

Technical Note

Date: 21 March 2023

Project: 46 Henry Street, Manchester

Title: Transport Statement & Travel Plan

1. Introduction

- 1.1 SK has been appointed to prepare a Transport Statement (TS) that examines the implications of changing the use of 46 Henry Street from office space to a café that will be occupied by Fresh Fuel Bar.
- 1.2 The TS has been prepared using standard appraisal methods and in line with the guidance set out in the following documents:
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Manchester City Council (2012), Core Strategy
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Department for Transport (2007), Guidance on Transport Assessment
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
- 1.3 The building has a total floor area of 128sqm and so would not normally trigger a requirement for the submission of a TS, however this document has been prepared to set out the baseline transport situation associated with the site, the development proposals and forecast impact.
- 1.4 Travel Plan measures are also set out in the TS that will be used to support and influence staff travel patterns on occupation of the development.

2. Baseline Situation

Site Location

- 2.1 Figure 2.1 shows that the site is located off Henry Street in the Ancoats area of the city. The site is bounded to the north by Henry Street and to the east, south and west by adjacent properties.
- 2.2 The site relates well to the surrounding residential community and other leisure / food and beverage facilities located around Cutting Room Square. The redevelopment of a site in this location offers the opportunity to provide enhanced local amenity facilities for surrounding residents by increasing the food offer and create linked trips with other uses in this area of the city.

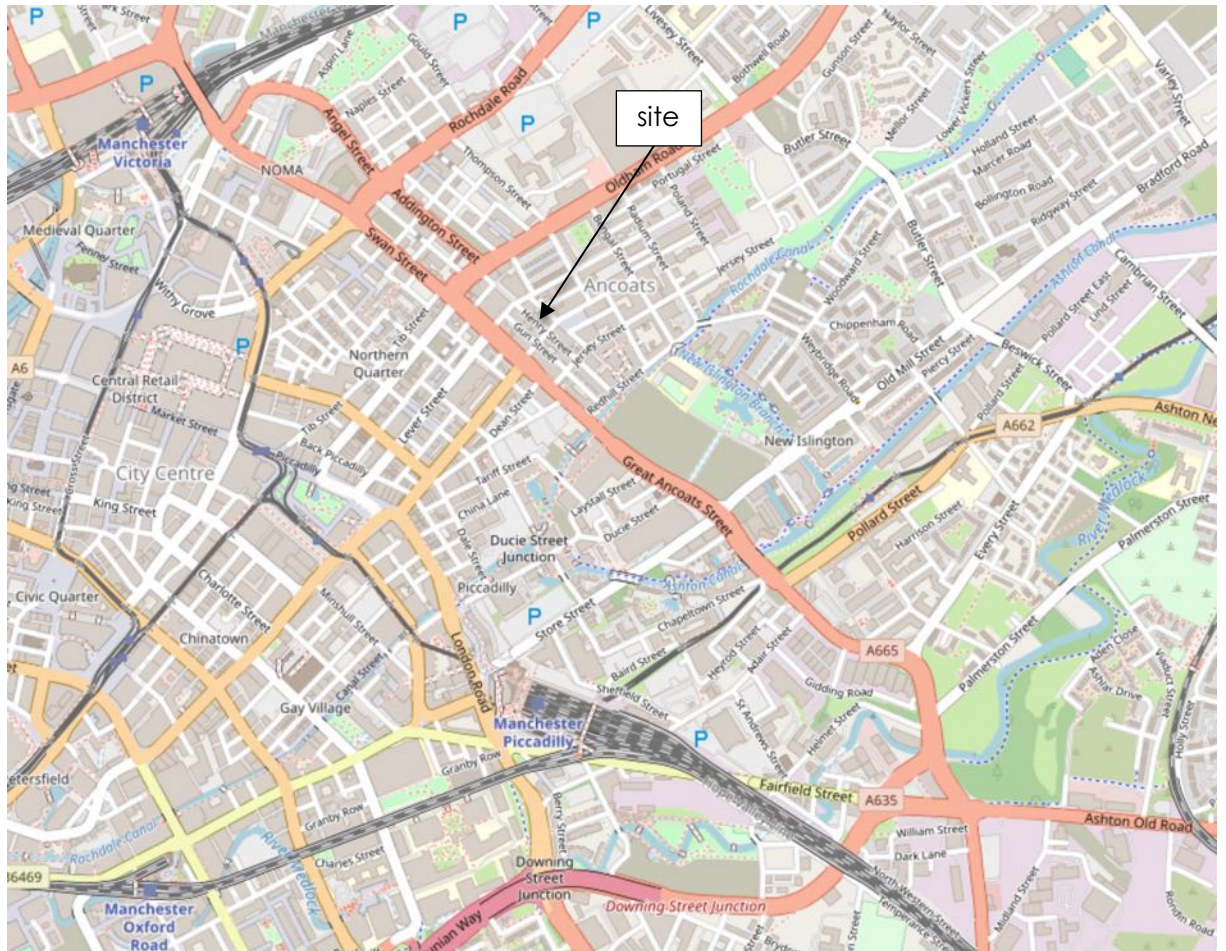


Figure 2.1: Site Location
[source:ISO4]

Baseline Site Use

- 2.3 The site's most recent use was office space.
- 2.4 The site has a total floor area of 128sqm. The entrance to the building is provided from a doorway and service-type shutter on Henry Street. No parking is provided from the site and servicing occurs from kerbside, in line with the arrangements for other properties along the street.

