

Appendix L – TRICS Data

Calculation Reference: AUDIT-129301-190508-0542

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

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

Secondary Filtering selection:

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

Parameter: Number of Employees
 Actual Range: 84 to 850 (units:)
 Range Selected by User: 0 to 9500 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 04/10/18

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	14 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	14
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	4
Built-Up Zone	9
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

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Secondary Filtering selection:

Use Class:

B1 14 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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	6 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	6 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	9 days
1.1 to 1.5	3 days
1.6 to 2.0	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:

Not Known	1 days
Yes	3 days
No	10 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	14 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	BR-02-A-02 ST THOMAS STREET BRISTOL	PLANNING & ENGINEERING	BRISTOL CITY
	Town Centre Built-Up Zone Total Number of Employees:	224	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	CA-02-A-05 NEW ROAD PETERBOROUGH	OFFICES	CAMBRIDGESHIRE
	Town Centre Built-Up Zone Total Number of Employees:	87	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL
3	GC-02-A-01 ROBERTSON STREET GLASGOW	CALL CENTRE	GLASGOW CITY
	Town Centre Commercial Zone Total Number of Employees:	750	
	Survey date: MONDAY	16/06/08	Survey Type: MANUAL
4	GM-02-A-07 MOSELEY STREET MANCHESTER	LAW OFFICES	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Number of Employees:	252	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
5	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Number of Employees:	284	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
6	MS-02-A-01 CASTLE STREET LIVERPOOL	OFFICES	MERSEYSIDE
	Town Centre Commercial Zone Total Number of Employees:	200	
	Survey date: TUESDAY	19/06/07	Survey Type: MANUAL
7	SC-02-A-10 WALNUT TREE CLOSE GUILDFORD	GOVERNMENT OFFICE	SURREY
	Town Centre Built-Up Zone Total Number of Employees:	280	
	Survey date: TUESDAY	19/06/01	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

8	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES	SLOUGH
	Town Centre High Street Total Number of Employees:	197	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
9	TV-02-A-04 CORPORATION ROAD MIDDLESBROUGH	COUNCIL OFFICES	TEES VALLEY
	Town Centre Commercial Zone Total Number of Employees:	141	
	Survey date: TUESDAY	08/10/13	Survey Type: MANUAL
10	TW-02-A-02 JOHN DOBSON STREET NEWCASTLE-UPON-TYNE	UNION OFFICES	TYNE & WEAR
	Town Centre Built-Up Zone Total Number of Employees:	84	
	Survey date: TUESDAY	03/05/05	Survey Type: MANUAL
11	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES	TYNE & WEAR
	Town Centre Built-Up Zone Total Number of Employees:	98	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
12	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES	WARWICKSHIRE
	Town Centre Built-Up Zone Total Number of Employees:	100	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
13	WM-02-A-03 BRUNSWICK STREET BIRMINGHAM BRINDLEY PLACE	BANK ADMIN	WEST MIDLANDS
	Town Centre Commercial Zone Total Number of Employees:	850	
	Survey date: THURSDAY	27/11/08	Survey Type: MANUAL
14	WR-02-A-01 RHOSDDU ROAD WREXHAM	COUNCIL OFFICES	WREXHAM
	Town Centre Built-Up Zone Total Number of Employees:	120	
	Survey date: MONDAY	05/07/04	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EX-02-A-03	too much parking
LC-02-A-06	too much parking

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

MULTI-MODAL VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	14	262	0.021	14	262	0.003	14	262	0.024
07:30 - 08:00	14	262	0.037	14	262	0.005	14	262	0.042
08:00 - 08:30	14	262	0.064	14	262	0.010	14	262	0.074
08:30 - 09:00	14	262	0.074	14	262	0.014	14	262	0.088
09:00 - 09:30	14	262	0.050	14	262	0.013	14	262	0.063
09:30 - 10:00	14	262	0.042	14	262	0.015	14	262	0.057
10:00 - 10:30	14	262	0.032	14	262	0.022	14	262	0.054
10:30 - 11:00	14	262	0.029	14	262	0.019	14	262	0.048
11:00 - 11:30	14	262	0.016	14	262	0.018	14	262	0.034
11:30 - 12:00	14	262	0.022	14	262	0.020	14	262	0.042
12:00 - 12:30	14	262	0.018	14	262	0.017	14	262	0.035
12:30 - 13:00	14	262	0.017	14	262	0.018	14	262	0.035
13:00 - 13:30	14	262	0.016	14	262	0.019	14	262	0.035
13:30 - 14:00	14	262	0.019	14	262	0.016	14	262	0.035
14:00 - 14:30	14	262	0.012	14	262	0.014	14	262	0.026
14:30 - 15:00	14	262	0.016	14	262	0.018	14	262	0.034
15:00 - 15:30	14	262	0.014	14	262	0.020	14	262	0.034
15:30 - 16:00	14	262	0.015	14	262	0.024	14	262	0.039
16:00 - 16:30	14	262	0.018	14	262	0.058	14	262	0.076
16:30 - 17:00	14	262	0.016	14	262	0.047	14	262	0.063
17:00 - 17:30	14	262	0.014	14	262	0.083	14	262	0.097
17:30 - 18:00	14	262	0.008	14	262	0.048	14	262	0.056
18:00 - 18:30	14	262	0.004	14	262	0.031	14	262	0.035
18:30 - 19:00	14	262	0.003	14	262	0.012	14	262	0.015
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.577			0.564			1.141

