

TRANSPORT STATEMENT

Manchester Quays Two Ltd

Shipyards, Water Street, St Johns

January 2023

VN222256

Transport Statement

Report control

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Plans

Plan VN222256–G102	Walking Catchment
Plan VN222256-G103	Cycling Catchment

Appendices

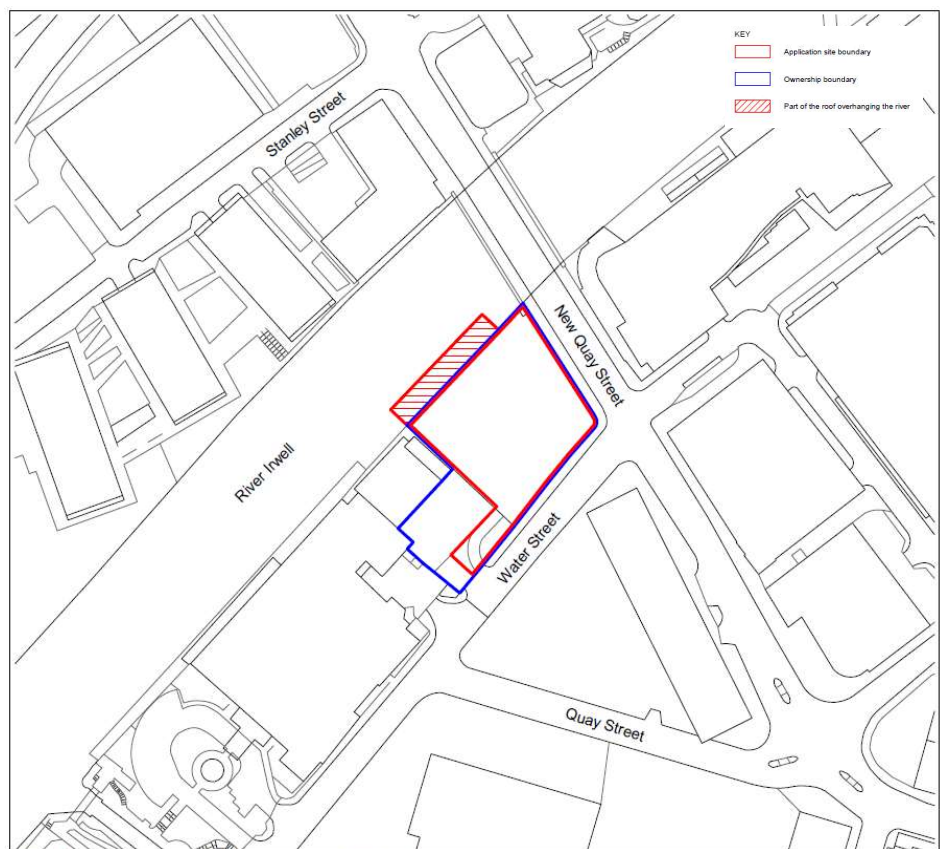
Appendix A	Accommodation Schedule & Scheme Plans
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1 Introduction

Background

- 1.1 Vectos have been commissioned by Manchester Quays Two Ltd to provide transport and highways advice in support of a full planning application for a proposed Foodhall at the Shipyard, St Johns, Manchester. Shipyard will be a new riverside dining destination for the city, building on the industrial atmosphere with high ceilings to create a food and beverage destinations operating day and night. Shipyard will incorporate a mix of permanent artisan vendors and rolling smaller stalls for variety, creating an eclectic eating and drinking destination.
- 1.2 The building will comprise three levels which are referred to as the Level 00 (undercroft), Level 01 (Main Food Hall) and Level M1 (Mezzanine). Level 01 and Level M1 (the mezzanine) will accommodate kitchen space and seating. Terraces are also proposed at these levels accommodate seating for visitors. The proposals also comprise a loading bay on Water Street adjacent to the main entrance. This is proposed to accommodate servicing and refuse vehicles when delivering goods and collecting waste.
- 1.3 The site is located within the jurisdiction of Manchester City Council who act as both the local planning and highway authority. The proposals comprise developing the Shipyards site into a food and beverage hall offering a casual dining experience.
- 1.4 The Shipyards site is currently a disused warehouse located off Water Street known as Albert Shed. Its location is shown in **Figure 1.1**.

Figure 1.1: Site Location



Planning History

- 1.5 Manchester City Council's online planning application search facility shows that Shipyards site formed part of a wider site that gained planning consent for four buildings comprising hotel, residential and food retail use in 2016 (Application Reference: 109660/FO/2015/C1).
- 1.6 This application was referred to as St Johns Place and was supported by a Transport Assessment, Framework Travel Plan and Waste & Servicing Strategy, with all documents prepared by Vectos and this understanding has been used to inform this Transport Statement.

Scope of Report

- 1.7 This Transport Statement will consider the following:
 - Section 2 - outlines the national and local planning policy relevant to the proposals;
 - Section 3 - discusses the development site and location in greater detail, the local highway network, reviews accident data;
 - Section 4 – reviews the site's accessibility in regard to sustainable modes of travel;
 - Section 5 - sets out the development proposals, including a review of the proposed site layout, access and servicing and refuse arrangements;
 - Section 6 - outlines the traffic generating characteristics of the proposals and associated highway impact; and
 - Section 7 - summarises the findings of the Transport Statement.

2 Policy Context

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) was updated in 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework published in March 2012 and revised in July 2021. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.2 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- i) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - ii) Safe and suitable access to the site can be achieved for all users;
 - iii) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - iv) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.3 Paragraph 111 goes on to state that, *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

Manchester Core Strategy

- 2.4 The Core Strategy was adopted by Manchester City Council on July 2012. It forms the key document in Manchester's Local Development Framework and covers the period of 2012 to 2027.
- 2.5 Policy SP1 sets out the spatial principles that will guide development to 2027. One of these principles is as follows:

“New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.”

2.6 Sustainable travel is discussed in Policy T1 which aims to deliver a sustainable high quality and integrated transport system to encourage a modal shift away from the car. The policy states that the Council will support proposals that:

“Improve choice by developing alternatives to the private car; and

Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

- *Pedestrians and disabled people*
- *Cyclists, public transport,*
- *Commercial access,*
- *General off-peak traffic,*
- *General peak time traffic.”*

2.7 Policy T2 surrounds accessible areas of opportunity and need. It states that Manchester City Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the city’s main economic drivers and is easily accessible by walking, cycling and public transport. It is stated that Traffic Impact Assessments and Travel Plans are needed for all major applications and for any proposals where there are likely to be access or transport issues.

2.8 In regard to development management, it is stated that all development should be fully accessible to disabled people and access to new development should be accessible to sustainable transport modes.

Guide to Development in Manchester Supplementary Planning Document (SPD)

2.9 The Guide to Development in Manchester SPD was adopted in April 2002.

2.10 Paragraph 2.22 of the document states that:

“In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.”

2.11 Within the document’s ‘Vehicular Access Including Servicing’ section it is stated that Developers should consider the servicing needs of any development at an early stage to ensure that adequate servicing is provided on site. It is also stated that poor on-site provision can lead to a reduction in pedestrian safety on adjacent roads as well as higher costs in the maintenance of an attractive street environment.

- 2.12 The proposed development is well aligned with this goal, being located close to a range of different facilities. The guidance goes on to describe the need for Travel Plans in new developments, stating that a Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint.
- 2.13 Such an exercise has been completed for this development and informs part of this report along with the accompanying Travel Plan.

Greater Manchester Transport Strategy 2040

- 2.14 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.
- 2.15 The vision is for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. The Transport Vision aims are as follows:
- Supporting Sustainable Economic growth;
 - Protecting Our Environment;
 - Improving Quality of Life for All; and
 - Developing an Innovative City Region.
- 2.16 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.
- 2.17 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment.

City Centre Transport Strategy

- 2.18 The City Centre Transport Strategy for Manchester, including Salford Central areas, was adopted March 2021. The central aim is to set an ambitious goal for 90% of all trips to the city centre to be made on foot, by cycle or using public transport by 2040 in the morning peak. For travel within the city centre, there is an aspiration that walking will become an even more important mode of travel.
- 2.19 To achieve this, it will be necessary to consider how to reduce the negative impacts of vehicles, how to make the environment a more pleasant place for pedestrians and cyclists, how to best make use of highly valuable city centre space and ensure the City Centre continues to thrive as the hub for economic growth.

2.20 To achieve this, based on predicted levels of growth, the plan is for:

- Almost a doubling of Rail and Metrolink trips in the morning peak;
- A 50% increase in bus trips into the city centre in the morning peak;
- More than doubling the number of people walking and cycling into the city in the morning peak; and
- A reduction in car trips.

2.21 The practical measures in the City Centre Transport Strategy that are particularly relevant to the development are the predominance of public transport or active travel measures to access day to day activities. By creating a development with no car parking set in a quality landscaped space, the development conforms to the vision and goals as set out in these aspirations.

BREEAM Guidance

2.22 Following the BREEAM UK Refurbishment and Fit-out 2014 guidance for non-domestic buildings, it is possible to earn credits under five different Transport-related categories (Tra 01 to Tra05).

2.23 For the 'Tra01 – Sustainable Transport Solutions' category, up to five credits are available, depending on the calculated Accessibility Index (AI) of the site and the land use. The most applicable land use available in the calculator is 'Retail' and as such this has been assessed in Section 4.

2.24 Up to 2 credits can be obtained for the 'Tra03 – Cyclist facilities' section, including one if compliant cycle storage spaces that meet the minimum levels for the relevant land use are installed, and an extra one if at least two compliant cyclist facilities (showers, changing facilities, lockers and drying spaces) have been provided for all building users.

2.25 In relation to the 'Tra05 – Travel plan' category, one credit can be earned if "a travel plan has been developed as part of the feasibility and design stages, and also if a site specific travel assessment/statement has been undertaken to ensure the travel plan is structured to meet the needs of the particular site and covers the following items":

- Travel patterns and transport impact of future building users;
- Current local environment for pedestrians and cyclists;
- Number and type of existing accessible amenities 500m away from the development site;
- Disabled access accounting for varying levels and types of disability, including visual impairment;
- Calculated Accessibility Index of the site; and
- Existing current facilities for cyclists.

2.26 As required by BREEAM, a Travel Plan has been prepared alongside this Transport Statement which aims to encourage more sustainable travel, including measures to increase or improve more sustainable modes of transport and movement of people and goods during the site's operations. The Travel Plan needs engagement from the occupier, and they will be engaged when they are signed up to occupy the building.

Emerging Policy

First, Places for Everyone Publication Plan

- 2.27 The First, Places for Everyone Publication Plan is currently emerging in relation to adopted policy. This Plan represents a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been prepared by the Greater Manchester Combined Authority (GMCA) on behalf of the nine districts.
- 2.28 The Plan's Sustainable Places section states that The Greater Manchester Strategy sets out the ambition that all parts of Greater Manchester will be neighbourhoods of choice, with good quality affordable homes in safe and attractive communities, well served by public transport, so that the people that live in them are connected to jobs and opportunity and have access to excellent local amenities, green spaces and a high quality cultural and leisure offer. The development proposals aim to reflect this vision.
- 2.29 Section 10 of the Plan relates to transport requirements at new developments. It states that the location, design and density of development is fundamental as it influences how far people need to travel and their ability to make these journeys by sustainable modes.
- 2.30 As such, Policy JP-C-7 states that planning applications will be accompanied by a Transport Assessment or Transport Statement and Travel Plan where appropriate.
- 2.31 In accordance with this emerging policy guidance, new development is to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.
- 2.32 Although not yet adopted, this policy has been considered in preparing the Transport Statement in relation to assessing the proposed development's residual cumulative impacts on the road network.
- 2.33 This Transport Statement has pays due regard to both the national and local transport planning policy and guidance pertinent to the development proposals.

3 Baseline Conditions

Introduction

- 3.1 As outlined in Section 1, the proposals are car-free, however there is expected to be traffic activity associated with taxi drop-offs, servicing and food delivery couriers. We set out the site's existing transport conditions, including a review of local accident data.

Audit of Highway Infrastructure

- 3.2 Both the carriageway and footways on either side of Water Street are of a good surface quality. This road provides a single carriageway arrangement and is subject to a speed limit of 20 miles per hour. Double yellow parking restrictions are in place on both sides of Water Street indicating that no waiting is permitted at any time, as shown in **Figure 3.1**.

Figure 3.1: Double-Yellow Line Restrictions on Water Street



- 3.3 It is noted that Water Street will be narrowed from 7.5m to 6m to improve the public realm space in front of St John's Tower 1 development. In this location there are two on-street drop-off bays that are time limited to 20 minutes (no return within 40 minutes). There will be six on-street pay and display parking bays provided on Water Street to the north of the Marriott Hotel where mobility impaired drivers can park free of charge.
- 3.4 To the south-west of the site, Water Street provides access to Quay Street via a priority junction, before Water Street terminates where The Factory development is currently being constructed. When construction finishes at Factory and that development opens up to audiences, it is proposed that Water Street will be formally closed to through traffic with a Prohibition of Driving Order as part of the Factory works.

