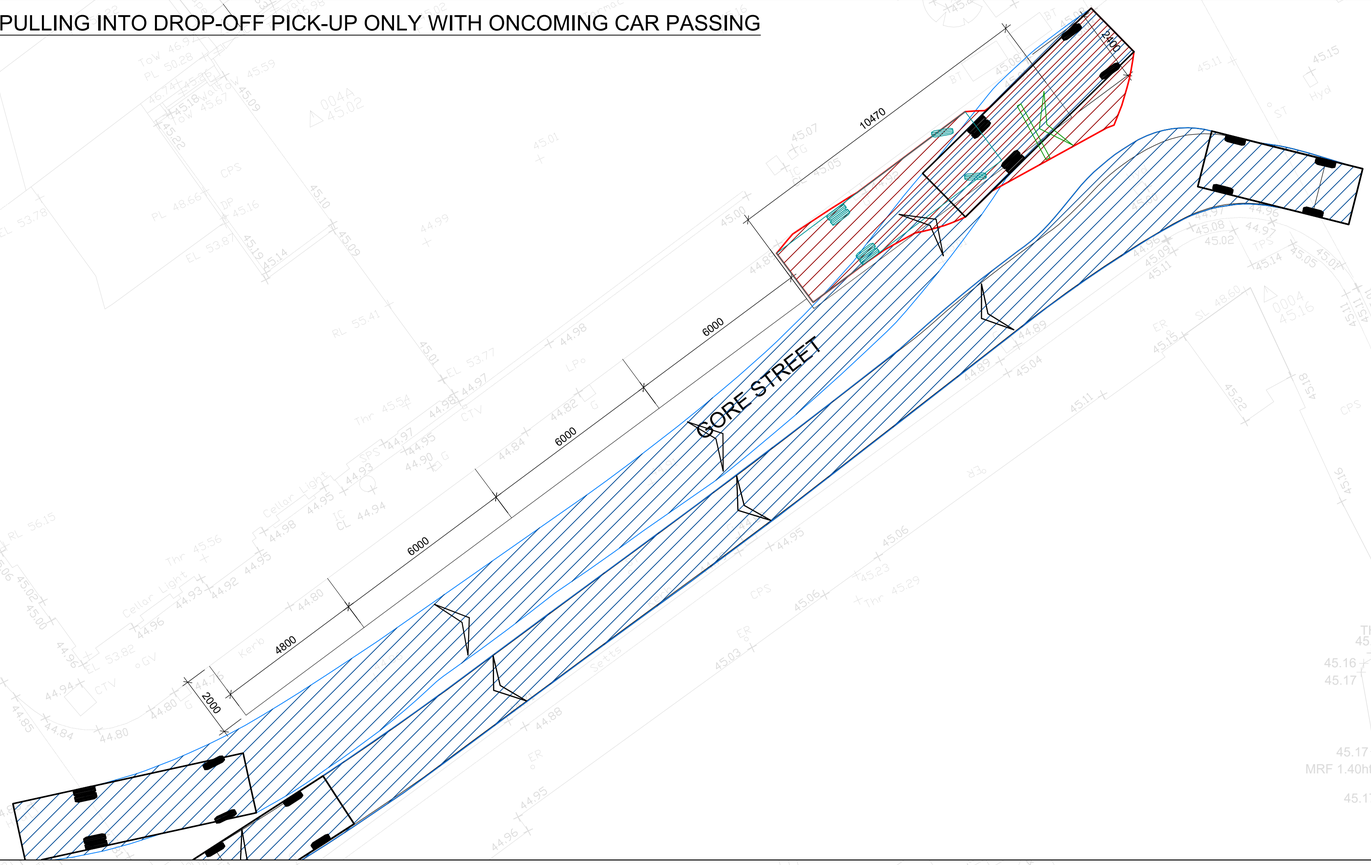
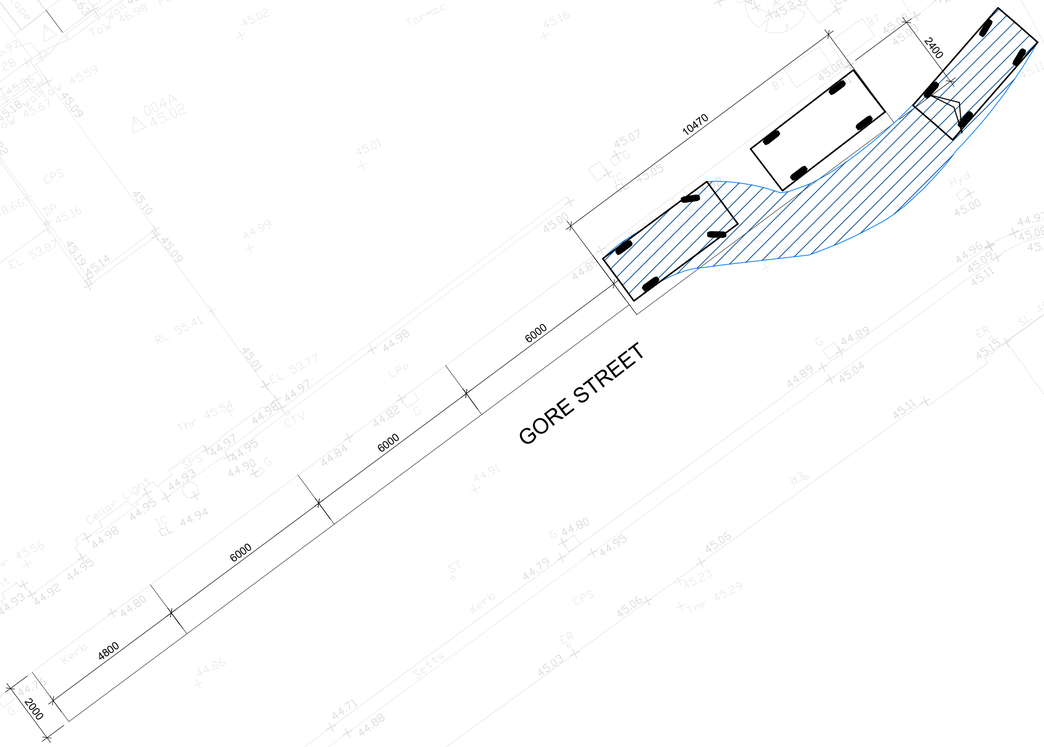
www.pricemyers.com

MINIBUS FROM ROBY STREET PULLING INTO DROP-OFF PICK-UP ONLY WITH ONCOMING CAR PASSING



CAR PULLING OUT OF DROP-OFF / PICK-UP ONLY



NOTES :

1. This drawing is to be read in conjunction with all relevant Architect's, Engineer's and specialists' drawings and specifications.
2. Do not scale from this drawing in either paper or digital form. Use written dimensions only. To check that this drawing has been printed to the intended scale this bar should be 50mm long @ A1 or 25mm long @ A3.
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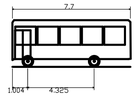

Mercedes Benz Sprinter City 65 Light Bus	
Overall Length	7.700m
Overall Width	1.993m
Overall Body Height	3.040m
Min Body Ground Clearance	0.437m
Track Width	1.990m
Lock to lock time	5.00s
Wall to Wall Turning Radius	7.800m

DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

KEY

- Forward motion
- Reverse motion

Rev	Date	Drawn	Eng	Amendment
P01	01.05.24	OF	OF	Issued for Information

ROOM2 HOMETEL
MANCHESTER PICCADILLY

VEHICLE TRACKING
SHEET 2

Status
FOR INFORMATION
NOT FOR CONSTRUCTION

Drawn OF	Eng OF
Scales 1:100 at A1	1:200 at A3
Drawing No 30578-9002	Rev P01
Doc Ref. HMP-PAM-XX-ZZ-DR-C-9002	

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Appendix D
TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	LB	LAMBETH	1 days
02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 24 to 297 (units:)
Range Selected by User: 24 to 297 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 16/11/21

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	5

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

Selected Location Sub Categories:

Built-Up Zone	4
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	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C1	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
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:

Yes	1 days
No	4 days

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

PTAL Rating:

No PTAL Present	4 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 BH-06-A-01 HOTEL BRIGHTON & HOVE
KINGS ROAD
BRIGHTON

Town Centre
Built-Up Zone
Total Number of bedrooms: 154
Survey date: WEDNESDAY *16/10/19* *Survey Type: MANUAL*

2 CB-06-A-01 HOTEL CUMBRIA
ENGLISH STREET
CARLISLE

Town Centre
High Street
Total Number of bedrooms: 92
Survey date: MONDAY *20/06/16* *Survey Type: MANUAL*