Local Highway Network

- 2.5 Henry Street is a 4.5m wide two-way road with at least 2m footways along both sides of the street. Street lighting is present and the street is subject to a 20mph speed limit.
- 2.6 At its eastern end Henry Street meets Blossom Street at a crossroad junction. Tactile paving and dropped kerbs are provided at the junction. Blossom Street north of Henry Street is restricted for vehicle traffic. Continuing north on Blossom Street provides access to the pedestrianised area provided at Cutting Room Square.
- 2.7 To the south of Henry Street Blossom Street continues as a two-way road until the junction with Gun Street, where it becomes one-way working south towards the signalised junction with Great Ancoats Street (A665). A segregated cycle route is provided between Gun Street and Great Ancoats Street (A665). At the signalised junction with Great Ancoats Street an advanced cycle stop line is provided and controlled pedestrian crossing facilities at all arms of the junction.
- 2.8 At its western end Henry Street meets George Leigh Street at a priority junction. Tactile paving and dropped kerbs are provided at the junction. George Leigh Street operates as two-way working from Henry Street northwards and one-way working (northbound) from its junction with

Great Ancoats Street (A665). The junction with Great Ancoats Street (A665) benefits from controlled pedestrian crossings on all arms of the junction.

Traffic Regulation Orders

- 2.9 The site sits in a Controlled Parking Zone whereby parking is restricted between 8am and 6pm to two hour stay (Monday to Saturday). During the control period parking is permitted in white lined parking bays. Yellow line controls are in place on Henry Street in front of the site and there are no loading restrictions in place.
- 2.10 The nearest parking bays to the site are located to the north of the site on Blossom Street.
- 2.11 Blue Badge Holders are permitted to park for free and unlimited duration in marked parking bays and for up to three hours on a single or double yellow line.

Road Safety Characteristics

- 2.12 The TfGM database has been used to review existing road safety patterns on roads bounding the site for the most five-year period available (to December 2022).
- 2.13 The database shows that there have been no accidents on Henry Street or at the junction with George Leigh Street during the period reviewed. There has been a single accident on Blossom Street close to the junction with Henry Street. The accident was classified as slight and occurred in 2020.
- 2.14 The accident records for the area do not indicate a prevalent safety issue on the roads providing access to the site.

3. Sustainable Access Audit

Access on Foot

- 3.1 The site is located in an accessible area of the city close to other amenity facilities and existing residential communities.
- 3.2 The roads surrounding the site are subject to 20mph speed controls, creating a suitable environment for pedestrian trips.
- 3.3 In front of the site Henry Street has at least 2m footways on both sides of the road. The footway on the site frontage is of recent upgrade. Dropped kerbs and tactile paving is provided at the junctions providing access to Henry Street with George Leigh Street and Blossom Street.
- 3.4 To the north of the site access can be gained to the pedestrianised area around Cutting Room Square.
- 3.5 To the south of the site, access can be gained to the rest of the city using the signalised junctions on Great Ancoats Street (A665). The Great Ancoats Street (A665) junctions with George Leigh Street and Blossom Street both provide controlled pedestrian crossings on all arms.
- 3.6 The existing pedestrian infrastructure serving the site is of good quality and provides a safe and appropriate means of accessing the site.

Access by Cycle

- 3.7 Figure 3.1 shows the cycle routes serving the site. It shows that the roads surrounding the site are subject to a 20mph speed limit that creates a suitable environment for cycle trips. Blossom Street and George Leigh Street are Bee Network Routes. These routes provide good connections to formal routes on the network.
- 3.8 To the south of Blossom Street, a segregated cycle route (southbound) is available, providing a connection to the recently improved cycle route on Great Ancoats Road (A665). Connections can also be made using local routes through Ancoats to the formal cycle route on Oldham Road (A62)

and the segregated route along the Rochdale Canal. The route along the Rochdale Canal is part of the National Cycle Network (Route 66). All of these routes can be used to access the city centre and areas outside the city.

- 3.9 Further improvements are proposed as part of the Bee Network Proposals to provide an improved link to the north of the site along George Leigh Street and Bengal Street to create improved connectivity between Rochdale Road (A664) across Oldham Road to New Islington.
- 3.10 Cycle parking is provided across the city, with 22 spaces provided near to the site on Cutting Room Square.
- 3.11 The assessment shows that the site relates well to existing cycle infrastructure serving this area of the city.

