



A Planning Application by
THE ARCH COMPANY

In respect of
**Arches 1-4 and 6-11, Corporation Street,
MANCHESTER**

Framework Delivery and Servicing Management Plan

June 2023



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	TW	GDG	GDG	06 01 23
-	Issue	TW	GDG	GDG	03 02 23
A	Revision ^a	JM	GDG	GDG	06 06 23

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^a Highways Officer Comments: 22.05.23

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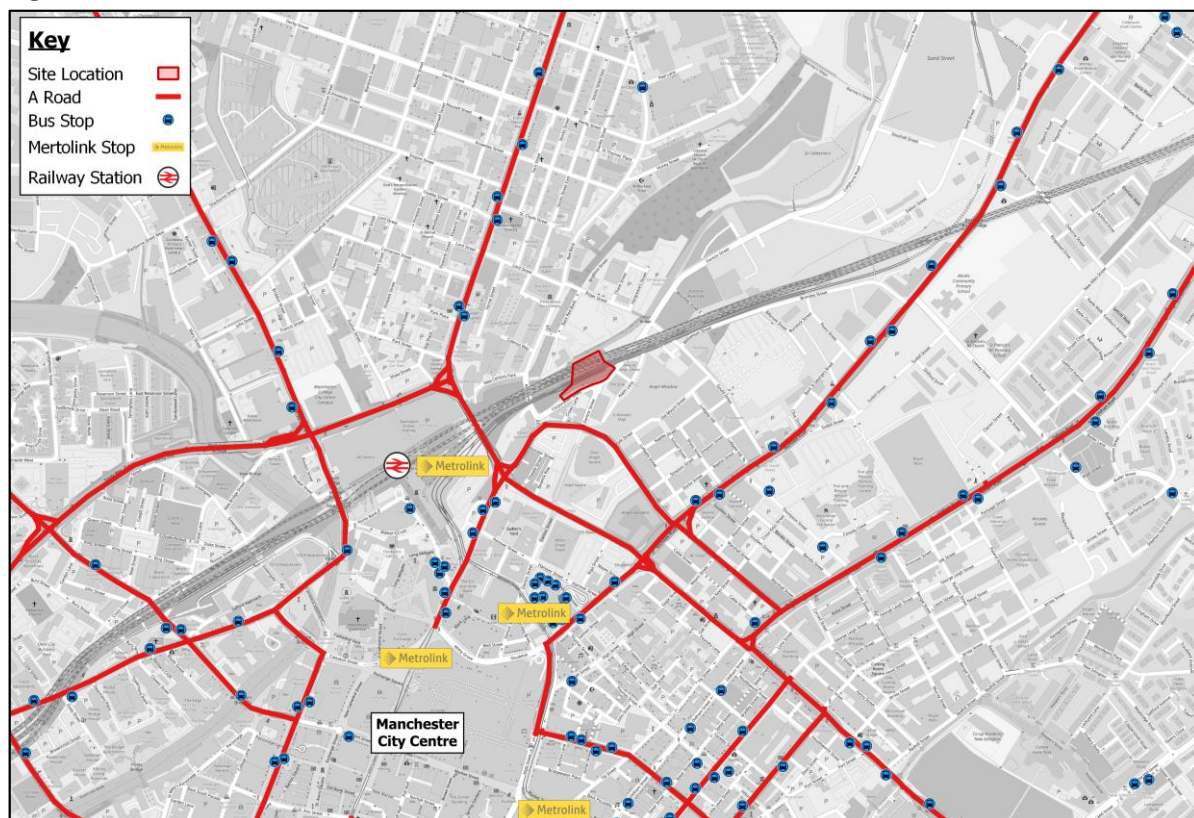
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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been appointed by The Arch Company to prepare a Framework Delivery and Servicing Plan (DSP) in relation to the proposed change of use application at Arches 1-4 and 6-11 Corporation Street, Manchester (the site).
- 1.2 The site is located along Corporation Street on the eastern edge of Manchester City Centre and comprises 10 arches situated under the Manchester Victoria East Rail Junction, a key railway junction located directly to the northeast of Manchester Victoria Rail Station. The site's location, in the context of the local public transport and highway networks, is outlined in **Figure 1.1** below.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap – Note: Indicative site boundary; Contains OS data © Crown copyright [and database right] [2022].

- 1.3 The Arch Company as the site owner will be responsible for the implementation of this DSP. Contact details are as follows:

Phone: 0800 830 840 - **Email:** info@thearchco.com

Development Proposals

- 1.4 At present, the arches are predominantly empty (extant nil use), although Arch 5 (outside this application), is currently in use as a cycle repair shop / café.
- 1.5 In November 2022, a planning application was submitted at the site to Manchester City Council (MCC), seeking the following:

"Change of use for drinking establishments with expanded food provision & an open Class E (Commercial, Businesses and Services) to include retail, office, light industrial and restaurant/café uses, provision of a new substation with associated access and parking, along with external and internal refurbishment works including treatments to the front and rear facades for Arches 1-4 & 6 -11 at Corporation Street, Manchester, M4 4DG".¹

- 1.6 The site plans are presented in **Appendix A**. The scheme will be car-free and proposes the retention of the existing access arrangements, although maintenance vehicle parking will be provided adjacent to the proposed substation with this accessed from Dantzic Street.

Review of Planning Officers Comments

- 1.7 As required to validate the planning application, TPA prepared a DSP (submitted February 2023) detailing the proposed delivery and servicing arrangements for the site. In response to the submitted DSP, comments were issued by the Planning Officer at MCC on 22nd May 2023.
- 1.8 Relevant comments related to transport have been quoted and responded to accordingly within this revised DSP.
- 1.9 The first comments relate to interaction with plots 2 and 3 of the neighbouring Meadowside development², which is currently under construction:

"There is no recognition of the Meadowside development and the possible interactions between the two sites within the submitted Framework Delivery and Servicing Management Plan (February 2023). It is recommended that additional information regarding the number and frequency of deliveries, plus existing flows on Dantzic Street, should be provided".

- 1.10 Details of the expected frequency of servicing trips associated with the proposed development is provided within **Chapter 3**. As explained in further detail, the proposals are expected to generate an

¹ Planning Reference: 135342/FO/2022

² Planning Reference: 116366/FO/2017

insignificant impact in terms of servicing traffic, hence an assessment of traffic flows on the roads adjoining the site would be unjustified.

- 1.11 The next comment regards the use of out-of-date mapping within the previous DSP:

"Drawings SK01, SP01 and SP02 utilise out of date base mapping. They do not show the Meadowside development, with these plots still referred to as car parks. They also do not recognise that Mincing Street is no longer open to traffic and has been pedestrianised, with the loading bay being relocated to Dantzig Street. It is recommended that the drawings are updated to reflect these changes and confirmation is sought that the servicing strategy does not rely on Mincing Street in any way."

- 1.12 As requested, Drawings **SK01A** and **SP01A** have been updated to reflect the amended road layout and TROs associated with the Meadowside development. For confirmation, the servicing arrangement for the proposed arches will not rely on Mincing Street in any way.

- 1.13 The following comment relates to the potential conflict with the height restrictions under the bridge on Red Bank:

"The Framework Delivery and Servicing Management Plan states that servicing/refuse collection will be via Red Bank. Whilst the report recognises that there is a 3.8m height restriction on Red Bank, the vehicles used for tracking have a height of 3.751m and 3.726m which leaves less than 75mm clearance. This is potentially insufficient tolerance to account for changes in levels, deflections in the structure and variations in suspension height. There is some concern that if vehicles approach from the north and Collyhurst Road they will have nowhere to turn around before the height restriction on Red Bank. Therefore, confirmation is sought regarding the routing of service and refuse vehicles."

- 1.14 It is acknowledged that the previous tracking of the refuse vehicle shown within the DSP leave little height clearance to travel under the bridge on Red Bank. However, it should be recognised that the existing arches and neighbouring occupiers on Corporation Street do currently need to be accessed by refuse vehicles. The future arrangements would be no different from the existing.
- 1.15 As such, refuse vehicles will access the proposed arches as per the existing arrangement for the site and neighbouring occupiers. Any private waste collection vehicles will be required to adhere to the height restrictions on Red Bank.
- 1.16 Additionally, it was demonstrated with swept-path analysis in the agreed Waste Access Strategy³ for the Meadowside development, that a refuse vehicle, measuring 3.2m in height would service plots 2-

³ Drawing No. 0194-ATR-001, WSP Group Ltd, April 2017

3. Assuming this is the correct vehicle type that MCC waste service use locally, then refuse vehicles will be able to service the proposed Arches via Red Bank.

1.17 In agreement with the above statement, deliveries/servicing trips to the proposed arches will be restricted to vehicles that adhere to the height restrictions on Red Bank.

1.18 The next comment relates to the lack of width on-street, whereby two vehicles would not be able to pass each other whilst a rigid vehicle is parked outside one of the arches:

"Drawing SP01 shows swept path analysis of two cars passing whilst a 10m rigid vehicle is parked on street. The report concludes that, based on the drawing, two cars can pass. This arrangement is disputed. The clearance between two cars or the cars and the parked vehicles is negligible and in reality one car would have to give way and wait. If the rigid vehicle was parked outside Arch 1 and 2, there would be even less room for vehicles to manoeuvre. It is recommended that the report should be updated to acknowledge that there could be a safety/delay issue as a result of parked service vehicles."

1.19 Also in this case, the proposed arrangements will be no different from the existing. No narrowing or additional parking is proposed as part of the development. As demonstrated in **Chapter 3**, the proposals are expected to generate an insignificant impact in terms of servicing traffic, hence the occurrences whereby two-way traffic would be restricted outside Arches 1 and 2 are considered to be infrequent.

1.20 In addition, the trip generation assessment demonstrates that of the servicing vehicles visiting the site, a high proportion are LGVs, which are typically narrower in width (circa 2.1m wide), providing sufficient room for two-way vehicle flows on Corporation Street / Dantzic Street.

1.21 The following comment raised concerns regarding the forward visibility on Corporation Street / Dantzic Street whilst servicing vehicles are parked adjacent to the arches:

"There is a relatively sharp bend in the road between archway number 9 and 10. Forward visibility is somewhat reduced as a result of this and if a service vehicle or refuse vehicle parked in the vicinity of unit 9 this would further restrict visibility and could force vehicles into the other side of the carriageway resulting in safety issues."

1.22 In agreement with the above comment, loading restrictions in the form of double yellow lines (with blips) have been shown on the road bend in Drawing **SK01A**, and would need to be secured via a separate TRO process. It is important to stress that we do not consider that this would be necessary to deliver the proposals, but The Arch Co would be happy to support the TRO should MCC request it.