3 GM-06-A-08 IBIS GREATER MANCHESTER
PORTLAND STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Number of bedrooms: 127
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

4 LB-06-A-01 HAMPTON BY HILTON LAMBETH
WATERLOO ROAD
LAMBETH

Town Centre
Built-Up Zone
Total Number of bedrooms: 297
Survey date: FRIDAY *23/11/18* *Survey Type: MANUAL*

5 TW-06-A-03 HOTEL TYNE & WEAR
SANDHILL
NEWCASTLE UPON TYNE
QUAYSIDE
Town Centre
Built-Up Zone
Total Number of bedrooms: 24
Survey date: TUESDAY *14/06/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.33

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.013	2	226	0.018	2	226	0.031
07:00 - 08:00	5	139	0.045	5	139	0.056	5	139	0.101
08:00 - 09:00	5	139	0.053	5	139	0.082	5	139	0.135
09:00 - 10:00	5	139	0.053	5	139	0.072	5	139	0.125
10:00 - 11:00	5	139	0.043	5	139	0.073	5	139	0.116
11:00 - 12:00	5	139	0.039	5	139	0.046	5	139	0.085
12:00 - 13:00	5	139	0.033	5	139	0.029	5	139	0.062
13:00 - 14:00	5	139	0.035	5	139	0.029	5	139	0.064
14:00 - 15:00	5	139	0.036	5	139	0.024	5	139	0.060
15:00 - 16:00	5	139	0.026	5	139	0.027	5	139	0.053
16:00 - 17:00	5	139	0.050	5	139	0.037	5	139	0.087
17:00 - 18:00	5	139	0.056	5	139	0.035	5	139	0.091
18:00 - 19:00	5	139	0.045	5	139	0.026	5	139	0.071
19:00 - 20:00	5	139	0.019	5	139	0.024	5	139	0.043
20:00 - 21:00	5	139	0.023	5	139	0.016	5	139	0.039
21:00 - 22:00	5	139	0.023	5	139	0.024	5	139	0.047
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.592			0.618			1.210

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 297 (units:)
Survey date date range:	01/01/15 - 16/11/21
Number of weekdays (Monday-Friday):	5
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TAXIS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.011	2	226	0.011	2	226	0.022
07:00 - 08:00	5	139	0.017	5	139	0.017	5	139	0.034
08:00 - 09:00	5	139	0.006	5	139	0.006	5	139	0.012
09:00 - 10:00	5	139	0.012	5	139	0.012	5	139	0.024
10:00 - 11:00	5	139	0.010	5	139	0.010	5	139	0.020
11:00 - 12:00	5	139	0.003	5	139	0.003	5	139	0.006
12:00 - 13:00	5	139	0.010	5	139	0.010	5	139	0.020
13:00 - 14:00	5	139	0.016	5	139	0.016	5	139	0.032
14:00 - 15:00	5	139	0.017	5	139	0.017	5	139	0.034
15:00 - 16:00	5	139	0.013	5	139	0.013	5	139	0.026
16:00 - 17:00	5	139	0.017	5	139	0.017	5	139	0.034
17:00 - 18:00	5	139	0.010	5	139	0.010	5	139	0.020
18:00 - 19:00	5	139	0.017	5	139	0.017	5	139	0.034
19:00 - 20:00	5	139	0.010	5	139	0.010	5	139	0.020
20:00 - 21:00	5	139	0.009	5	139	0.009	5	139	0.018
21:00 - 22:00	5	139	0.010	5	139	0.010	5	139	0.020
22:00 - 23:00									
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/A - HOTELS
MULTI-MODAL OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.001	5	139	0.001	5	139	0.002
08:00 - 09:00	5	139	0.006	5	139	0.006	5	139	0.012
09:00 - 10:00	5	139	0.004	5	139	0.004	5	139	0.008
10:00 - 11:00	5	139	0.000	5	139	0.000	5	139	0.000
11:00 - 12:00	5	139	0.001	5	139	0.000	5	139	0.001
12:00 - 13:00	5	139	0.003	5	139	0.004	5	139	0.007
13:00 - 14:00	5	139	0.000	5	139	0.000	5	139	0.000
14:00 - 15:00	5	139	0.000	5	139	0.000	5	139	0.000
15:00 - 16:00	5	139	0.000	5	139	0.000	5	139	0.000
16:00 - 17:00	5	139	0.000	5	139	0.000	5	139	0.000
17:00 - 18:00	5	139	0.000	5	139	0.000	5	139	0.000
18:00 - 19:00	5	139	0.000	5	139	0.000	5	139	0.000
19:00 - 20:00	5	139	0.000	5	139	0.000	5	139	0.000
20:00 - 21:00	5	139	0.000	5	139	0.000	5	139	0.000
21:00 - 22:00	5	139	0.000	5	139	0.000	5	139	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.001	5	139	0.000	5	139	0.001
08:00 - 09:00	5	139	0.000	5	139	0.001	5	139	0.001
09:00 - 10:00	5	139	0.001	5	139	0.001	5	139	0.002
10:00 - 11:00	5	139	0.000	5	139	0.000	5	139	0.000
11:00 - 12:00	5	139	0.000	5	139	0.000	5	139	0.000
12:00 - 13:00	5	139	0.000	5	139	0.000	5	139	0.000
13:00 - 14:00	5	139	0.000	5	139	0.000	5	139	0.000
14:00 - 15:00	5	139	0.000	5	139	0.000	5	139	0.000
15:00 - 16:00	5	139	0.000	5	139	0.000	5	139	0.000
16:00 - 17:00	5	139	0.000	5	139	0.000	5	139	0.000
17:00 - 18:00	5	139	0.001	5	139	0.001	5	139	0.002
18:00 - 19:00	5	139	0.000	5	139	0.000	5	139	0.000
19:00 - 20:00	5	139	0.000	5	139	0.000	5	139	0.000
20:00 - 21:00	5	139	0.000	5	139	0.000	5	139	0.000
21:00 - 22:00	5	139	0.000	5	139	0.000	5	139	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.003	5	139	0.000	5	139	0.003
08:00 - 09:00	5	139	0.000	5	139	0.000	5	139	0.000
09:00 - 10:00	5	139	0.001	5	139	0.001	5	139	0.002
10:00 - 11:00	5	139	0.000	5	139	0.000	5	139	0.000
11:00 - 12:00	5	139	0.003	5	139	0.000	5	139	0.003
12:00 - 13:00	5	139	0.000	5	139	0.000	5	139	0.000
13:00 - 14:00	5	139	0.001	5	139	0.000	5	139	0.001
14:00 - 15:00	5	139	0.000	5	139	0.000	5	139	0.000
15:00 - 16:00	5	139	0.003	5	139	0.003	5	139	0.006
16:00 - 17:00	5	139	0.000	5	139	0.006	5	139	0.006
17:00 - 18:00	5	139	0.001	5	139	0.001	5	139	0.002
18:00 - 19:00	5	139	0.006	5	139	0.003	5	139	0.009
19:00 - 20:00	5	139	0.000	5	139	0.000	5	139	0.000
20:00 - 21:00	5	139	0.000	5	139	0.000	5	139	0.000
21:00 - 22:00	5	139	0.000	5	139	0.000	5	139	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.014			0.032

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.002	2	226	0.022	2	226	0.024
07:00 - 08:00	5	139	0.032	5	139	0.073	5	139	0.105
08:00 - 09:00	5	139	0.062	5	139	0.112	5	139	0.174
09:00 - 10:00	5	139	0.046	5	139	0.089	5	139	0.135
10:00 - 11:00	5	139	0.049	5	139	0.097	5	139	0.146
11:00 - 12:00	5	139	0.050	5	139	0.063	5	139	0.113
12:00 - 13:00	5	139	0.043	5	139	0.039	5	139	0.082
13:00 - 14:00	5	139	0.049	5	139	0.024	5	139	0.073
14:00 - 15:00	5	139	0.058	5	139	0.014	5	139	0.072
15:00 - 16:00	5	139	0.029	5	139	0.023	5	139	0.052
16:00 - 17:00	5	139	0.069	5	139	0.043	5	139	0.112
17:00 - 18:00	5	139	0.072	5	139	0.030	5	139	0.102
18:00 - 19:00	5	139	0.049	5	139	0.036	5	139	0.085
19:00 - 20:00	5	139	0.024	5	139	0.032	5	139	0.056
20:00 - 21:00	5	139	0.035	5	139	0.010	5	139	0.045
21:00 - 22:00	5	139	0.019	5	139	0.022	5	139	0.041
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.688			0.729			1.417