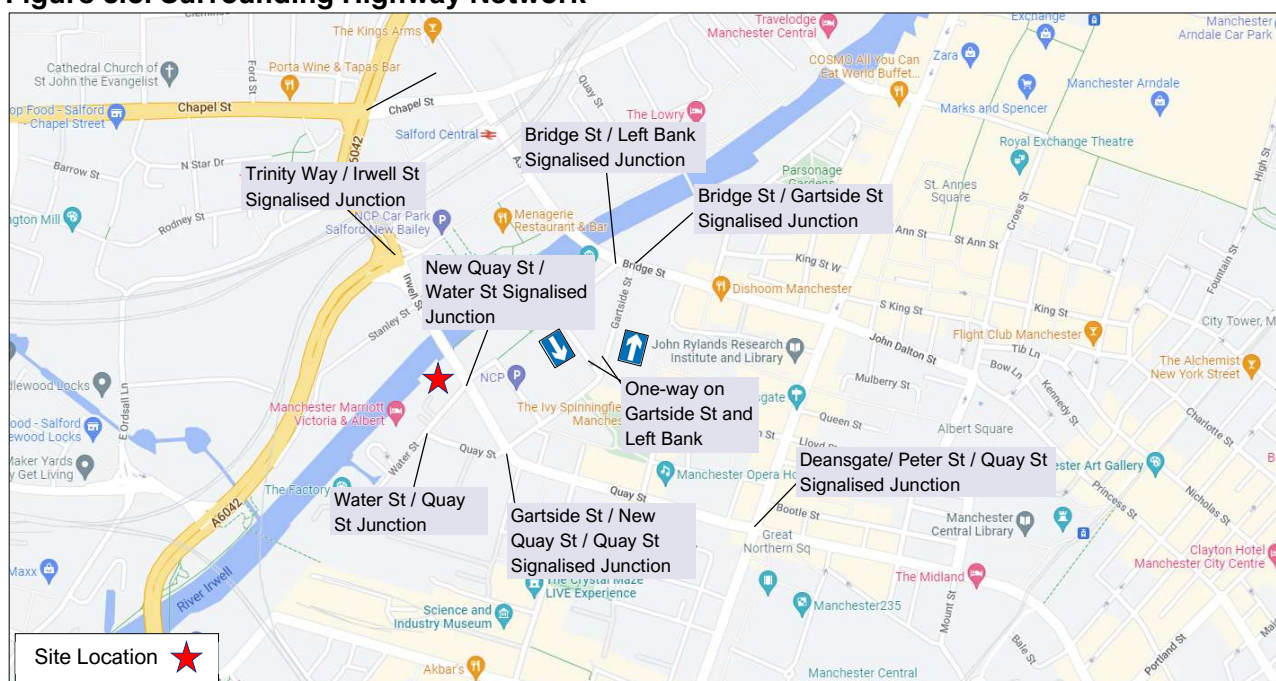
- 3.5 A key aspect is that only vehicles serving Factory will be able to head south along Water Street and into Festival Square. This Prohibition of Driving Order and the associated highway works are to be delivered by others. Water Street will rise up to a raised table and there will be automatic bollards access controls to manage vehicle movements.
- 3.6 As such, Water Street will be stopped up to through traffic and a turning facility required. While accommodating a circular design, it will not operate as a standard roundabout as larger vehicles accessing Factory or River Green will carry on using the current Water Street alignment and therefore will not circulate.
- 3.7 Quay Street forms the western arm of the New Quay Street / Garside Street / Quay Street signalised junction. This junction features single lane approaches on all arms, along with right-turn ghost islands facilitating vehicular movement onto Quay Street and Garside Street respectively.
- 3.8 The western section of Quay Street has been stopped up as part of the public realm works that are being delivered within the St John's regeneration masterplan. It has historically been the point of access into the former ITV Granada Studios site. This road closure allows the creation of St Johns Place, a new Square and two new commercial buildings.
- 3.9 To the immediate north-east of the site is the A34 New Quay Street / Water Street signalised crossroads junction. The layout of this junction is shown in **Figure 3.2**.

Figure 3.2: New Quay Street / Water Street Signalised Junction



- 3.10 Separate ahead and right-turn lanes are provided from the A34 New Quay Street, with both right-turn lanes facilitating vehicle movement to Water Street. As part of the wider development within the St Johns area, this junction is to be upgraded and delivered as part of a Section 278 agreement. The upgrade will retain the junction's signalisation and will realign / improve the carriageways and footways on all arms. That will bring the drop crossings and tactile paving up to standard which along with the audible signal and tactile cone for deaf people this crossing suitable for disabled persons to use in safety.

- ### Figure 3.3: Surrounding Highway Network

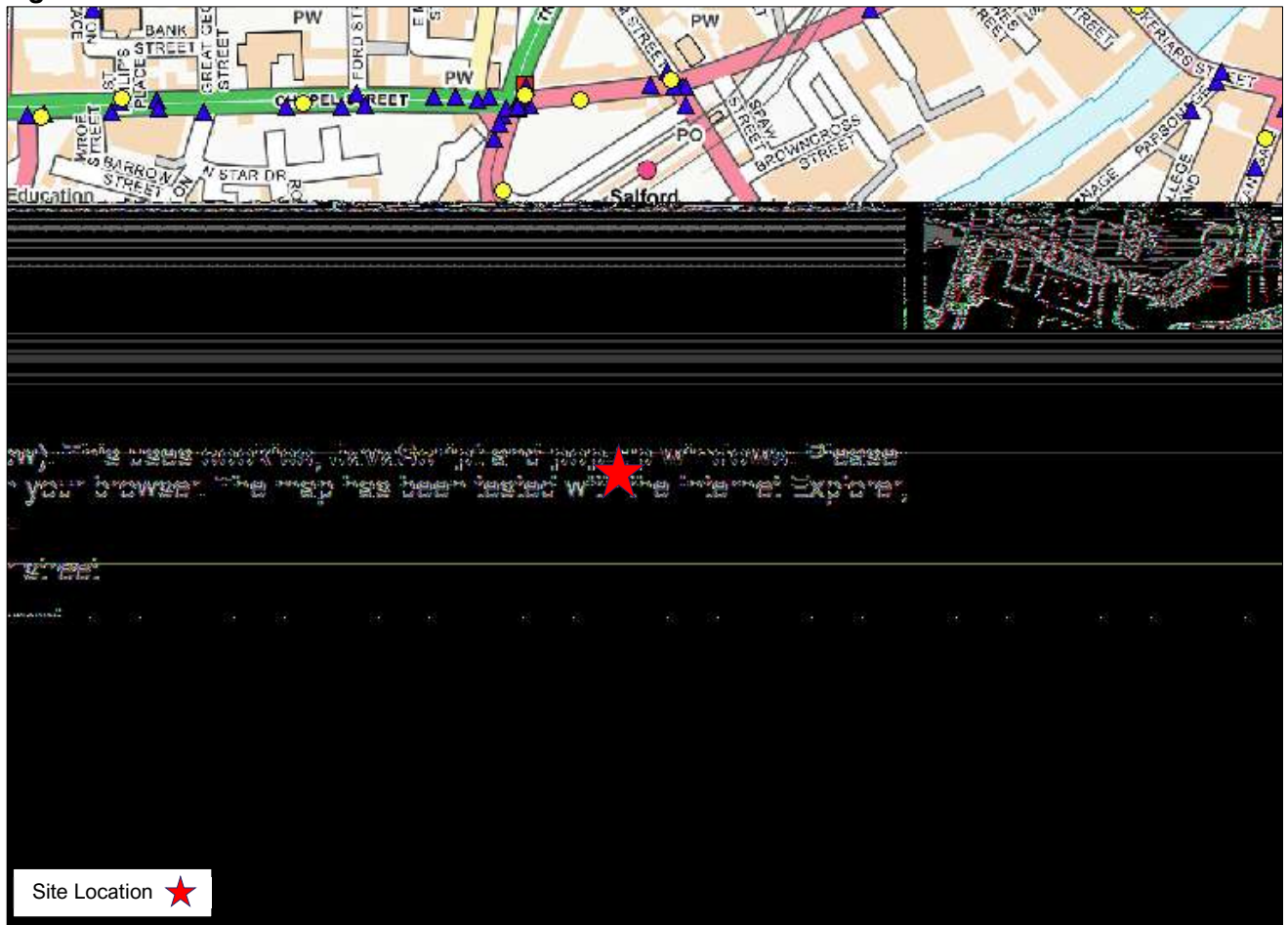


- 3.17 Based on the above description of the site's surrounding highway network, it is considered that both the current and emerging infrastructure will facilitate servicing, refuse and taxi trips to and from the site.

Collision Statistics

- 3.18 With the surrounding highway network described, collision statistics are now analysed. Transport for Greater Manchester's Accident Map is available through the Road Traffic Accident Database. This has been interrogated for the most recently available five-year period. The accidents in the vicinity of the site are shown in **Figure 3.4**.

Figure 3.4: Accident Review



Source: <https://www.gmtu.gov.uk/gmaccidents/>

- 3.19 The search has shown that one slight accident has been recorded over the last 5 years at the junction of the A34 New Quay Street and Water Street and three further slight accidents on Quay Street.
- 3.20 A total of four slight accidents have been recorded at the A6042 Trinity Way / A34 Irwell Street signalised junction over the last five years. Considering the volume of traffic that this junction accommodates, the level of accidents shown is considered very low.

- 3.21 It can therefore be concluded that there are no known highway features that contribute to the occurrence of accidents that would need to be addressed as part of this application, and the accident record in the vicinity of the site does not present any grounds for concern in the context of the development proposals.

Local Car Parking Opportunities

- 3.22 Given the expected day to day operation of the proposals and their car-free nature, it is expected that those driving to and from the site will account for a minimal proportion of overall trips.
- 3.23 However, in order to present a robust assessment, the extent of local car parking opportunities has been analysed. Should staff or visitors require parking, there are nearly 4,000 spaces of public parking available within an estimated 10-minute walk of the site and over 5,500 spaces within an estimated 15-minute walk, as detailed in **Table 3.1**.

Table 3.1: Car Parking Opportunities Within a 10 and 15-Minute Walk

Car Parking Spaces within a 10 Minute Walk of the Site	
Spinningfields NCP	680
New Bailey, Salford NCP	605
Salford Stanley Street NCP	635
Great Northern 1&2 NCP	1,200
Bridge Street NCP	73
Deansgate Euro Car Parks	40
Bridgewater Street	70
Manchester Central NCP	700
Total	3,973
Additional Car Parking Spaces within a 15 Minute Walk of the Site	
Chapel Wharf	208
King Street	554
Deansgate (Blackfriars Street)	340
Blackfriars	200
M&S	155
Cleminson Street	70
Wilton Space	140
Stone Street	12
Bridgewater Hall	288
Park Avenue	112
Silvercroft Street	83
Total	6,165

- 3.24 All the public Car Parks in Manchester offer parking for disabled users and blue badge disabled users can use the on street car parks in the City Centre for free.

4 Accessibility by Sustainable Modes of Travel

Introduction

- 4.1 Promoting Sustainable Transport is a key pillar of the National Planning Policy Framework, and this section identifies the excellent opportunities to promote walking, cycling and public transport use for this location.

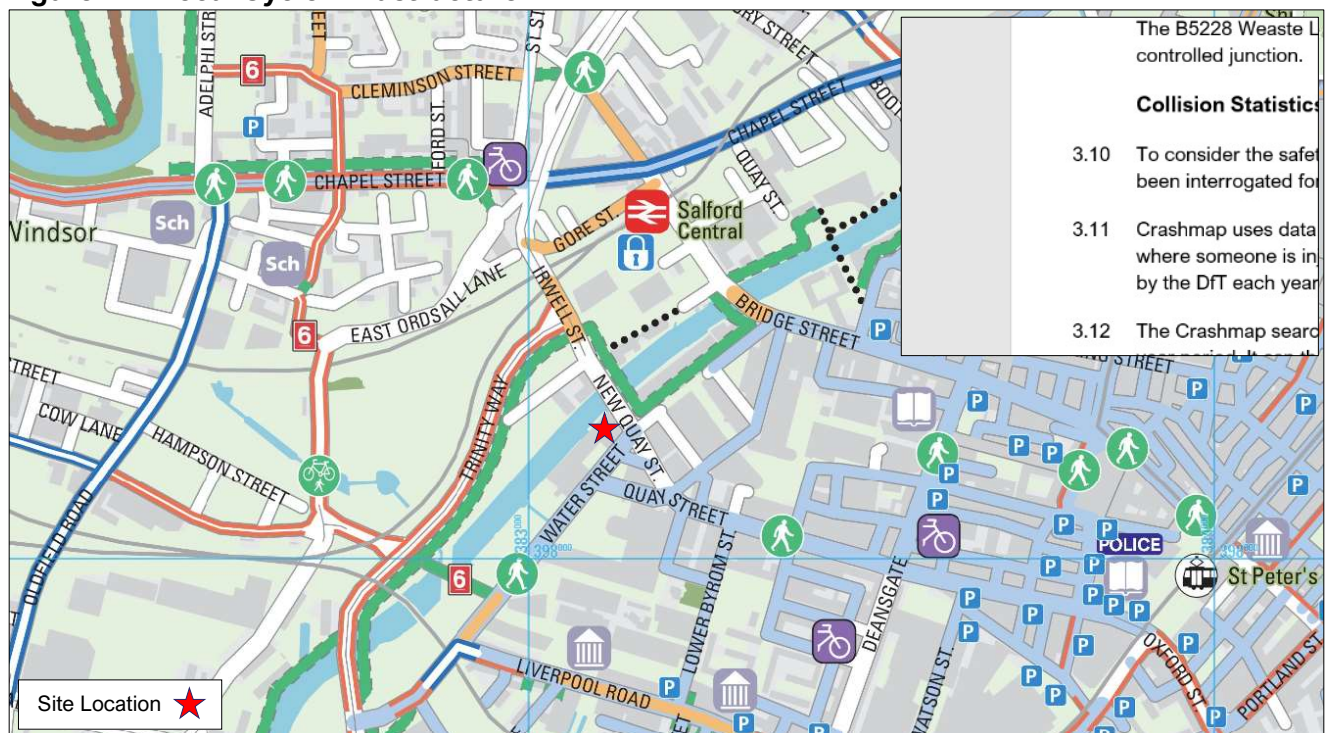
Walking

- 4.2 The St John's site is very well located to encourage journeys to be undertaken on foot. A walk distance of 2km or 24 minutes is described by the Institute of Highways and Transportation as a suggested maximum walking distance staff commuting. An analysis of the pedestrian catchment of the site has been completed to illustrate the site's 1 kilometre and 2-kilometre walking catchments. These are equivalent to a 12-minute and 24-minute walk respectively. The walking catchment is provided in **Plan VN222256–G102**.
- 4.3 The catchment plan shows that most of Regional Centre is accessible in a 2km walk from Manchester Piccadilly in the east to Salford Crescent in the west, Victoria Station to the north and Hulme to the south. This means that many of the city's residential areas are accessible on foot along with access from the main transport interchanges and a large customer base from commuters travelling into the city.
- 4.4 The site is located in proximity to numerous footways and public transport nodes providing a connection between the site and nearby residential areas within the city centre and further afield. Accessibility by public transport is detailed further within this section.
- 4.5 To support pedestrian trips in the local area and to and from nearby transport nodes, footways are provided at on both sides of Water Street, which link into the network of high-quality pedestrian friendly streets within St Johns. St Johns Place to east of the site is a new quality public square and to the south on completion of Factory, two new public squares, Factory Square and Festival Square will be provided offering space to be enjoyed by pedestrians and which will be animated by regular cultural events. From Factory Square there is a foot/cycle bridge across the River Irwell which will reopen and offer a route across to Salford and the large residential population living close to the River. A riverside walkway will be provided from Factory Square up to the canal head which will be improved offering pedestrians a route to enjoy the River Irwell.
- 4.6 Water Street will not be a through route and will be narrowed which will help keep traffic speeds low. All footways in the area are, or will be, provided to a high standard. Beyond St Johns, pedestrians travelling north can cross Quay Street at the existing crossing facility and head north along Left Bank into Spinningfields and also link to Irwell Footbridge crossing the River Irwell to Salford Central Rail Station.
- 4.7 It is considered that all routes used by those travelling on foot between Manchester City Centre and the site are pedestrian friendly. These comprise crossings at signalised junctions that feature dropped kerbs and tactile paving. Local footways are of a good surface quality, with appropriate street lighting provided.