1.23 Either way, with or without the proposed waiting restrictions, there is **ample space either side of the bend for vehicles to service all arches, including Arches 9 and 10.**

1.24 The final comment from the planning officer relates to the monitoring commitments for future occupiers:

"The monitoring strategy set out in the report is useful, but it states that each operator will monitor and report their deliveries and 'where possible, there will be a requirement for each of the units to arrange the deliveries and servicing times so that they do not clash with one another or to consolidate deliveries into as few vehicles as possible'. There is no commitment for this to be coordinated by any one central person or to make changes if after the monitoring period there appears to be a problem."

1.25 Provided that the end occupiers are not known at this stage, it is suggested in **Chapter 5** that a steering group will be formed and managed by The Arch Company to monitor servicing activity and co-ordinate deliveries between the various site occupiers. It is anticipated that this can be secured as a condition of planning consent.

Guidance

National Planning Policy Framework

1.26 The National Planning Policy Framework (NPPF), which was last updated in July 2021, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

1.27 Regarding the delivery and serving of goods, the NPPF notes that it should be ensured that all developments:

*"allow for the efficient delivery of goods, and access by service and emergency vehicles."*⁴

Local Guidance

1.28 This DSP has been prepared with reference to Transport for Greater Manchester's (TfGM's) '*Delivery and Service Planning Toolkit*'⁵. The role of the toolkit is to:

⁴ NPPF, Para 112

⁵ Transport for Greater Manchester. *Delivery and Service Planning Toolkit*. Available at: <https://assets.ctfassets.net/nv7y93idf4jq/6Pk0IIGNFYa4m02yGWiyKk/cb3025913027c1745b716b67fd8f1ac3/Freight-toolkit-for-small-businesses.pdf>

*"help businesses to identify opportunities to better manage deliveries and ensure supplies are delivered when they are needed. The DSP will also help to reduce the negative impacts of delivery-related activities, such as harmful emissions, congestion and collisions, including moving freight on low-emission vehicles. The toolkit is specifically designed to target deliveries in congested areas such as city and town centres as well as key radial routes."*⁶

1.29 Within the TfGM Toolkit, it states that a DSP:

*"could help to make your deliveries more efficient and reliable whilst saving you money in the process. They will also help to improve the quality of the environment around your business by reducing congestion, collisions and emissions; ultimately making the area more attractive to people who live, work and visit there"*⁷.

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

- *"Goods deliveries / collections;*
- *Catering and vending;*
- *The management of waste and recycling;*
- *Servicing activities; and*
- *Construction site management."*⁸

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

- Developers;
- Site occupiers;
- Site users (owners, managers, staff etc);
- Freight operators / suppliers;
- Local residents; and
- Local authorities.

Scope of Report

1.32 This DSP will set out the proposed delivery and servicing arrangements for the proposed development. It is structured thus:

- **Chapter 2:** Aims, Objectives and Targets;
- **Chapter 3:** The Site;

⁶ Page 4. Delivery and Service Planning Toolkit. Transport for Greater Manchester.

⁷ Page 6. Delivery and Service Planning Toolkit. Transport for Greater Manchester.

⁸ Page 6. Delivery and Service Planning Toolkit. Transport for Greater Manchester.

- **Chapter 4:** Measures to Reduce the Impact; and
- **Chapter 5:** Monitoring and Review.

2 Aims, Objectives and Targets

- 2.1 This chapter of the DSP will set out the overarching aims of the plan and the objectives that will be used to achieve the aims. The chapter will also set out the targets that are to be assessed as part of the future monitoring and review process.

Aims

- 2.2 The aims of this DSP are:

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

Objectives

- 2.3 The objectives of this DSP include to:

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

Targets

- 2.4 Targets are essential for monitoring the progress and success of any DSP and should be "SMART":

- **Specific**
- **Measurable**
- **Achievable**

- **Realistic**
- **Time-bound**

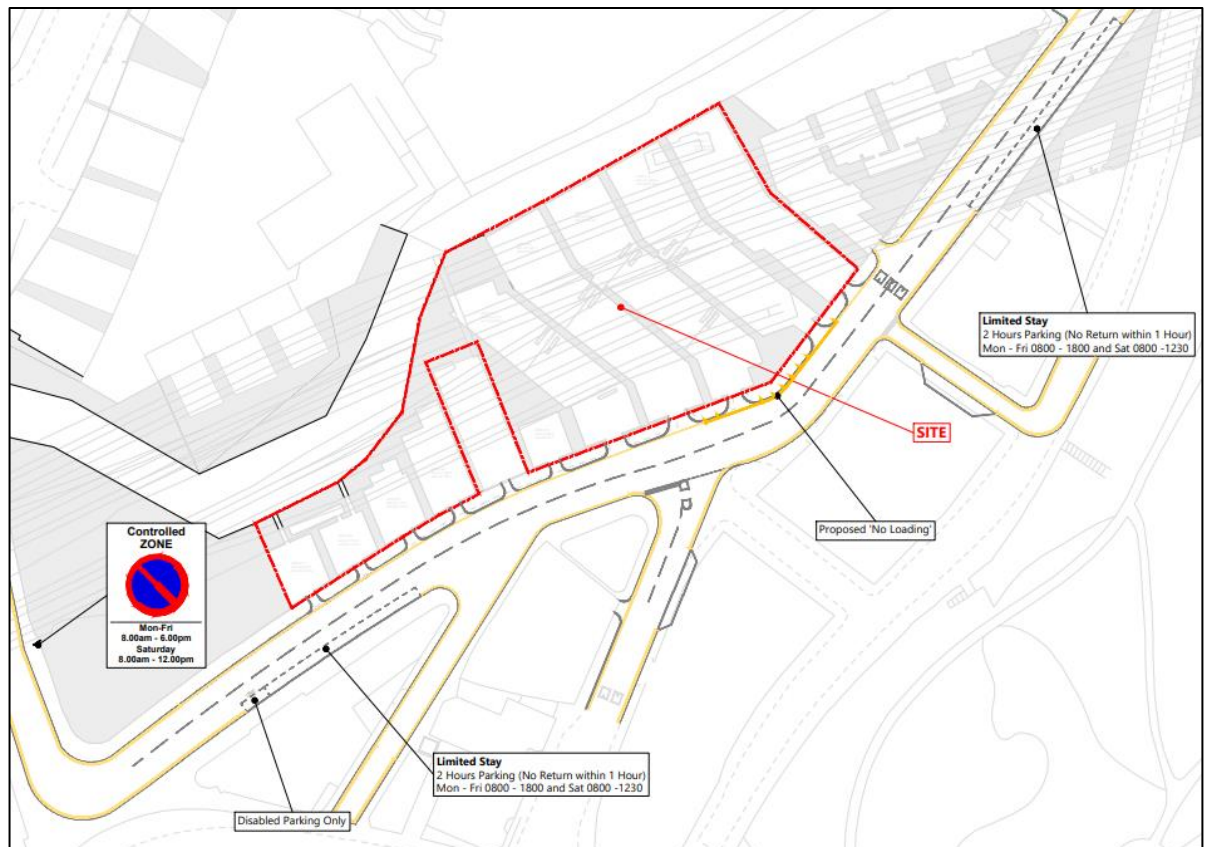
- 2.5 Any objective should be attainable and realistic. It is important to keep in mind that although the site benefits from good public transport links, this may still be not accessible for particular trip requirements, such as servicing or deliveries.
- 2.6 The targets for this DSP are:
- To ensure that 75% of suppliers to / from the site are members of the FORS accreditation scheme;
 - No Penalty Charge Notices (PCNs) are issued as a result of delivery vehicles parked on Corporation Street or Dantzic Street;
 - No damage to street furniture, including to the low bridges located within close proximity of the site;
 - No deliveries recorded between the hours of 23:00 and 05:00;
 - No injuries recorded from the servicing or delivery arrangements; and
 - No complaints from local residents or businesses resulting from the delivery and servicing arrangements at the site.
- 2.7 The achievement of these targets will be assessed as part of the monitoring and review procedure, which is set out in **Chapter 5** of this DSP.

3 The Site

- 3.1 This chapter of the DSP will describe the baseline transport conditions and the kerb-side loading opportunities of the site.

Site Location

- 3.2 As outlined previously, the site is located along Corporation Street on the eastern edge of Manchester City Centre and comprises 10 arches situated under the Manchester Victoria East Junction.
- 3.3 Within the vicinity of the site, both Corporation Street and Dantzic Street are two-lane single carriageway roads, with a width of approximately 7.5m. A section of Dantzic Street between Miller Street and Angel Street is pedestrianised.
- 3.4 Access to the wider road network can be achieved via either Corporation Street or Dantzic Street with these roads providing access to the A664, A665 and A6010 from where the Strategic Road Network (M60, M602, A57(M) and M62) can be accessed.
- 3.5 There are two road restrictions within the local area, these being:
- A Low Bridge on Red Bank (60m west of site) – with a Height Restriction of 3.8m (12'-6"); and
 - Dalton Street (500m east of site) – Unsuitable for Heavy Goods Vehicles (HGVs).
- 3.6 There are single yellow line parking restrictions along the entity of the site frontage; no signage with regards to operation times is provided due to the presence of a 'Controlled Zone' along Corporation Street / Dantzic Street. The Controlled Zone is subject to a No Waiting restriction and operates Monday to Friday between 08:00 and 18:00 and Saturday between 08:00 and 12:30.
- 3.7 The existing parking restrictions within the vicinity of the site in addition to the proposed loading restrictions adjacent to Arches 9 and 10, are outlined in **TPA Drawing 2209-029 SK01**, an extract of which is outlined in **Figure 3.1** below.

Figure 3.1 Local Parking Restrictions

Source: TPA

Existing Site Use and Layout

3.8 The site has a total floor area of 2,961m² as outlined in **Table 3.1**.

Table 3.1 Existing and Proposed Floor Areas

Description	GIA sqft	GIA sqm
Arch 1	1,050	98
Arch 2	1,132	105
Arch 3	1,219	113
Arch 4	1,752	163
Arch 6	738	69
Arch 7	4,491	417
Arch 8	5,631	523
Arch 9	5,819	541
Arch 10	5,240	487
Arch 11	4,677	435
TOTAL	31,749	2,951

Source: The Arch Company

- 3.9 The arches front onto Corporation Street / Dantzic Street, with arches 1-8 fronting onto Corporation Street and arches 9-11 fronting onto Dantzic Street. Each of the arches is provided with its own bell mouth junction.

Deliveries and Servicing

- 3.10 As outlined in **Chapter 1** the arches are currently vacant and not in use, therefore they currently have no regular servicing or delivery activity. However, if any servicing or deliveries are required (such as for maintenance) then this would take place along the site frontage on Corporation Street / Dantzic Street or through the utilisation of the limited-stay parking bays.
- 3.11 It is worth noting that Arch 5, outside the remit of this application, but currently in use, adopts this servicing arrangement. The principle of servicing on street is therefore established and is carried out with no issues or disruptions to the local network.