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.007	2	226	0.007	2	226	0.014
07:00 - 08:00	5	139	0.036	5	139	0.062	5	139	0.098
08:00 - 09:00	5	139	0.063	5	139	0.104	5	139	0.167
09:00 - 10:00	5	139	0.063	5	139	0.112	5	139	0.175
10:00 - 11:00	5	139	0.059	5	139	0.174	5	139	0.233
11:00 - 12:00	5	139	0.062	5	139	0.125	5	139	0.187
12:00 - 13:00	5	139	0.088	5	139	0.112	5	139	0.200
13:00 - 14:00	5	139	0.089	5	139	0.150	5	139	0.239
14:00 - 15:00	5	139	0.105	5	139	0.161	5	139	0.266
15:00 - 16:00	5	139	0.097	5	139	0.088	5	139	0.185
16:00 - 17:00	5	139	0.118	5	139	0.117	5	139	0.235
17:00 - 18:00	5	139	0.114	5	139	0.143	5	139	0.257
18:00 - 19:00	5	139	0.130	5	139	0.186	5	139	0.316
19:00 - 20:00	5	139	0.122	5	139	0.133	5	139	0.255
20:00 - 21:00	5	139	0.164	5	139	0.120	5	139	0.284
21:00 - 22:00	5	139	0.137	5	139	0.085	5	139	0.222
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.454			1.879			3.333

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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.018	2	226	0.007	2	226	0.025
07:00 - 08:00	5	139	0.014	5	139	0.003	5	139	0.017
08:00 - 09:00	5	139	0.006	5	139	0.006	5	139	0.012
09:00 - 10:00	5	139	0.003	5	139	0.013	5	139	0.016
10:00 - 11:00	5	139	0.000	5	139	0.010	5	139	0.010
11:00 - 12:00	5	139	0.013	5	139	0.010	5	139	0.023
12:00 - 13:00	5	139	0.001	5	139	0.006	5	139	0.007
13:00 - 14:00	5	139	0.006	5	139	0.007	5	139	0.013
14:00 - 15:00	5	139	0.014	5	139	0.006	5	139	0.020
15:00 - 16:00	5	139	0.006	5	139	0.013	5	139	0.019
16:00 - 17:00	5	139	0.017	5	139	0.012	5	139	0.029
17:00 - 18:00	5	139	0.003	5	139	0.009	5	139	0.012
18:00 - 19:00	5	139	0.024	5	139	0.009	5	139	0.033
19:00 - 20:00	5	139	0.004	5	139	0.007	5	139	0.011
20:00 - 21:00	5	139	0.020	5	139	0.001	5	139	0.021
21:00 - 22:00	5	139	0.003	5	139	0.003	5	139	0.006
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.152			0.122			0.274

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.016	2	226	0.024	2	226	0.040
07:00 - 08:00	5	139	0.019	5	139	0.019	5	139	0.038
08:00 - 09:00	5	139	0.032	5	139	0.045	5	139	0.077
09:00 - 10:00	5	139	0.004	5	139	0.091	5	139	0.095
10:00 - 11:00	5	139	0.027	5	139	0.099	5	139	0.126
11:00 - 12:00	5	139	0.056	5	139	0.029	5	139	0.085
12:00 - 13:00	5	139	0.029	5	139	0.037	5	139	0.066
13:00 - 14:00	5	139	0.086	5	139	0.020	5	139	0.106
14:00 - 15:00	5	139	0.048	5	139	0.016	5	139	0.064
15:00 - 16:00	5	139	0.046	5	139	0.039	5	139	0.085
16:00 - 17:00	5	139	0.046	5	139	0.032	5	139	0.078
17:00 - 18:00	5	139	0.037	5	139	0.039	5	139	0.076
18:00 - 19:00	5	139	0.059	5	139	0.045	5	139	0.104
19:00 - 20:00	5	139	0.050	5	139	0.026	5	139	0.076
20:00 - 21:00	5	139	0.062	5	139	0.012	5	139	0.074
21:00 - 22:00	5	139	0.049	5	139	0.010	5	139	0.059
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.666			0.583			1.249

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.001	5	139	0.000	5	139	0.001
08:00 - 09:00	5	139	0.000	5	139	0.049	5	139	0.049
09:00 - 10:00	5	139	0.003	5	139	0.032	5	139	0.035
10:00 - 11:00	5	139	0.000	5	139	0.000	5	139	0.000
11:00 - 12:00	5	139	0.000	5	139	0.000	5	139	0.000
12:00 - 13:00	5	139	0.000	5	139	0.000	5	139	0.000
13:00 - 14:00	5	139	0.001	5	139	0.001	5	139	0.002
14:00 - 15:00	5	139	0.000	5	139	0.000	5	139	0.000
15:00 - 16:00	5	139	0.000	5	139	0.000	5	139	0.000
16:00 - 17:00	5	139	0.000	5	139	0.000	5	139	0.000
17:00 - 18:00	5	139	0.045	5	139	0.000	5	139	0.045
18:00 - 19:00	5	139	0.000	5	139	0.000	5	139	0.000
19:00 - 20:00	5	139	0.000	5	139	0.000	5	139	0.000
20:00 - 21:00	5	139	0.000	5	139	0.000	5	139	0.000
21:00 - 22:00	5	139	0.000	5	139	0.000	5	139	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.082			0.132

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.033	2	226	0.031	2	226	0.064
07:00 - 08:00	5	139	0.035	5	139	0.022	5	139	0.057
08:00 - 09:00	5	139	0.037	5	139	0.099	5	139	0.136
09:00 - 10:00	5	139	0.010	5	139	0.135	5	139	0.145
10:00 - 11:00	5	139	0.027	5	139	0.110	5	139	0.137
11:00 - 12:00	5	139	0.069	5	139	0.039	5	139	0.108
12:00 - 13:00	5	139	0.030	5	139	0.043	5	139	0.073
13:00 - 14:00	5	139	0.094	5	139	0.029	5	139	0.123
14:00 - 15:00	5	139	0.062	5	139	0.022	5	139	0.084
15:00 - 16:00	5	139	0.052	5	139	0.052	5	139	0.104
16:00 - 17:00	5	139	0.063	5	139	0.043	5	139	0.106
17:00 - 18:00	5	139	0.085	5	139	0.048	5	139	0.133
18:00 - 19:00	5	139	0.084	5	139	0.053	5	139	0.137
19:00 - 20:00	5	139	0.055	5	139	0.033	5	139	0.088
20:00 - 21:00	5	139	0.082	5	139	0.013	5	139	0.095
21:00 - 22:00	5	139	0.052	5	139	0.013	5	139	0.065
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.870			0.785			1.655

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.33

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.042	2	226	0.060	2	226	0.102
07:00 - 08:00	5	139	0.105	5	139	0.157	5	139	0.262
08:00 - 09:00	5	139	0.163	5	139	0.316	5	139	0.479
09:00 - 10:00	5	139	0.121	5	139	0.339	5	139	0.460
10:00 - 11:00	5	139	0.135	5	139	0.380	5	139	0.515
11:00 - 12:00	5	139	0.184	5	139	0.228	5	139	0.412
12:00 - 13:00	5	139	0.161	5	139	0.195	5	139	0.356
13:00 - 14:00	5	139	0.233	5	139	0.203	5	139	0.436
14:00 - 15:00	5	139	0.225	5	139	0.197	5	139	0.422
15:00 - 16:00	5	139	0.180	5	139	0.166	5	139	0.346
16:00 - 17:00	5	139	0.251	5	139	0.209	5	139	0.460
17:00 - 18:00	5	139	0.272	5	139	0.222	5	139	0.494
18:00 - 19:00	5	139	0.268	5	139	0.278	5	139	0.546
19:00 - 20:00	5	139	0.202	5	139	0.197	5	139	0.399
20:00 - 21:00	5	139	0.281	5	139	0.143	5	139	0.424
21:00 - 22:00	5	139	0.207	5	139	0.120	5	139	0.327
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.030			3.410			6.440