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:	84 - 850 (units:)
Survey date date range:	01/01/01 - 04/10/18
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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.

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Licence No: 129301

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

MULTI-MODAL OGVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	14	262	0.000	14	262	0.000	14	262	0.000
07:30 - 08:00	14	262	0.001	14	262	0.000	14	262	0.001
08:00 - 08:30	14	262	0.000	14	262	0.000	14	262	0.000
08:30 - 09:00	14	262	0.001	14	262	0.001	14	262	0.002
09:00 - 09:30	14	262	0.000	14	262	0.001	14	262	0.001
09:30 - 10:00	14	262	0.000	14	262	0.000	14	262	0.000
10:00 - 10:30	14	262	0.001	14	262	0.000	14	262	0.001
10:30 - 11:00	14	262	0.000	14	262	0.001	14	262	0.001
11:00 - 11:30	14	262	0.000	14	262	0.000	14	262	0.000
11:30 - 12:00	14	262	0.001	14	262	0.001	14	262	0.002
12:00 - 12:30	14	262	0.001	14	262	0.001	14	262	0.002
12:30 - 13:00	14	262	0.000	14	262	0.000	14	262	0.000
13:00 - 13:30	14	262	0.001	14	262	0.000	14	262	0.001
13:30 - 14:00	14	262	0.000	14	262	0.000	14	262	0.000
14:00 - 14:30	14	262	0.000	14	262	0.000	14	262	0.000
14:30 - 15:00	14	262	0.000	14	262	0.000	14	262	0.000
15:00 - 15:30	14	262	0.000	14	262	0.000	14	262	0.000
15:30 - 16:00	14	262	0.000	14	262	0.000	14	262	0.000
16:00 - 16:30	14	262	0.000	14	262	0.000	14	262	0.000
16:30 - 17:00	14	262	0.000	14	262	0.000	14	262	0.000
17:00 - 17:30	14	262	0.000	14	262	0.000	14	262	0.000
17:30 - 18:00	14	262	0.000	14	262	0.000	14	262	0.000
18:00 - 18:30	14	262	0.000	14	262	0.000	14	262	0.000
18:30 - 19:00	14	262	0.000	14	262	0.000	14	262	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.006			0.005			0.011

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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Licence No: 129301

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	14	262	0.001	14	262	0.000	14	262	0.001
07:30 - 08:00	14	262	0.001	14	262	0.000	14	262	0.001
08:00 - 08:30	14	262	0.006	14	262	0.000	14	262	0.006
08:30 - 09:00	14	262	0.007	14	262	0.000	14	262	0.007
09:00 - 09:30	14	262	0.004	14	262	0.000	14	262	0.004
09:30 - 10:00	14	262	0.000	14	262	0.000	14	262	0.000
10:00 - 10:30	14	262	0.001	14	262	0.001	14	262	0.002
10:30 - 11:00	14	262	0.001	14	262	0.001	14	262	0.002
11:00 - 11:30	14	262	0.001	14	262	0.001	14	262	0.002
11:30 - 12:00	14	262	0.001	14	262	0.000	14	262	0.001
12:00 - 12:30	14	262	0.001	14	262	0.001	14	262	0.002
12:30 - 13:00	14	262	0.001	14	262	0.001	14	262	0.002
13:00 - 13:30	14	262	0.001	14	262	0.001	14	262	0.002
13:30 - 14:00	14	262	0.000	14	262	0.001	14	262	0.001
14:00 - 14:30	14	262	0.000	14	262	0.000	14	262	0.000
14:30 - 15:00	14	262	0.001	14	262	0.001	14	262	0.002
15:00 - 15:30	14	262	0.001	14	262	0.001	14	262	0.002
15:30 - 16:00	14	262	0.000	14	262	0.001	14	262	0.001
16:00 - 16:30	14	262	0.000	14	262	0.002	14	262	0.002
16:30 - 17:00	14	262	0.001	14	262	0.002	14	262	0.003
17:00 - 17:30	14	262	0.000	14	262	0.004	14	262	0.004
17:30 - 18:00	14	262	0.000	14	262	0.006	14	262	0.006
18:00 - 18:30	14	262	0.000	14	262	0.004	14	262	0.004
18:30 - 19:00	14	262	0.000	14	262	0.001	14	262	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.029			0.029			0.058