The Proposed Development

- 3.12 As detailed in the introduction, the planning application seeks the:

"Change of use for drinking establishments with expanded food provision & an open Class E (Commercial, Businesses and Services) to include retail, office, light industrial and restaurant/café uses, provision of a new substation with associated access and parking, along with external and

internal refurbishment works including treatments to the front and rear facades for Arches 1-4 & 6 -11 at Corporation Street, Manchester, M4 4DG”.

- 3.13 It should be noted that the development does not propose any increase in floor space, just a change of use.
- 3.14 The scheme will be car-free and proposes the retention of the existing pedestrian access arrangements, although maintenance vehicle parking will be provided adjacent to the proposed substation, accessed from Dantzic Street. Refer to **Appendix A** for the location of the substation and maintenance parking.

Deliveries

- 3.15 Deliveries to each unit will vary and will not be known until the operators / occupiers have been confirmed. Due to the size of the units and their location the deliveries will take place on-street.
- 3.16 Given the size of the units, a majority of the deliveries are expected to be undertaken by vans, although HGVs could potentially be used (albeit only those that adhere to the bridge height restrictions on Red Bank), compatibly with the height restrictions on Corporation Street outlined earlier. Therefore the swept paths outlined later in this section were undertaken using a 10m rigid vehicle, in order to assess a potential worst-case scenario.
- 3.17 The majority of the deliveries to the site will be related to either the delivery of new stock and supplies or the distribution of orders. The deliveries may also include postal services including Royal Mail, DPD, UPS, DHL and / or other service providers.
- 3.18 Any deliveries will be able to utilise either the single yellow lines (outside of their controlled hours or for up to 20 minutes, for loading and unloading only) or the limited stay 2 hour parking bays located on the south side of Corporation Street / Dantzic Street when delivering / collecting stock from the site. This will be the case for both vans and HGVs.
- 3.19 Deliveries will be received by staff at each of the units and as such, they are likely to be aware of delivery dates / times and therefore suitable preparation can be undertaken.
- 3.20 To demonstrate the suitability of the delivery strategy, illustrative swept paths have been undertaken, these are outlined in **TPA Drawing 2209-029 SP01A**. To assume a worst-case scenario the swept paths have been undertaken with a 10m rigid vehicle, also noting the height restrictions on street.

- 3.21 As demonstrated in **Drawing 2209-029 SP01A**, when a rigid vehicle is parked / stopped on the single yellow lines (at any of the units) two large cars can pass simultaneously, with a potential exception to outside Arches 1 and 2. As noted in **Chapter 1**, any delay arising from the delivery arrangements is likely to be negligible and will have no impact on the safe operation of either Corporation Street or Dantzic Street. As noted, this is the current arrangement for Arch 5 (outside the application and to be retained).

Waste

- 3.22 The main servicing requirement for the development will be refuse collection, with the residual waste resulting from the development being collected by a private waste contractor. Further details of this are outlined below.
- 3.23 Refuse collection is anticipated to take place two or three times a week, although depending on the requirements of each unit there may be some variations to this. Other than the refuse collection, the development is likely to have low levels of servicing requirements.
- 3.24 Refuse collection will be undertaken on-street, consistent with the existing refuse collection undertaken for the surrounding properties and businesses in the local area. The operator of each unit will be required to move bins and recycling to and from the kerbside for collection. This must be done in a timely manner to ensure minimal impact on the footways along Corporation Street and Dantzic Street.
- 3.25 All units, as required by law, will need to enter into an agreement with a registered waste collection organisation. This will need to be completed prior to the occupation of each unit. In order to reduce the number of trips, all units will be encouraged to use the same waste collection organisation.
- 3.26 Each unit will be provided with a dedicated bin and recycling store. The bin and recycling store will be located within the curtilage of each unit, with details of this to be provided to MCC once available. Information on the estimated volume, number and type of waste to be collected at each unit will also be provided to MCC in due course. This level of detail is not available at planning stage.
- 3.27 The operator of each unit will be responsible for their bin and recycling store. They will be required to ensure that their bin store is kept clean and well maintained, with any spillages or overflowing bins cleaned up.
- 3.28 It is envisaged that all servicing vehicles will access the site via Corporation Street / Dantzic Street with via Red Bank (from either Lord Street or North Street) with vehicles leaving the site routing via either Gould Street or Colleyhurst Road. All companies will be made aware of the height restrictions on

Corporation Street, hence the servicing vehicles they use will adhere to the height restrictions on Red Bank.

- 3.29 It is noted that maintenance vehicle parking is to be provided adjacent to the proposed substation and therefore, any maintenance vehicles accessing the site will be required to park in this location.

Servicing Trip Generation

- 3.30 The proposals seek a variety of possible uses that can be implemented in the future (drinking establishment with expanded food provision and an open Use Class E to include retail, office, light industrial and restaurant/café uses). Given the scale, any of the possible uses would serve the local community only. The car free nature of the scheme and its accessible location would inherently limit vehicular movements to servicing vehicles and the occasional car movements of blue badge holders. As a result, only a servicing trip generation assessment of the site has been carried out.
- 3.31 A quantitative estimation of the servicing trip generation associated with a range of potential uses was carried out following the planning officer's request, using the TRICS database to obtain LGV and OGV trip rates. The TRICS outputs for each potential use are presented in **Appendix B** of this report.
- 3.32 Provided that each of the 10 arches will be separate units, a development scenario of a combination of different uses has been applied for the purpose of this assessment.
- 3.33 It should be noted that the strict application of a trip rate to the proposed floor area would make no allowance for consolidation of the trips between the 10 arches and/or with the surrounding commercial activities, which would be carried out whenever possible.
- 3.34 It should be noted that no allowance has been made for the existing arches on site due to their vacant status (nil use), which would have required servicing in the past.
- 3.35 In practice, based on TRICS and our professional judgement, considering scale of each arch, likely consolidation, and the fact that a convenience store would at most occupy one of the arches, it is considered that the number of servicing trips could be in the region of 17-20 per day, as per the table below. This is provided for information only, rather than to demonstrate the net impact.

Table 3.2 Servicing Trips (Daily)

		LGVs	OGVs
Trip Rates* (per 100m²)	Convenience Store	4.638	0.332
	Café	0.424	-
	Pub-Restaurant	0.323	0.138
	Restaurant	0.412	-
	Light Industrial	0.398	0.173
Trip Generation**	Convenience Store	27	2
	Café	3	-
	Pub-Restaurant	2	1
	Restaurant	2	-
	Light Industrial	2	1
Total Trips (TRICS)		37	4
TPA estimate (professional judgment) considering consolidation and scale		15-17	2-3

Source: TRICS 7.10.1

Notes: *One-way trips ** Reasonable mix of uses (approx. 600m² each)

- 3.36 Therefore, servicing trips will be small in number when considered per arch and the length of road along which vehicles can potentially stop outside the Arches (around 100m); these would be distributed across the day to avoid peak hours whenever possible. Out-of-peak delivery hours can reduce local congestion, and cleaner and more efficient deliveries help to achieve carbon reduction targets.
- 3.37 As is shown, the large majority of servicing activities are expected to be made by light goods vehicles (box, transit vans) or small rigids, and depending on the final occupier and sub class associated with.

4 Measures to reduce the Impact

- 4.1 This chapter of the DSP will identify a number of measures to reduce the potential impact of the site.

Measures

Delivery Management

- 4.2 All deliveries will be required to report the operator of their unit upon arrival to the site, with each unit required to keep a record of the deliveries, including arrival / departure times and supplier details.
- 4.3 Each of the units will be required to use reputable companies / couriers when deliveries are made to the site. Where possible this will include vehicles that are members of the Fleet Operator Recognition Scheme (FORS) scheme.
- 4.4 Staff at each of the units will be aware of incoming deliveries and will ensure that the site is ready to receive the delivery.
- 4.5 Delivery vehicles will be required to follow any local signposted restrictions, concerning stopping, loading and parking, when travelling to / from the site.
- 4.6 Where possible, there will be a requirement for each of the units to arrange the deliveries and servicing times so that they do not clash with one another or to consolidate deliveries into as few vehicles as possible.

Noise Reduction

- 4.7 Delivery vehicle engines, chiller, freezers and radios will be required to be switched off at all times during the unloading / loading to ensure that vehicle noise is kept to a minimum.
- 4.8 The Freight Transport Association's code of practice gives guidance to its members on minimising and, where practical, avoiding disturbance to local residents when making deliveries. In line with the Freight Transport Association's guidelines, delivery personnel will be required to check:
- Automatic cab radios are switched off;
 - Doors and tailgates are opened and closed carefully;

- Drivers will not make telephone calls outside of the cab; and
- Potential trolleys and palletisers used for making the delivery are properly maintained to minimise noise.

Safer Vehicles

- 4.9 FORS is a voluntary accreditation scheme to help van and lorry operators become safer, more efficient and more environmentally friendly. Where possible the procurement strategy will be used to encourage operators to adopt the latest safety and environmental standards including FORS.

Delivery Times

- 4.10 Deliveries will be prohibited between 23:00 and 05:00 to ensure that local residents are not disturbed. In addition, where possible deliveries will be arranged outside of the highway network peak hour periods.
- 4.11 As noted, delivery vehicles will be required to follow the local signposted restrictions, concerning stopping, loading and parking.

Pedestrian Safety

- 4.12 If required, a suitably trained employee will be available to assist during unloading / loading operations. This member of staff would be able to assist with the movements of goods along the footway, ensuring that pedestrian safety is maintained at all times.

Promotion

- 4.13 A copy of the DSP will be kept at each of the units, with all staff being able to access it when required.