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.002	2	226	0.007	2	226	0.009
07:00 - 08:00	5	139	0.019	5	139	0.033	5	139	0.052
08:00 - 09:00	5	139	0.033	5	139	0.065	5	139	0.098
09:00 - 10:00	5	139	0.023	5	139	0.045	5	139	0.068
10:00 - 11:00	5	139	0.029	5	139	0.058	5	139	0.087
11:00 - 12:00	5	139	0.033	5	139	0.042	5	139	0.075
12:00 - 13:00	5	139	0.014	5	139	0.010	5	139	0.024
13:00 - 14:00	5	139	0.017	5	139	0.010	5	139	0.027
14:00 - 15:00	5	139	0.016	5	139	0.006	5	139	0.022
15:00 - 16:00	5	139	0.010	5	139	0.010	5	139	0.020
16:00 - 17:00	5	139	0.032	5	139	0.016	5	139	0.048
17:00 - 18:00	5	139	0.039	5	139	0.022	5	139	0.061
18:00 - 19:00	5	139	0.023	5	139	0.004	5	139	0.027
19:00 - 20:00	5	139	0.006	5	139	0.012	5	139	0.018
20:00 - 21:00	5	139	0.012	5	139	0.007	5	139	0.019
21:00 - 22:00	5	139	0.009	5	139	0.010	5	139	0.019
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.317			0.357			0.674

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.006	5	139	0.004	5	139	0.010
08:00 - 09:00	5	139	0.009	5	139	0.004	5	139	0.013
09:00 - 10:00	5	139	0.012	5	139	0.010	5	139	0.022
10:00 - 11:00	5	139	0.004	5	139	0.006	5	139	0.010
11:00 - 12:00	5	139	0.001	5	139	0.001	5	139	0.002
12:00 - 13:00	5	139	0.006	5	139	0.004	5	139	0.010
13:00 - 14:00	5	139	0.001	5	139	0.003	5	139	0.004
14:00 - 15:00	5	139	0.003	5	139	0.001	5	139	0.004
15:00 - 16:00	5	139	0.003	5	139	0.004	5	139	0.007
16:00 - 17:00	5	139	0.001	5	139	0.004	5	139	0.005
17:00 - 18:00	5	139	0.006	5	139	0.001	5	139	0.007
18:00 - 19:00	5	139	0.004	5	139	0.004	5	139	0.008
19:00 - 20:00	5	139	0.001	5	139	0.001	5	139	0.002
20:00 - 21:00	5	139	0.003	5	139	0.000	5	139	0.003
21:00 - 22:00	5	139	0.004	5	139	0.004	5	139	0.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.051			0.115

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.000	5	139	0.000	5	139	0.000
08:00 - 09:00	5	139	0.000	5	139	0.000	5	139	0.000
09:00 - 10:00	5	139	0.001	5	139	0.000	5	139	0.001
10:00 - 11:00	5	139	0.000	5	139	0.000	5	139	0.000
11:00 - 12:00	5	139	0.000	5	139	0.000	5	139	0.000
12:00 - 13:00	5	139	0.000	5	139	0.000	5	139	0.000
13:00 - 14:00	5	139	0.000	5	139	0.000	5	139	0.000
14:00 - 15:00	5	139	0.000	5	139	0.000	5	139	0.000
15:00 - 16:00	5	139	0.000	5	139	0.000	5	139	0.000
16:00 - 17:00	5	139	0.000	5	139	0.000	5	139	0.000
17:00 - 18:00	5	139	0.000	5	139	0.000	5	139	0.000
18:00 - 19:00	5	139	0.000	5	139	0.000	5	139	0.000
19:00 - 20:00	5	139	0.001	5	139	0.001	5	139	0.002
20:00 - 21:00	5	139	0.000	5	139	0.000	5	139	0.000
21:00 - 22:00	5	139	0.000	5	139	0.000	5	139	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.001			0.003

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.*

Calculation Reference: AUDIT-611801-230524-0526

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HG	HARINGEY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	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: Gross floor area
Actual Range: 58 to 200 (units: sqm)
Range Selected by User: 58 to 200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 20/09/22

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	3 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 undertaking 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:

Built-Up Zone	3
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	4 days - Selected
Servicing vehicles Excluded	X days - 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

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 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	3 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	GM-06-K-01 DEANSGATE MANCHESTER	CAFÉ		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:		200 sqm	
	Survey date: TUESDAY		*19/04/22*	*Survey Type: MANUAL*
2	HG-06-K-01 MUSWELL HILL BROADWAY MUSWELL HILL	CAFÉ		HARINGEY
	Town Centre High Street Total Gross floor area:		58 sqm	
	Survey date: FRIDAY		*10/06/22*	*Survey Type: MANUAL*
3	LN-06-K-01 RED LION SQUARE STAMFORD	CAFÉ & TEA ROOM		LINCOLNSHIRE
	Town Centre Built-Up Zone Total Gross floor area:		190 sqm	
	Survey date: TUESDAY		*12/10/21*	*Survey Type: MANUAL*
4	NF-06-K-01 SAINT GILES STREET NORWICH	CAFÉ		NORFOLK
	Town Centre Built-Up Zone Total Gross floor area:		82 sqm	
	Survey date: TUESDAY		*20/09/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.54

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	5.172	1	58	3.448	1	58	8.620
08:00 - 09:00	4	133	1.509	4	133	0.943	4	133	2.452
09:00 - 10:00	4	133	3.019	4	133	1.698	4	133	4.717
10:00 - 11:00	4	133	3.208	4	133	3.396	4	133	6.604
11:00 - 12:00	4	133	3.019	4	133	2.830	4	133	5.849
12:00 - 13:00	4	133	2.642	4	133	2.830	4	133	5.472
13:00 - 14:00	4	133	2.075	4	133	2.264	4	133	4.339
14:00 - 15:00	4	133	1.887	4	133	2.075	4	133	3.962
15:00 - 16:00	4	133	1.698	4	133	2.453	4	133	4.151
16:00 - 17:00	3	149	0.893	3	149	1.116	3	149	2.009
17:00 - 18:00	2	129	0.388	2	129	1.163	2	129	1.551
18:00 - 19:00	1	58	0.000	1	58	1.724	1	58	1.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			25.510			25.940			51.450

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.

*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:	58 - 200 (units: sqm)
Survey date date range:	01/01/15 - 20/09/22
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	4	133	0.000	4	133	0.000	4	133	0.000
09:00 - 10:00	4	133	0.000	4	133	0.000	4	133	0.000
10:00 - 11:00	4	133	0.189	4	133	0.189	4	133	0.378
11:00 - 12:00	4	133	0.189	4	133	0.189	4	133	0.378
12:00 - 13:00	4	133	0.000	4	133	0.000	4	133	0.000
13:00 - 14:00	4	133	0.189	4	133	0.189	4	133	0.378
14:00 - 15:00	4	133	0.189	4	133	0.189	4	133	0.378
15:00 - 16:00	4	133	0.000	4	133	0.000	4	133	0.000
16:00 - 17:00	3	149	0.000	3	149	0.000	3	149	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.756			0.756			1.512

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/K - CAFE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	4	133	0.000	4	133	0.000	4	133	0.000
09:00 - 10:00	4	133	0.377	4	133	0.189	4	133	0.566
10:00 - 11:00	4	133	0.000	4	133	0.189	4	133	0.189
11:00 - 12:00	4	133	0.000	4	133	0.000	4	133	0.000
12:00 - 13:00	4	133	0.566	4	133	0.189	4	133	0.755
13:00 - 14:00	4	133	0.000	4	133	0.377	4	133	0.377
14:00 - 15:00	4	133	0.000	4	133	0.000	4	133	0.000
15:00 - 16:00	4	133	0.000	4	133	0.000	4	133	0.000
16:00 - 17:00	3	149	0.000	3	149	0.000	3	149	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.943			0.944			1.887

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/K - CAFE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	8.621	1	58	6.897	1	58	15.518
08:00 - 09:00	4	133	2.830	4	133	1.887	4	133	4.717
09:00 - 10:00	4	133	4.340	4	133	2.642	4	133	6.982
10:00 - 11:00	4	133	5.283	4	133	5.094	4	133	10.377
11:00 - 12:00	4	133	4.717	4	133	4.906	4	133	9.623
12:00 - 13:00	4	133	3.774	4	133	3.774	4	133	7.548
13:00 - 14:00	4	133	3.208	4	133	3.585	4	133	6.793
14:00 - 15:00	4	133	2.642	4	133	3.208	4	133	5.850
15:00 - 16:00	4	133	2.830	4	133	3.774	4	133	6.604
16:00 - 17:00	3	149	1.339	3	149	1.786	3	149	3.125
17:00 - 18:00	2	129	0.775	2	129	1.938	2	129	2.713
18:00 - 19:00	1	58	0.000	1	58	3.448	1	58	3.448
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			40.359			42.939			83.298