Cycling

- 4.8 Transport for Greater Manchester's online mapping facility shows that the site is located in close proximity to various cycle routes, including traffic-free routes of a good surface annotated in green and on-road routes annotated in beige in **Figure 4.1**.
- 4.9 Also shown on the figure are a series of nearby roads which have reduced 20 miles per hour speed limit and as such cater for a safer cycling environment, including Water Street.
- 4.10 It is also shown that the A6042 Trinity Way accommodates cycle facilities noted in red, along with National Cycle Route 6 crossing the River Irwell to the south.

Figure 4.1: Local Cycle Infrastructure



- 4.11 The area's cycle network is supported by infrastructure located at nearby junctions, including the A34 New Quay Street / Water Street junction where advanced stop lines (ASLs) are provided on the A34 New Quay Street. These give cyclists a safe place to stop and allow them to be positioned ahead of traffic so sufficient time to start travelling as the lights change.
- 4.12 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 2/08 Cycle Infrastructure Design (2008) states that, 'many utility cycle journeys are under 3 miles (5 km) although for commuters a trip distance of over 5 miles (8 km) is not uncommon'. This equates to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour.

- 4.13 An analysis of the cycle catchment of the site has been completed to illustrate the site's 5-kilometre catchment, as provided in **Plan VN222256–G104**. Based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site. Within a 5-kilometre catchment this encompasses the entirety of Manchester City Centre, Salford, Old Trafford, Openshaw, Chorlton and Belle Vue.
- 4.14 It is noted that Salford Central, Piccadilly and Victoria Rail Stations are located within a short cycle from the site facilitating the possibility of multi modal journeys by staff and visitors bicycle and train.

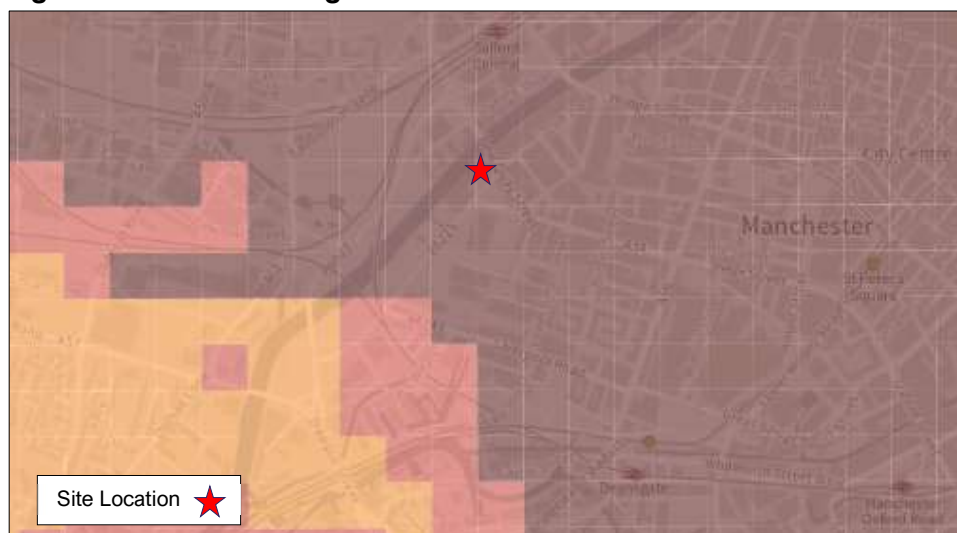
Emerging Bee Network Proposals

- 4.15 The aspirations for improvements to pedestrian and cycle connections that form part of the Bee Network have also been reviewed, referencing TfGM's Bee Network interactive network map.
- 4.16 The Bee Network is a proposal for Greater Manchester to have the UK's largest joined up network for walking and cycling. It is a decade-long plan to connect every neighbourhood in the city region starting with 1,000 miles of walking and cycling network planned as well as 1,400 new crossing points proposed.
- 4.17 The network will consist of signed routes 'Beeways' that mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike and the initiative is being supported by the Greater Manchester Local Authorities and Transport for Greater Manchester. Water Street will form a Beeway, and the A34 New Quay Street will form a Busy Beeway route.

Greater Manchester Public Transport Accessibility Level

- 4.18 TfGM publish the accessibility to public transport, and this is known as the Greater Manchester Accessibility Level (GMAL). GMAL is a useful guide to measure a sites accessibility using public transport.
- 4.19 The site's location in relation to the Greater Manchester Accessibility Level map is shown in **Figure 4.2**.

Figure 4.2: GMAL Rating

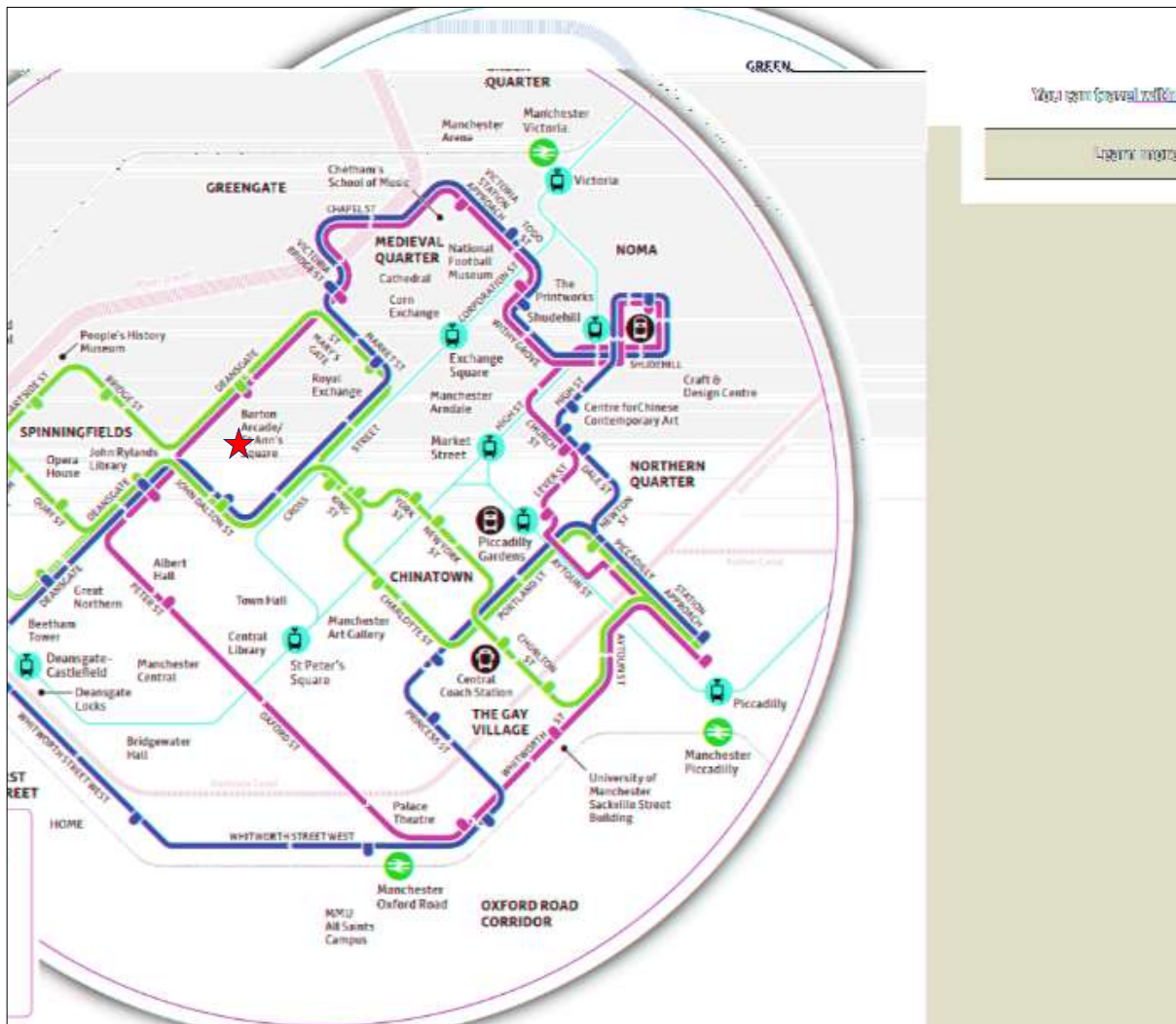


- 4.20 As shown in **Figure 4.2**, the site is located in Accessibility Level 8 which translates as an area of 'Very High' public transport accessibility. This is the highest possible GMAL rating and confirms the excellent opportunity the site offers for travel by public transport services.

Bus

- 4.21 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 4.22 Schedule bus services are available within a short walk of the site. On Liverpool Road there are two bus services. The 33 and 63 that serve Salford, Eccles and Brookhouse / Worsley every 15-20 minutes with evening services finishing at 23:08.
- 4.23 There are a considerable number of bus services within 400m of the Site on Bridge Street running past every few minutes including the new Leigh Guided Busway part of the Cross City Bus package that connects Leigh, Salford and passing through the city centre along Oxford Road to terminate at Manchester Central Hospital. There are more services on Deansgate and more still just beyond a 400m walk from the site.
- 4.24 The Manchester Freebus also operates across Manchester City Centre. Such buses are highly branded and are instantly recognisable, running on a 10 or 12-minute frequency. High quality stops are provided along the service routes with clear branded images on bus stop plates.
- 4.25 Three routes are pass through the City Centre's main commercial, financial and cultural districts. These are named Route 1, 2 and 3. Quay Street, Gartside Street and the A34 Bridge Street accommodate part of Route 1. The stop on Quay Street is the site's nearest (110-metres) and is reachable via a 1-2 minute walk. All routes meet at Deansgate which is reachable via a 6-minute walk of the site (500 metres).
- 4.26 An extract of the Manchester Free Bus Route Map is provided in **Figure 4.3**.

Figure 4.3: Manchester Free Bus Route Map



Metrolink

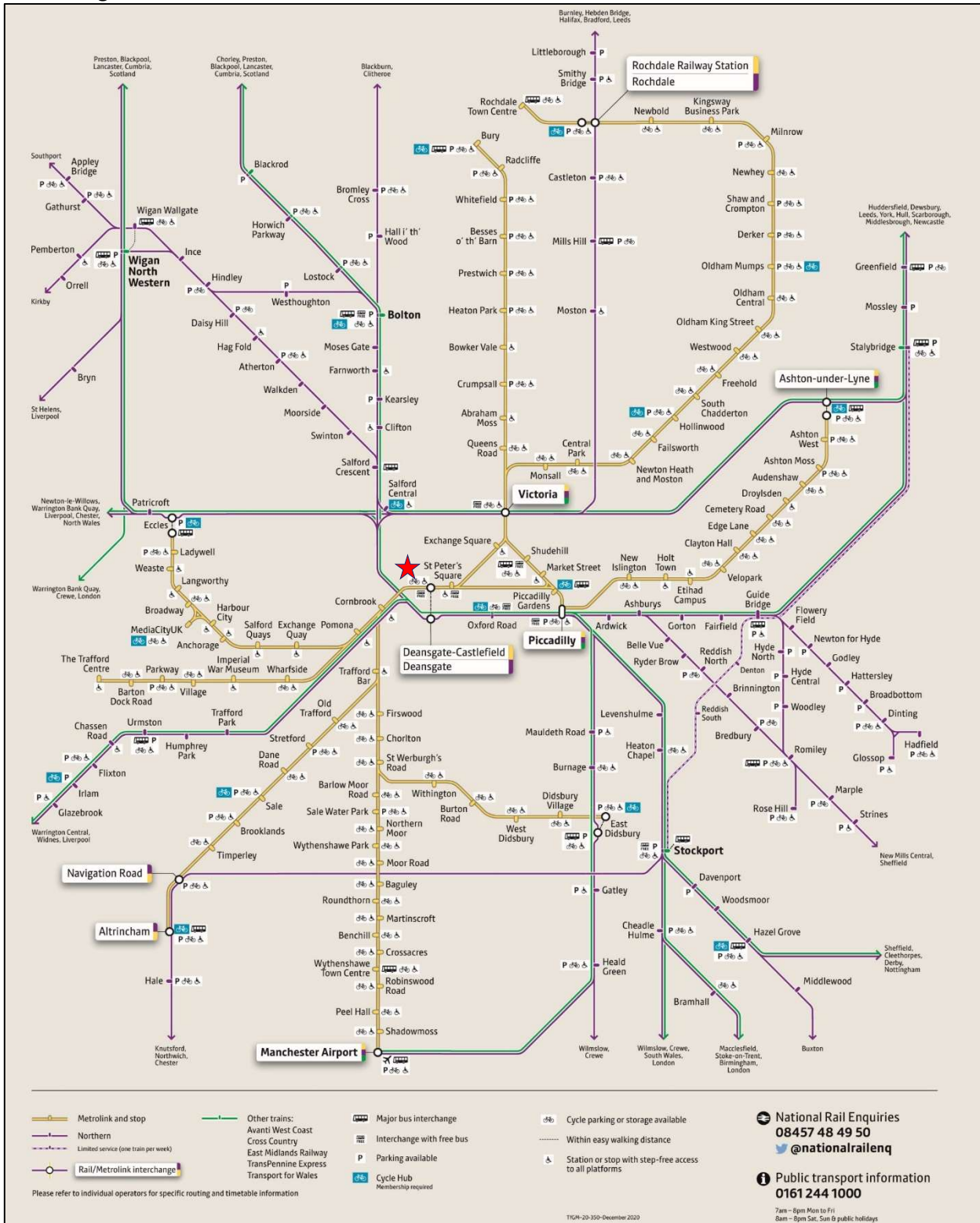
- 4.27 Metrolink services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes during the day on Monday to Saturday. All lines operate between 06:00 and 00:00, with the Airport line operating from 03:00 from Deansgate Castlefield. Given the high frequency of Metrolink services it is considered that these would offer a feasible travel alternative as part of a linked trip, particularly to areas such as Media City or the Trafford Centre.
- 4.28 All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.
- 4.29 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. St Peters Square is the closest Metrolink stop for access to the Site around an 880m walk from the site with Deansgate Castlefield about a 920m walk, both of which equate to a 10 or 11 minute walk away.