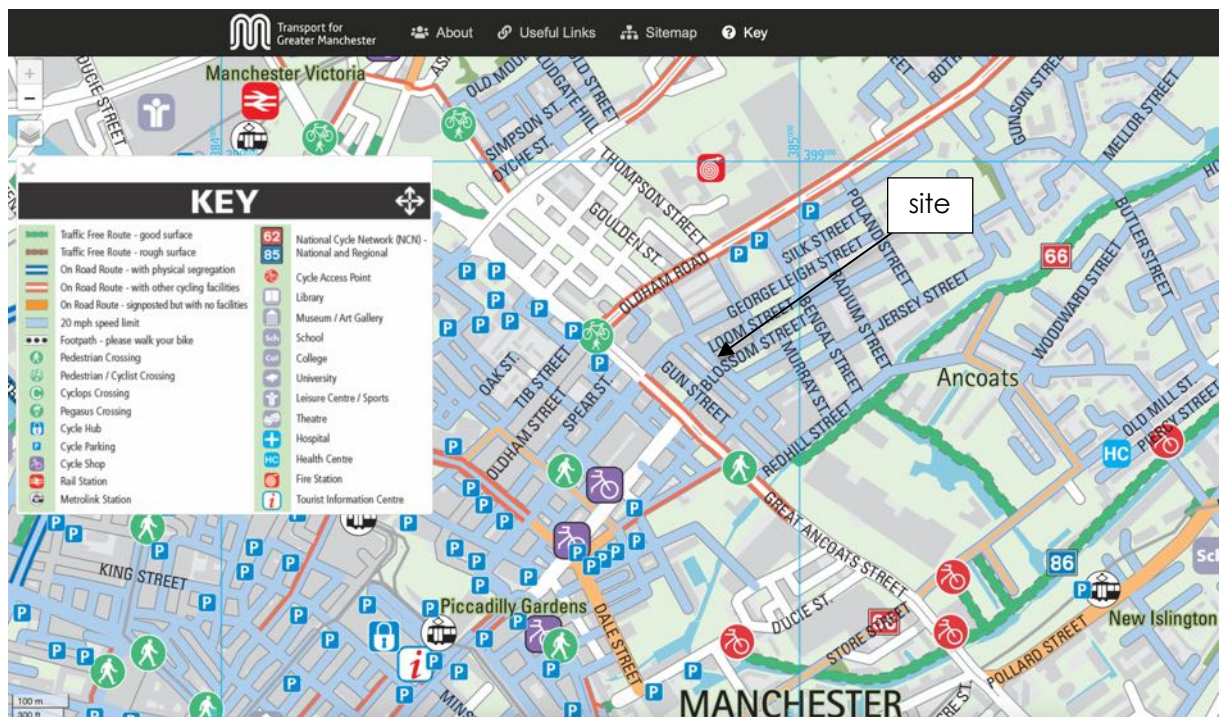


Figure 3.1: Walking & Cycling Routes
[source: TfGM]

Access by Public Transport

- 3.12 The nearest bus stops to the site are located on Great Ancoats Street (A665), just over 200m from the site (a 2.5-minute walk). Controlled crossings are in place to allow access to westbound services.
- 3.13 Table 3.1 provides a summary of the buses serving these stops.

No.	Route	Buses per Hour / Each Way				
		Peak	Daytime	Evening	Saturday	Sunday
216	Manchester – Ashton under Lyne – Stalybridge	7	5	4	5	4
217	Manchester – Droylsden – Ashton under Lyne	1	1	1	1	1
230	Manchester – Droylsden – Ashton under Lyne	2	2	1	2	1
231	Manchester – Droylsden – Ashton under Lyne	2	2		2	1

Table 3.1: Local Bus Routes

transport planners. highway designers. smart thinkers.

- 3.14 The site is served by nine buses per hour (each way) during a weekday and services are provided in the evening at the weekend.
- 3.15 The site is located 950m (a 12-minute walk) from Victoria Station and 1km (a 13-minute walk) from Piccadilly Station. Access can be gained to mainline train and tram services at both stations. Access can also be gained to tram services at New Islington Metrolink Station 1.2km (a 15-minute walk from the site).
- 3.16 The assessment shows that the site is well connected by public transport services.

4. Development Proposal

- 4.1 The proposed layout is attached as Appendix A.
- 4.2 The proposal will not extend the building and the total floor area will remain as existing (128sqm).
- 4.3 The pedestrian and service entrance to the building is retained from Henry Street. The pedestrian entrance is located centrally on the building frontage. Section 3 shows that the footway on Henry Street are in excess of 2m wide and that controlled and uncontrolled crossings are provided on access routes to the site. The footway fronting the site is of reasonably recent upgrade and is in good condition.
- 4.4 The service (refuse) entrance is relocated to the western end of the frontage from its current location on the eastern end. A take-away hatch is also provided. Service activity will continue to occur on Henry Street kerbside, in accordance with current site servicing arrangements and existing Traffic Regulation Orders. Refuse collection will be undertaken by private collection.
- 4.5 The limited floor available at the site removes the opportunity to provide internal cycle storage. Staff and customers will be able to use the cycle spaces on Cutting Room Square.
- 4.6 In line with existing site arrangements and acknowledging both the accessible location of the site and needs of future customers, no car parking is provided at the site. This is appropriate for the proposed use as it will provide a complementary use that will serve visitors, workers, and residents in this area of the city, meaning that the trips generated by the site will not be 'new' to the network but will already be present in the area. This means that no new parking demand will be generated by the proposal. The existing parking controls in the area will assist in reducing nuisance parking on surrounding streets.
- 4.7 The scale of the proposal is such that a formal Travel Plan would not normally be required. However, the applicant is committed to supporting and encouraging site to travel by sustainable and active modes and will adopt Travel Plan type measures on occupation of the site. These measures are set out in Section 6.

5. Impact Assessment

Accessibility Assessment

- 5.1 The site is located close to various food and beverage outlets, including the Edinburgh Castle opposite, Mule and Lucky Ramen on Blossom Street, and Canto, Rudy's, Second City, Seven Brothers, The Jane Eyre and Nam on Cutting Room Square.
- 5.2 The redevelopment of a site in this location offers the opportunity to provide enhanced local amenity facilities for surrounding residents by increasing the food offer available and create linked trips with other leisure and retail uses in this area of the city. The site will provide complementary use that will serve existing residents, visitors, and workers in the city.
- 5.3 TfGM promotes '15-Minute City' principles and developments that occupy locations whereby services and amenities can be accessed in a short active trip. The site's location in the accessible location in the Ancoats area of the city fits with this aspiration. TfGM's Bee-Active software has been used to show the key areas of activity in a 15-minute walk of the site.