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/K - CAFE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	5.172	1	58	3.448	1	58	8.620
08:00 - 09:00	4	133	1.509	4	133	1.132	4	133	2.641
09:00 - 10:00	4	133	6.038	4	133	3.208	4	133	9.246
10:00 - 11:00	4	133	6.792	4	133	6.415	4	133	13.207
11:00 - 12:00	4	133	5.283	4	133	6.226	4	133	11.509
12:00 - 13:00	4	133	6.792	4	133	5.849	4	133	12.641
13:00 - 14:00	4	133	5.472	4	133	5.283	4	133	10.755
14:00 - 15:00	4	133	5.094	4	133	5.094	4	133	10.188
15:00 - 16:00	4	133	3.208	4	133	5.283	4	133	8.491
16:00 - 17:00	3	149	1.339	3	149	4.241	3	149	5.580
17:00 - 18:00	2	129	1.550	2	129	1.550	2	129	3.100
18:00 - 19:00	1	58	0.000	1	58	3.448	1	58	3.448
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			48.249			51.177			99.426

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/K - CAFE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	3.448	1	58	0.000	1	58	3.448
08:00 - 09:00	4	133	1.132	4	133	0.755	4	133	1.887
09:00 - 10:00	4	133	2.642	4	133	0.566	4	133	3.208
10:00 - 11:00	4	133	3.208	4	133	2.264	4	133	5.472
11:00 - 12:00	4	133	2.830	4	133	1.887	4	133	4.717
12:00 - 13:00	4	133	1.698	4	133	2.264	4	133	3.962
13:00 - 14:00	4	133	1.698	4	133	2.075	4	133	3.773
14:00 - 15:00	4	133	1.321	4	133	1.321	4	133	2.642
15:00 - 16:00	4	133	1.509	4	133	1.321	4	133	2.830
16:00 - 17:00	3	149	0.446	3	149	2.455	3	149	2.901
17:00 - 18:00	2	129	0.388	2	129	1.938	2	129	2.326
18:00 - 19:00	1	58	0.000	1	58	1.724	1	58	1.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.320			18.570			38.890

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/K - CAFE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	4	133	0.000	4	133	0.000	4	133	0.000
09:00 - 10:00	4	133	0.000	4	133	0.566	4	133	0.566
10:00 - 11:00	4	133	0.189	4	133	0.189	4	133	0.378
11:00 - 12:00	4	133	0.189	4	133	0.189	4	133	0.378
12:00 - 13:00	4	133	0.000	4	133	0.000	4	133	0.000
13:00 - 14:00	4	133	0.000	4	133	0.000	4	133	0.000
14:00 - 15:00	4	133	0.000	4	133	0.000	4	133	0.000
15:00 - 16:00	4	133	0.000	4	133	0.000	4	133	0.000
16:00 - 17:00	3	149	0.000	3	149	0.000	3	149	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.378			0.944			1.322

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/K - CAFE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	3.448	1	58	0.000	1	58	3.448
08:00 - 09:00	4	133	1.132	4	133	0.755	4	133	1.887
09:00 - 10:00	4	133	2.642	4	133	1.132	4	133	3.774
10:00 - 11:00	4	133	3.396	4	133	2.453	4	133	5.849
11:00 - 12:00	4	133	3.019	4	133	2.075	4	133	5.094
12:00 - 13:00	4	133	1.698	4	133	2.264	4	133	3.962
13:00 - 14:00	4	133	1.698	4	133	2.075	4	133	3.773
14:00 - 15:00	4	133	1.321	4	133	1.321	4	133	2.642
15:00 - 16:00	4	133	1.509	4	133	1.321	4	133	2.830
16:00 - 17:00	3	149	0.446	3	149	2.455	3	149	2.901
17:00 - 18:00	2	129	0.388	2	129	1.938	2	129	2.326
18:00 - 19:00	1	58	0.000	1	58	1.724	1	58	1.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.697			19.513			40.210

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/K - CAFE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.54

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	17.241	1	58	10.345	1	58	27.586
08:00 - 09:00	4	133	5.472	4	133	3.774	4	133	9.246
09:00 - 10:00	4	133	13.396	4	133	7.170	4	133	20.566
10:00 - 11:00	4	133	15.472	4	133	14.151	4	133	29.623
11:00 - 12:00	4	133	13.019	4	133	13.208	4	133	26.227
12:00 - 13:00	4	133	12.830	4	133	12.075	4	133	24.905
13:00 - 14:00	4	133	10.377	4	133	11.321	4	133	21.698
14:00 - 15:00	4	133	9.057	4	133	9.623	4	133	18.680
15:00 - 16:00	4	133	7.547	4	133	10.377	4	133	17.924
16:00 - 17:00	3	149	3.125	3	149	8.482	3	149	11.607
17:00 - 18:00	2	129	2.713	2	129	5.426	2	129	8.139
18:00 - 19:00	1	58	0.000	1	58	8.621	1	58	8.621
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			110.249			114.573			224.822

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/K - CAFE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	5.172	1	58	3.448	1	58	8.620
08:00 - 09:00	4	133	1.509	4	133	0.943	4	133	2.452
09:00 - 10:00	4	133	2.642	4	133	1.509	4	133	4.151
10:00 - 11:00	4	133	3.019	4	133	3.019	4	133	6.038
11:00 - 12:00	4	133	2.830	4	133	2.642	4	133	5.472
12:00 - 13:00	4	133	2.642	4	133	2.830	4	133	5.472
13:00 - 14:00	4	133	1.887	4	133	2.075	4	133	3.962
14:00 - 15:00	4	133	1.698	4	133	1.887	4	133	3.585
15:00 - 16:00	4	133	1.698	4	133	2.453	4	133	4.151
16:00 - 17:00	3	149	0.893	3	149	1.116	3	149	2.009
17:00 - 18:00	2	129	0.388	2	129	1.163	2	129	1.551
18:00 - 19:00	1	58	0.000	1	58	1.724	1	58	1.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.378			24.809			49.187

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/K - CAFE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	4	133	0.000	4	133	0.000	4	133	0.000
09:00 - 10:00	4	133	0.377	4	133	0.189	4	133	0.566
10:00 - 11:00	4	133	0.000	4	133	0.189	4	133	0.189
11:00 - 12:00	4	133	0.000	4	133	0.000	4	133	0.000
12:00 - 13:00	4	133	0.000	4	133	0.000	4	133	0.000
13:00 - 14:00	4	133	0.000	4	133	0.000	4	133	0.000
14:00 - 15:00	4	133	0.000	4	133	0.000	4	133	0.000
15:00 - 16:00	4	133	0.000	4	133	0.000	4	133	0.000
16:00 - 17:00	3	149	0.000	3	149	0.000	3	149	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.377			0.378			0.755

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/K - CAFE
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	4	133	0.000	4	133	0.000	4	133	0.000
09:00 - 10:00	4	133	0.377	4	133	0.189	4	133	0.566
10:00 - 11:00	4	133	0.000	4	133	0.189	4	133	0.189
11:00 - 12:00	4	133	0.000	4	133	0.000	4	133	0.000
12:00 - 13:00	4	133	0.189	4	133	0.189	4	133	0.378
13:00 - 14:00	4	133	0.000	4	133	0.000	4	133	0.000
14:00 - 15:00	4	133	0.000	4	133	0.000	4	133	0.000
15:00 - 16:00	4	133	0.000	4	133	0.000	4	133	0.000
16:00 - 17:00	3	149	0.000	3	149	0.000	3	149	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.566			0.567			1.133

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.*

Calculation Reference: AUDIT-611801-230524-0522

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	2 days
09	NORTH		
	CB	CUMBRIA	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: Gross floor area
Actual Range: 75 to 525 (units: sqm)
Range Selected by User: 75 to 1136 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 25/09/19

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

Selected survey days:

Wednesday	1 days
Friday	1 days
Saturday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	5

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

Selected Location Sub Categories:

Built-Up Zone	3
High Street	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	3 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

E(b)	5 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:

15,001 to 20,000	1 days
20,001 to 25,000	2 days
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:

25,001 to 50,000	1 days
75,001 to 100,000	3 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	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 CB-06-B-01 ITALIAN RESTAURANT CUMBRIA
MARKET STREET
CARLISLE

Town Centre
Built-Up Zone
Total Gross floor area: 150 sqm
Survey date: SATURDAY *25/06/16* *Survey Type: MANUAL*

2 DC-06-B-02 PREZZO DORSET
HIGH WEST STREET
DORCHESTER

Town Centre
High Street
Total Gross floor area: 525 sqm
Survey date: FRIDAY *16/09/16* *Survey Type: MANUAL*

3 DY-06-B-04 FRENCH RESTAURANT DERBY
FRIAR GATE
DERBY

Town Centre
High Street
Total Gross floor area: 180 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