5 Monitoring and Review

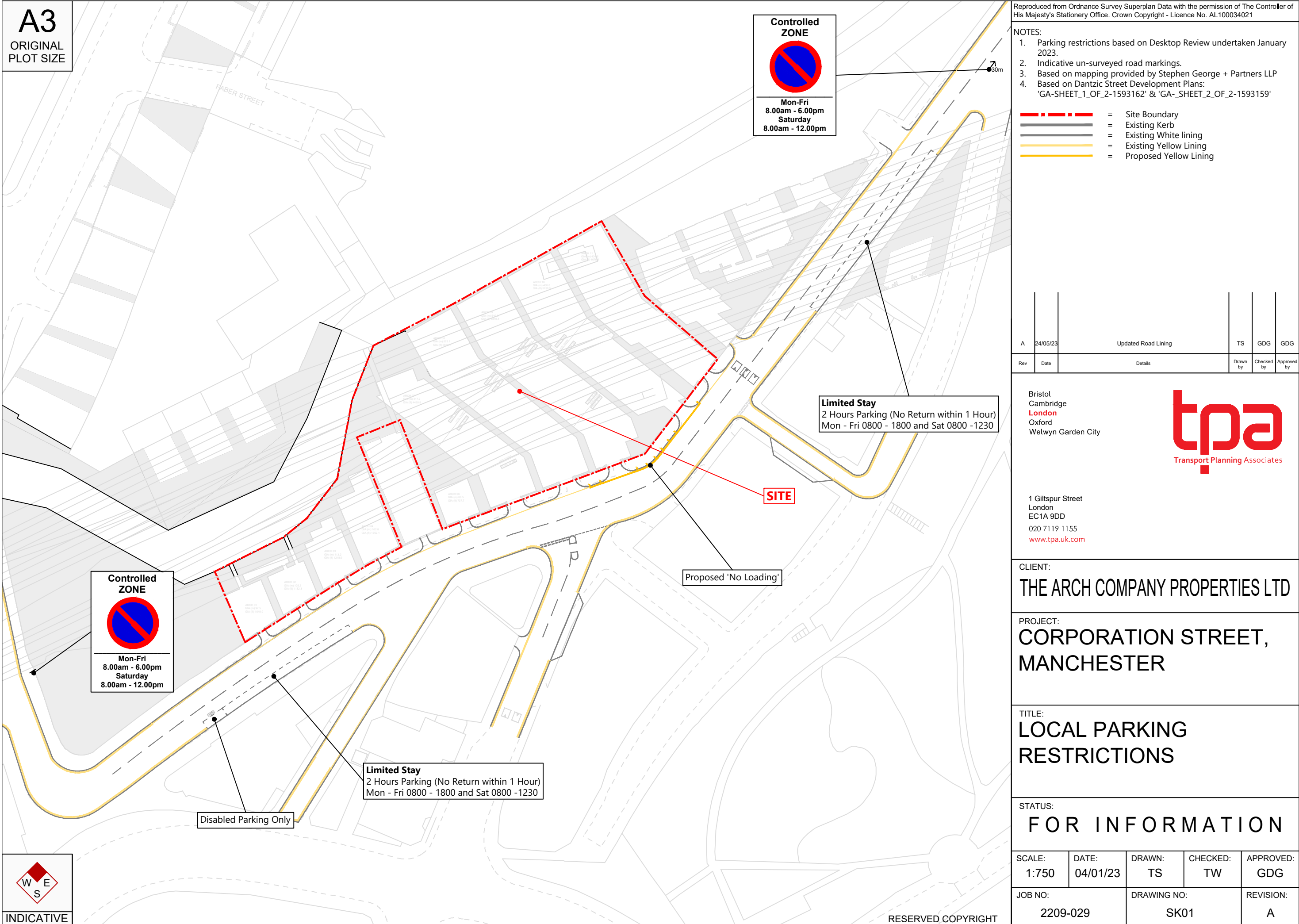
- 5.1 This chapter of the DSP will set out the method of monitoring and review.
- 5.2 As set out earlier, The Arch Company, as the site owner, will be responsible for the implementation of this DSP.
- 5.3 To ensure that the DSP operates effectively and that the impacts of delivery and servicing of the site on the surrounding area is minimised, the DSP will be monitored and updated to ensure that deliveries and services are:
- Proactively managed to reduce the number of delivery and servicing trips to and from the site, where possible;
 - Appropriately undertaken; and
 - Undertaken by delivery companies who can demonstrate commitment to following best practice.
- 5.4 To be able to accurately record the number of deliveries to the site, and to identify where operations may be consolidated between the different users, monitoring will be undertaken once the development has been occupied to record the delivery and servicing vehicle movements to and from the site over a month.
- 5.5 Provided that the end occupier is not known at this stage, a steering group will be formed and managed by The Arch Company to monitor servicing activity and co-ordinate deliveries between the various site occupiers. It is anticipated that this can be secured as a condition of planning consent.
- 5.6 This exercise will be undertaken upon full occupation to ensure that the monitoring captures the typical operation of the site.
- 5.7 The monitoring will be undertaken by each of the operators (and as a collective group) with the results being collated by The Arch Company. The monitoring processes will record the following key information:
- Who is the service provider visiting the premises (e.g. supplier, third-party logistics or courier services);
 - The frequency of service provider visits;
 - The type of goods being moved to or from the premises;
 - The quantity or size of goods being moved;

- The urgency of these goods movements;
- Current on or off-street loading practices;
- Mode of transport (e.g. bicycle, van, HGV) and vehicle size, if possible; and
- Who is the delivery for.

5.8 This information will be collated by The Arch Company and will be used to review the identified practices and identify any potential issues or delivery / servicing conflicts that would need to be addressed in addition to identifying opportunities for more efficient deliveries and servicing.

5.9 Following the collection of the monitoring data (once the consented development has been completed), potential site-wide initiatives could be reviewed and implemented, where possible to be able to adopt a better management of vehicle activity travelling to and from the site.

Drawings

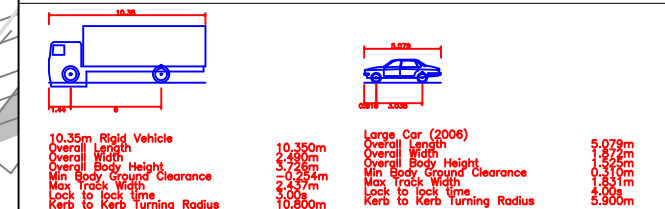


ORIGINAL
PLOT SIZE

NOTES:

1. Parking restrictions based on Desktop Review undertaken January 2023.
2. Indicative un-surveyed road markings.
3. Based on mapping provided by Stephen George + Partners LLP
4. Based on Dantzig Street Development Plans: 'GA-SHEET_1_OF_2-1593162' & 'GA-SHEET_2_OF_2-1593159'

Swept Path Vehicle Profiles:



Key:

- - Vehicle Pathway
-  - Vehicle Overhang

A	24/05/23	Updated Road Lining	TS	GDG	GDG
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:

THE ARCH COMPANY PROPERTIES LTD

PROJECT:

CORPORATION STREET,
MANCHESTER

TITLE:

SWEPT PATH ANALYSIS OF A LARGE CAR PASSING A 10.3M DELIVERY VEHICLE

STATUS:	
---------	--

FOR INFORMATION

SCALE: 1:500	DATE: 04/01/23	DRAWN: TS	CHECKED: TW	APPROVED: GDG
JOB NO: 2209-029		DRAWING NO: SP01		REVISION: A

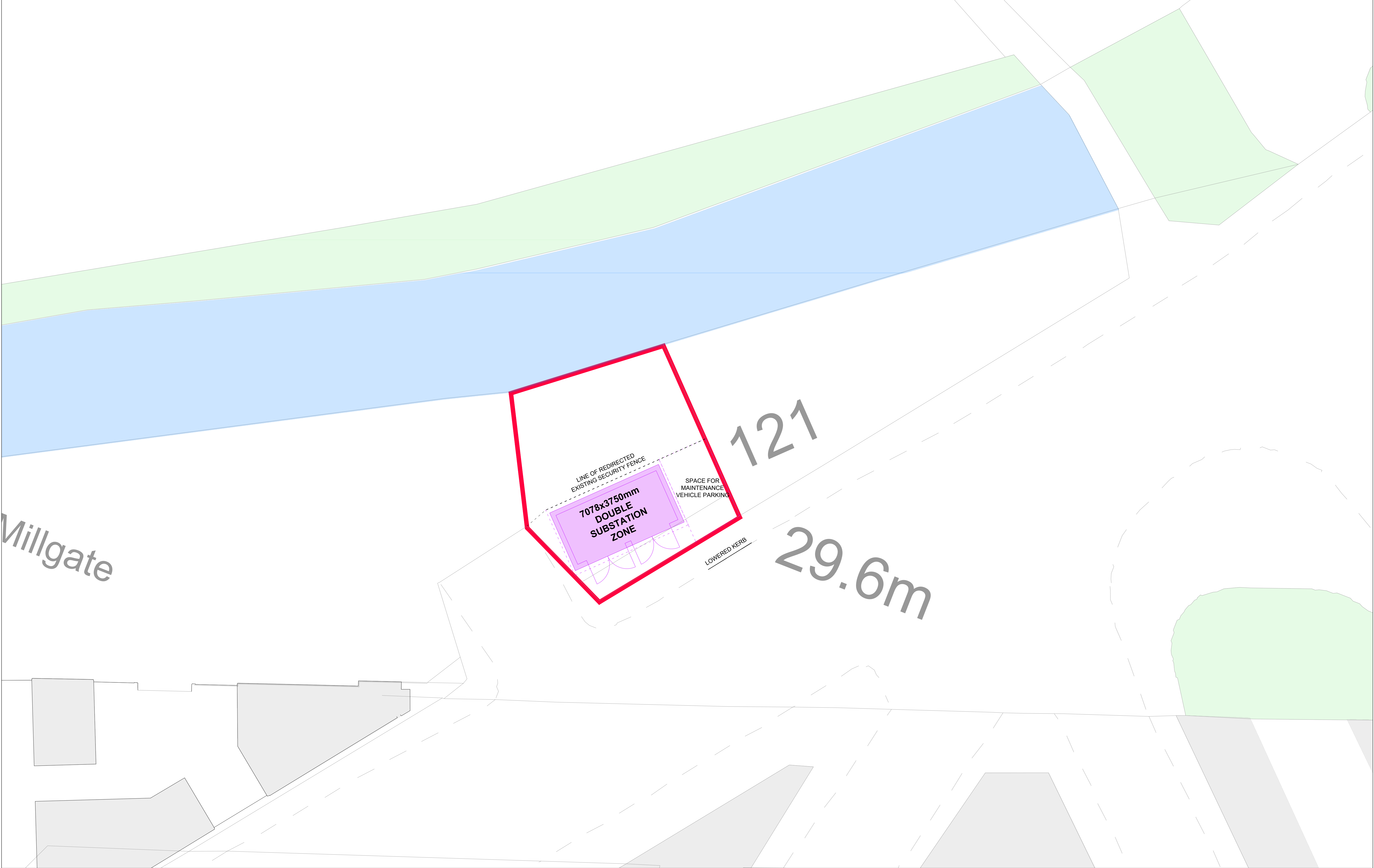


INDICATIVE

RESERVED COPYRIGHT

APPENDIX A





APPENDIX B

Calculation Reference: AUDIT-219602-230530-0541

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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: 82 to 200 (units: sqm)
 Range Selected by User: 82 to 210 (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

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 3

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

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 X days - Selected

Secondary Filtering selection:

Use Class:

E(b) 3 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

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 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	GM-06-K-01	CAFÉ	GREATER MANCHESTER
	DEANS GATE		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	200 sqm	
	Survey date: TUESDAY	19/04/22	Survey Type: MANUAL
2	LN-06-K-01	CAFÉ & TEA ROOM	LINCOLNSHIRE
	RED LION SQUARE		
	STAMFORD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	190 sqm	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
3	NF-06-K-01	CAFÉ	NORFOLK
	SAINT GILES STREET		
	NORWICH		
	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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.636	3	157	0.000	3	157	0.636
09:00 - 10:00	3	157	2.754	3	157	1.271	3	157	4.025
10:00 - 11:00	3	157	2.119	3	157	2.754	3	157	4.873
11:00 - 12:00	3	157	2.119	3	157	1.907	3	157	4.026
12:00 - 13:00	3	157	2.331	3	157	2.542	3	157	4.873
13:00 - 14:00	3	157	1.695	3	157	1.907	3	157	3.602
14:00 - 15:00	3	157	1.483	3	157	1.695	3	157	3.178
15:00 - 16:00	3	157	1.059	3	157	1.907	3	157	2.966
16:00 - 17:00	2	195	0.513	2	195	0.513	2	195	1.026
17:00 - 18:00	1	200	0.000	1	200	0.500	1	200	0.500
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:			14.709			14.996			29.705

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: 82 - 200 (units: sqm)
 Survey date range: 01/01/15 - 20/09/22
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.000	3	157	0.000	3	157	0.000
10:00 - 11:00	3	157	0.212	3	157	0.212	3	157	0.424
11:00 - 12:00	3	157	0.212	3	157	0.212	3	157	0.424
12:00 - 13:00	3	157	0.000	3	157	0.000	3	157	0.000
13:00 - 14:00	3	157	0.212	3	157	0.212	3	157	0.424
14:00 - 15:00	3	157	0.212	3	157	0.212	3	157	0.424
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	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:			0.848			0.848			1.696

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.424	3	157	0.212	3	157	0.636
10:00 - 11:00	3	157	0.000	3	157	0.212	3	157	0.212
11:00 - 12:00	3	157	0.000	3	157	0.000	3	157	0.000
12:00 - 13:00	3	157	0.636	3	157	0.212	3	157	0.848
13:00 - 14:00	3	157	0.000	3	157	0.424	3	157	0.424
14:00 - 15:00	3	157	0.000	3	157	0.000	3	157	0.000
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	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:			1.060			1.060			2.120

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
 CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.636	3	157	0.000	3	157	0.636
09:00 - 10:00	3	157	2.331	3	157	1.059	3	157	3.390
10:00 - 11:00	3	157	1.907	3	157	2.331	3	157	4.238
11:00 - 12:00	3	157	1.907	3	157	1.695	3	157	3.602
12:00 - 13:00	3	157	2.331	3	157	2.542	3	157	4.873
13:00 - 14:00	3	157	1.483	3	157	1.695	3	157	3.178
14:00 - 15:00	3	157	1.271	3	157	1.483	3	157	2.754
15:00 - 16:00	3	157	1.059	3	157	1.907	3	157	2.966
16:00 - 17:00	2	195	0.513	2	195	0.513	2	195	1.026
17:00 - 18:00	1	200	0.000	1	200	0.500	1	200	0.500
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:			13.438			13.725			27.163

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.424	3	157	0.212	3	157	0.636
10:00 - 11:00	3	157	0.000	3	157	0.212	3	157	0.212
11:00 - 12:00	3	157	0.000	3	157	0.000	3	157	0.000
12:00 - 13:00	3	157	0.000	3	157	0.000	3	157	0.000
13:00 - 14:00	3	157	0.000	3	157	0.000	3	157	0.000
14:00 - 15:00	3	157	0.000	3	157	0.000	3	157	0.000
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	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:			0.424			0.424			0.848

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
 Servicing Vehicles
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.424	3	157	0.212	3	157	0.636
10:00 - 11:00	3	157	0.000	3	157	0.212	3	157	0.212
11:00 - 12:00	3	157	0.000	3	157	0.000	3	157	0.000
12:00 - 13:00	3	157	0.212	3	157	0.212	3	157	0.424
13:00 - 14:00	3	157	0.000	3	157	0.000	3	157	0.000
14:00 - 15:00	3	157	0.000	3	157	0.000	3	157	0.000
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	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:			0.636			0.636			1.272

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-219602-230530-0536

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	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: 204 to 400 (units: sqm)
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1

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

Selected Location Sub Categories:

Built-Up Zone	2
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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	1 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	1 days
E(a)	1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	2 days
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This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

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

500,001 or More	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	1 days
------------	--------

1.1 to 1.5	1 days
------------	--------

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

Petrol filling station:

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

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

Travel Plan:

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

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

PTAL Rating:

No PTAL Present	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DY-01-O-01 NUNS STREET DERBY	SAINSBURY'S LOCAL	DERBY
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	204 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	MS-01-O-02 SKELHORNE STREET LIVERPOOL	TESCO EXPRESS	MERSEYSIDE
	Town Centre Built-Up Zone		
	Total Gross floor area:	400 sqm	
	Survey date: THURSDAY	07/04/22	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 01 - RETAIL/O - CONVENIENCE STORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	302	0.497	2	302	0.000	2	302	0.497
06:00 - 07:00	2	302	3.146	2	302	3.146	2	302	6.292
07:00 - 08:00	2	302	3.642	2	302	3.311	2	302	6.953
08:00 - 09:00	2	302	1.325	2	302	0.662	2	302	1.987
09:00 - 10:00	2	302	1.490	2	302	1.656	2	302	3.146
10:00 - 11:00	2	302	2.152	2	302	1.821	2	302	3.973
11:00 - 12:00	2	302	1.987	2	302	1.987	2	302	3.974
12:00 - 13:00	2	302	1.656	2	302	1.159	2	302	2.815
13:00 - 14:00	2	302	2.483	2	302	2.152	2	302	4.635
14:00 - 15:00	2	302	1.987	2	302	2.152	2	302	4.139
15:00 - 16:00	2	302	3.642	2	302	3.311	2	302	6.953
16:00 - 17:00	2	302	2.318	2	302	2.980	2	302	5.298
17:00 - 18:00	2	302	0.828	2	302	0.993	2	302	1.821
18:00 - 19:00	2	302	1.656	2	302	2.152	2	302	3.808
19:00 - 20:00	2	302	3.311	2	302	2.980	2	302	6.291
20:00 - 21:00	2	302	2.815	2	302	2.649	2	302	5.464
21:00 - 22:00	2	302	0.993	2	302	1.987	2	302	2.980
22:00 - 23:00	2	302	2.649	2	302	2.649	2	302	5.298
23:00 - 24:00	2	302	0.662	2	302	1.159	2	302	1.821
Total Rates:			39.239			38.906			78.145

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: 204 - 400 (units: sqm)
 Survey date range: 01/01/15 - 29/09/22
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	302	0.000	2	302	0.000	2	302	0.000
06:00 - 07:00	2	302	0.000	2	302	0.000	2	302	0.000
07:00 - 08:00	2	302	0.166	2	302	0.166	2	302	0.332
08:00 - 09:00	2	302	0.000	2	302	0.000	2	302	0.000
09:00 - 10:00	2	302	0.000	2	302	0.000	2	302	0.000
10:00 - 11:00	2	302	0.166	2	302	0.166	2	302	0.332
11:00 - 12:00	2	302	0.166	2	302	0.166	2	302	0.332
12:00 - 13:00	2	302	0.000	2	302	0.000	2	302	0.000
13:00 - 14:00	2	302	0.166	2	302	0.166	2	302	0.332
14:00 - 15:00	2	302	0.166	2	302	0.166	2	302	0.332
15:00 - 16:00	2	302	0.331	2	302	0.331	2	302	0.662
16:00 - 17:00	2	302	0.166	2	302	0.166	2	302	0.332
17:00 - 18:00	2	302	0.000	2	302	0.000	2	302	0.000
18:00 - 19:00	2	302	0.000	2	302	0.000	2	302	0.000
19:00 - 20:00	2	302	0.000	2	302	0.000	2	302	0.000
20:00 - 21:00	2	302	0.497	2	302	0.497	2	302	0.994
21:00 - 22:00	2	302	0.000	2	302	0.000	2	302	0.000
22:00 - 23:00	2	302	0.497	2	302	0.497	2	302	0.994
23:00 - 24:00	2	302	0.000	2	302	0.000	2	302	0.000
Total Rates:			2.321			2.321			4.642

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

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

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	302	0.000	2	302	0.000	2	302	0.000
06:00 - 07:00	2	302	0.000	2	302	0.000	2	302	0.000
07:00 - 08:00	2	302	0.166	2	302	0.166	2	302	0.332
08:00 - 09:00	2	302	0.166	2	302	0.166	2	302	0.332
09:00 - 10:00	2	302	0.000	2	302	0.000	2	302	0.000
10:00 - 11:00	2	302	0.000	2	302	0.000	2	302	0.000
11:00 - 12:00	2	302	0.000	2	302	0.000	2	302	0.000
12:00 - 13:00	2	302	0.000	2	302	0.000	2	302	0.000
13:00 - 14:00	2	302	0.000	2	302	0.000	2	302	0.000
14:00 - 15:00	2	302	0.000	2	302	0.000	2	302	0.000
15:00 - 16:00	2	302	0.000	2	302	0.000	2	302	0.000
16:00 - 17:00	2	302	0.000	2	302	0.000	2	302	0.000
17:00 - 18:00	2	302	0.000	2	302	0.000	2	302	0.000
18:00 - 19:00	2	302	0.000	2	302	0.000	2	302	0.000
19:00 - 20:00	2	302	0.000	2	302	0.000	2	302	0.000
20:00 - 21:00	2	302	0.000	2	302	0.000	2	302	0.000
21:00 - 22:00	2	302	0.000	2	302	0.000	2	302	0.000
22:00 - 23:00	2	302	0.000	2	302	0.000	2	302	0.000
23:00 - 24:00	2	302	0.000	2	302	0.000	2	302	0.000
Total Rates:			0.332			0.332			0.664

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

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

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	302	0.000	2	302	0.000	2	302	0.000
06:00 - 07:00	2	302	0.331	2	302	0.166	2	302	0.497
07:00 - 08:00	2	302	0.166	2	302	0.166	2	302	0.332
08:00 - 09:00	2	302	0.000	2	302	0.000	2	302	0.000
09:00 - 10:00	2	302	0.497	2	302	0.497	2	302	0.994
10:00 - 11:00	2	302	0.000	2	302	0.000	2	302	0.000
11:00 - 12:00	2	302	0.000	2	302	0.000	2	302	0.000
12:00 - 13:00	2	302	0.000	2	302	0.166	2	302	0.166
13:00 - 14:00	2	302	0.000	2	302	0.000	2	302	0.000
14:00 - 15:00	2	302	0.000	2	302	0.000	2	302	0.000
15:00 - 16:00	2	302	0.000	2	302	0.000	2	302	0.000
16:00 - 17:00	2	302	0.331	2	302	0.331	2	302	0.662
17:00 - 18:00	2	302	0.000	2	302	0.000	2	302	0.000
18:00 - 19:00	2	302	0.000	2	302	0.000	2	302	0.000
19:00 - 20:00	2	302	0.000	2	302	0.000	2	302	0.000
20:00 - 21:00	2	302	0.497	2	302	0.497	2	302	0.994
21:00 - 22:00	2	302	0.000	2	302	0.000	2	302	0.000
22:00 - 23:00	2	302	0.166	2	302	0.166	2	302	0.332
23:00 - 24:00	2	302	0.000	2	302	0.000	2	302	0.000
Total Rates:			1.988			1.989			3.977