- 4.30 The Metrolink will offer excellent public transport connectivity for staff and visitors to the proposed development.

Rail

- 4.31 As outlined, Salford Central Station is the closest to the site and is accessible via a short walk. Services from Salford connect to local and regional destinations including Leeds, Rochdale, Wigan, Stalybridge, Blackburn and Manchester Victoria.
- 4.32 Deansgate Railway Station is located a short walk to the south and its last service is at 23:31 to Liverpool calling at all stops including Urmston, Irlam, Warrington and Widnes.
- 4.33 As described before, Manchester Piccadilly Station is accessible by a longer 24minute walk but is readily accessible by the Free Bus service in which can provide further regional and national services is provided from this station. The comprehensive network by Rail for the Manchester Conurbation is given in **Figure 4.4** overleaf.

Figure 4.4: Combined Metrolink and National Rail Network



BREEAM Compliance

- 4.34 Following the guidance described in Section 2, this section of the Transport Statement has been prepared with due regard to BREEAM guidance where the accessibility for those with varying levels of disability and visual impairment to the proposed development's access and surrounding infrastructure has been detailed.
- 4.35 The site-specific assessment of sustainable travel opportunities included in this section has been prepared to meet the needs of those that will use the site. As such, the current local environment for pedestrians (including disabled access) and cyclists, along with public transport links have been discussed in detail.
- 4.36 As per BREEAM 2018 Tra01/02, the site achieves an 'Accessibility Index Calculator' score of **59.83** which is a very high score reflecting the good access to public transport opportunities. The score is inclusive of the services operating at the site's surrounding bus stops, Salford Central and Deansgate Station and St Peter's Square and Deansgate-Castlefield Metrolink stops.

Summary

- 4.37 The site occupies a highly sustainable location and is accessible by a range of sustainable travel modes. As such, it is considered that the site is well-placed to facilitate access by active modes and public transport for both staff and visitors.

5 Development Proposals

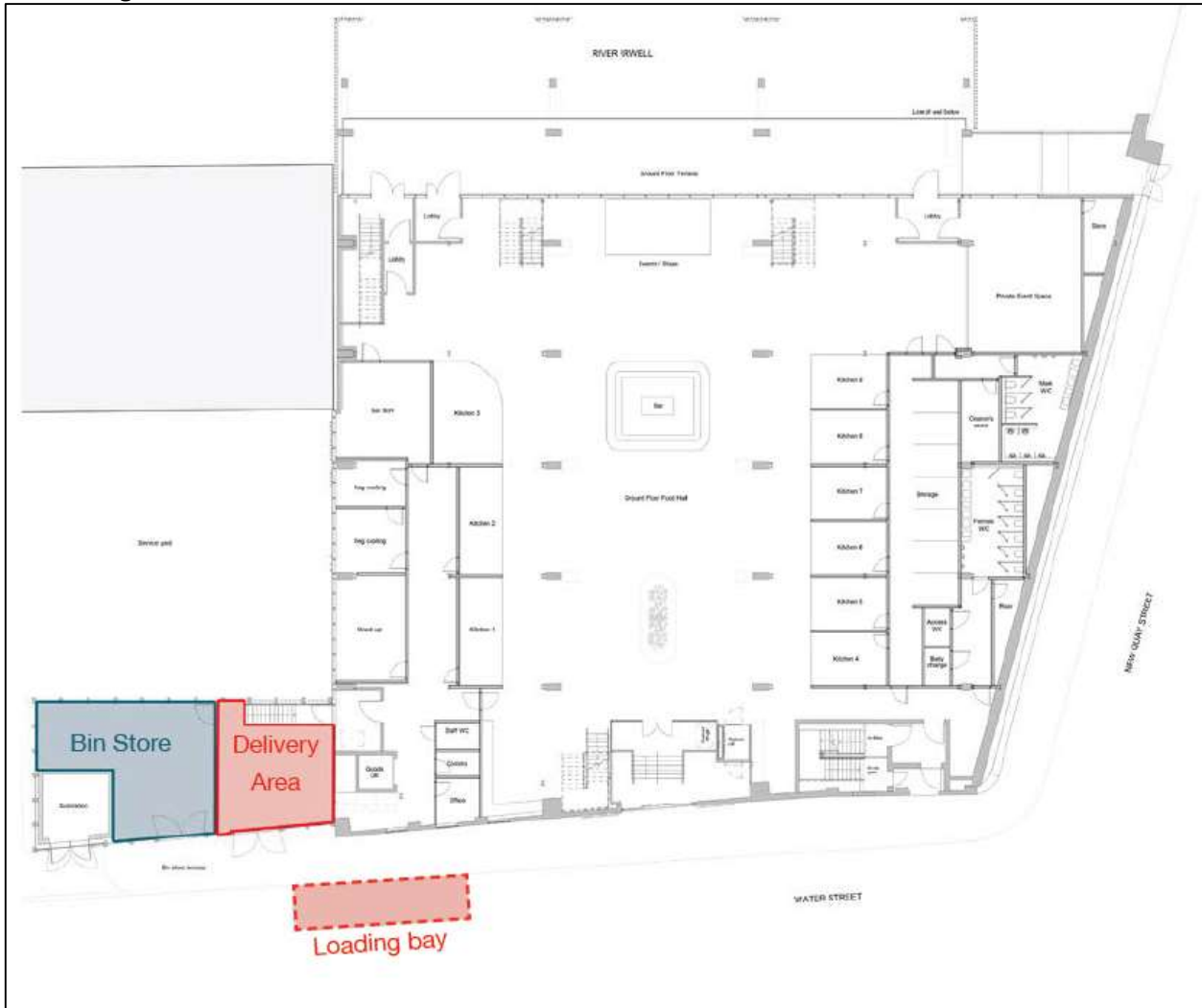
Built Proposals

- 5.1 The planning application proposes a food and beverage hall offering a casual dining experience at the disused warehouse referred to as the Shipyards site. As outlined, the site benefits from an extant planning consent as part of the wider St Johns development in 2016, as detailed in Section 1.
- 5.2 The building will comprise three levels which are referred to as the service yard level, Level 01 and Level M1. Level 01 and Level M1 (the mezzanine) will accommodate kitchen space and seating. Terraces are also proposed at these levels accommodate seating for visitors.
- 5.3 The proposed area schedule is provided in **Appendix A**.

The Access Strategy for pedestrians, the Fire Exits and walk in deliveries are given in **Figure 5.1**.

- 5.5 As also shown on **Figure 5.2** below a loading bay is provided on Water Street to serve the site and this shows the area allocated for Deliveries and that for Bin Storage. A substation is also located off Water Street and here access is required on a (very) infrequent basis.

Figure 5.2: Service Areas



- 5.6 The largest vehicle using the loading bay is expected to be a Large Refuse Vehicle that is up to 11.5m long. Based on the existing alignment of Water Street, this vehicle will be able to use the loading bay in a safe manner.
- 5.7 When turning around on Water Street, this road will be stopped up to through traffic and a turning facility required, as outlined in Section 3.

Parking

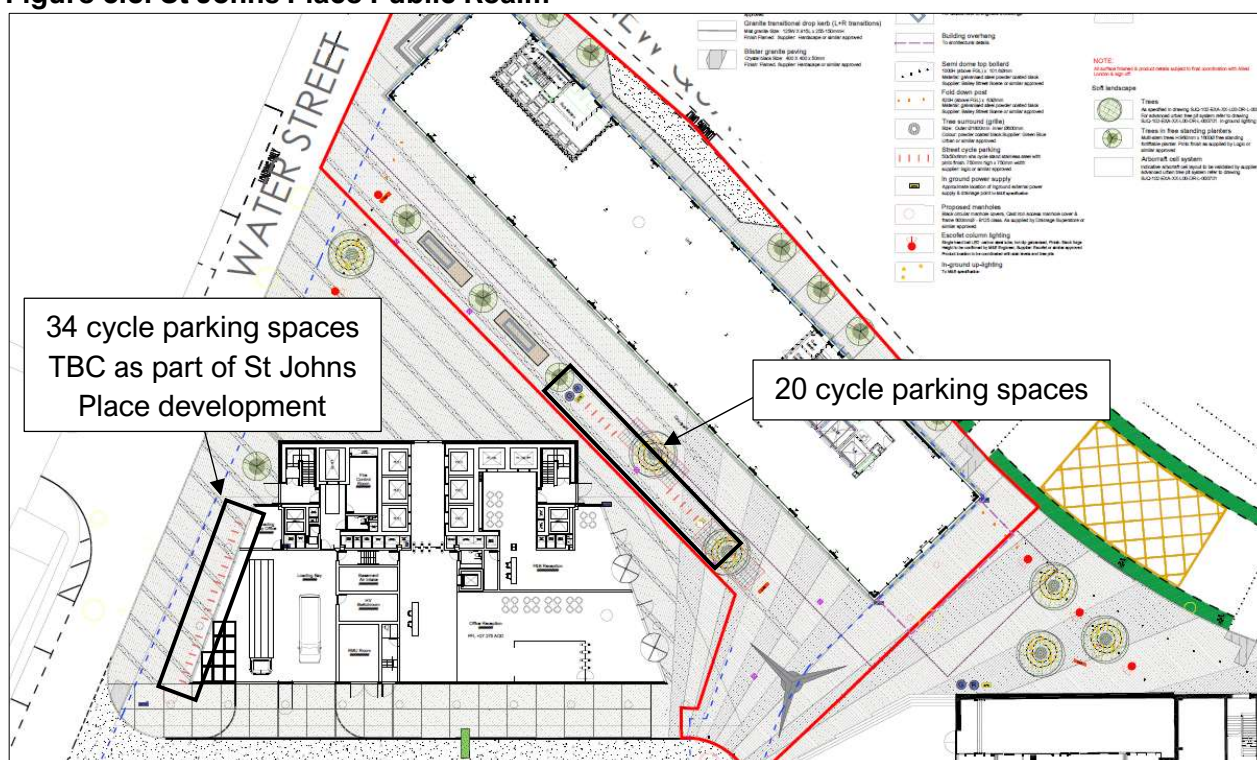
Car Parking

- 5.8 The development will not provide any parking for the Shipyards site. The Shipyards proposal will be car-free with no car parking provided and will therefore accord with Policy T2 of the Manchester City Council Core Strategy, as set out in Section 2. If needed, public parking is available within a short walk of the site, as described in Section 3.
- 5.9 There is an undercroft level at Level 00 used as parking for the adjacent Victoria & Albert Hotel. Here there are currently 38 spaces marked out although we note that the Hotel do park in informal spaces. The development will result in a lowered headroom in a couple of locations and a stair coming from above. With development the spaces will be remarked to provide 45 formal, marked out spaces.

Cycle Parking

- 5.10 The proposals do not include any on-site cycle parking. It is expected that those travelling to and from the site by bicycle will park at existing locations. A total of 34 cycle spaces will be provided in the area of public realm on the eastern side of Water Street via the provision of 17 Sheffield cycle stands. Within the courtyard area of St Johns Place, a total of 20 cycle parking spaces will be provided via the provision of 10 Sheffield cycle stands.
- 5.11 The proposed cycle parking provision in the public realm of St Johns Place is shown in **Figure 5.3**.

Figure 5.3: St Johns Place Public Realm



- 5.12 Off Water Street around 40m to the north there are 16 cycle spaces are located in hoops, as shown in **Figure 5.4**.

Figure 5.4: Local Cycle Parking Facilities (Water Street)



- 5.13 Therefore, there is or will be, around 70 cycle parking spaces within about 40m of the site which will be able to accommodate cycle trips from both food couriers and visitors.
- 5.14 Information gathered from the site's occupier states that it is expected between 50 and 70 food courier trips will be made to the proposed development per day. It is expected that this will result in between 6 and 10 trips during the busiest hour.
- 5.15 The duration of these type of trips will be extremely short stay and therefore no longer than 5 minutes given that a courier will travel to the site to collect pre-ordered and prepared meal before taking them to the order address.
- 5.16 A proportion of food couriers travel by moped. Trips by this vehicle will be able to use the loading bay proposed on Water Street for the short period they will need to access the site and collect orders.
- 5.17 As well as the cycle parking facilities described in the public realm, there will also be cycle parking spaces provided as part of the St John's Place development for Deliveroo couriers to use. These cycle parking spaces will have a height and width of 750mm.