4 EC-06-B-01 ITALIAN RESTAURANT CHESHIRE EAST
MILL STREET
MACCLESFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 75 sqm
Survey date: SATURDAY *17/09/16* *Survey Type: MANUAL*

5 EC-06-B-02 PIZZA EXPRESS CHESHIRE EAST
MARKET PLACE
MACCLESFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 321 sqm
Survey date: SATURDAY *11/11/17* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.91

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	268	1.681	4	268	0.187	4	268	1.868
11:00 - 12:00	5	250	0.959	5	250	1.119	5	250	2.078
12:00 - 13:00	5	250	2.558	5	250	1.039	5	250	3.597
13:00 - 14:00	5	250	1.599	5	250	1.359	5	250	2.958
14:00 - 15:00	5	250	0.160	5	250	0.959	5	250	1.119
15:00 - 16:00	5	250	0.560	5	250	0.959	5	250	1.519
16:00 - 17:00	5	250	1.519	5	250	0.639	5	250	2.158
17:00 - 18:00	5	250	2.878	5	250	1.759	5	250	4.637
18:00 - 19:00	5	250	4.077	5	250	2.718	5	250	6.795
19:00 - 20:00	5	250	4.317	5	250	3.357	5	250	7.674
20:00 - 21:00	5	250	0.879	5	250	2.158	5	250	3.037
21:00 - 22:00	5	250	0.879	5	250	2.398	5	250	3.277
22:00 - 23:00	5	250	0.400	5	250	2.718	5	250	3.118
23:00 - 24:00	3	307	0.000	3	307	0.109	3	307	0.109
Total Rates:			22.466			21.478			43.944

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:	75 - 525 (units: sqm)
Survey date date range:	01/01/15 - 25/09/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	3
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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	268	0.000	4	268	0.000	4	268	0.000
11:00 - 12:00	5	250	0.000	5	250	0.000	5	250	0.000
12:00 - 13:00	5	250	0.080	5	250	0.080	5	250	0.160
13:00 - 14:00	5	250	0.080	5	250	0.080	5	250	0.160
14:00 - 15:00	5	250	0.000	5	250	0.000	5	250	0.000
15:00 - 16:00	5	250	0.000	5	250	0.000	5	250	0.000
16:00 - 17:00	5	250	0.160	5	250	0.000	5	250	0.160
17:00 - 18:00	5	250	0.080	5	250	0.240	5	250	0.320
18:00 - 19:00	5	250	0.160	5	250	0.080	5	250	0.240
19:00 - 20:00	5	250	0.480	5	250	0.400	5	250	0.880
20:00 - 21:00	5	250	0.000	5	250	0.160	5	250	0.160
21:00 - 22:00	5	250	0.080	5	250	0.080	5	250	0.160
22:00 - 23:00	5	250	0.160	5	250	0.160	5	250	0.320
23:00 - 24:00	3	307	0.000	3	307	0.000	3	307	0.000
Total Rates:			1.280			1.280			2.560

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	268	2.334	4	268	0.187	4	268	2.521
11:00 - 12:00	5	250	1.519	5	250	1.679	5	250	3.198
12:00 - 13:00	5	250	5.436	5	250	1.519	5	250	6.955
13:00 - 14:00	5	250	2.558	5	250	3.038	5	250	5.596
14:00 - 15:00	5	250	0.320	5	250	1.759	5	250	2.079
15:00 - 16:00	5	250	1.199	5	250	1.918	5	250	3.117
16:00 - 17:00	5	250	4.876	5	250	1.599	5	250	6.475
17:00 - 18:00	5	250	6.235	5	250	4.317	5	250	10.552
18:00 - 19:00	5	250	7.434	5	250	5.755	5	250	13.189
19:00 - 20:00	5	250	7.514	5	250	6.795	5	250	14.309
20:00 - 21:00	5	250	1.839	5	250	4.237	5	250	6.076
21:00 - 22:00	5	250	1.119	5	250	4.636	5	250	5.755
22:00 - 23:00	5	250	0.080	5	250	4.396	5	250	4.476
23:00 - 24:00	3	307	0.000	3	307	0.109	3	307	0.109
Total Rates:			42.463			41.944			84.407

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
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	268	0.560	4	268	0.187	4	268	0.747
11:00 - 12:00	5	250	2.798	5	250	0.959	5	250	3.757
12:00 - 13:00	5	250	3.757	5	250	1.199	5	250	4.956
13:00 - 14:00	5	250	2.638	5	250	4.157	5	250	6.795
14:00 - 15:00	5	250	2.078	5	250	5.596	5	250	7.674
15:00 - 16:00	5	250	1.359	5	250	2.638	5	250	3.997
16:00 - 17:00	5	250	1.759	5	250	1.199	5	250	2.958
17:00 - 18:00	5	250	3.357	5	250	0.639	5	250	3.996
18:00 - 19:00	5	250	5.356	5	250	1.039	5	250	6.395
19:00 - 20:00	5	250	6.795	5	250	3.277	5	250	10.072
20:00 - 21:00	5	250	2.958	5	250	2.318	5	250	5.276
21:00 - 22:00	5	250	0.959	5	250	5.196	5	250	6.155
22:00 - 23:00	5	250	0.240	5	250	5.516	5	250	5.756
23:00 - 24:00	3	307	0.000	3	307	0.543	3	307	0.543
Total Rates:			34.614			34.463			69.077

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
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	268	0.093	4	268	0.000	4	268	0.093
11:00 - 12:00	5	250	0.160	5	250	0.080	5	250	0.240
12:00 - 13:00	5	250	1.279	5	250	0.160	5	250	1.439
13:00 - 14:00	5	250	0.160	5	250	0.400	5	250	0.560
14:00 - 15:00	5	250	0.080	5	250	0.480	5	250	0.560
15:00 - 16:00	5	250	0.000	5	250	0.080	5	250	0.080
16:00 - 17:00	5	250	0.000	5	250	0.000	5	250	0.000
17:00 - 18:00	5	250	0.719	5	250	0.160	5	250	0.879
18:00 - 19:00	5	250	2.158	5	250	0.320	5	250	2.478
19:00 - 20:00	5	250	1.839	5	250	1.039	5	250	2.878
20:00 - 21:00	5	250	0.560	5	250	0.879	5	250	1.439
21:00 - 22:00	5	250	0.080	5	250	2.158	5	250	2.238
22:00 - 23:00	5	250	0.000	5	250	1.599	5	250	1.599
23:00 - 24:00	3	307	0.000	3	307	0.109	3	307	0.109
Total Rates:			7.128			7.464			14.592

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	268	0.000	4	268	0.000	4	268	0.000
11:00 - 12:00	5	250	0.000	5	250	0.000	5	250	0.000
12:00 - 13:00	5	250	0.320	5	250	0.000	5	250	0.320
13:00 - 14:00	5	250	0.320	5	250	0.000	5	250	0.320
14:00 - 15:00	5	250	0.000	5	250	0.560	5	250	0.560
15:00 - 16:00	5	250	0.240	5	250	0.000	5	250	0.240
16:00 - 17:00	5	250	0.160	5	250	0.240	5	250	0.400
17:00 - 18:00	5	250	0.000	5	250	0.160	5	250	0.160
18:00 - 19:00	5	250	0.400	5	250	0.000	5	250	0.400
19:00 - 20:00	5	250	0.400	5	250	0.320	5	250	0.720
20:00 - 21:00	5	250	0.000	5	250	0.000	5	250	0.000
21:00 - 22:00	5	250	0.000	5	250	0.240	5	250	0.240
22:00 - 23:00	5	250	0.000	5	250	0.080	5	250	0.080
23:00 - 24:00	3	307	0.000	3	307	0.000	3	307	0.000
Total Rates:			1.840			1.600			3.440

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
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	268	0.093	4	268	0.000	4	268	0.093
11:00 - 12:00	5	250	0.160	5	250	0.080	5	250	0.240
12:00 - 13:00	5	250	1.599	5	250	0.160	5	250	1.759
13:00 - 14:00	5	250	0.480	5	250	0.400	5	250	0.880
14:00 - 15:00	5	250	0.080	5	250	1.039	5	250	1.119
15:00 - 16:00	5	250	0.240	5	250	0.080	5	250	0.320
16:00 - 17:00	5	250	0.160	5	250	0.240	5	250	0.400
17:00 - 18:00	5	250	0.719	5	250	0.320	5	250	1.039
18:00 - 19:00	5	250	2.558	5	250	0.320	5	250	2.878
19:00 - 20:00	5	250	2.238	5	250	1.359	5	250	3.597
20:00 - 21:00	5	250	0.560	5	250	0.879	5	250	1.439
21:00 - 22:00	5	250	0.080	5	250	2.398	5	250	2.478
22:00 - 23:00	5	250	0.000	5	250	1.679	5	250	1.679
23:00 - 24:00	3	307	0.000	3	307	0.109	3	307	0.109
Total Rates:			8.967			9.063			18.030