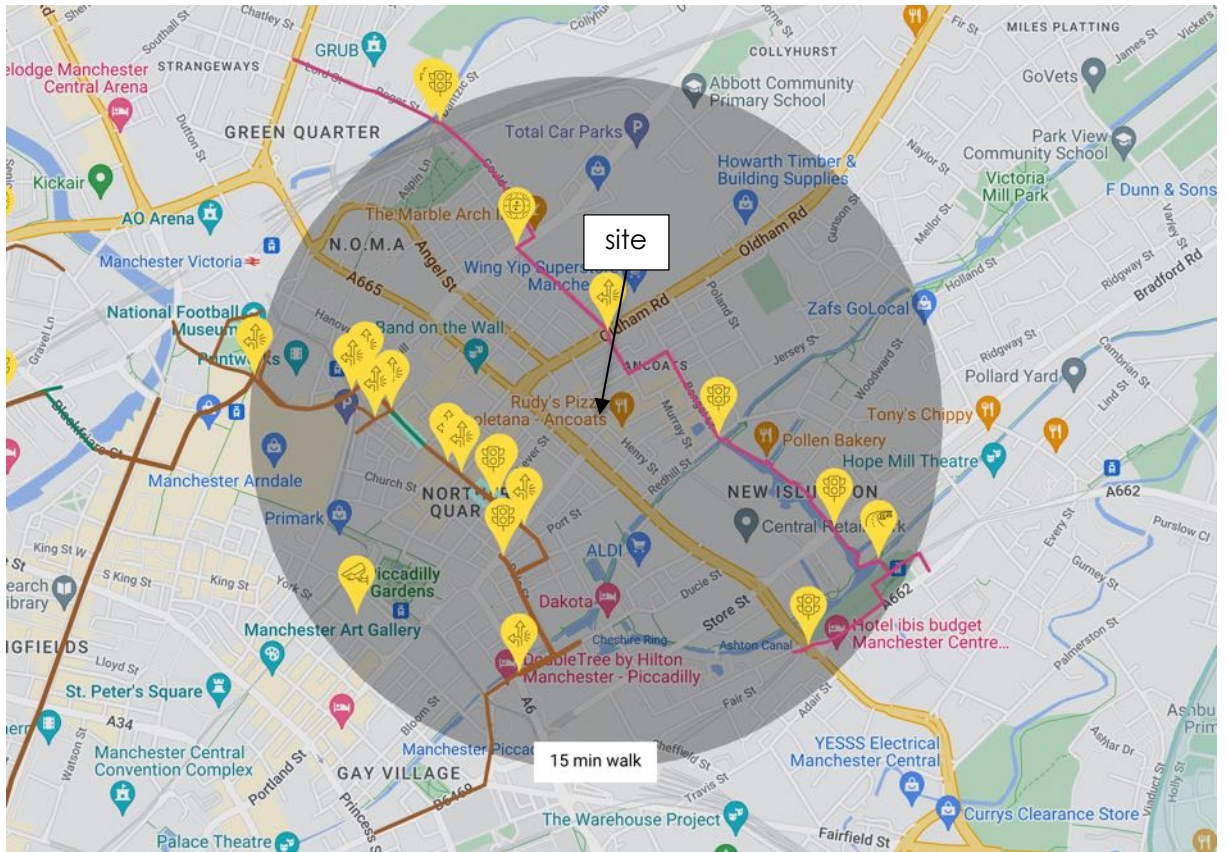


Figure 5.1: 15-Minute Walk Time
[source: TfGM]

- 5.4 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the Site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.



Figure 5.2: GMAL
[source: TfGM]

- 5.5 Figure 5.2 shows that the site has a GMAL of 8, the highest level of accessibility in Greater Manchester.
- 5.6 The sustainable infrastructure audit set out in Section 2 shows that the pedestrian and cycle infrastructure serving the site is of good quality, with reasonable width footways and controlled and uncontrolled crosses.
- 5.7 The accessibility assessment shows that the site relates well to other areas of the city centre, from which customers can be expected to walk, and also relates well to public transport infrastructure that can be used by staff when travelling to work. The proposal will provide a complementary use that can be used by existing residents, visitors, and workers to reduce the need to travel.
- 5.8 Travel Plan type measures will be adopted by the applicant on occupation of the site and these measures are set out in Section 6.

Development Trip Forecast

- 5.9 As the proposed use will provide a complementary use that will serve existing residents, workers, and visitors to this area of the city, it will not generate any 'new' trips to the network. Notwithstanding this, a traditional trip generation exercise has still been undertaken.
- 5.10 The trip analysis has been undertaken using the TRICS database. In line with TRICS guidance¹ comparable sites have been derived for the forecast based on adjustments to locational and accessibility qualities, rather than regions. Section 4 of the guidance states that:

'Bearing in mind the results of our research, with hard data now being available, it is not considered good practice to exclude survey sites within the TRICS database on the sole basis of such sites being located in a specific region.'

- 5.11 The TRICS software now also includes a warning on the region selection page that states that:

'The TRICS Good Practice Guide provides guidance on the selection/deselection of sites by area and region. It is preferred that selection/deselection of sites is undertaken by considering various local factors, including location type, population levels, car ownership, etc, with the deselection of regions not taking place without these factors being considered. Research undertaken by TRICS investigated potential variations in trip generation by region, with the results suggesting that there were not any conclusive differences when picking out various regions and areas. Cross-region data inclusion should therefore be the norm rather than the exception, with the correct filtering of various data field criteria being of most importance.'
- 5.12 In line with this, no adjustment has been made to the regions in the sample. Instead, a review has been made of the comparability of the TRICS survey sites on the basis of location and accessibility. This is set out below.
- 5.13 TRICS sites in town centre locations has been used for TRICS café use class. The TRICS sample has an average floor area of 149sqm which is broadly comparable to the proposal site.
- 5.14 None of the TRICS sites have on-site parking, in line with the proposal site, but all of the TRICS surveys include counts of off-site parking areas used by customers. This is a good replication of the proposal site.
- 5.15 The TRICS sample includes one site in Greater London. The TRICS site has a PTAL of 4, which is a moderate level of accessibility. The proposal site has a GMAL of 8, which equates to a PTAL of 6, and therefore including the London site allows a conservative assessment.
- 5.16 Based on the above, the TRICS sample sites are considered to adequately reflect the locational and accessibility qualities of the proposal site and to provide a robust means of assessing the impact of the proposal. The TRICS output is attached as Appendix B, with a summary in Table 5.1.