6 Development Trip Forecasts

Introduction

- 6.1 Given the absence of car parking spaces for the site and the highly sustainable city centre location, the scheme is unlikely to generate a significant number of vehicle trips to the site except for waste and servicing trips and pick up / drop off activity e.g. taxi trips. We do expect a number of food couriers arriving to collect orders and these are expected to arrive by bike.

Trip Generation

- 6.2 Though the development is car-free and would predominantly generate trips by sustainable travel modes, it is still deemed useful to determine the traffic generation of the proposed development in order to gather a full traffic assessment. This forecast is based on information provided by the proposed occupier but also draws upon knowledge of activity associated with other Foodhall developments. As a starting point, the TRICS database has therefore been interrogated and the resultant trip rates have been derived from a sample of sites within the database using the following search criteria:

- Land use: 06 Hotel Food and Drink, C – Restaurant;
- Location: Town Centre and Edge of Town Centre; and
- Survey Days: Weekday and Weekend surveys.

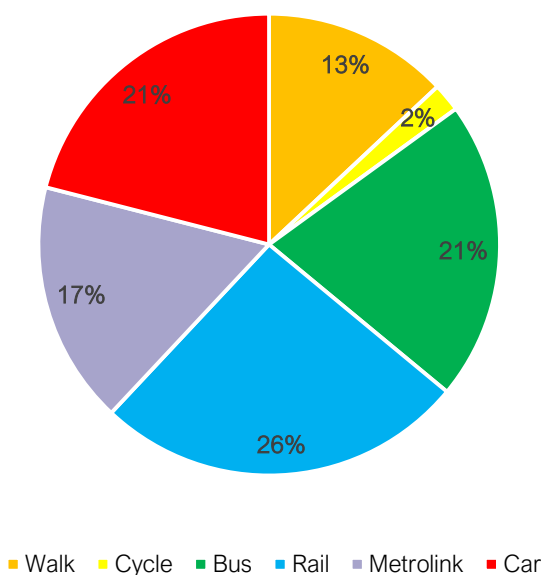
- 6.3 While the restaurant use is not the most comparable of a Foodhall it does provide a reasonable starting point to forecast the likely number of person trips and modal share for the proposed development.
- 6.4 The resultant total person trip generation throughout the day based on the total floor area minus the service yard (2,427m²) is presented in **Table 6.1**, with full TRICS outputs provided in **Appendix B**.

Table 6.1: Total Person Trip Generation

Weekday					
Peak Period	Trip Rate per 100sqm		Trip Generation		
	Arr	Dep	Arr	Dep	2-way
19:00 – 20:00	9.040	5.600	219	136	355
Daily	49.793	47.362	1,208	1,149	2,358
Weekend					
Peak Period	Trip Rate		Trip Generation		
	Arr	Dep	Arr	Dep	2-way
19:00 – 20:00	19.780	15.568	480	378	858
Daily	120.147	120.173	2,916	2,916	5,832

- 6.5 As can be seen from **Table 6.1**, the total number of trip generation across the course of the day is considered to be large due to a high turnover of covers, and while the peak period is expected in the evening the Foodhall will attract customers throughout the day.
- 6.6 The modal share for this car free development, for type of use and in this location is expected to be overwhelmingly by modes other than the car. This is because many visitors to the Foodhall would already be in the city, such as commuters, and then would simply walk to the Foodhall without needing to drive or travel by public transport.
- 6.7 As a starting point for forecasting the modal share of trips, we have used the TfGM's Transport Statistics 2019 report for access to and from the 'Key Centre' (Manchester City Centre) as shown in **Figure 6.1**.

Figure 6.1 TfGM General City Centre Mode Share



- 6.8 If we applied this modal share to the person trip forecasts in **Table 6.1**, we derive the Weekday and Saturday Peak Hour, and a Daily forecast of the modal share as in **Table 6.2**.

Table 6.2 City Centre Modal Share applied to Person Trips

	Walk		Cycle		Bus		Rail		Metrolink		Car	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Weekday PM Peak	29	18	4	3	46	29	57	35	37	23	46	29
Saturday PM Peak	62	49	10	8	101	79	125	98	82	64	101	79
Weekday Daily	157	149	24	23	254	241	314	299	205	195	254	241
Saturday Daily	379	379	58	58	612	612	758	758	496	496	612	612

- 6.9 In practice, many of these trips are likely to be linked trips from people already in Manchester, such as workers based in the city centre, and most of these are expected to walk in and not arise as new trips on the network.
- 6.10 Therefore, the proportion of 21% arriving by car is expected in practice to be much lower with a corresponding increase in active travel.

Taxi Trips

- 6.11 To forecast the expected number of taxis arriving on site, the TRICS database has been interrogated in order to assess the number of taxi journeys generated. It is forecast that around 8 taxis in the busiest weekday hour (early evening) and around 40 taxis in the busiest hour on a Saturday. The TRICS outputs are included in **Appendix A**.

Online Food Courier Trips

- 6.12 In addition to the main deliveries described below, we expect that there will be significant number of online food deliveries being made, typically by bike (Deliveroo / Uber Eats). Based on experience, a forecast of around 50-70 couriers a day accessing the site. Considering this number, we expect that there would only be one or at most two couriers arriving at any one time. There will be internal provision to make these pickups convenient and quick for the couriers.

Service Vehicle Forecasts

- 6.13 The forecasts are of light goods vehicles (LGVs) which are primarily vans (up to 7.5 tonnes) and will use the proposed loading bay. Many deliveries are coordinated with deliveries to other nearby premises and the waste operations can serve all the individual land uses within a building as well as making multiple drops as vehicles move from one building to the next.
- 6.14 The forecast of service trips is based on knowledge of other Foodhall operations as well as experience of large restaurant operations. It is forecast that around 20 light goods vehicle deliveries and 4 heavy goods vehicle (+7.5T) deliveries would serve the Foodhall every day.

- 6.15 It is expected that most deliveries will be made by vans. Such deliveries would be made within 10 minutes before the vehicle would then move on. Refuse collections would also take around 10 minutes. Occasionally vehicles may stay for longer, say for 20 minutes and very occasionally such as those associated with maintenance activities may stay longer.
- 6.16 Both LGV and HGV movements generated by the site are not expected to occur during the typical AM and PM peak periods of 08:00-09:00 and 17:00-18:00 and would not present a material impact to the surrounding highway network.
- 6.17 A servicing lift is proposed within the service area to overcome the level difference from the Service Area to the Food Hall level.

7 Summary and Conclusions

Summary

- 7.1 Vectos have been commissioned by Manchester Quay Two Ltd to provide transport and highways advice in support of a full planning application for a proposed food and beverage hall at the Shipyards site at St Johns, Manchester.
- 7.2 Based on the information presented in this report, the following conclusions are made:
- The site benefits from an extant consent in 2016;
 - There are no known highway features that contribute to the occurrence of accidents that would need to be addressed as part of this application;
 - The site is located in a highly accessible location within the city centre and is well-placed to facilitate trips by staff and visitors on foot / bicycle and public transport hubs including Salford Central and Deansgate Castlefield;
 - It has been demonstrated that the proposed development would achieve a very high score when assessed against the BREEAM Accessibly Index. This culminates in credits and further credits achieved through the preparation of a Travel Plan which is submitted alongside this Transport Statement;
 - Given the absence of car parking provision at the proposed development, and the highly sustainable city centre location, the scheme is not forecast to generate many vehicle trips except for waste and servicing trips and pick up / drop off activity e.g. taxi trips.
 - The majority of trips are forecast to be undertaken via sustainable travel modes. The servicing trips are minor which is negligible in the context of the vehicle flows on the surrounding streets;
 - A loading bay is proposed on Water Street which will be able to accommodate the servicing of large refuse/delivery vehicles to the site; and
 - It is considered that the proposals would not give rise to any adverse impacts on highway operation and would have a negligible traffic impact on the local highway network.

Conclusion

- 7.3 It is considered that the proposed development is consistent with aspirations for the St John's Masterplan. It is in a sustainable location and the transport and public realm measures implemented with the development will enhance the sustainable transport outcomes for those accessing the development.
- 7.4 This report has demonstrated that the development will not give rise to any material adverse transport implications and that there are no material reasons why the development should not be granted planning consent on highways and transportation grounds.

Plans



- Legend
- ★ Site Location
 - Metrolink Stop
 - Railway Station
- Walking Catchment
- 0 - 1km
 - 1 - 2km

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and is intended for illustrative purposes only.

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CLIENT:

Manchester Quays Two Ltd

PROJECT TITLE:

Shipyards, Water Street,
St Johns

DRAWING TITLE:

Walking Catchment

SCALE:
N.T.S

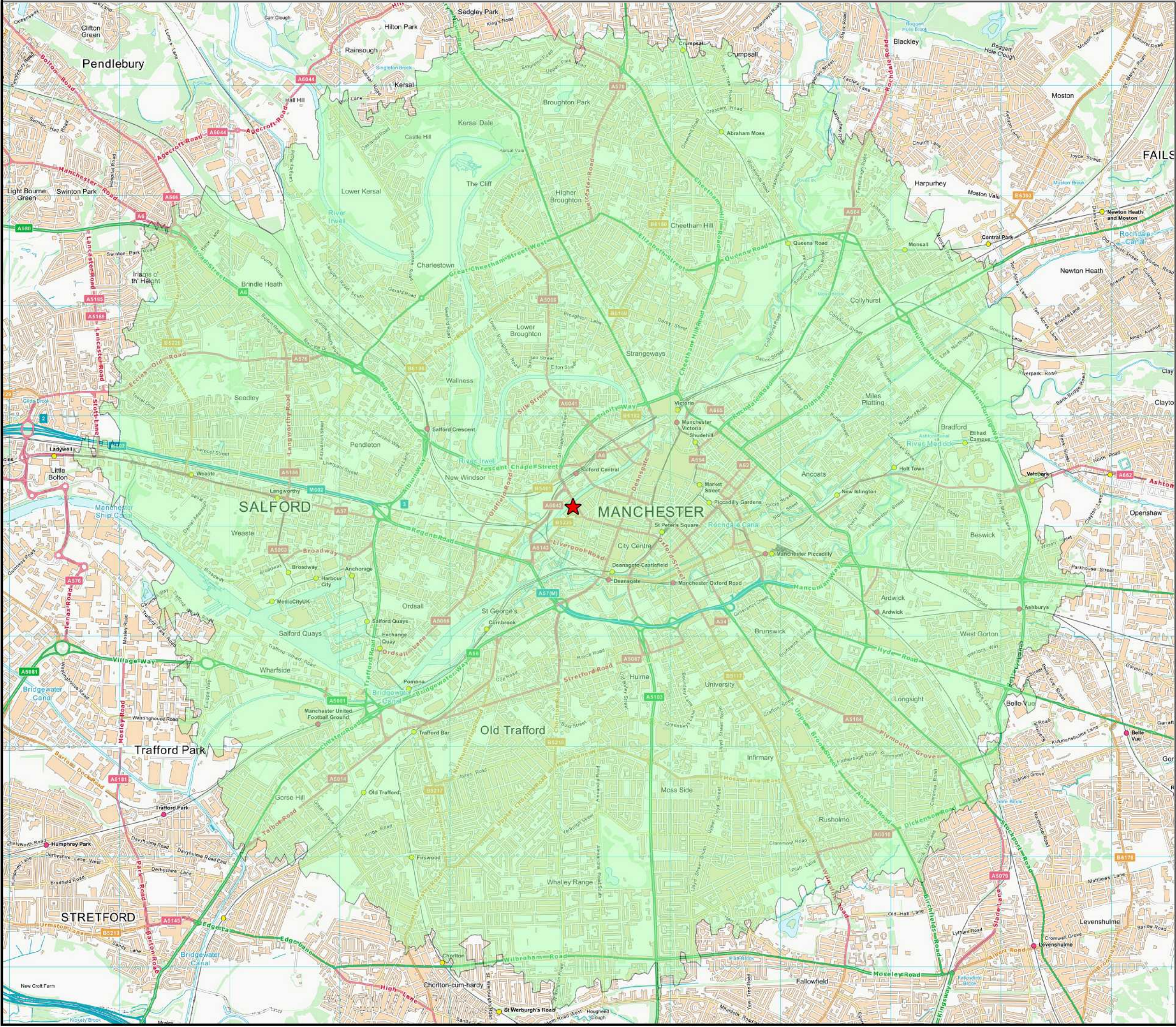
DRAWN: CJ	CHECKED: ER	DATE: 26.09.22
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vectos. | PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectors.co.uk

DRAWING NO:
VN222426-G102

REVISION:



Legend

★ Site Location

Cycling Catchment

0 - 5km

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CLIENT:
Manchester Quays Two Ltd

PROJECT TITLE:
**Shipyards, Water Street,
St Johns**

DRAWING TITLE:
Cycling Catchment

SCALE:
N.T.S

DRAWN: CJ	CHECKED: ER	DATE: 26.09.22
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t:0161 228 1008 e:manchester@vectos.co.uk

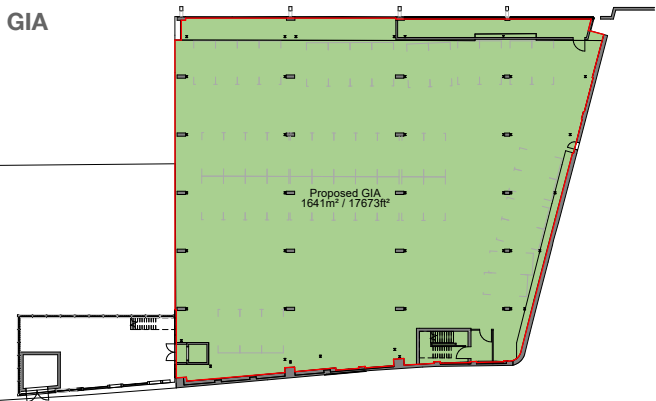
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Appendix A