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
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.91

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	268	2.988	4	268	0.373	4	268	3.361
11:00 - 12:00	5	250	4.476	5	250	2.718	5	250	7.194
12:00 - 13:00	5	250	10.791	5	250	2.878	5	250	13.669
13:00 - 14:00	5	250	5.675	5	250	7.594	5	250	13.269
14:00 - 15:00	5	250	2.478	5	250	8.393	5	250	10.871
15:00 - 16:00	5	250	2.798	5	250	4.636	5	250	7.434
16:00 - 17:00	5	250	6.795	5	250	3.038	5	250	9.833
17:00 - 18:00	5	250	10.312	5	250	5.276	5	250	15.588
18:00 - 19:00	5	250	15.348	5	250	7.114	5	250	22.462
19:00 - 20:00	5	250	16.547	5	250	11.431	5	250	27.978
20:00 - 21:00	5	250	5.356	5	250	7.434	5	250	12.790
21:00 - 22:00	5	250	2.158	5	250	12.230	5	250	14.388
22:00 - 23:00	5	250	0.320	5	250	11.591	5	250	11.911
23:00 - 24:00	3	307	0.000	3	307	0.760	3	307	0.760
Total Rates:			86.042			85.466			171.508

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
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	268	1.587	4	268	0.093	4	268	1.680
11:00 - 12:00	5	250	0.959	5	250	1.119	5	250	2.078
12:00 - 13:00	5	250	2.478	5	250	1.039	5	250	3.517
13:00 - 14:00	5	250	1.519	5	250	1.199	5	250	2.718
14:00 - 15:00	5	250	0.160	5	250	0.959	5	250	1.119
15:00 - 16:00	5	250	0.560	5	250	0.959	5	250	1.519
16:00 - 17:00	5	250	1.359	5	250	0.639	5	250	1.998
17:00 - 18:00	5	250	2.878	5	250	1.599	5	250	4.477
18:00 - 19:00	5	250	3.997	5	250	2.718	5	250	6.715
19:00 - 20:00	5	250	3.917	5	250	3.038	5	250	6.955
20:00 - 21:00	5	250	0.879	5	250	1.998	5	250	2.877
21:00 - 22:00	5	250	0.799	5	250	2.318	5	250	3.117
22:00 - 23:00	5	250	0.240	5	250	2.558	5	250	2.798
23:00 - 24:00	3	307	0.000	3	307	0.109	3	307	0.109
Total Rates:			21.332			20.345			41.677

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	268	0.093	4	268	0.093	4	268	0.186
11:00 - 12:00	5	250	0.000	5	250	0.000	5	250	0.000
12:00 - 13:00	5	250	0.080	5	250	0.000	5	250	0.080
13:00 - 14:00	5	250	0.000	5	250	0.080	5	250	0.080
14:00 - 15:00	5	250	0.000	5	250	0.000	5	250	0.000
15:00 - 16:00	5	250	0.000	5	250	0.000	5	250	0.000
16:00 - 17:00	5	250	0.000	5	250	0.000	5	250	0.000
17:00 - 18:00	5	250	0.000	5	250	0.000	5	250	0.000
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00	5	250	0.000	5	250	0.000	5	250	0.000
20:00 - 21:00	5	250	0.000	5	250	0.000	5	250	0.000
21:00 - 22:00	5	250	0.000	5	250	0.000	5	250	0.000
22:00 - 23:00	5	250	0.000	5	250	0.000	5	250	0.000
23:00 - 24:00	3	307	0.000	3	307	0.000	3	307	0.000
Total Rates:			0.173			0.173			0.346

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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Calculation Reference: AUDIT-611801-230714-0740

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	3 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: 400 to 16337 (units: sqm)
Range Selected by User: 400 to 16337 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 07/03/19

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

Selected survey days:

Tuesday	1 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	5
Suburban Area (PPS6 Out of 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:

Residential Zone	1
Built-Up Zone	5

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	6 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
F1(b)	1 days
F1(c)	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

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
1.1 to 1.5	3 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	6 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	6 days

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

LIST OF SITES relevant to selection parameters

1 BH-07-I-01 MUSEUM & ART GALLERY BRIGHTON & HOVE
NEW CHURCH ROAD
BRIGHTON
HOVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1800 sqm
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

2 MS-07-I-01 WAR MUSEUM MERSEYSIDE
RUMFORD STREET
LIVERPOOL

Town Centre
Built-Up Zone
Total Gross floor area: 4645 sqm
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

3 MS-07-I-02 ART GALLERY MERSEYSIDE
WILLIAM BROWN STREET
LIVERPOOL

Town Centre
Built-Up Zone
Total Gross floor area: 7162 sqm
Survey date: THURSDAY *15/11/18* *Survey Type: MANUAL*

4 MS-07-I-03 MUSEUM MERSEYSIDE
WILLIAM BROWN STREET
LIVERPOOL

Town Centre
Built-Up Zone
Total Gross floor area: 16337 sqm
Survey date: THURSDAY *15/11/18* *Survey Type: MANUAL*

5 NY-07-I-01 MUSEUM NORTH YORKSHIRE
CROWN PLACE
HARROGATE

Town Centre
Built-Up Zone
Total Gross floor area: 400 sqm
Survey date: THURSDAY *25/10/18* *Survey Type: MANUAL*

6 NY-07-I-02 MILITARY MUSEUM NORTH YORKSHIRE
TRINITY CHURCH SQUARE
RICHMOND

Town Centre
Built-Up Zone
Total Gross floor area: 730 sqm
Survey date: THURSDAY *07/03/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 6.49

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.026	5	6135	0.007	5	6135	0.033
10:00 - 11:00	6	5179	0.126	6	5179	0.023	6	5179	0.149
11:00 - 12:00	6	5179	0.126	6	5179	0.087	6	5179	0.213
12:00 - 13:00	6	5179	0.106	6	5179	0.084	6	5179	0.190
13:00 - 14:00	6	5179	0.138	6	5179	0.145	6	5179	0.283
14:00 - 15:00	6	5179	0.077	6	5179	0.116	6	5179	0.193
15:00 - 16:00	6	5179	0.100	6	5179	0.177	6	5179	0.277
16:00 - 17:00	6	5179	0.039	6	5179	0.103	6	5179	0.142
17:00 - 18:00	4	7486	0.020	4	7486	0.017	4	7486	0.037
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.758			0.759			1.517

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:	400 - 16337 (units: sqm)
Survey date date range:	01/01/15 - 07/03/19
Number of weekdays (Monday-Friday):	6
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 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.000	5	6135	0.000	5	6135	0.000
10:00 - 11:00	6	5179	0.003	6	5179	0.003	6	5179	0.006
11:00 - 12:00	6	5179	0.003	6	5179	0.003	6	5179	0.006
12:00 - 13:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
13:00 - 14:00	6	5179	0.026	6	5179	0.026	6	5179	0.052
14:00 - 15:00	6	5179	0.016	6	5179	0.016	6	5179	0.032
15:00 - 16:00	6	5179	0.016	6	5179	0.016	6	5179	0.032
16:00 - 17:00	6	5179	0.006	6	5179	0.006	6	5179	0.012
17:00 - 18:00	4	7486	0.000	4	7486	0.000	4	7486	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.070			0.140

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.000	5	6135	0.000	5	6135	0.000
10:00 - 11:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
11:00 - 12:00	6	5179	0.003	6	5179	0.003	6	5179	0.006
12:00 - 13:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
13:00 - 14:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
14:00 - 15:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
15:00 - 16:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
16:00 - 17:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
17:00 - 18:00	4	7486	0.000	4	7486	0.000	4	7486	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.000	5	6135	0.000	5	6135	0.000
10:00 - 11:00	6	5179	0.016	6	5179	0.000	6	5179	0.016
11:00 - 12:00	6	5179	0.000	6	5179	0.003	6	5179	0.003
12:00 - 13:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
13:00 - 14:00	6	5179	0.000	6	5179	0.006	6	5179	0.006
14:00 - 15:00	6	5179	0.000	6	5179	0.006	6	5179	0.006
15:00 - 16:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
16:00 - 17:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
17:00 - 18:00	4	7486	0.000	4	7486	0.000	4	7486	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.015			0.031