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

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

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	302	0.331	2	302	0.000	2	302	0.331
06:00 - 07:00	2	302	1.490	2	302	1.490	2	302	2.980
07:00 - 08:00	2	302	2.152	2	302	1.821	2	302	3.973
08:00 - 09:00	2	302	1.159	2	302	0.331	2	302	1.490
09:00 - 10:00	2	302	1.325	2	302	1.490	2	302	2.815
10:00 - 11:00	2	302	1.656	2	302	1.325	2	302	2.981
11:00 - 12:00	2	302	1.490	2	302	1.490	2	302	2.980
12:00 - 13:00	2	302	1.656	2	302	1.159	2	302	2.815
13:00 - 14:00	2	302	2.152	2	302	1.821	2	302	3.973
14:00 - 15:00	2	302	1.821	2	302	1.987	2	302	3.808
15:00 - 16:00	2	302	3.311	2	302	2.980	2	302	6.291
16:00 - 17:00	2	302	2.152	2	302	2.815	2	302	4.967
17:00 - 18:00	2	302	0.497	2	302	0.662	2	302	1.159
18:00 - 19:00	2	302	1.656	2	302	2.152	2	302	3.808
19:00 - 20:00	2	302	3.311	2	302	2.980	2	302	6.291
20:00 - 21:00	2	302	2.152	2	302	1.987	2	302	4.139
21:00 - 22:00	2	302	0.828	2	302	1.821	2	302	2.649
22:00 - 23:00	2	302	2.152	2	302	2.152	2	302	4.304
23:00 - 24:00	2	302	0.662	2	302	1.159	2	302	1.821
Total Rates:			31.953			31.622			63.575

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

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

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	302	0.166	2	302	0.000	2	302	0.166
06:00 - 07:00	2	302	1.656	2	302	1.656	2	302	3.312
07:00 - 08:00	2	302	1.159	2	302	1.159	2	302	2.318
08:00 - 09:00	2	302	0.000	2	302	0.166	2	302	0.166
09:00 - 10:00	2	302	0.166	2	302	0.166	2	302	0.332
10:00 - 11:00	2	302	0.331	2	302	0.331	2	302	0.662
11:00 - 12:00	2	302	0.331	2	302	0.331	2	302	0.662
12:00 - 13:00	2	302	0.000	2	302	0.000	2	302	0.000
13:00 - 14:00	2	302	0.166	2	302	0.166	2	302	0.332
14:00 - 15:00	2	302	0.000	2	302	0.000	2	302	0.000
15:00 - 16:00	2	302	0.000	2	302	0.000	2	302	0.000
16:00 - 17:00	2	302	0.000	2	302	0.000	2	302	0.000
17:00 - 18:00	2	302	0.331	2	302	0.331	2	302	0.662
18:00 - 19:00	2	302	0.000	2	302	0.000	2	302	0.000
19:00 - 20:00	2	302	0.000	2	302	0.000	2	302	0.000
20:00 - 21:00	2	302	0.166	2	302	0.166	2	302	0.332
21:00 - 22:00	2	302	0.166	2	302	0.166	2	302	0.332
22:00 - 23:00	2	302	0.000	2	302	0.000	2	302	0.000
23:00 - 24:00	2	302	0.000	2	302	0.000	2	302	0.000
Total Rates:			4.638			4.638			9.276

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-219602-230530-0517

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
08	NORTH WEST	
	LC LANCASHIRE	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: 150 to 4324 (units: sqm)
Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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:

Monday	1 days
Tuesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	5
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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	1 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days
25,001 to 50,000 4 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 3 days
1.1 to 1.5 2 days

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

Travel Plan:

No 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	DY-02-C-01	ENGINEERED PRODUCTS	DERBY
	PONTEFRAC STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
2	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
3	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
4	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
5	WM-02-C-05	INDIAN CATERING	WEST MIDLANDS
	ICKNIELD STREET		
	BIRMINGHAM		
	HOCKLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	256 sqm	
	Survey date: MONDAY	22/11/21	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DV-02-C-02	Not Residential
NN-02-C-01	COVID
SM-02-C-01	Not Residential
TV-02-C-02	COVID
WY-02-C-02	Not Residential

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	1941	0.013	4	1941	0.000	4	1941	0.013
07:30 - 08:00	4	1941	0.039	4	1941	0.013	4	1941	0.052
08:00 - 08:30	4	1941	0.206	4	1941	0.000	4	1941	0.206
08:30 - 09:00	4	1941	0.206	4	1941	0.064	4	1941	0.270
09:00 - 09:30	5	1604	0.062	5	1604	0.025	5	1604	0.087
09:30 - 10:00	5	1604	0.075	5	1604	0.100	5	1604	0.175
10:00 - 10:30	5	1604	0.075	5	1604	0.025	5	1604	0.100
10:30 - 11:00	5	1604	0.050	5	1604	0.050	5	1604	0.100
11:00 - 11:30	5	1604	0.087	5	1604	0.087	5	1604	0.174
11:30 - 12:00	5	1604	0.075	5	1604	0.050	5	1604	0.125
12:00 - 12:30	5	1604	0.125	5	1604	0.062	5	1604	0.187
12:30 - 13:00	5	1604	0.062	5	1604	0.125	5	1604	0.187
13:00 - 13:30	5	1604	0.062	5	1604	0.100	5	1604	0.162
13:30 - 14:00	5	1604	0.037	5	1604	0.037	5	1604	0.074
14:00 - 14:30	5	1604	0.087	5	1604	0.075	5	1604	0.162
14:30 - 15:00	5	1604	0.012	5	1604	0.050	5	1604	0.062
15:00 - 15:30	5	1604	0.075	5	1604	0.062	5	1604	0.137
15:30 - 16:00	5	1604	0.037	5	1604	0.087	5	1604	0.124
16:00 - 16:30	5	1604	0.012	5	1604	0.187	5	1604	0.199
16:30 - 17:00	5	1604	0.012	5	1604	0.162	5	1604	0.174
17:00 - 17:30	5	1604	0.012	5	1604	0.050	5	1604	0.062
17:30 - 18:00	5	1604	0.012	5	1604	0.012	5	1604	0.024
18:00 - 18:30	5	1604	0.000	5	1604	0.025	5	1604	0.025
18:30 - 19:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
19:00 - 19:30	1	256	0.000	1	256	0.000	1	256	0.000
19:30 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.433			1.448			2.881

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:	150 - 4324 (units: sqm)
Survey date range:	01/01/15 - 29/09/22
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:	5

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	1941	0.000	4	1941	0.000	4	1941	0.000
07:30 - 08:00	4	1941	0.000	4	1941	0.000	4	1941	0.000
08:00 - 08:30	4	1941	0.000	4	1941	0.000	4	1941	0.000
08:30 - 09:00	4	1941	0.000	4	1941	0.000	4	1941	0.000
09:00 - 09:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
09:30 - 10:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
10:00 - 10:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
10:30 - 11:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
11:00 - 11:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
11:30 - 12:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
12:00 - 12:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
12:30 - 13:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
13:00 - 13:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
13:30 - 14:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
14:00 - 14:30	5	1604	0.012	5	1604	0.012	5	1604	0.024
14:30 - 15:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
15:00 - 15:30	5	1604	0.012	5	1604	0.012	5	1604	0.024
15:30 - 16:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
16:00 - 16:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
16:30 - 17:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
17:00 - 17:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
17:30 - 18:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
18:00 - 18:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
18:30 - 19:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
19:00 - 19:30	1	256	0.000	1	256	0.000	1	256	0.000
19:30 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	1941	0.000	4	1941	0.000	4	1941	0.000
07:30 - 08:00	4	1941	0.000	4	1941	0.013	4	1941	0.013
08:00 - 08:30	4	1941	0.013	4	1941	0.000	4	1941	0.013
08:30 - 09:00	4	1941	0.000	4	1941	0.013	4	1941	0.013
09:00 - 09:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
09:30 - 10:00	5	1604	0.025	5	1604	0.025	5	1604	0.050
10:00 - 10:30	5	1604	0.025	5	1604	0.000	5	1604	0.025
10:30 - 11:00	5	1604	0.000	5	1604	0.025	5	1604	0.025
11:00 - 11:30	5	1604	0.037	5	1604	0.025	5	1604	0.062
11:30 - 12:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
12:00 - 12:30	5	1604	0.012	5	1604	0.012	5	1604	0.024
12:30 - 13:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
13:00 - 13:30	5	1604	0.012	5	1604	0.012	5	1604	0.024
13:30 - 14:00	5	1604	0.012	5	1604	0.012	5	1604	0.024
14:00 - 14:30	5	1604	0.012	5	1604	0.012	5	1604	0.024
14:30 - 15:00	5	1604	0.012	5	1604	0.012	5	1604	0.024
15:00 - 15:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
15:30 - 16:00	5	1604	0.000	5	1604	0.012	5	1604	0.012
16:00 - 16:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
16:30 - 17:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
17:00 - 17:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
17:30 - 18:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
18:00 - 18:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
18:30 - 19:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
19:00 - 19:30	1	256	0.000	1	256	0.000	1	256	0.000
19:30 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.160			0.173			0.333

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	1941	0.013	4	1941	0.000	4	1941	0.013
07:30 - 08:00	4	1941	0.039	4	1941	0.000	4	1941	0.039
08:00 - 08:30	4	1941	0.155	4	1941	0.000	4	1941	0.155
08:30 - 09:00	4	1941	0.142	4	1941	0.013	4	1941	0.155
09:00 - 09:30	5	1604	0.050	5	1604	0.025	5	1604	0.075
09:30 - 10:00	5	1604	0.037	5	1604	0.050	5	1604	0.087
10:00 - 10:30	5	1604	0.037	5	1604	0.025	5	1604	0.062
10:30 - 11:00	5	1604	0.037	5	1604	0.012	5	1604	0.049
11:00 - 11:30	5	1604	0.037	5	1604	0.037	5	1604	0.074
11:30 - 12:00	5	1604	0.037	5	1604	0.012	5	1604	0.049
12:00 - 12:30	5	1604	0.050	5	1604	0.037	5	1604	0.087
12:30 - 13:00	5	1604	0.037	5	1604	0.100	5	1604	0.137
13:00 - 13:30	5	1604	0.050	5	1604	0.050	5	1604	0.100
13:30 - 14:00	5	1604	0.025	5	1604	0.012	5	1604	0.037
14:00 - 14:30	5	1604	0.025	5	1604	0.000	5	1604	0.025
14:30 - 15:00	5	1604	0.000	5	1604	0.025	5	1604	0.025
15:00 - 15:30	5	1604	0.025	5	1604	0.025	5	1604	0.050
15:30 - 16:00	5	1604	0.012	5	1604	0.062	5	1604	0.074
16:00 - 16:30	5	1604	0.012	5	1604	0.150	5	1604	0.162
16:30 - 17:00	5	1604	0.012	5	1604	0.137	5	1604	0.149
17:00 - 17:30	5	1604	0.000	5	1604	0.037	5	1604	0.037
17:30 - 18:00	5	1604	0.012	5	1604	0.012	5	1604	0.024
18:00 - 18:30	5	1604	0.000	5	1604	0.025	5	1604	0.025
18:30 - 19:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
19:00 - 19:30	1	256	0.000	1	256	0.000	1	256	0.000
19:30 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.844			0.846			1.690