¹ TRICS (2022), TRICS Good Practice Guide 2023

	Person Trip Rate (per 100sqm)			Vehicle Trip Rate (per 100sqm)					
	In	Out	Total	In	Out	Total			
AM Peak Hour	5.134	4.464	9.598	1.339	1.116	2.455			
PM Peak Hour	2.713	5.426	8.139	0.388	1.163	1.551			
	Pedestrian Trip Rate (per 100sqm)			Cycle Trip Rate (per 100sqm)			Public Transport Trip Rate (per 100sqm)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	1.339	1.339	2.678	0	0	0	1.339	0.893	2.232
PM Peak Hour	1.55	1.55	3.1	0	0	0	0.388	1.938	2.326

Table 5.1: Trip Rates

5.17 Table 5.2 shows the development trip generation.

	Person Trips			Total Vehicle Trips					
	In	Out	Total	In	Out	Total			
AM Peak Hour	7	6	12	2	1	3			
PM Peak Hour	3	7	10	0	1	2			
	Pedestrian Trips			Cycle Trips			Public Transport Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	2	2	3	0	0	0	2	1	3
PM Peak Hour	2	2	4	0	0	0	0	2	3

Table 5.2: Development Trip Generation

5.18 Table 5.2 shows that the proposal will not generate a significant number of trips in the peak hours. In reality, as noted earlier, the proposal will provide a complementary city centre use and, other than staff trips, the customer trips will comprise trips associated with existing residents, workers, and visitors in this area of the city and therefore will not be 'new' to the network.

Servicing Trips

5.19 Table 5.3 shows the daily service trip rate for the site. Service trips include light goods and heavy goods vehicles associated with the development.

	Service Trip Rate (per 100sqm)			Service Trips		
	In	Out	Total	In	Out	Total
Daily	0.669	0.669	1.338	1	1	2

Table 5.3: Service Trip Generation

Traffic Impact Assessment

5.20 Table 5.2 shows that the proposal will not generate a significant number of trips in the peak hours. In reality, as noted earlier, the proposal will provide a complementary city centre use and, other than staff trips, the customer trips will comprise trips associated with existing residents,

workers, and visitors in this area of the city. The trips generated by the proposal will therefore not be 'new' to the network and will comprise of secondary trips associated with other existing land uses in this area of the city.

- 5.21 The site comprises an existing building that was most recently used as office space which will have generated multimodal trips, including vehicle and servicing trips on to the surrounding network. The trips associated with the office use will have largely comprised of trips for which the primary purpose will have been access to the site.
- 5.22 Based on the above, the proposal will not have an impact on highway operation or road safety levels.

6. [Travel Plan](#)

Overview

- 6.1 The proposal is only 128sqm in size and it is also pertinent that the type of use (a complementary use that will serve existing residents, workers, and visitors to the city) means that it will not generate a significant number of 'new' trips, other than those associated by staff. This means that typically a Travel Plan would not be required for the planning application.
- 6.2 Notwithstanding the above, the applicant is keen to support and promote sustainable travel practices for staff at the site. In line with this Travel Plan measures will be adopted at the site that are commensurate with the forecast impact of the proposal. These are set out below.
- 6.3 The requirement to adopt the measures below on occupation of the development will be dealt with by a suitably worded planning condition.

TfGM Business Travel Network

- 6.4 TfGM runs an initiative called [Travel Choices for Businesses](#)² that provides guidance, assistance and details of any small grants that are available to provide improved infrastructure to employers across Greater Manchester. Members of the Business Network also benefit from regular training workshops, free membership of Car Share GM, monthly newsletters, and Personalised Journey Planning.
- 6.5 The TfGM website states that:

'Statistics, after the intervention from TfGM, have shown an 11% reduction in staff who drive to work every week whilst 8% of employees changed from driving to a more sustainable mode.'

- 6.6 The applicant will register the site with the Travel Choices scheme and engage with the process on occupation of the site.

Staff Travel Packs

- 6.7 Staff will be provided with travel packs prior to starting work at the site. The travel packs will provide a succinct information resource that provides the following information:
 - A local area map showing nearby amenities, public transport nodes, pedestrian crossings, cycle parking locations, cycle routes, and parking controls
 - Weblinks to [TfGM journey planning software, ticketing prices, and maps](#)³
 - Weblinks to [Bee Active walking and cycling advice, and journey planning software](#)⁴
 - Information on [TfGM initiatives such as free adult cycle training and maintenance advice](#)⁵

² <https://tfgm.com/travel-planning-for-employers>

³ <http://www.tfgm.com/>

⁴ <https://beeactive.tfgm.com/cycling/>

⁵ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

- Information on [other travel initiatives such as GM Walking](#)⁶

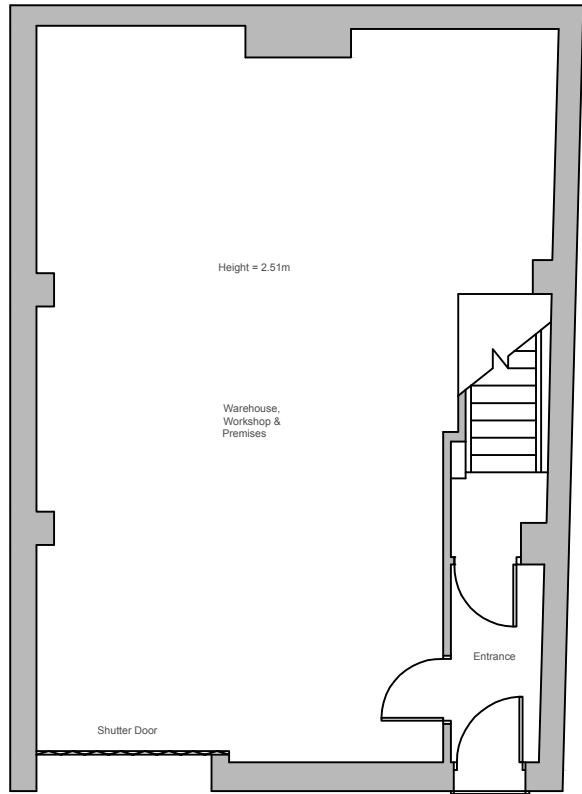
6.8 The travel packs will be prepared just prior to occupation ready for issue to all new staff.