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.000	5	6135	0.000	5	6135	0.000
10:00 - 11:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
11:00 - 12:00	6	5179	0.010	6	5179	0.000	6	5179	0.010
12:00 - 13:00	6	5179	0.000	6	5179	0.003	6	5179	0.003
13:00 - 14:00	6	5179	0.003	6	5179	0.003	6	5179	0.006
14:00 - 15:00	6	5179	0.003	6	5179	0.000	6	5179	0.003
15:00 - 16:00	6	5179	0.003	6	5179	0.013	6	5179	0.016
16:00 - 17:00	6	5179	0.010	6	5179	0.006	6	5179	0.016
17:00 - 18:00	4	7486	0.007	4	7486	0.007	4	7486	0.014
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.032			0.068

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.042	5	6135	0.010	5	6135	0.052
10:00 - 11:00	6	5179	0.267	6	5179	0.032	6	5179	0.299
11:00 - 12:00	6	5179	0.228	6	5179	0.142	6	5179	0.370
12:00 - 13:00	6	5179	0.216	6	5179	0.132	6	5179	0.348
13:00 - 14:00	6	5179	0.267	6	5179	0.286	6	5179	0.553
14:00 - 15:00	6	5179	0.135	6	5179	0.251	6	5179	0.386
15:00 - 16:00	6	5179	0.148	6	5179	0.341	6	5179	0.489
16:00 - 17:00	6	5179	0.051	6	5179	0.177	6	5179	0.228
17:00 - 18:00	4	7486	0.027	4	7486	0.023	4	7486	0.050
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.381			1.394			2.775

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.013	5	6135	0.000	5	6135	0.013
10:00 - 11:00	6	5179	0.171	6	5179	0.023	6	5179	0.194
11:00 - 12:00	6	5179	0.216	6	5179	0.161	6	5179	0.377
12:00 - 13:00	6	5179	0.142	6	5179	0.158	6	5179	0.300
13:00 - 14:00	6	5179	0.171	6	5179	0.180	6	5179	0.351
14:00 - 15:00	6	5179	0.209	6	5179	0.154	6	5179	0.363
15:00 - 16:00	6	5179	0.132	6	5179	0.206	6	5179	0.338
16:00 - 17:00	6	5179	0.055	6	5179	0.222	6	5179	0.277
17:00 - 18:00	4	7486	0.003	4	7486	0.013	4	7486	0.016
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.112			1.117			2.229

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.016	5	6135	0.013	5	6135	0.029
10:00 - 11:00	6	5179	0.209	6	5179	0.023	6	5179	0.232
11:00 - 12:00	6	5179	0.116	6	5179	0.068	6	5179	0.184
12:00 - 13:00	6	5179	0.100	6	5179	0.087	6	5179	0.187
13:00 - 14:00	6	5179	0.167	6	5179	0.158	6	5179	0.325
14:00 - 15:00	6	5179	0.109	6	5179	0.129	6	5179	0.238
15:00 - 16:00	6	5179	0.084	6	5179	0.196	6	5179	0.280
16:00 - 17:00	6	5179	0.029	6	5179	0.154	6	5179	0.183
17:00 - 18:00	4	7486	0.000	4	7486	0.007	4	7486	0.007
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.830			0.835			1.665

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.003	5	6135	0.000	5	6135	0.003
10:00 - 11:00	6	5179	0.248	6	5179	0.003	6	5179	0.251
11:00 - 12:00	6	5179	0.200	6	5179	0.074	6	5179	0.274
12:00 - 13:00	6	5179	0.132	6	5179	0.100	6	5179	0.232
13:00 - 14:00	6	5179	0.126	6	5179	0.351	6	5179	0.477
14:00 - 15:00	6	5179	0.071	6	5179	0.058	6	5179	0.129
15:00 - 16:00	6	5179	0.061	6	5179	0.190	6	5179	0.251
16:00 - 17:00	6	5179	0.026	6	5179	0.090	6	5179	0.116
17:00 - 18:00	4	7486	0.000	4	7486	0.000	4	7486	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.867			0.866			1.733

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.000	5	6135	0.000	5	6135	0.000
10:00 - 11:00	6	5179	0.650	6	5179	0.000	6	5179	0.650
11:00 - 12:00	6	5179	0.006	6	5179	0.158	6	5179	0.164
12:00 - 13:00	6	5179	0.019	6	5179	0.019	6	5179	0.038
13:00 - 14:00	6	5179	0.000	6	5179	0.306	6	5179	0.306
14:00 - 15:00	6	5179	0.003	6	5179	0.196	6	5179	0.199
15:00 - 16:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
16:00 - 17:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
17:00 - 18:00	4	7486	0.000	4	7486	0.000	4	7486	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.678			0.679			1.357

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.020	5	6135	0.013	5	6135	0.033
10:00 - 11:00	6	5179	1.107	6	5179	0.026	6	5179	1.133
11:00 - 12:00	6	5179	0.322	6	5179	0.299	6	5179	0.621
12:00 - 13:00	6	5179	0.251	6	5179	0.206	6	5179	0.457
13:00 - 14:00	6	5179	0.293	6	5179	0.814	6	5179	1.107
14:00 - 15:00	6	5179	0.183	6	5179	0.383	6	5179	0.566
15:00 - 16:00	6	5179	0.145	6	5179	0.386	6	5179	0.531
16:00 - 17:00	6	5179	0.055	6	5179	0.245	6	5179	0.300
17:00 - 18:00	4	7486	0.000	4	7486	0.007	4	7486	0.007
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.376			2.379			4.755

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 6.49

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.075	5	6135	0.023	5	6135	0.098
10:00 - 11:00	6	5179	1.545	6	5179	0.080	6	5179	1.625
11:00 - 12:00	6	5179	0.776	6	5179	0.602	6	5179	1.378
12:00 - 13:00	6	5179	0.608	6	5179	0.499	6	5179	1.107
13:00 - 14:00	6	5179	0.734	6	5179	1.284	6	5179	2.018
14:00 - 15:00	6	5179	0.531	6	5179	0.788	6	5179	1.319
15:00 - 16:00	6	5179	0.428	6	5179	0.946	6	5179	1.374
16:00 - 17:00	6	5179	0.171	6	5179	0.650	6	5179	0.821
17:00 - 18:00	4	7486	0.037	4	7486	0.050	4	7486	0.087
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.905			4.922			9.827

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.026	5	6135	0.007	5	6135	0.033
10:00 - 11:00	6	5179	0.103	6	5179	0.019	6	5179	0.122
11:00 - 12:00	6	5179	0.119	6	5179	0.077	6	5179	0.196
12:00 - 13:00	6	5179	0.093	6	5179	0.074	6	5179	0.167
13:00 - 14:00	6	5179	0.109	6	5179	0.103	6	5179	0.212
14:00 - 15:00	6	5179	0.061	6	5179	0.093	6	5179	0.154
15:00 - 16:00	6	5179	0.080	6	5179	0.158	6	5179	0.238
16:00 - 17:00	6	5179	0.032	6	5179	0.097	6	5179	0.129
17:00 - 18:00	4	7486	0.020	4	7486	0.017	4	7486	0.037
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.643			0.645			1.288

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.000	5	6135	0.000	5	6135	0.000
10:00 - 11:00	6	5179	0.003	6	5179	0.000	6	5179	0.003
11:00 - 12:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
12:00 - 13:00	6	5179	0.013	6	5179	0.010	6	5179	0.023
13:00 - 14:00	6	5179	0.003	6	5179	0.010	6	5179	0.013
14:00 - 15:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
15:00 - 16:00	6	5179	0.003	6	5179	0.003	6	5179	0.006
16:00 - 17:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
17:00 - 18:00	4	7486	0.000	4	7486	0.000	4	7486	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.023			0.045

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/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	6135	0.000	5	6135	0.000	5	6135	0.000
10:00 - 11:00	6	5179	0.013	6	5179	0.006	6	5179	0.019
11:00 - 12:00	6	5179	0.003	6	5179	0.006	6	5179	0.009
12:00 - 13:00	6	5179	0.006	6	5179	0.006	6	5179	0.012
13:00 - 14:00	6	5179	0.006	6	5179	0.010	6	5179	0.016
14:00 - 15:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
15:00 - 16:00	6	5179	0.006	6	5179	0.006	6	5179	0.012
16:00 - 17:00	6	5179	0.000	6	5179	0.000	6	5179	0.000
17:00 - 18:00	4	7486	0.000	4	7486	0.000	4	7486	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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.*