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	1941	0.000	4	1941	0.000	4	1941	0.000
07:30 - 08:00	4	1941	0.000	4	1941	0.000	4	1941	0.000
08:00 - 08:30	4	1941	0.039	4	1941	0.000	4	1941	0.039
08:30 - 09:00	4	1941	0.064	4	1941	0.039	4	1941	0.103
09:00 - 09:30	5	1604	0.012	5	1604	0.000	5	1604	0.012
09:30 - 10:00	5	1604	0.012	5	1604	0.012	5	1604	0.024
10:00 - 10:30	5	1604	0.012	5	1604	0.000	5	1604	0.012
10:30 - 11:00	5	1604	0.012	5	1604	0.012	5	1604	0.024
11:00 - 11:30	5	1604	0.012	5	1604	0.025	5	1604	0.037
11:30 - 12:00	5	1604	0.037	5	1604	0.037	5	1604	0.074
12:00 - 12:30	5	1604	0.062	5	1604	0.012	5	1604	0.074
12:30 - 13:00	5	1604	0.025	5	1604	0.025	5	1604	0.050
13:00 - 13:30	5	1604	0.000	5	1604	0.037	5	1604	0.037
13:30 - 14:00	5	1604	0.000	5	1604	0.012	5	1604	0.012
14:00 - 14:30	5	1604	0.037	5	1604	0.050	5	1604	0.087
14:30 - 15:00	5	1604	0.000	5	1604	0.012	5	1604	0.012
15:00 - 15:30	5	1604	0.037	5	1604	0.025	5	1604	0.062
15:30 - 16:00	5	1604	0.025	5	1604	0.012	5	1604	0.037
16:00 - 16:30	5	1604	0.000	5	1604	0.037	5	1604	0.037
16:30 - 17:00	5	1604	0.000	5	1604	0.012	5	1604	0.012
17:00 - 17:30	5	1604	0.012	5	1604	0.012	5	1604	0.024
17:30 - 18:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
18:00 - 18:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
18:30 - 19:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
19:00 - 19:30	1	256	0.000	1	256	0.000	1	256	0.000
19:30 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.398			0.371			0.769

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	1941	0.000	4	1941	0.000	4	1941	0.000
07:30 - 08:00	4	1941	0.000	4	1941	0.000	4	1941	0.000
08:00 - 08:30	4	1941	0.000	4	1941	0.000	4	1941	0.000
08:30 - 09:00	4	1941	0.000	4	1941	0.000	4	1941	0.000
09:00 - 09:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
09:30 - 10:00	5	1604	0.000	5	1604	0.012	5	1604	0.012
10:00 - 10:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
10:30 - 11:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
11:00 - 11:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
11:30 - 12:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
12:00 - 12:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
12:30 - 13:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
13:00 - 13:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
13:30 - 14:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
14:00 - 14:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
14:30 - 15:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
15:00 - 15:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
15:30 - 16:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
16:00 - 16:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
16:30 - 17:00	5	1604	0.000	5	1604	0.012	5	1604	0.012
17:00 - 17:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
17:30 - 18:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
18:00 - 18:30	5	1604	0.000	5	1604	0.000	5	1604	0.000
18:30 - 19:00	5	1604	0.000	5	1604	0.000	5	1604	0.000
19:00 - 19:30	1	256	0.000	1	256	0.000	1	256	0.000
19:30 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.024			0.024

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-219602-230530-0505

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : C - PUB/RESTAURANT
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 250 to 830 (units: sqm)
 Range Selected by User: 112 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/22

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:

Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	2

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

Selected Location Sub Categories:

Built-Up Zone	1
High Street	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 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:

1,001 to 5,000 1 days

20,001 to 25,000 1 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:

75,001 to 100,000 1 days

125,001 to 250,000 3 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days

1.1 to 1.5 1 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	EC-06-C-01	PUB/RESTAURANT	CHESHIRE EAST
	OXFORD ROAD		
	MACCLESFIELD		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	471 sqm	
	Survey date: FRIDAY	10/11/17	Survey Type: MANUAL
2	LC-06-C-01	FAYRE & SQUARE	LANCASHIRE
	MANCHESTER ROAD		
	BURNLEY		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	830 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
3	LC-06-C-04	PUB/RESTAURANT	LANCASHIRE
	ST JAMES STREET		
	BURNLEY		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	600 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
4	WO-06-C-03	PUB/RESTAURANT	WORCESTERSHIRE
	THE TYTHING		
	WORCESTER		
	Town Centre		
	High Street		
	Total Gross floor area:	250 sqm	
	Survey date: WEDNESDAY	23/11/16	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/C - PUB/RESTAURANT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	4	538	0.465	4	538	0.232	4	538	0.697
11:00 - 12:00	4	538	0.837	4	538	0.418	4	538	1.255
12:00 - 13:00	4	538	1.441	4	538	0.744	4	538	2.185
13:00 - 14:00	4	538	2.510	4	538	1.534	4	538	4.044
14:00 - 15:00	4	538	1.209	4	538	1.116	4	538	2.325
15:00 - 16:00	4	538	1.860	4	538	1.767	4	538	3.627
16:00 - 17:00	4	538	1.116	4	538	1.674	4	538	2.790
17:00 - 18:00	4	538	1.348	4	538	0.976	4	538	2.324
18:00 - 19:00	4	538	1.813	4	538	2.417	4	538	4.230
19:00 - 20:00	4	538	1.953	4	538	1.906	4	538	3.859
20:00 - 21:00	4	538	1.488	4	538	1.813	4	538	3.301
21:00 - 22:00	4	538	0.744	4	538	1.162	4	538	1.906
22:00 - 23:00	4	538	0.372	4	538	1.209	4	538	1.581
23:00 - 24:00	4	538	0.046	4	538	0.418	4	538	0.464
Total Rates:			17.202			17.386			34.588

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: 250 - 830 (units: sqm)
 Survey date range: 01/01/15 - 22/11/22
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	4	538	0.046	4	538	0.046	4	538	0.092
11:00 - 12:00	4	538	0.046	4	538	0.046	4	538	0.092
12:00 - 13:00	4	538	0.139	4	538	0.139	4	538	0.278
13:00 - 14:00	4	538	0.093	4	538	0.093	4	538	0.186
14:00 - 15:00	4	538	0.000	4	538	0.000	4	538	0.000
15:00 - 16:00	4	538	0.000	4	538	0.000	4	538	0.000
16:00 - 17:00	4	538	0.000	4	538	0.000	4	538	0.000
17:00 - 18:00	4	538	0.046	4	538	0.046	4	538	0.092
18:00 - 19:00	4	538	0.093	4	538	0.093	4	538	0.186
19:00 - 20:00	4	538	0.325	4	538	0.325	4	538	0.650
20:00 - 21:00	4	538	0.186	4	538	0.186	4	538	0.372
21:00 - 22:00	4	538	0.186	4	538	0.186	4	538	0.372
22:00 - 23:00	4	538	0.000	4	538	0.000	4	538	0.000
23:00 - 24:00	4	538	0.000	4	538	0.000	4	538	0.000
Total Rates:			1.160			1.160			2.320

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	4	538	0.000	4	538	0.000	4	538	0.000
11:00 - 12:00	4	538	0.046	4	538	0.046	4	538	0.092
12:00 - 13:00	4	538	0.046	4	538	0.046	4	538	0.092
13:00 - 14:00	4	538	0.000	4	538	0.000	4	538	0.000
14:00 - 15:00	4	538	0.046	4	538	0.046	4	538	0.092
15:00 - 16:00	4	538	0.000	4	538	0.000	4	538	0.000
16:00 - 17:00	4	538	0.000	4	538	0.000	4	538	0.000
17:00 - 18:00	4	538	0.000	4	538	0.000	4	538	0.000
18:00 - 19:00	4	538	0.000	4	538	0.000	4	538	0.000
19:00 - 20:00	4	538	0.000	4	538	0.000	4	538	0.000
20:00 - 21:00	4	538	0.000	4	538	0.000	4	538	0.000
21:00 - 22:00	4	538	0.000	4	538	0.000	4	538	0.000
22:00 - 23:00	4	538	0.000	4	538	0.000	4	538	0.000
23:00 - 24:00	4	538	0.000	4	538	0.000	4	538	0.000
Total Rates:			0.138			0.138			0.276

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/C - PUB/RESTAURANT

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	4	538	0.000	4	538	0.000	4	538	0.000
11:00 - 12:00	4	538	0.000	4	538	0.000	4	538	0.000
12:00 - 13:00	4	538	0.000	4	538	0.000	4	538	0.000
13:00 - 14:00	4	538	0.000	4	538	0.000	4	538	0.000
14:00 - 15:00	4	538	0.000	4	538	0.000	4	538	0.000
15:00 - 16:00	4	538	0.000	4	538	0.000	4	538	0.000
16:00 - 17:00	4	538	0.000	4	538	0.000	4	538	0.000
17:00 - 18:00	4	538	0.000	4	538	0.000	4	538	0.000
18:00 - 19:00	4	538	0.000	4	538	0.000	4	538	0.000
19:00 - 20:00	4	538	0.000	4	538	0.000	4	538	0.000
20:00 - 21:00	4	538	0.000	4	538	0.000	4	538	0.000
21:00 - 22:00	4	538	0.046	4	538	0.046	4	538	0.092
22:00 - 23:00	4	538	0.000	4	538	0.000	4	538	0.000
23:00 - 24:00	4	538	0.000	4	538	0.000	4	538	0.000
Total Rates:			0.046			0.046			0.092