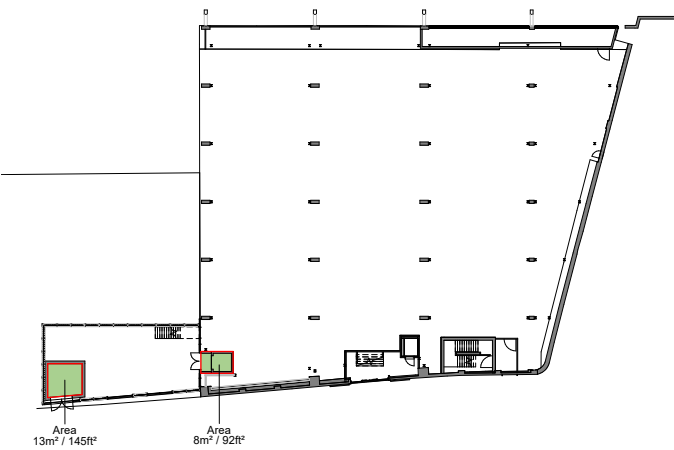
Accommodation Schedule & Scheme Plans

AREA SCHEDULE

		Existing GIA			Proposed GIA		Proposed NIA	
		sqm	sqft		sqm	sqft	Food Hall	
Level 00		1,533	16,501		1,641	17,664	-	-
Service Yard		-	-		21	226	-	-
Level 01		1,234	13,283		1,435	15,446	1,284	13,821
Mezzanine		-	-		1,000	10,764	912	9,817
Total Building		2,767	29,784		4,097	44,100	2,196	23,638



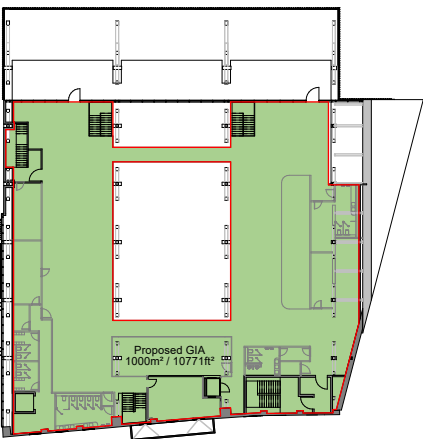
Level 00



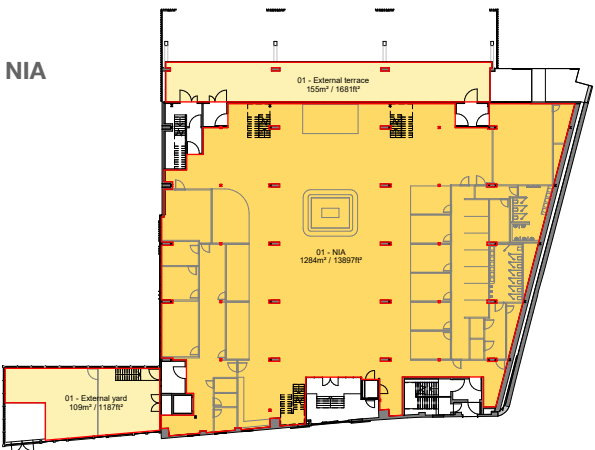
Service Yard Level



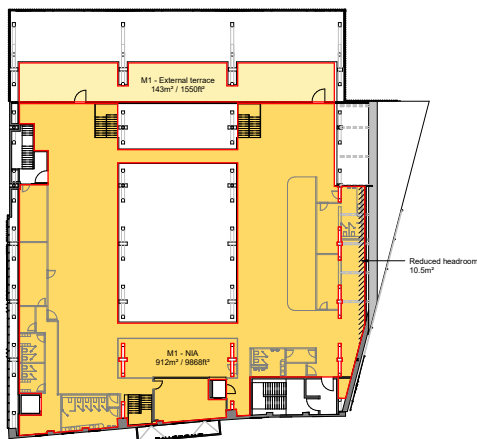
Level 01



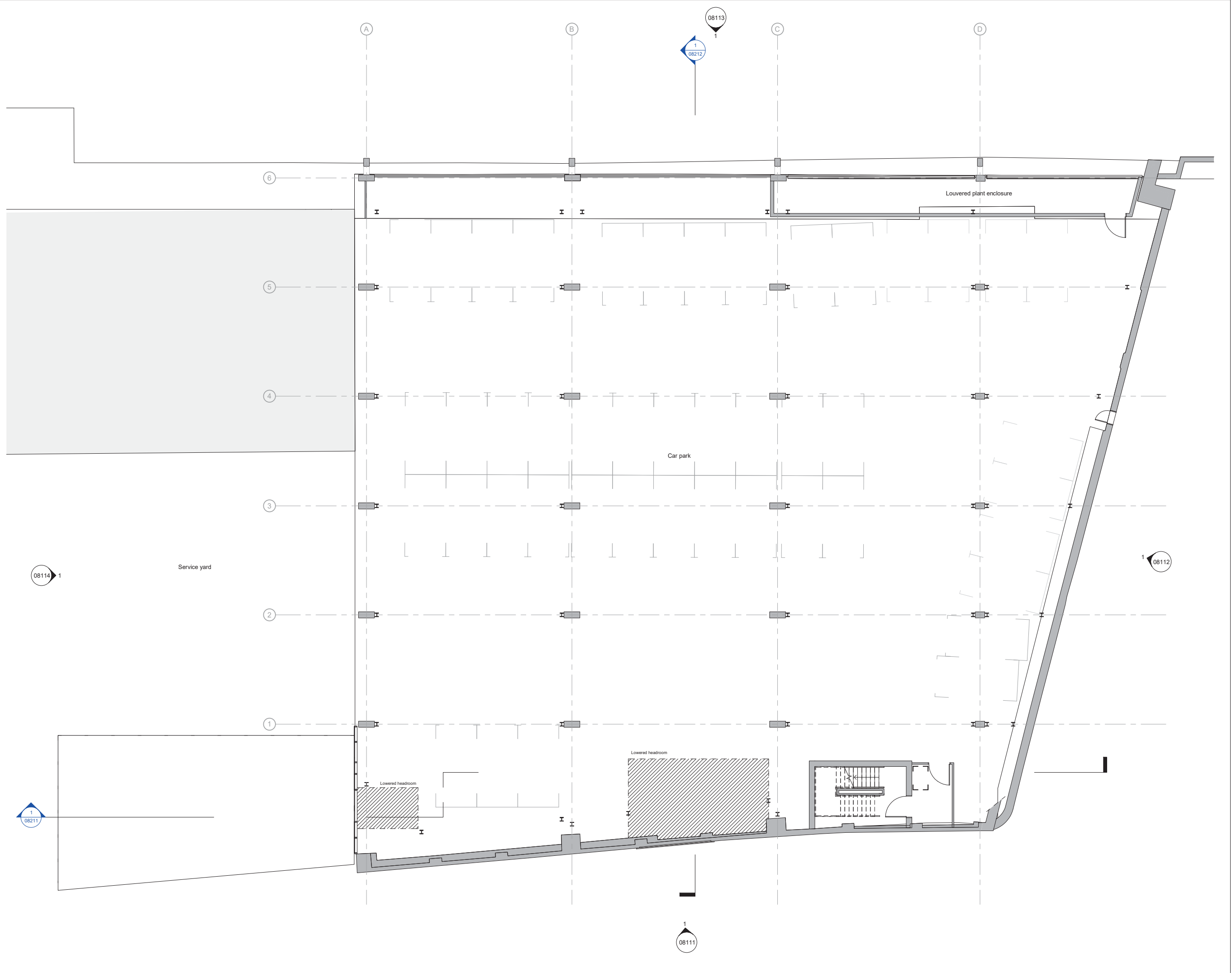
Mezzanine



Level 01



Mezzanine



Notes

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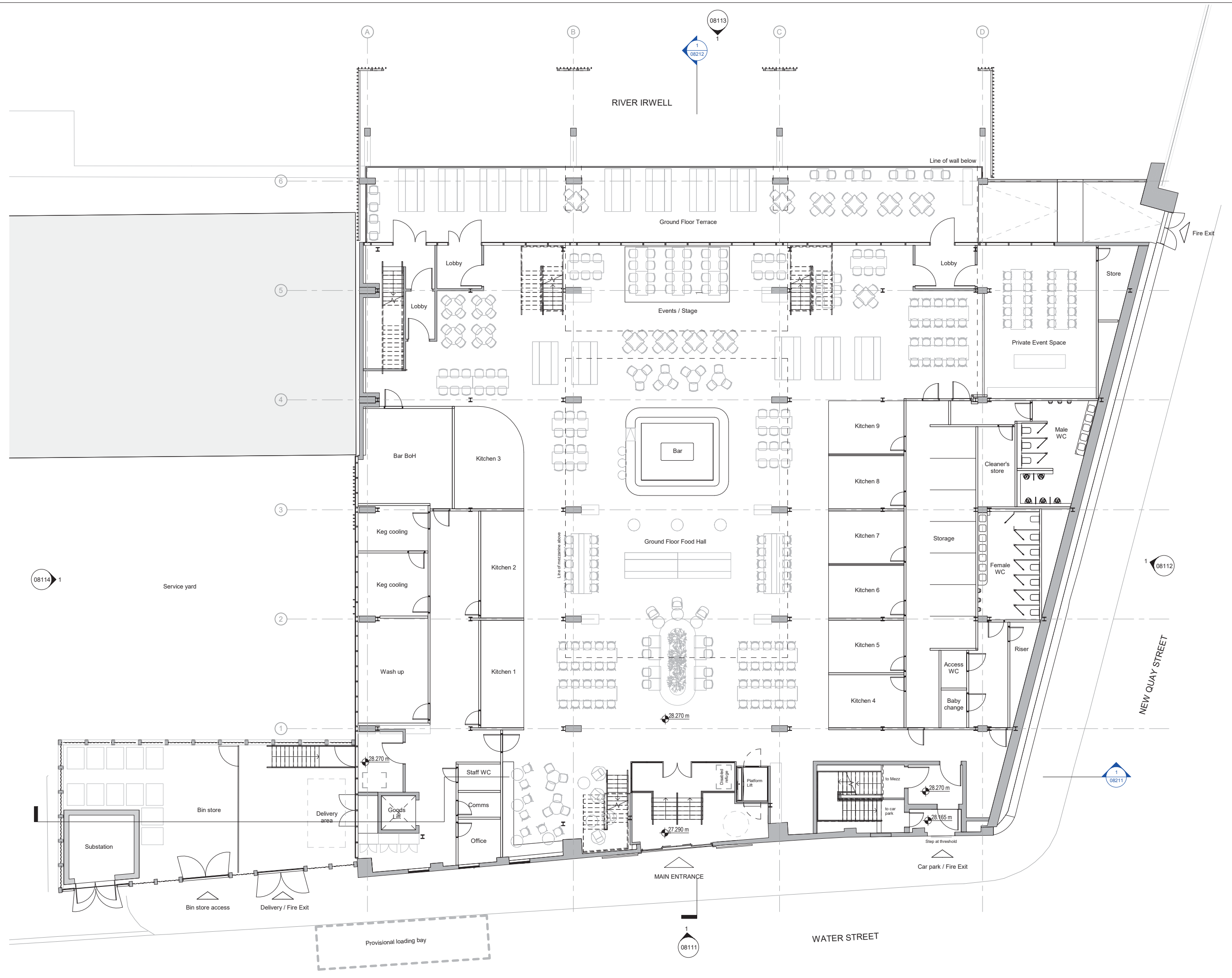
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Revisions				
Status				
PLANNING				
Client				
ALLIED LONDON				
Project				
SHIPYARD WATER STREET MANCHESTER				
Title				
Level 00 Proposed GA plan				
Scale	Size	Date	Drawn	Checked
1 : 100	A1	22/07/22	GL	NS

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Drawing No. 200097-3DR-00-DR-A-08021 Rev.



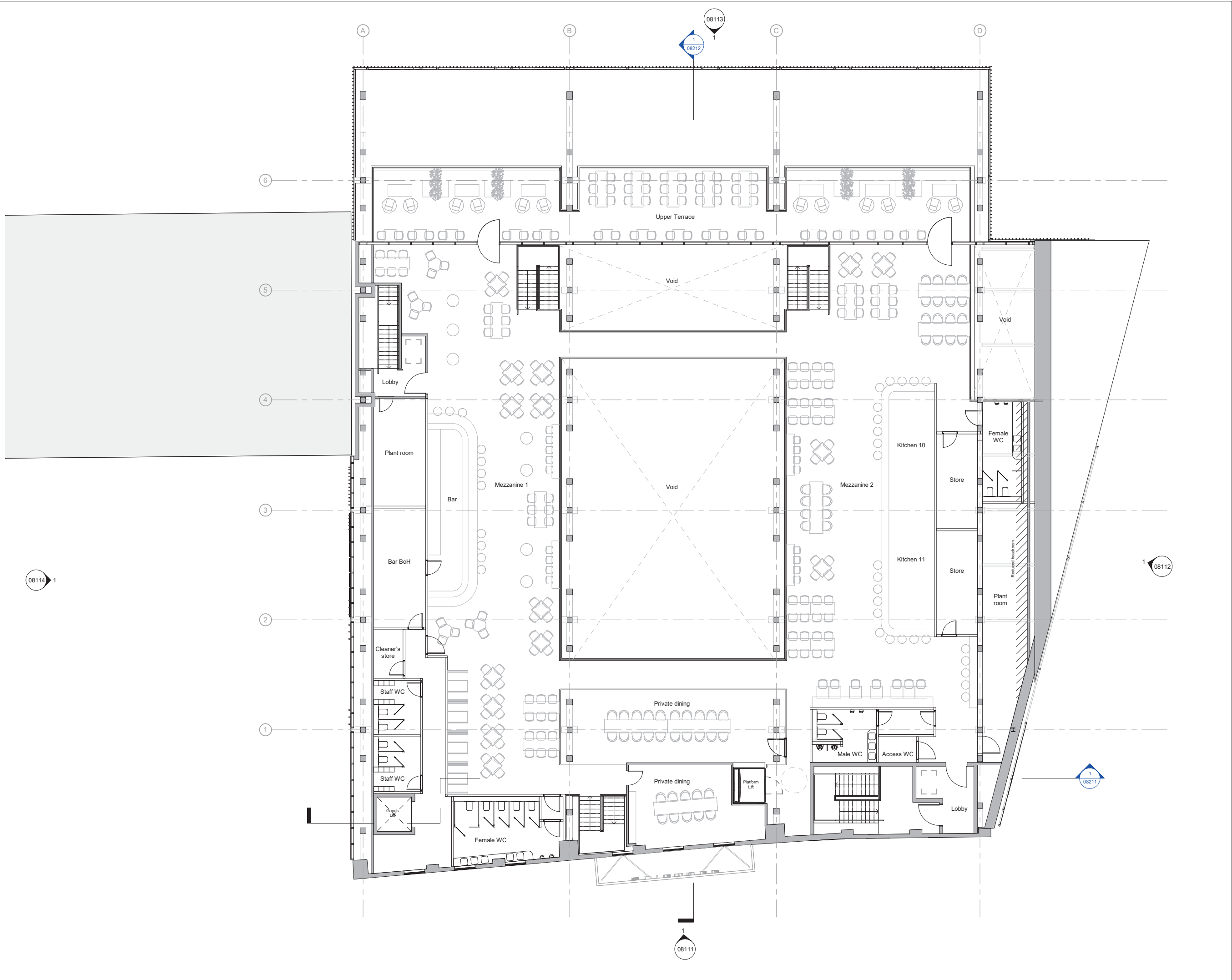
Notes

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Revisions	
Status	PLANNING
Client	ALLIED LONDON
Project	SHIPYARD WATER STREET MANCHESTER
Title	Level 01 Proposed GA plan
Scale	1 : 100
Size	A1
Date	08/02/22
Drawn	GL
Checked	NS