7. Conclusions

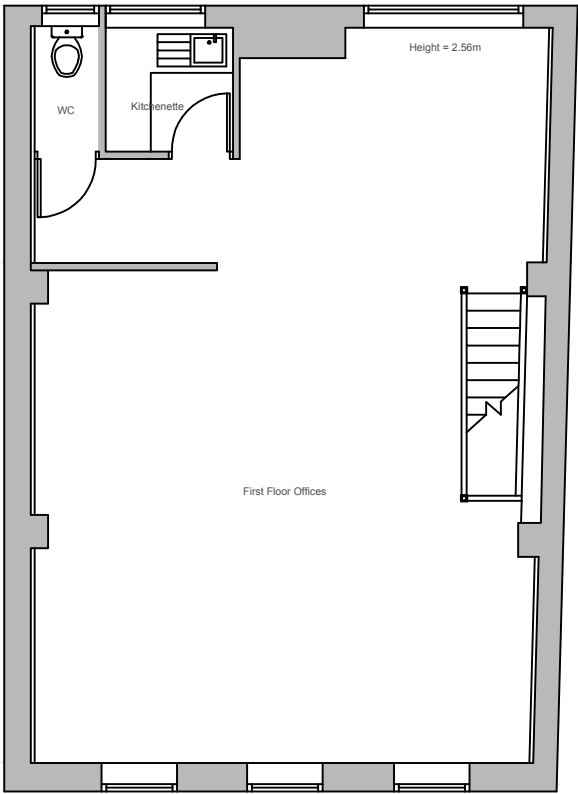
- 7.1 The proposal seeks planning permission for the change of use of 46 Henry Street to provide a Fresh Fuel café use. The building has a floor area of 128sqm, and this will not be increased as a result of the proposal.
- 7.2 The TS has been prepared in line with standard appraisal methods and local and national policy guidance.
- 7.3 The assessment shows that the site is well located for sustainable trip making and that the infrastructure serving the site is of good quality. The site relates well to pedestrian crossing infrastructure, cycle routes, cycle parking, and public transport nodes. The accessibility assessment shows that the site can be accessed in a short active trip from existing nearby residences, workplaces and other leisure uses. The site has a GMAL of 8, which is the highest level.
- 7.4 The trip assessment shows that the proposal will not generate a significant level of traffic and will not have an impact on highway operation. The trips generated by the proposal will largely be linked to other existing destinations in the area and therefore will not result in 'new' trips to the network.
- 7.5 The access arrangements for the site remain unchanged from the site's current use, with service and pedestrian access from Henry Street. No parking is proposed at the site, in line with current arrangements, the accessibility level of the site, and as the site will not generate 'new' vehicle trips to the area. Travel Plan measures are included in the proposal to support sustainable trip making by staff and these will be adopted at the site on occupation of the development.