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/C - PUB/RESTAURANT
 CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	4	538	0.372	4	538	0.139	4	538	0.511
11:00 - 12:00	4	538	0.604	4	538	0.279	4	538	0.883
12:00 - 13:00	4	538	1.209	4	538	0.558	4	538	1.767
13:00 - 14:00	4	538	2.417	4	538	1.395	4	538	3.812
14:00 - 15:00	4	538	1.162	4	538	1.069	4	538	2.231
15:00 - 16:00	4	538	1.860	4	538	1.767	4	538	3.627
16:00 - 17:00	4	538	1.116	4	538	1.674	4	538	2.790
17:00 - 18:00	4	538	1.255	4	538	0.883	4	538	2.138
18:00 - 19:00	4	538	1.674	4	538	2.185	4	538	3.859
19:00 - 20:00	4	538	1.581	4	538	1.534	4	538	3.115
20:00 - 21:00	4	538	1.302	4	538	1.627	4	538	2.929
21:00 - 22:00	4	538	0.558	4	538	0.976	4	538	1.534
22:00 - 23:00	4	538	0.372	4	538	1.209	4	538	1.581
23:00 - 24:00	4	538	0.046	4	538	0.418	4	538	0.464
Total Rates:			15.528			15.713			31.241

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/C - PUB/RESTAURANT

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	4	538	0.000	4	538	0.000	4	538	0.000
11:00 - 12:00	4	538	0.139	4	538	0.046	4	538	0.185
12:00 - 13:00	4	538	0.046	4	538	0.000	4	538	0.046
13:00 - 14:00	4	538	0.000	4	538	0.046	4	538	0.046
14:00 - 15:00	4	538	0.000	4	538	0.000	4	538	0.000
15:00 - 16:00	4	538	0.000	4	538	0.000	4	538	0.000
16:00 - 17:00	4	538	0.000	4	538	0.000	4	538	0.000
17:00 - 18:00	4	538	0.046	4	538	0.046	4	538	0.092
18:00 - 19:00	4	538	0.046	4	538	0.139	4	538	0.185
19:00 - 20:00	4	538	0.046	4	538	0.046	4	538	0.092
20:00 - 21:00	4	538	0.000	4	538	0.000	4	538	0.000
21:00 - 22:00	4	538	0.000	4	538	0.000	4	538	0.000
22:00 - 23:00	4	538	0.000	4	538	0.000	4	538	0.000
23:00 - 24:00	4	538	0.000	4	538	0.000	4	538	0.000
Total Rates:			0.323			0.323			0.646

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/C - PUB/RESTAURANT

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	4	538	0.046	4	538	0.046	4	538	0.092
11:00 - 12:00	4	538	0.000	4	538	0.000	4	538	0.000
12:00 - 13:00	4	538	0.000	4	538	0.000	4	538	0.000
13:00 - 14:00	4	538	0.000	4	538	0.000	4	538	0.000
14:00 - 15:00	4	538	0.000	4	538	0.000	4	538	0.000
15:00 - 16:00	4	538	0.000	4	538	0.000	4	538	0.000
16:00 - 17:00	4	538	0.000	4	538	0.000	4	538	0.000
17:00 - 18:00	4	538	0.000	4	538	0.000	4	538	0.000
18:00 - 19:00	4	538	0.000	4	538	0.000	4	538	0.000
19:00 - 20:00	4	538	0.000	4	538	0.000	4	538	0.000
20:00 - 21:00	4	538	0.000	4	538	0.000	4	538	0.000
21:00 - 22:00	4	538	0.000	4	538	0.000	4	538	0.000
22:00 - 23:00	4	538	0.000	4	538	0.000	4	538	0.000
23:00 - 24:00	4	538	0.000	4	538	0.000	4	538	0.000
Total Rates:			0.046			0.046			0.092

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-219602-230530-0500

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	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: 160 to 1136 (units: sqm)
Range Selected by User: 75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 30/09/22

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:

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

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

Selected survey types:

Manual count	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 undertaken using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	3

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	2
High Street	3

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

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

E(b) 6 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:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	3 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
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

No 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	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
2	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
3	LN-06-B-01	PREZZO	LINCOLNSHIRE
	BRAYFORD WHARF NORTH		
	LINCOLN		
	BRAYFORD WHARF		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	1136 sqm	
	Survey date: TUESDAY	10/10/17	Survey Type: MANUAL
4	NF-06-B-01	INDIAN RESTAURANT	NORFOLK
	KING STREET		
	GREAT YARMOUTH		
	Town Centre		
	High Street		
	Total Gross floor area:	160 sqm	
	Survey date: THURSDAY	14/09/17	Survey Type: MANUAL
5	WM-06-B-05	AKBARS	WEST MIDLANDS
	THE BUTTS		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	600 sqm	
	Survey date: THURSDAY	17/11/16	Survey Type: MANUAL
6	WY-06-B-01	CHINESE RESTAURANT	WEST YORKSHIRE
	BINGLEY STREET		
	LEEDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	950 sqm	
	Survey date: MONDAY	19/10/15	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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.211	1	950	0.211	1	950	0.422
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	2	343	0.146	2	343	0.000	2	343	0.146
11:00 - 12:00	5	590	0.542	5	590	0.169	5	590	0.711
12:00 - 13:00	5	590	1.389	5	590	0.237	5	590	1.626
13:00 - 14:00	5	590	1.288	5	590	1.017	5	590	2.305
14:00 - 15:00	5	590	0.712	5	590	1.423	5	590	2.135
15:00 - 16:00	5	590	0.339	5	590	0.576	5	590	0.915
16:00 - 17:00	6	592	0.563	6	592	0.282	6	592	0.845
17:00 - 18:00	6	592	1.098	6	592	0.282	6	592	1.380
18:00 - 19:00	6	592	2.140	6	592	1.183	6	592	3.323
19:00 - 20:00	6	592	2.084	6	592	1.746	6	592	3.830
20:00 - 21:00	6	592	0.704	6	592	1.971	6	592	2.675
21:00 - 22:00	6	592	0.535	6	592	1.295	6	592	1.830
22:00 - 23:00	6	592	0.366	6	592	1.155	6	592	1.521
23:00 - 24:00	4	803	0.311	4	803	0.467	4	803	0.778
Total Rates:			12.428			12.014			24.442

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: 160 - 1136 (units: sqm)
 Survey date range: 01/01/15 - 30/09/22
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.000	1	950	0.000	1	950	0.000
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	2	343	0.000	2	343	0.000	2	343	0.000
11:00 - 12:00	5	590	0.000	5	590	0.000	5	590	0.000
12:00 - 13:00	5	590	0.102	5	590	0.102	5	590	0.204
13:00 - 14:00	5	590	0.102	5	590	0.102	5	590	0.204
14:00 - 15:00	5	590	0.034	5	590	0.034	5	590	0.068
15:00 - 16:00	5	590	0.000	5	590	0.000	5	590	0.000
16:00 - 17:00	6	592	0.000	6	592	0.000	6	592	0.000
17:00 - 18:00	6	592	0.141	6	592	0.084	6	592	0.225
18:00 - 19:00	6	592	0.225	6	592	0.282	6	592	0.507
19:00 - 20:00	6	592	0.310	6	592	0.310	6	592	0.620
20:00 - 21:00	6	592	0.113	6	592	0.113	6	592	0.226
21:00 - 22:00	6	592	0.028	6	592	0.028	6	592	0.056
22:00 - 23:00	6	592	0.084	6	592	0.084	6	592	0.168
23:00 - 24:00	4	803	0.062	4	803	0.062	4	803	0.124
Total Rates:			1.201			1.201			2.402

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

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

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.211	1	950	0.211	1	950	0.422
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	2	343	0.146	2	343	0.000	2	343	0.146
11:00 - 12:00	5	590	0.508	5	590	0.136	5	590	0.644
12:00 - 13:00	5	590	1.220	5	590	0.136	5	590	1.356
13:00 - 14:00	5	590	1.118	5	590	0.881	5	590	1.999
14:00 - 15:00	5	590	0.610	5	590	1.322	5	590	1.932
15:00 - 16:00	5	590	0.305	5	590	0.542	5	590	0.847
16:00 - 17:00	6	592	0.535	6	592	0.253	6	592	0.788
17:00 - 18:00	6	592	0.901	6	592	0.197	6	592	1.098
18:00 - 19:00	6	592	1.774	6	592	0.929	6	592	2.703
19:00 - 20:00	6	592	1.802	6	592	1.408	6	592	3.210
20:00 - 21:00	6	592	0.591	6	592	1.802	6	592	2.393
21:00 - 22:00	6	592	0.507	6	592	1.267	6	592	1.774
22:00 - 23:00	6	592	0.282	6	592	0.986	6	592	1.268
23:00 - 24:00	4	803	0.249	4	803	0.374	4	803	0.623
Total Rates:			10.759			10.444			21.203

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.000	1	950	0.000	1	950	0.000
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	2	343	0.000	2	343	0.000	2	343	0.000
11:00 - 12:00	5	590	0.034	5	590	0.034	5	590	0.068
12:00 - 13:00	5	590	0.068	5	590	0.034	5	590	0.102
13:00 - 14:00	5	590	0.068	5	590	0.034	5	590	0.102
14:00 - 15:00	5	590	0.068	5	590	0.068	5	590	0.136
15:00 - 16:00	5	590	0.034	5	590	0.034	5	590	0.068
16:00 - 17:00	6	592	0.028	6	592	0.028	6	592	0.056
17:00 - 18:00	6	592	0.084	6	592	0.028	6	592	0.112
18:00 - 19:00	6	592	0.028	6	592	0.000	6	592	0.028
19:00 - 20:00	6	592	0.000	6	592	0.028	6	592	0.028
20:00 - 21:00	6	592	0.000	6	592	0.028	6	592	0.028
21:00 - 22:00	6	592	0.000	6	592	0.000	6	592	0.000
22:00 - 23:00	6	592	0.000	6	592	0.056	6	592	0.056
23:00 - 24:00	4	803	0.000	4	803	0.031	4	803	0.031
Total Rates:			0.412			0.403			0.815

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.000	1	950	0.000	1	950	0.000
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	2	343	0.000	2	343	0.000	2	343	0.000
11:00 - 12:00	5	590	0.000	5	590	0.000	5	590	0.000
12:00 - 13:00	5	590	0.034	5	590	0.000	5	590	0.034
13:00 - 14:00	5	590	0.000	5	590	0.000	5	590	0.000
14:00 - 15:00	5	590	0.000	5	590	0.000	5	590	0.000
15:00 - 16:00	5	590	0.000	5	590	0.000	5	590	0.000
16:00 - 17:00	6	592	0.000	6	592	0.000	6	592	0.000
17:00 - 18:00	6	592	0.000	6	592	0.000	6	592	0.000
18:00 - 19:00	6	592	0.056	6	592	0.000	6	592	0.056
19:00 - 20:00	6	592	0.000	6	592	0.028	6	592	0.028
20:00 - 21:00	6	592	0.000	6	592	0.028	6	592	0.028
21:00 - 22:00	6	592	0.000	6	592	0.000	6	592	0.000
22:00 - 23:00	6	592	0.000	6	592	0.028	6	592	0.028
23:00 - 24:00	4	803	0.000	4	803	0.000	4	803	0.000
Total Rates:			0.090			0.084			0.174

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.