Notes

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Revisions				
Status				
PLANNING				
Client				
ALLIED LONDON				
Project				
SHIPYARD WATER STREET MANCHESTER				
Title				
Level M1 Proposed GA plan				
Scale	Size	Date	Drawn	Checked
1 : 100	A1	08/02/22	GL	NS

Appendix A

Full TRICS Outputs

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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: 175 to 525 (units: sqm)
 Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Neighbourhood Centre (PPS6 Local 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:

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

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

Secondary Filtering selection:

Use Class:

E(b) 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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

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

250,001 to 500,000 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 1 days

1.1 to 1.5 3 days

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

Travel Plan:

No 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	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	WM-06-B-06	ITALIAN RESTAURANT	WEST MIDLANDS
	EARLSDON STREET		
	COVENTRY		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	175 sqm	
	Survey date: THURSDAY	24/11/16	Survey Type: MANUAL
4	WM-06-B-07	INDIAN RESTAURANT	WEST MIDLANDS
	AUDNAM		
	STOURBRIDGE		
	AUDNAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	370 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 4.76

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	2	350	0.286	2	350	0.000	2	350	0.286
11:00 - 12:00	3	293	0.227	3	293	0.455	3	293	0.682
12:00 - 13:00	3	293	1.591	3	293	0.455	3	293	2.046
13:00 - 14:00	3	293	1.136	3	293	0.909	3	293	2.045
14:00 - 15:00	3	293	0.341	3	293	0.795	3	293	1.136
15:00 - 16:00	4	313	0.160	4	313	0.480	4	313	0.640
16:00 - 17:00	4	313	0.240	4	313	0.160	4	313	0.400
17:00 - 18:00	4	313	0.960	4	313	0.160	4	313	1.120
18:00 - 19:00	4	313	2.160	4	313	0.720	4	313	2.880
19:00 - 20:00	4	313	1.520	4	313	1.120	4	313	2.640
20:00 - 21:00	4	313	0.640	4	313	0.960	4	313	1.600
21:00 - 22:00	4	313	0.720	4	313	1.760	4	313	2.480
22:00 - 23:00	4	313	0.160	4	313	1.040	4	313	1.200
23:00 - 24:00	3	357	0.000	3	357	0.654	3	357	0.654
Total Rates:			10.712			10.239			20.951

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:

175 - 525 (units: sqm)

Survey date date range:

01/01/14 - 25/09/19

Number of weekdays (Monday-Friday):

4

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	2	350	0.000	2	350	0.000	2	350	0.000
11:00 - 12:00	3	293	0.000	3	293	0.000	3	293	0.000
12:00 - 13:00	3	293	0.114	3	293	0.114	3	293	0.228
13:00 - 14:00	3	293	0.000	3	293	0.000	3	293	0.000
14:00 - 15:00	3	293	0.000	3	293	0.000	3	293	0.000
15:00 - 16:00	4	313	0.000	4	313	0.000	4	313	0.000
16:00 - 17:00	4	313	0.000	4	313	0.000	4	313	0.000
17:00 - 18:00	4	313	0.080	4	313	0.080	4	313	0.160
18:00 - 19:00	4	313	0.080	4	313	0.080	4	313	0.160
19:00 - 20:00	4	313	0.160	4	313	0.160	4	313	0.320
20:00 - 21:00	4	313	0.080	4	313	0.080	4	313	0.160
21:00 - 22:00	4	313	0.000	4	313	0.000	4	313	0.000
22:00 - 23:00	4	313	0.080	4	313	0.080	4	313	0.160
23:00 - 24:00	3	357	0.000	3	357	0.000	3	357	0.000
Total Rates:			0.594			0.594			1.188

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

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

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	2	350	0.000	2	350	0.000	2	350	0.000
11:00 - 12:00	3	293	0.000	3	293	0.000	3	293	0.000
12:00 - 13:00	3	293	0.000	3	293	0.000	3	293	0.000
13:00 - 14:00	3	293	0.000	3	293	0.000	3	293	0.000
14:00 - 15:00	3	293	0.000	3	293	0.000	3	293	0.000
15:00 - 16:00	4	313	0.000	4	313	0.000	4	313	0.000
16:00 - 17:00	4	313	0.000	4	313	0.000	4	313	0.000
17:00 - 18:00	4	313	0.000	4	313	0.000	4	313	0.000
18:00 - 19:00	4	313	0.080	4	313	0.080	4	313	0.160
19:00 - 20:00	4	313	0.000	4	313	0.000	4	313	0.000
20:00 - 21:00	4	313	0.000	4	313	0.000	4	313	0.000
21:00 - 22:00	4	313	0.000	4	313	0.000	4	313	0.000
22:00 - 23:00	4	313	0.000	4	313	0.000	4	313	0.000
23:00 - 24:00	3	357	0.000	3	357	0.000	3	357	0.000
Total Rates:			0.080			0.080			0.160

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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	2	350	0.286	2	350	0.000	2	350	0.286
11:00 - 12:00	3	293	0.227	3	293	0.455	3	293	0.682
12:00 - 13:00	3	293	2.727	3	293	0.455	3	293	3.182
13:00 - 14:00	3	293	2.386	3	293	2.045	3	293	4.431
14:00 - 15:00	3	293	0.909	3	293	1.705	3	293	2.614
15:00 - 16:00	4	313	0.240	4	313	0.800	4	313	1.040
16:00 - 17:00	4	313	0.400	4	313	0.480	4	313	0.880
17:00 - 18:00	4	313	2.000	4	313	0.240	4	313	2.240
18:00 - 19:00	4	313	3.360	4	313	1.280	4	313	4.640
19:00 - 20:00	4	313	2.640	4	313	2.160	4	313	4.800
20:00 - 21:00	4	313	1.520	4	313	1.760	4	313	3.280
21:00 - 22:00	4	313	1.440	4	313	3.280	4	313	4.720
22:00 - 23:00	4	313	0.160	4	313	1.760	4	313	1.920
23:00 - 24:00	3	357	0.000	3	357	1.308	3	357	1.308
Total Rates:			18.866	18.299			37.165		

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.000	1	175	0.571
10:00 - 11:00	2	350	0.286	2	350	0.000	2	350	0.286
11:00 - 12:00	3	293	0.682	3	293	0.341	3	293	1.023
12:00 - 13:00	3	293	3.523	3	293	0.227	3	293	3.750
13:00 - 14:00	3	293	1.818	3	293	2.273	3	293	4.091
14:00 - 15:00	3	293	0.455	3	293	3.636	3	293	4.091
15:00 - 16:00	4	313	0.240	4	313	0.800	4	313	1.040
16:00 - 17:00	4	313	0.560	4	313	0.400	4	313	0.960
17:00 - 18:00	4	313	2.080	4	313	0.560	4	313	2.640
18:00 - 19:00	4	313	3.920	4	313	0.720	4	313	4.640
19:00 - 20:00	4	313	4.320	4	313	2.080	4	313	6.400
20:00 - 21:00	4	313	1.920	4	313	1.760	4	313	3.680
21:00 - 22:00	4	313	1.120	4	313	3.280	4	313	4.400
22:00 - 23:00	4	313	0.080	4	313	4.240	4	313	4.320
23:00 - 24:00	3	357	0.000	3	357	0.374	3	357	0.374
Total Rates:			21.575			20.691			42.266

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	1.143	1	175	0.000	1	175	1.143
10:00 - 11:00	2	350	0.143	2	350	0.000	2	350	0.143
11:00 - 12:00	3	293	0.227	3	293	0.114	3	293	0.341
12:00 - 13:00	3	293	1.364	3	293	0.000	3	293	1.364
13:00 - 14:00	3	293	0.227	3	293	0.341	3	293	0.568
14:00 - 15:00	3	293	0.114	3	293	0.909	3	293	1.023
15:00 - 16:00	4	313	0.000	4	313	0.080	4	313	0.080
16:00 - 17:00	4	313	0.000	4	313	0.000	4	313	0.000
17:00 - 18:00	4	313	0.800	4	313	0.160	4	313	0.960
18:00 - 19:00	4	313	1.920	4	313	0.320	4	313	2.240
19:00 - 20:00	4	313	1.680	4	313	1.040	4	313	2.720
20:00 - 21:00	4	313	0.560	4	313	0.400	4	313	0.960
21:00 - 22:00	4	313	0.080	4	313	2.160	4	313	2.240
22:00 - 23:00	4	313	0.000	4	313	1.360	4	313	1.360
23:00 - 24:00	3	357	0.000	3	357	0.280	3	357	0.280
Total Rates:			8.258			7.164			15.422

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	2	350	0.000	2	350	0.000	2	350	0.000
11:00 - 12:00	3	293	0.000	3	293	0.000	3	293	0.000
12:00 - 13:00	3	293	0.000	3	293	0.000	3	293	0.000
13:00 - 14:00	3	293	0.455	3	293	0.000	3	293	0.455
14:00 - 15:00	3	293	0.000	3	293	0.568	3	293	0.568
15:00 - 16:00	4	313	0.000	4	313	0.000	4	313	0.000
16:00 - 17:00	4	313	0.000	4	313	0.000	4	313	0.000
17:00 - 18:00	4	313	0.000	4	313	0.000	4	313	0.000
18:00 - 19:00	4	313	0.240	4	313	0.000	4	313	0.240
19:00 - 20:00	4	313	0.400	4	313	0.320	4	313	0.720
20:00 - 21:00	4	313	0.000	4	313	0.000	4	313	0.000
21:00 - 22:00	4	313	0.000	4	313	0.240	4	313	0.240
22:00 - 23:00	4	313	0.000	4	313	0.080	4	313	0.080
23:00 - 24:00	3	357	0.000	3	357	0.000	3	357	0.000
Total Rates:			1.095			1.208			2.303

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	1.143	1	175	0.000	1	175	1.143
10:00 - 11:00	2	350	0.143	2	350	0.000	2	350	0.143
11:00 - 12:00	3	293	0.227	3	293	0.114	3	293	0.341
12:00 - 13:00	3	293	1.364	3	293	0.000	3	293	1.364
13:00 - 14:00	3	293	0.682	3	293	0.341	3	293	1.023
14:00 - 15:00	3	293	0.114	3	293	1.477	3	293	1.591
15:00 - 16:00	4	313	0.000	4	313	0.080	4	313	0.080
16:00 - 17:00	4	313	0.000	4	313	0.000	4	313	0.000
17:00 - 18:00	4	313	0.800	4	313	0.160	4	313	0.960
18:00 - 19:00	4	313	2.160	4	313	0.320	4	313	2.480
19:00 - 20:00	4	313	2.080	4	313	1.360	4	313	3.440
20:00 - 21:00	4	313	0.560	4	313	0.400	4	313	0.960
21:00 - 22:00	4	313	0.080	4	313	2.400	4	313	2.480
22:00 - 23:00	4	313	0.000	4	313	1.440	4	313	1.440
23:00 - 24:00	3	357	0.000	3	357	0.280	3	357	0.280
Total Rates:			9.353			8.372			17.725

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.*

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.76

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	2.286	1	175	0.571	1	175	2.857
10:00 - 11:00	2	350	0.714	2	350	0.000	2	350	0.714
11:00 - 12:00	3	293	1.136	3	293	0.909	3	293	2.045
12:00 - 13:00	3	293	7.614	3	293	0.682	3	293	8.296
13:00 - 14:00	3	293	4.886	3	293	4.659	3	293	9.545
14:00 - 15:00	3	293	1.477	3	293	6.818	3	293	8.295
15:00 - 16:00	4	313	0.480	4	313	1.680	4	313	2.160
16:00 - 17:00	4	313	0.960	4	313	0.880	4	313	1.840
17:00 - 18:00	4	313	4.880	4	313	0.960	4	313	5.840
18:00 - 19:00	4	313	9.440	4	313	2.320	4	313	11.760
19:00 - 20:00	4	313	9.040	4	313	5.600	4	313	14.640
20:00 - 21:00	4	313	4.000	4	313	3.920	4	313	7.920
21:00 - 22:00	4	313	2.640	4	313	8.960	4	313	11.600
22:00 - 23:00	4	313	0.240	4	313	7.440	4	313	7.680
23:00 - 24:00	3	357	0.000	3	357	1.963	3	357	1.963
Total Rates:			49.793			47.362			97.155