⁶ <https://gmwalking.co.uk>

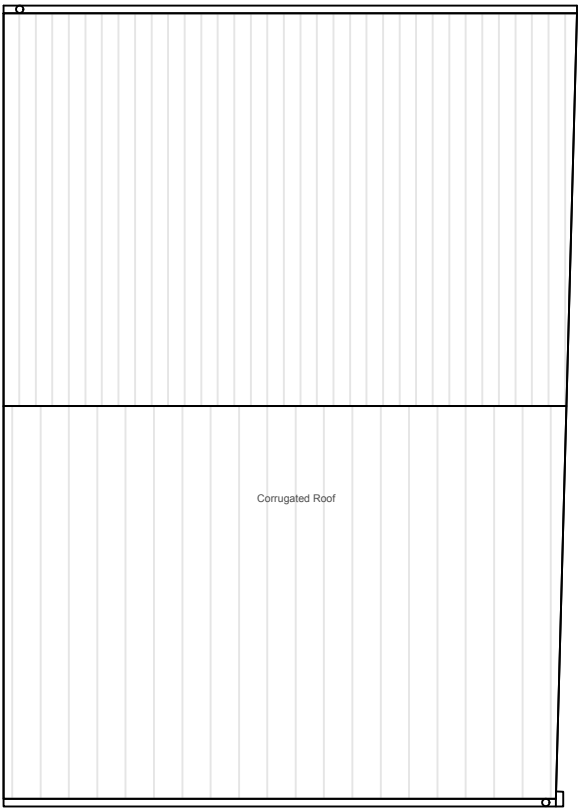
Appendix A



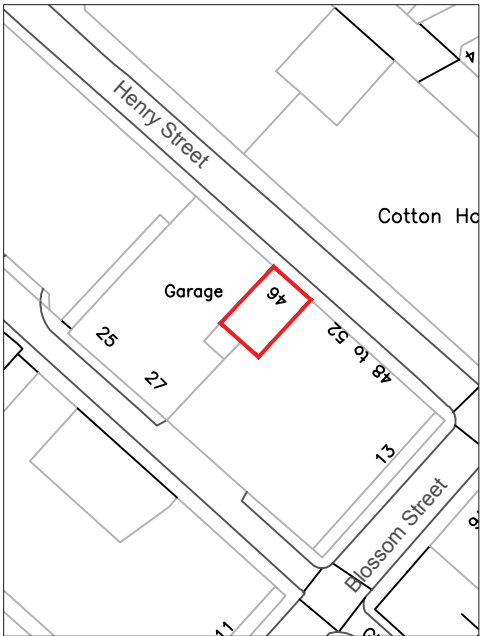
Existing Ground Floor Plan



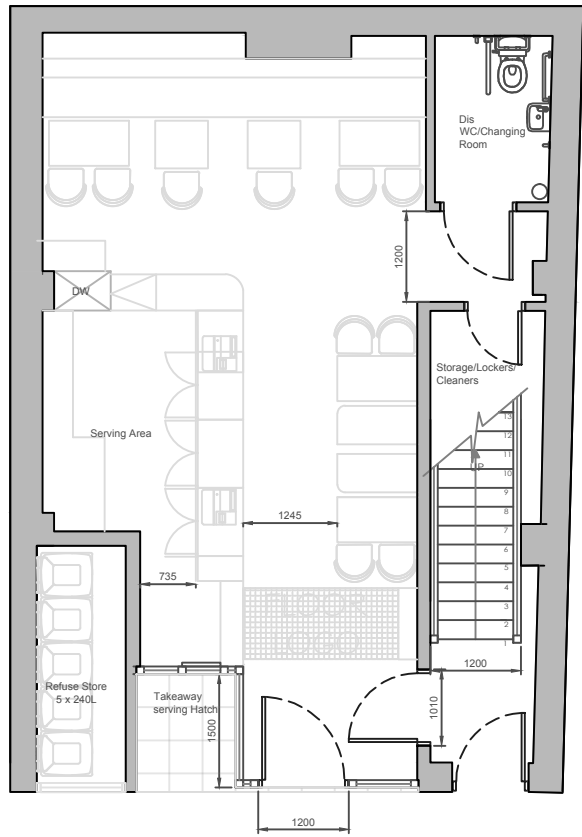
Existing First Floor Plan



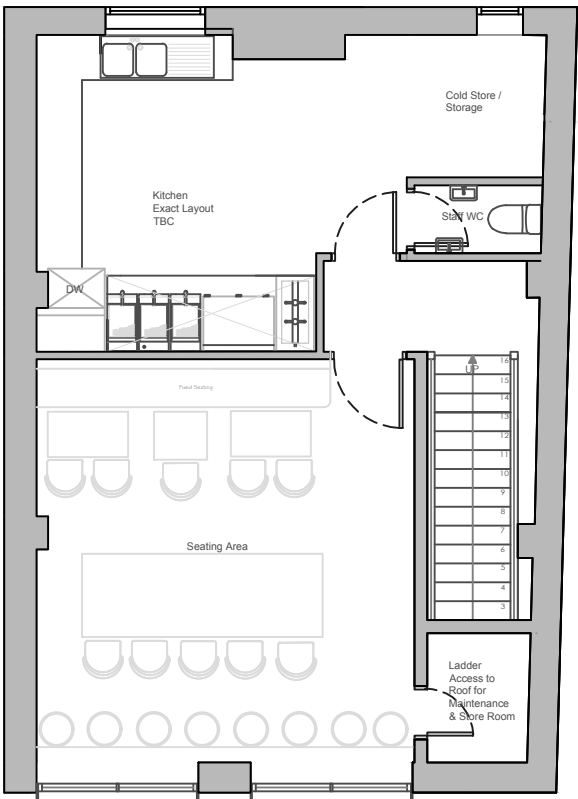
Existing Roof Plan



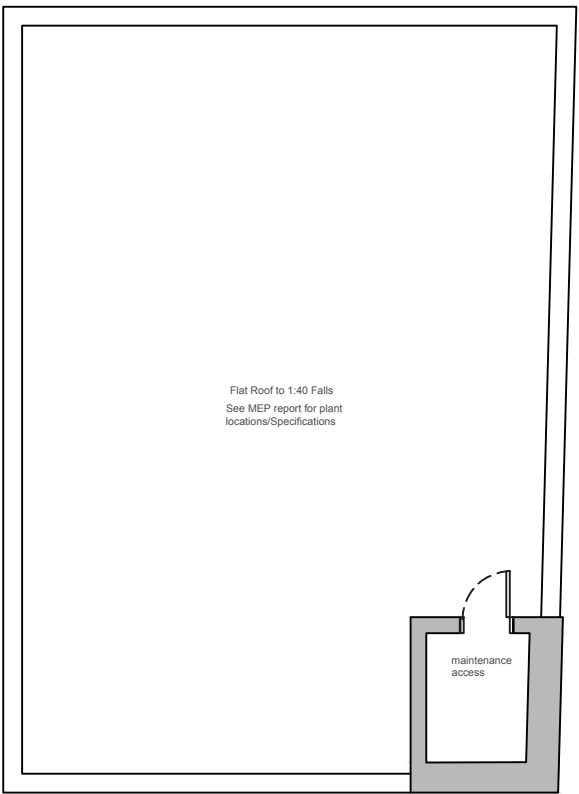
Key Plan 1:1000 @ A3



Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Roof Plan

NOTE
This drawing is for planning submission purposes only

REVISIONS

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FRESH
FUEL

46 HENRY STREET, ANCOATS

EXISTING AND PROPOSED
FLOOR PLANS

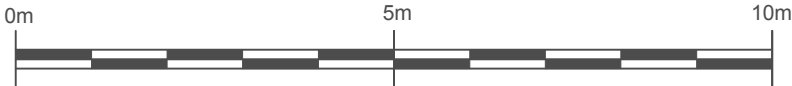
Drawn: JE Scale: 1:100 @ A3
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E3Architecture

www.e3architecture.co.uk
0113 8730252
enquiries@e3architecture.co.uk
212 - 214 High Street, Boston Spa, LS23 6AD

Dwg No: 037/01(02)003 #



Appendix B

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HG HARINGEY	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 58 to 200 (units: sqm)
 Range Selected by User: 58 to 200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 10/06/22

Selected survey days:

Tuesday	2 days
Friday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	3
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Selected Location Sub Categories:

Built-Up Zone	2
High Street	1

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
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Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

Secondary Filtering selection (Cont.):

<u>Travel Plan:</u>	
No	3 days
<u>PTAL Rating:</u>	
No PTAL Present	2 days
4 Good	1 days

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	HG-06-K-01	CAFÉ	HARINGEY
	MUSWELL HILL BROADWAY		
	MUSWELL HILL		
	Town Centre		
	High Street		
	Total Gross floor area:	58 sqm	
	Survey date: FRIDAY	10/06/22	Survey Type: MANUAL
3	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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.20