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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	2	350	0.143	2	350	0.000	2	350	0.143
11:00 - 12:00	3	293	0.227	3	293	0.341	3	293	0.568
12:00 - 13:00	3	293	1.591	3	293	0.455	3	293	2.046
13:00 - 14:00	3	293	1.136	3	293	0.909	3	293	2.045
14:00 - 15:00	3	293	0.341	3	293	0.795	3	293	1.136
15:00 - 16:00	4	313	0.160	4	313	0.480	4	313	0.640
16:00 - 17:00	4	313	0.240	4	313	0.160	4	313	0.400
17:00 - 18:00	4	313	0.960	4	313	0.160	4	313	1.120
18:00 - 19:00	4	313	2.080	4	313	0.640	4	313	2.720
19:00 - 20:00	4	313	1.440	4	313	1.040	4	313	2.480
20:00 - 21:00	4	313	0.560	4	313	0.880	4	313	1.440
21:00 - 22:00	4	313	0.640	4	313	1.680	4	313	2.320
22:00 - 23:00	4	313	0.080	4	313	0.960	4	313	1.040
23:00 - 24:00	3	357	0.000	3	357	0.654	3	357	0.654
Total Rates:			10.169			9.725			19.894

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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	2	350	0.143	2	350	0.000	2	350	0.143
11:00 - 12:00	3	293	0.000	3	293	0.114	3	293	0.114
12:00 - 13:00	3	293	0.000	3	293	0.000	3	293	0.000
13:00 - 14:00	3	293	0.000	3	293	0.000	3	293	0.000
14:00 - 15:00	3	293	0.000	3	293	0.000	3	293	0.000
15:00 - 16:00	4	313	0.000	4	313	0.000	4	313	0.000
16:00 - 17:00	4	313	0.000	4	313	0.000	4	313	0.000
17:00 - 18:00	4	313	0.000	4	313	0.000	4	313	0.000
18:00 - 19:00	4	313	0.000	4	313	0.000	4	313	0.000
19:00 - 20:00	4	313	0.000	4	313	0.000	4	313	0.000
20:00 - 21:00	4	313	0.000	4	313	0.000	4	313	0.000
21:00 - 22:00	4	313	0.080	4	313	0.080	4	313	0.160
22:00 - 23:00	4	313	0.000	4	313	0.000	4	313	0.000
23:00 - 24:00	3	357	0.000	3	357	0.000	3	357	0.000
Total Rates:			0.223			0.194			0.417

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

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

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	EC	CHESHIRE EAST
		2 days
09	NORTH	
	CB	CUMBRIA
		1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	75 to 321 (units: sqm)
Range Selected by User:	75 to 2400 (units: sqm)

Parking Spaces Range:	All Surveys Included
-----------------------	----------------------

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/14 to 25/09/19
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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:

Saturday	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.

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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	3 days
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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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-06-B-01	ITALIAN RESTAURANT	CUMBRIA
	MARKET STREET		
	CARLISLE		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	150 sqm	
	Survey date: SATURDAY	25/06/16	Survey Type: MANUAL
2	EC-06-B-01	ITALIAN RESTAURANT	CHESHIRE EAST
	MILL STREET		
	MACCLESFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	75 sqm	
	Survey date: SATURDAY	17/09/16	Survey Type: MANUAL
3	EC-06-B-02	PIZZA EXPRESS	CHESHIRE EAST
	MARKET PLACE		
	MACCLESFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	321 sqm	
	Survey date: SATURDAY	11/11/17	Survey Type: MANUAL

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

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.19

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	3.114	3	182	0.366	3	182	3.480
11:00 - 12:00	3	182	2.015	3	182	2.198	3	182	4.213
12:00 - 13:00	3	182	4.579	3	182	2.198	3	182	6.777
13:00 - 14:00	3	182	2.381	3	182	2.381	3	182	4.762
14:00 - 15:00	3	182	0.183	3	182	1.282	3	182	1.465
15:00 - 16:00	3	182	0.916	3	182	1.465	3	182	2.381
16:00 - 17:00	3	182	3.480	3	182	1.282	3	182	4.762
17:00 - 18:00	3	182	5.128	3	182	3.663	3	182	8.791
18:00 - 19:00	3	182	5.495	3	182	5.311	3	182	10.806
19:00 - 20:00	3	182	7.326	3	182	5.861	3	182	13.187
20:00 - 21:00	3	182	1.648	3	182	3.480	3	182	5.128
21:00 - 22:00	3	182	1.282	3	182	3.297	3	182	4.579
22:00 - 23:00	3	182	0.733	3	182	4.029	3	182	4.762
23:00 - 24:00	2	198	0.000	2	198	0.253	2	198	0.253
Total Rates:			38.280			37.066			75.346

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

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: 75 - 321 (units: sqm)
 Survey date range: 01/01/14 - 25/09/19
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.000	3	182	0.000	3	182	0.000
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.000	3	182	0.000	3	182	0.000
13:00 - 14:00	3	182	0.183	3	182	0.183	3	182	0.366
14:00 - 15:00	3	182	0.000	3	182	0.000	3	182	0.000
15:00 - 16:00	3	182	0.000	3	182	0.000	3	182	0.000
16:00 - 17:00	3	182	0.366	3	182	0.000	3	182	0.366
17:00 - 18:00	3	182	0.000	3	182	0.366	3	182	0.366
18:00 - 19:00	3	182	0.183	3	182	0.000	3	182	0.183
19:00 - 20:00	3	182	0.916	3	182	0.733	3	182	1.649
20:00 - 21:00	3	182	0.000	3	182	0.366	3	182	0.366
21:00 - 22:00	3	182	0.183	3	182	0.183	3	182	0.366
22:00 - 23:00	3	182	0.366	3	182	0.366	3	182	0.732
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			2.197			2.197			4.394

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	4.396	3	182	0.366	3	182	4.762
11:00 - 12:00	3	182	3.297	3	182	3.480	3	182	6.777
12:00 - 13:00	3	182	10.073	3	182	3.297	3	182	13.370
13:00 - 14:00	3	182	3.663	3	182	5.495	3	182	9.158
14:00 - 15:00	3	182	0.366	3	182	2.381	3	182	2.747
15:00 - 16:00	3	182	2.198	3	182	3.114	3	182	5.312
16:00 - 17:00	3	182	11.172	3	182	3.297	3	182	14.469
17:00 - 18:00	3	182	10.989	3	182	9.341	3	182	20.330
18:00 - 19:00	3	182	11.172	3	182	11.355	3	182	22.527
19:00 - 20:00	3	182	12.821	3	182	12.088	3	182	24.909
20:00 - 21:00	3	182	3.114	3	182	7.326	3	182	10.440
21:00 - 22:00	3	182	1.832	3	182	6.960	3	182	8.792
22:00 - 23:00	3	182	0.000	3	182	6.227	3	182	6.227
23:00 - 24:00	2	198	0.000	2	198	0.253	2	198	0.253
Total Rates:			75.093			74.980			150.073

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

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 MULTI-MODAL 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.733	3	182	0.366	3	182	1.099
11:00 - 12:00	3	182	5.311	3	182	1.648	3	182	6.959
12:00 - 13:00	3	182	3.114	3	182	2.381	3	182	5.495
13:00 - 14:00	3	182	3.114	3	182	5.861	3	182	8.975
14:00 - 15:00	3	182	4.029	3	182	7.326	3	182	11.355
15:00 - 16:00	3	182	2.564	3	182	4.212	3	182	6.776
16:00 - 17:00	3	182	2.747	3	182	1.832	3	182	4.579
17:00 - 18:00	3	182	3.846	3	182	0.916	3	182	4.762
18:00 - 19:00	3	182	4.579	3	182	0.916	3	182	5.495
19:00 - 20:00	3	182	6.593	3	182	3.114	3	182	9.707
20:00 - 21:00	3	182	2.564	3	182	3.663	3	182	6.227
21:00 - 22:00	3	182	1.282	3	182	4.579	3	182	5.861
22:00 - 23:00	3	182	0.366	3	182	3.846	3	182	4.212
23:00 - 24:00	2	198	0.000	2	198	0.505	2	198	0.505
Total Rates:			40.842			41.165			82.007

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.*

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.000	3	182	0.000	3	182	0.000
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.733	3	182	0.366	3	182	1.099
13:00 - 14:00	3	182	0.000	3	182	0.366	3	182	0.366
14:00 - 15:00	3	182	0.000	3	182	0.000	3	182	0.000
15:00 - 16:00	3	182	0.000	3	182	0.000	3	182	0.000
16:00 - 17:00	3	182	0.000	3	182	0.000	3	182	0.000
17:00 - 18:00	3	182	0.183	3	182	0.000	3	182	0.183
18:00 - 19:00	3	182	0.916	3	182	0.000	3	182	0.916
19:00 - 20:00	3	182	0.366	3	182	0.366	3	182	0.732
20:00 - 21:00	3	182	0.000	3	182	1.099	3	182	1.099
21:00 - 22:00	3	182	0.000	3	182	0.000	3	182	0.000
22:00 - 23:00	3	182	0.000	3	182	0.549	3	182	0.549
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			2.198			2.746			4.944

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

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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.000	3	182	0.000	3	182	0.000
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.733	3	182	0.000	3	182	0.733
13:00 - 14:00	3	182	0.000	3	182	0.000	3	182	0.000
14:00 - 15:00	3	182	0.000	3	182	0.366	3	182	0.366
15:00 - 16:00	3	182	0.549	3	182	0.000	3	182	0.549
16:00 - 17:00	3	182	0.366	3	182	0.549	3	182	0.915
17:00 - 18:00	3	182	0.000	3	182	0.366	3	182	0.366
18:00 - 19:00	3	182	0.366	3	182	0.000	3	182	0.366
19:00 - 20:00	3	182	0.000	3	182	0.000	3	182	0.000
20:00 - 21:00	3	182	0.000	3	182	0.000	3	182	0.000
21:00 - 22:00	3	182	0.000	3	182	0.000	3	182	0.000
22:00 - 23:00	3	182	0.000	3	182	0.000	3	182	0.000
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			2.014			1.281			3.295

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.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.000	3	182	0.000	3	182	0.000
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	1.465	3	182	0.366	3	182	1.831
13:00 - 14:00	3	182	0.000	3	182	0.366	3	182	0.366
14:00 - 15:00	3	182	0.000	3	182	0.366	3	182	0.366
15:00 - 16:00	3	182	0.549	3	182	0.000	3	182	0.549
16:00 - 17:00	3	182	0.366	3	182	0.549	3	182	0.915
17:00 - 18:00	3	182	0.183	3	182	0.366	3	182	0.549
18:00 - 19:00	3	182	1.282	3	182	0.000	3	182	1.282
19:00 - 20:00	3	182	0.366	3	182	0.366	3	182	0.732
20:00 - 21:00	3	182	0.000	3	182	1.099	3	182	1.099
21:00 - 22:00	3	182	0.000	3	182	0.000	3	182	0.000
22:00 - 23:00	3	182	0.000	3	182	0.549	3	182	0.549
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			4.211			4.027			8.238

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.19

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	5.128	3	182	0.733	3	182	5.861
11:00 - 12:00	3	182	8.608	3	182	5.128	3	182	13.736
12:00 - 13:00	3	182	14.652	3	182	6.044	3	182	20.696
13:00 - 14:00	3	182	6.777	3	182	11.722	3	182	18.499
14:00 - 15:00	3	182	4.396	3	182	10.073	3	182	14.469
15:00 - 16:00	3	182	5.311	3	182	7.326	3	182	12.637
16:00 - 17:00	3	182	14.286	3	182	5.678	3	182	19.964
17:00 - 18:00	3	182	15.018	3	182	10.623	3	182	25.641
18:00 - 19:00	3	182	17.033	3	182	12.271	3	182	29.304
19:00 - 20:00	3	182	19.780	3	182	15.568	3	182	35.348
20:00 - 21:00	3	182	5.678	3	182	12.088	3	182	17.766
21:00 - 22:00	3	182	3.114	3	182	11.538	3	182	14.652
22:00 - 23:00	3	182	0.366	3	182	10.623	3	182	10.989
23:00 - 24:00	2	198	0.000	2	198	0.758	2	198	0.758
Total Rates:			120.147			120.173			240.320

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	2.930	3	182	0.183	3	182	3.113
11:00 - 12:00	3	182	2.015	3	182	2.198	3	182	4.213
12:00 - 13:00	3	182	4.396	3	182	2.198	3	182	6.594
13:00 - 14:00	3	182	2.198	3	182	2.015	3	182	4.213
14:00 - 15:00	3	182	0.183	3	182	1.282	3	182	1.465
15:00 - 16:00	3	182	0.916	3	182	1.465	3	182	2.381
16:00 - 17:00	3	182	3.114	3	182	1.282	3	182	4.396
17:00 - 18:00	3	182	5.128	3	182	3.297	3	182	8.425
18:00 - 19:00	3	182	5.311	3	182	5.311	3	182	10.622
19:00 - 20:00	3	182	6.410	3	182	5.128	3	182	11.538
20:00 - 21:00	3	182	1.648	3	182	3.114	3	182	4.762
21:00 - 22:00	3	182	1.099	3	182	3.114	3	182	4.213
22:00 - 23:00	3	182	0.366	3	182	3.663	3	182	4.029
23:00 - 24:00	2	198	0.000	2	198	0.253	2	198	0.253
Total Rates:			35.714			34.503			70.217

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.*

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.183	3	182	0.183	3	182	0.366
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.183	3	182	0.000	3	182	0.183
13:00 - 14:00	3	182	0.000	3	182	0.183	3	182	0.183
14:00 - 15:00	3	182	0.000	3	182	0.000	3	182	0.000
15:00 - 16:00	3	182	0.000	3	182	0.000	3	182	0.000
16:00 - 17:00	3	182	0.000	3	182	0.000	3	182	0.000
17:00 - 18:00	3	182	0.000	3	182	0.000	3	182	0.000
18:00 - 19:00	3	182	0.000	3	182	0.000	3	182	0.000
19:00 - 20:00	3	182	0.000	3	182	0.000	3	182	0.000
20:00 - 21:00	3	182	0.000	3	182	0.000	3	182	0.000
21:00 - 22:00	3	182	0.000	3	182	0.000	3	182	0.000
22:00 - 23:00	3	182	0.000	3	182	0.000	3	182	0.000
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			0.366			0.366			0.732

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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