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	58	5.172	1	58	3.448	1	58	8.620
08:00 - 09:00	3	149	1.339	3	149	1.116	3	149	2.455
09:00 - 10:00	3	149	2.679	3	149	1.563	3	149	4.241
10:00 - 11:00	3	149	3.348	3	149	3.348	3	149	6.696
11:00 - 12:00	3	149	3.348	3	149	3.125	3	149	6.473
12:00 - 13:00	3	149	3.125	3	149	3.125	3	149	6.250
13:00 - 14:00	3	149	2.455	3	149	2.679	3	149	5.134
14:00 - 15:00	3	149	2.009	3	149	2.232	3	149	4.241
15:00 - 16:00	3	149	2.009	3	149	2.455	3	149	4.464
16:00 - 17:00	3	149	0.893	3	149	1.116	3	149	2.009
17:00 - 18:00	2	129	0.388	2	129	1.163	2	129	1.551
18:00 - 19:00	1	58	0.000	1	58	1.724	1	58	1.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			26.765			27.093			53.858

Parameter summary

Trip rate parameter range selected: 58 - 200 (units: sqm)
 Survey date range: 01/01/00 - 10/06/22
 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

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

MULTI-MODAL 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	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	3	149	0.000	3	149	0.000	3	149	0.000
09:00 - 10:00	3	149	0.223	3	149	0.223	3	149	0.446
10:00 - 11:00	3	149	0.000	3	149	0.000	3	149	0.000
11:00 - 12:00	3	149	0.000	3	149	0.000	3	149	0.000
12:00 - 13:00	3	149	0.446	3	149	0.223	3	149	0.669
13:00 - 14:00	3	149	0.000	3	149	0.223	3	149	0.223
14:00 - 15:00	3	149	0.000	3	149	0.000	3	149	0.000
15:00 - 16:00	3	149	0.000	3	149	0.000	3	149	0.000
16:00 - 17:00	3	149	0.000	3	149	0.000	3	149	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.669			0.669			1.338

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

MULTI-MODAL PEDESTRIANS

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	58	5.172	1	58	3.448	1	58	8.620
08:00 - 09:00	3	149	1.339	3	149	1.339	3	149	2.678
09:00 - 10:00	3	149	5.134	3	149	2.679	3	149	7.813
10:00 - 11:00	3	149	5.804	3	149	4.241	3	149	10.045
11:00 - 12:00	3	149	5.134	3	149	5.580	3	149	10.714
12:00 - 13:00	3	149	7.589	3	149	6.250	3	149	13.839
13:00 - 14:00	3	149	5.804	3	149	5.804	3	149	11.608
14:00 - 15:00	3	149	5.134	3	149	5.134	3	149	10.268
15:00 - 16:00	3	149	3.571	3	149	5.580	3	149	9.151
16:00 - 17:00	3	149	1.339	3	149	4.241	3	149	5.580
17:00 - 18:00	2	129	1.550	2	129	1.550	2	129	3.100
18:00 - 19:00	1	58	0.000	1	58	3.448	1	58	3.448
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			47.570			49.294			96.864

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

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

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	58	3.448	1	58	0.000	1	58	3.448
08:00 - 09:00	3	149	1.339	3	149	0.893	3	149	2.232
09:00 - 10:00	3	149	1.786	3	149	1.339	3	149	3.125
10:00 - 11:00	3	149	2.679	3	149	2.009	3	149	4.688
11:00 - 12:00	3	149	2.232	3	149	0.893	3	149	3.125
12:00 - 13:00	3	149	1.339	3	149	2.009	3	149	3.348
13:00 - 14:00	3	149	1.116	3	149	1.339	3	149	2.455
14:00 - 15:00	3	149	1.563	3	149	1.116	3	149	2.678
15:00 - 16:00	3	149	1.786	3	149	1.563	3	149	3.348
16:00 - 17:00	3	149	0.446	3	149	2.455	3	149	2.901
17:00 - 18:00	2	129	0.388	2	129	1.938	2	129	2.326
18:00 - 19:00	1	58	0.000	1	58	1.724	1	58	1.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			18.121			17.277			35.398

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.20

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	58	17.241	1	58	10.345	1	58	27.586
08:00 - 09:00	3	149	5.134	3	149	4.464	3	149	9.598
09:00 - 10:00	3	149	11.161	3	149	6.696	3	149	17.857
10:00 - 11:00	3	149	13.839	3	149	11.161	3	149	25.000
11:00 - 12:00	3	149	12.723	3	149	11.830	3	149	24.553
12:00 - 13:00	3	149	13.839	3	149	12.500	3	149	26.339
13:00 - 14:00	3	149	10.714	3	149	11.607	3	149	22.321
14:00 - 15:00	3	149	9.375	3	149	9.598	3	149	18.973
15:00 - 16:00	3	149	8.705	3	149	11.161	3	149	19.866
16:00 - 17:00	3	149	3.125	3	149	8.482	3	149	11.607
17:00 - 18:00	2	129	2.713	2	129	5.426	2	129	8.139
18:00 - 19:00	1	58	0.000	1	58	8.621	1	58	8.621
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			108.569			111.891			220.460

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

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

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	58	0.000	1	58	0.000	1	58	0.000
08:00 - 09:00	3	149	0.000	3	149	0.000	3	149	0.000
09:00 - 10:00	3	149	0.446	3	149	0.223	3	149	0.669
10:00 - 11:00	3	149	0.000	3	149	0.223	3	149	0.223
11:00 - 12:00	3	149	0.000	3	149	0.000	3	149	0.000
12:00 - 13:00	3	149	0.223	3	149	0.223	3	149	0.446
13:00 - 14:00	3	149	0.000	3	149	0.000	3	149	0.000
14:00 - 15:00	3	149	0.000	3	149	0.000	3	149	0.000
15:00 - 16:00	3	149	0.000	3	149	0.000	3	149	0.000
16:00 - 17:00	3	149	0.000	3	149	0.000	3	149	0.000
17:00 - 18:00	2	129	0.000	2	129	0.000	2	129	0.000
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.669			0.669			1.338