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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Licence No: 129301

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	14	262	0.024	14	262	0.004	14	262	0.028
07:30 - 08:00	14	262	0.041	14	262	0.004	14	262	0.045
08:00 - 08:30	14	262	0.074	14	262	0.008	14	262	0.082
08:30 - 09:00	14	262	0.082	14	262	0.008	14	262	0.090
09:00 - 09:30	14	262	0.056	14	262	0.011	14	262	0.067
09:30 - 10:00	14	262	0.046	14	262	0.015	14	262	0.061
10:00 - 10:30	14	262	0.035	14	262	0.020	14	262	0.055
10:30 - 11:00	14	262	0.031	14	262	0.017	14	262	0.048
11:00 - 11:30	14	262	0.018	14	262	0.021	14	262	0.039
11:30 - 12:00	14	262	0.023	14	262	0.021	14	262	0.044
12:00 - 12:30	14	262	0.020	14	262	0.018	14	262	0.038
12:30 - 13:00	14	262	0.020	14	262	0.019	14	262	0.039
13:00 - 13:30	14	262	0.020	14	262	0.020	14	262	0.040
13:30 - 14:00	14	262	0.019	14	262	0.018	14	262	0.037
14:00 - 14:30	14	262	0.015	14	262	0.016	14	262	0.031
14:30 - 15:00	14	262	0.016	14	262	0.022	14	262	0.038
15:00 - 15:30	14	262	0.015	14	262	0.023	14	262	0.038
15:30 - 16:00	14	262	0.017	14	262	0.027	14	262	0.044
16:00 - 16:30	14	262	0.017	14	262	0.065	14	262	0.082
16:30 - 17:00	14	262	0.013	14	262	0.055	14	262	0.068
17:00 - 17:30	14	262	0.012	14	262	0.093	14	262	0.105
17:30 - 18:00	14	262	0.006	14	262	0.053	14	262	0.059
18:00 - 18:30	14	262	0.004	14	262	0.035	14	262	0.039
18:30 - 19:00	14	262	0.001	14	262	0.013	14	262	0.014
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		0.625			0.606			1.231	

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.

Grontmij STREET NAME Edinburgh

Licence No: 129301

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	14	262	0.006	14	262	0.002	14	262	0.008
07:30 - 08:00	14	262	0.010	14	262	0.001	14	262	0.011
08:00 - 08:30	14	262	0.040	14	262	0.005	14	262	0.045
08:30 - 09:00	14	262	0.066	14	262	0.007	14	262	0.073
09:00 - 09:30	14	262	0.054	14	262	0.019	14	262	0.073
09:30 - 10:00	14	262	0.039	14	262	0.024	14	262	0.063
10:00 - 10:30	14	262	0.043	14	262	0.050	14	262	0.093
10:30 - 11:00	14	262	0.051	14	262	0.043	14	262	0.094
11:00 - 11:30	14	262	0.044	14	262	0.065	14	262	0.109
11:30 - 12:00	14	262	0.060	14	262	0.065	14	262	0.125
12:00 - 12:30	14	262	0.092	14	262	0.168	14	262	0.260
12:30 - 13:00	14	262	0.124	14	262	0.156	14	262	0.280
13:00 - 13:30	14	262	0.201	14	262	0.170	14	262	0.371
13:30 - 14:00	14	262	0.175	14	262	0.114	14	262	0.289
14:00 - 14:30	14	262	0.120	14	262	0.087	14	262	0.207
14:30 - 15:00	14	262	0.068	14	262	0.061	14	262	0.129
15:00 - 15:30	14	262	0.062	14	262	0.064	14	262	0.126
15:30 - 16:00	14	262	0.055	14	262	0.054	14	262	0.109
16:00 - 16:30	14	262	0.038	14	262	0.062	14	262	0.100
16:30 - 17:00	14	262	0.029	14	262	0.062	14	262	0.091
17:00 - 17:30	14	262	0.018	14	262	0.064	14	262	0.082
17:30 - 18:00	14	262	0.012	14	262	0.041	14	262	0.053
18:00 - 18:30	14	262	0.005	14	262	0.024	14	262	0.029
18:30 - 19:00	14	262	0.002	14	262	0.011	14	262	0.013
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		1.414			1.419			2.833	

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.

Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	14	262	0.011	14	262	0.000	14	262	0.011
07:30 - 08:00	14	262	0.051	14	262	0.000	14	262	0.051
08:00 - 08:30	14	262	0.086	14	262	0.001	14	262	0.087
08:30 - 09:00	14	262	0.146	14	262	0.003	14	262	0.149
09:00 - 09:30	14	262	0.091	14	262	0.002	14	262	0.093
09:30 - 10:00	14	262	0.029	14	262	0.005	14	262	0.034
10:00 - 10:30	14	262	0.017	14	262	0.005	14	262	0.022
10:30 - 11:00	14	262	0.016	14	262	0.008	14	262	0.024
11:00 - 11:30	14	262	0.011	14	262	0.010	14	262	0.021
11:30 - 12:00	14	262	0.007	14	262	0.007	14	262	0.014
12:00 - 12:30	14	262	0.011	14	262	0.014	14	262	0.025
12:30 - 13:00	14	262	0.009	14	262	0.011	14	262	0.020
13:00 - 13:30	14	262	0.010	14	262	0.010	14	262	0.020
13:30 - 14:00	14	262	0.004	14	262	0.006	14	262	0.010
14:00 - 14:30	14	262	0.010	14	262	0.005	14	262	0.015
14:30 - 15:00	14	262	0.008	14	262	0.008	14	262	0.016
15:00 - 15:30	14	262	0.003	14	262	0.017	14	262	0.020
15:30 - 16:00	14	262	0.005	14	262	0.028	14	262	0.033
16:00 - 16:30	14	262	0.002	14	262	0.056	14	262	0.058
16:30 - 17:00	14	262	0.003	14	262	0.082	14	262	0.085
17:00 - 17:30	14	262	0.002	14	262	0.143	14	262	0.145
17:30 - 18:00	14	262	0.004	14	262	0.059	14	262	0.063
18:00 - 18:30	14	262	0.001	14	262	0.040	14	262	0.041
18:30 - 19:00	14	262	0.000	14	262	0.013	14	262	0.013
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.537			0.533			1.070

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.*

Grontmij STREET NAME Edinburgh

Licence No: 129301

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	14	262	0.042	14	262	0.006	14	262	0.048
07:30 - 08:00	14	262	0.103	14	262	0.006	14	262	0.109
08:00 - 08:30	14	262	0.206	14	262	0.015	14	262	0.221
08:30 - 09:00	14	262	0.301	14	262	0.019	14	262	0.320
09:00 - 09:30	14	262	0.205	14	262	0.032	14	262	0.237
09:30 - 10:00	14	262	0.114	14	262	0.044	14	262	0.158
10:00 - 10:30	14	262	0.096	14	262	0.076	14	262	0.172
10:30 - 11:00	14	262	0.098	14	262	0.070	14	262	0.168
11:00 - 11:30	14	262	0.073	14	262	0.098	14	262	0.171
11:30 - 12:00	14	262	0.091	14	262	0.094	14	262	0.185
12:00 - 12:30	14	262	0.123	14	262	0.200	14	262	0.323
12:30 - 13:00	14	262	0.153	14	262	0.187	14	262	0.340
13:00 - 13:30	14	262	0.232	14	262	0.201	14	262	0.433
13:30 - 14:00	14	262	0.198	14	262	0.138	14	262	0.336
14:00 - 14:30	14	262	0.145	14	262	0.109	14	262	0.254
14:30 - 15:00	14	262	0.092	14	262	0.091	14	262	0.183
15:00 - 15:30	14	262	0.082	14	262	0.104	14	262	0.186
15:30 - 16:00	14	262	0.077	14	262	0.110	14	262	0.187
16:00 - 16:30	14	262	0.058	14	262	0.184	14	262	0.242
16:30 - 17:00	14	262	0.046	14	262	0.201	14	262	0.247
17:00 - 17:30	14	262	0.033	14	262	0.304	14	262	0.337
17:30 - 18:00	14	262	0.022	14	262	0.159	14	262	0.181
18:00 - 18:30	14	262	0.011	14	262	0.103	14	262	0.114
18:30 - 19:00	14	262	0.003	14	262	0.038	14	262	0.041
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		2.604			2.589			5.193	

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.

Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	14	262	0.000	14	262	0.000	14	262	0.000
07:30 - 08:00	14	262	0.000	14	262	0.000	14	262	0.000
08:00 - 08:30	14	262	0.000	14	262	0.000	14	262	0.000
08:30 - 09:00	14	262	0.000	14	262	0.000	14	262	0.000
09:00 - 09:30	14	262	0.000	14	262	0.000	14	262	0.000
09:30 - 10:00	14	262	0.000	14	262	0.000	14	262	0.000
10:00 - 10:30	14	262	0.000	14	262	0.000	14	262	0.000
10:30 - 11:00	14	262	0.000	14	262	0.000	14	262	0.000
11:00 - 11:30	14	262	0.000	14	262	0.000	14	262	0.000
11:30 - 12:00	14	262	0.000	14	262	0.000	14	262	0.000
12:00 - 12:30	14	262	0.000	14	262	0.001	14	262	0.001
12:30 - 13:00	14	262	0.001	14	262	0.000	14	262	0.001
13:00 - 13:30	14	262	0.000	14	262	0.000	14	262	0.000
13:30 - 14:00	14	262	0.000	14	262	0.000	14	262	0.000
14:00 - 14:30	14	262	0.000	14	262	0.000	14	262	0.000
14:30 - 15:00	14	262	0.000	14	262	0.000	14	262	0.000
15:00 - 15:30	14	262	0.000	14	262	0.000	14	262	0.000
15:30 - 16:00	14	262	0.000	14	262	0.000	14	262	0.000
16:00 - 16:30	14	262	0.000	14	262	0.000	14	262	0.000
16:30 - 17:00	14	262	0.000	14	262	0.000	14	262	0.000
17:00 - 17:30	14	262	0.000	14	262	0.000	14	262	0.000
17:30 - 18:00	14	262	0.000	14	262	0.000	14	262	0.000
18:00 - 18:30	14	262	0.000	14	262	0.000	14	262	0.000
18:30 - 19:00	14	262	0.000	14	262	0.000	14	262	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

Calculation Reference: AUDIT-129301-190429-0400

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HK HACKNEY	2 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 111 to 224 (units:)
 Range Selected by User: 100 to 227 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 23/10/18

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

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	3 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	7 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	7
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*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	3
High Street	1
No Sub Category	2

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

Grontmij STREET NAME Edinburgh

Licence No: 129301

Secondary Filtering selection:

Use Class:

C1

7 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 1 mile:

5,001 to 10,000

1 days

15,001 to 20,000

1 days

20,001 to 25,000

1 days

25,001 to 50,000

2 days

50,001 to 100,000

2 days

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

Population within 5 miles:

25,001 to 50,000

1 days

50,001 to 75,000

1 days

250,001 to 500,000

2 days

500,001 or More

3 days

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

Car ownership within 5 miles:

0.5 or Less

4 days

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

7 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

7 days

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

Grontmij STREET NAME Edinburgh

Licence No: 129301

LIST OF SITES relevant to selection parameters

1	GM-06-A-08	IBIS		GREATER MANCHESTER
	PORTLAND STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	127		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
2	HE-06-A-01	HOTEL		HEREFORDSHIRE
	BROAD STREET			
	HEREFORD			
	Town Centre			
	No Sub Category			
	Total Number of bedrooms:	111		
	Survey date: THURSDAY	02/03/06	Survey Type: MANUAL	
3	HK-06-A-01	EXPRESS HOL.I NN		HACKNEY
	OLD STREET			
	SHOREDITCH			
	Town Centre			
	High Street			
	Total Number of bedrooms:	224		
	Survey date: THURSDAY	06/11/08	Survey Type: MANUAL	
4	HK-06-A-02	HOTEL		HACKNEY
	GREAT EASTERN STREET			
	SHOREDITCH			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	205		
	Survey date: WEDNESDAY	05/11/08	Survey Type: MANUAL	
5	TV-06-A-04	THISTLE		TEES VALLEY
	FRY STREET			
	MIDDLESBROUGH			
	Town Centre			
	Commercial Zone			
	Total Number of bedrooms:	132		
	Survey date: THURSDAY	03/10/13	Survey Type: MANUAL	
6	WL-06-A-02	HOLIDAY INN EXPRESS		WILTSHIRE
	BRIDGE STREET			
	SWINDON			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	134		
	Survey date: WEDNESDAY	27/11/13	Survey Type: MANUAL	
7	WM-06-A-01	HOTEL		WEST MIDLANDS
	LICHFIELD ROAD			
	WOLVERHAMPTON			
	Town Centre			
	No Sub Category			
	Total Number of bedrooms:	117		
	Survey date: TUESDAY	21/02/06	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.

Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	150	0.038	7	150	0.071	7	150	0.109
08:00 - 09:00	7	150	0.070	7	150	0.138	7	150	0.208
09:00 - 10:00	7	150	0.061	7	150	0.073	7	150	0.134
10:00 - 11:00	7	150	0.067	7	150	0.056	7	150	0.123
11:00 - 12:00	7	150	0.050	7	150	0.064	7	150	0.114
12:00 - 13:00	7	150	0.053	7	150	0.046	7	150	0.099
13:00 - 14:00	7	150	0.053	7	150	0.045	7	150	0.098
14:00 - 15:00	7	150	0.052	7	150	0.052	7	150	0.104
15:00 - 16:00	7	150	0.051	7	150	0.060	7	150	0.111
16:00 - 17:00	7	150	0.069	7	150	0.053	7	150	0.122
17:00 - 18:00	7	150	0.083	7	150	0.054	7	150	0.137
18:00 - 19:00	7	150	0.073	7	150	0.057	7	150	0.130
19:00 - 20:00	5	164	0.055	5	164	0.055	5	164	0.110
20:00 - 21:00	5	164	0.035	5	164	0.032	5	164	0.067
21:00 - 22:00	5	164	0.028	5	164	0.030	5	164	0.058
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.838			0.886			1.724

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:	111 - 224 (units:)
Survey date date range:	01/01/05 - 23/10/18
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL OGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	150	0.002	7	150	0.002	7	150	0.004
08:00 - 09:00	7	150	0.003	7	150	0.003	7	150	0.006
09:00 - 10:00	7	150	0.003	7	150	0.003	7	150	0.006
10:00 - 11:00	7	150	0.000	7	150	0.000	7	150	0.000
11:00 - 12:00	7	150	0.002	7	150	0.002	7	150	0.004
12:00 - 13:00	7	150	0.000	7	150	0.000	7	150	0.000
13:00 - 14:00	7	150	0.001	7	150	0.001	7	150	0.002
14:00 - 15:00	7	150	0.002	7	150	0.002	7	150	0.004
15:00 - 16:00	7	150	0.001	7	150	0.001	7	150	0.002
16:00 - 17:00	7	150	0.000	7	150	0.000	7	150	0.000
17:00 - 18:00	7	150	0.001	7	150	0.001	7	150	0.002
18:00 - 19:00	7	150	0.000	7	150	0.000	7	150	0.000
19:00 - 20:00	5	164	0.000	5	164	0.000	5	164	0.000
20:00 - 21:00	5	164	0.000	5	164	0.000	5	164	0.000
21:00 - 22:00	5	164	0.000	5	164	0.000	5	164	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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

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

Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PSVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	150	0.000	7	150	0.001	7	150	0.001
08:00 - 09:00	7	150	0.001	7	150	0.001	7	150	0.002
09:00 - 10:00	7	150	0.000	7	150	0.000	7	150	0.000
10:00 - 11:00	7	150	0.000	7	150	0.000	7	150	0.000
11:00 - 12:00	7	150	0.000	7	150	0.000	7	150	0.000
12:00 - 13:00	7	150	0.000	7	150	0.000	7	150	0.000
13:00 - 14:00	7	150	0.000	7	150	0.000	7	150	0.000
14:00 - 15:00	7	150	0.000	7	150	0.000	7	150	0.000
15:00 - 16:00	7	150	0.001	7	150	0.002	7	150	0.003
16:00 - 17:00	7	150	0.000	7	150	0.000	7	150	0.000
17:00 - 18:00	7	150	0.002	7	150	0.002	7	150	0.004
18:00 - 19:00	7	150	0.001	7	150	0.001	7	150	0.002
19:00 - 20:00	5	164	0.000	5	164	0.000	5	164	0.000
20:00 - 21:00	5	164	0.000	5	164	0.000	5	164	0.000
21:00 - 22:00	5	164	0.000	5	164	0.000	5	164	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.007			0.012

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.

Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	150	0.006	7	150	0.001	7	150	0.007
08:00 - 09:00	7	150	0.003	7	150	0.001	7	150	0.004
09:00 - 10:00	7	150	0.004	7	150	0.001	7	150	0.005
10:00 - 11:00	7	150	0.001	7	150	0.001	7	150	0.002
11:00 - 12:00	7	150	0.000	7	150	0.000	7	150	0.000
12:00 - 13:00	7	150	0.001	7	150	0.000	7	150	0.001
13:00 - 14:00	7	150	0.002	7	150	0.002	7	150	0.004
14:00 - 15:00	7	150	0.003	7	150	0.003	7	150	0.006
15:00 - 16:00	7	150	0.001	7	150	0.002	7	150	0.003
16:00 - 17:00	7	150	0.001	7	150	0.002	7	150	0.003
17:00 - 18:00	7	150	0.003	7	150	0.000	7	150	0.003
18:00 - 19:00	7	150	0.004	7	150	0.004	7	150	0.008
19:00 - 20:00	5	164	0.000	5	164	0.001	5	164	0.001
20:00 - 21:00	5	164	0.001	5	164	0.001	5	164	0.002
21:00 - 22:00	5	164	0.000	5	164	0.001	5	164	0.001
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.020			0.050

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.

Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	150	0.045	7	150	0.099	7	150	0.144
08:00 - 09:00	7	150	0.087	7	150	0.169	7	150	0.256
09:00 - 10:00	7	150	0.096	7	150	0.113	7	150	0.209
10:00 - 11:00	7	150	0.090	7	150	0.076	7	150	0.166
11:00 - 12:00	7	150	0.051	7	150	0.085	7	150	0.136
12:00 - 13:00	7	150	0.091	7	150	0.068	7	150	0.159
13:00 - 14:00	7	150	0.072	7	150	0.064	7	150	0.136
14:00 - 15:00	7	150	0.095	7	150	0.067	7	150	0.162
15:00 - 16:00	7	150	0.065	7	150	0.082	7	150	0.147
16:00 - 17:00	7	150	0.116	7	150	0.088	7	150	0.204
17:00 - 18:00	7	150	0.119	7	150	0.085	7	150	0.204
18:00 - 19:00	7	150	0.123	7	150	0.113	7	150	0.236
19:00 - 20:00	5	164	0.085	5	164	0.097	5	164	0.182
20:00 - 21:00	5	164	0.058	5	164	0.047	5	164	0.105
21:00 - 22:00	5	164	0.051	5	164	0.041	5	164	0.092
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.244			1.294			2.538

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.

Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	150	0.048	7	150	0.062	7	150	0.110
08:00 - 09:00	7	150	0.039	7	150	0.150	7	150	0.189
09:00 - 10:00	7	150	0.045	7	150	0.075	7	150	0.120
10:00 - 11:00	7	150	0.059	7	150	0.061	7	150	0.120
11:00 - 12:00	7	150	0.063	7	150	0.078	7	150	0.141
12:00 - 13:00	7	150	0.074	7	150	0.088	7	150	0.162
13:00 - 14:00	7	150	0.106	7	150	0.116	7	150	0.222
14:00 - 15:00	7	150	0.085	7	150	0.091	7	150	0.176
15:00 - 16:00	7	150	0.074	7	150	0.092	7	150	0.166
16:00 - 17:00	7	150	0.104	7	150	0.102	7	150	0.206
17:00 - 18:00	7	150	0.150	7	150	0.102	7	150	0.252
18:00 - 19:00	7	150	0.140	7	150	0.124	7	150	0.264
19:00 - 20:00	5	164	0.125	5	164	0.120	5	164	0.245
20:00 - 21:00	5	164	0.102	5	164	0.083	5	164	0.185
21:00 - 22:00	5	164	0.078	5	164	0.049	5	164	0.127
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.292			1.393			2.685

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.

Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	150	0.040	7	150	0.002	7	150	0.042
08:00 - 09:00	7	150	0.004	7	150	0.009	7	150	0.013
09:00 - 10:00	7	150	0.007	7	150	0.008	7	150	0.015
10:00 - 11:00	7	150	0.007	7	150	0.010	7	150	0.017
11:00 - 12:00	7	150	0.004	7	150	0.009	7	150	0.013
12:00 - 13:00	7	150	0.006	7	150	0.015	7	150	0.021
13:00 - 14:00	7	150	0.029	7	150	0.033	7	150	0.062
14:00 - 15:00	7	150	0.052	7	150	0.046	7	150	0.098
15:00 - 16:00	7	150	0.016	7	150	0.051	7	150	0.067
16:00 - 17:00	7	150	0.007	7	150	0.011	7	150	0.018
17:00 - 18:00	7	150	0.007	7	150	0.005	7	150	0.012
18:00 - 19:00	7	150	0.020	7	150	0.013	7	150	0.033
19:00 - 20:00	5	164	0.007	5	164	0.002	5	164	0.009
20:00 - 21:00	5	164	0.005	5	164	0.006	5	164	0.011
21:00 - 22:00	5	164	0.002	5	164	0.000	5	164	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.213			0.220			0.433

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.

Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	150	0.019	7	150	0.011	7	150	0.030
08:00 - 09:00	7	150	0.014	7	150	0.031	7	150	0.045
09:00 - 10:00	7	150	0.006	7	150	0.026	7	150	0.032
10:00 - 11:00	7	150	0.014	7	150	0.017	7	150	0.031
11:00 - 12:00	7	150	0.017	7	150	0.028	7	150	0.045
12:00 - 13:00	7	150	0.015	7	150	0.010	7	150	0.025
13:00 - 14:00	7	150	0.020	7	150	0.017	7	150	0.037
14:00 - 15:00	7	150	0.030	7	150	0.023	7	150	0.053
15:00 - 16:00	7	150	0.021	7	150	0.024	7	150	0.045
16:00 - 17:00	7	150	0.029	7	150	0.028	7	150	0.057
17:00 - 18:00	7	150	0.044	7	150	0.021	7	150	0.065
18:00 - 19:00	7	150	0.029	7	150	0.026	7	150	0.055
19:00 - 20:00	5	164	0.021	5	164	0.007	5	164	0.028
20:00 - 21:00	5	164	0.024	5	164	0.005	5	164	0.029
21:00 - 22:00	5	164	0.018	5	164	0.012	5	164	0.030
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.321			0.286			0.607

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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Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	150	0.000	7	150	0.000	7	150	0.000
08:00 - 09:00	7	150	0.000	7	150	0.000	7	150	0.000
09:00 - 10:00	7	150	0.000	7	150	0.000	7	150	0.000
10:00 - 11:00	7	150	0.000	7	150	0.000	7	150	0.000
11:00 - 12:00	7	150	0.000	7	150	0.000	7	150	0.000
12:00 - 13:00	7	150	0.000	7	150	0.000	7	150	0.000
13:00 - 14:00	7	150	0.001	7	150	0.001	7	150	0.002
14:00 - 15:00	7	150	0.000	7	150	0.000	7	150	0.000
15:00 - 16:00	7	150	0.000	7	150	0.000	7	150	0.000
16:00 - 17:00	7	150	0.000	7	150	0.000	7	150	0.000
17:00 - 18:00	7	150	0.001	7	150	0.000	7	150	0.001
18:00 - 19:00	7	150	0.000	7	150	0.000	7	150	0.000
19:00 - 20:00	5	164	0.000	5	164	0.000	5	164	0.000
20:00 - 21:00	5	164	0.000	5	164	0.000	5	164	0.000
21:00 - 22:00	5	164	0.000	5	164	0.000	5	164	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.001			0.003

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

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Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	150	0.059	7	150	0.013	7	150	0.072
08:00 - 09:00	7	150	0.018	7	150	0.040	7	150	0.058
09:00 - 10:00	7	150	0.012	7	150	0.033	7	150	0.045
10:00 - 11:00	7	150	0.021	7	150	0.027	7	150	0.048
11:00 - 12:00	7	150	0.021	7	150	0.036	7	150	0.057
12:00 - 13:00	7	150	0.021	7	150	0.025	7	150	0.046
13:00 - 14:00	7	150	0.050	7	150	0.051	7	150	0.101
14:00 - 15:00	7	150	0.082	7	150	0.069	7	150	0.151
15:00 - 16:00	7	150	0.037	7	150	0.075	7	150	0.112
16:00 - 17:00	7	150	0.035	7	150	0.039	7	150	0.074
17:00 - 18:00	7	150	0.051	7	150	0.026	7	150	0.077
18:00 - 19:00	7	150	0.049	7	150	0.039	7	150	0.088
19:00 - 20:00	5	164	0.028	5	164	0.010	5	164	0.038
20:00 - 21:00	5	164	0.029	5	164	0.011	5	164	0.040
21:00 - 22:00	5	164	0.021	5	164	0.012	5	164	0.033
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.534			0.506			1.040

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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Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	150	0.157	7	150	0.175	7	150	0.332
08:00 - 09:00	7	150	0.147	7	150	0.359	7	150	0.506
09:00 - 10:00	7	150	0.157	7	150	0.223	7	150	0.380
10:00 - 11:00	7	150	0.171	7	150	0.165	7	150	0.336
11:00 - 12:00	7	150	0.135	7	150	0.199	7	150	0.334
12:00 - 13:00	7	150	0.188	7	150	0.180	7	150	0.368
13:00 - 14:00	7	150	0.230	7	150	0.233	7	150	0.463
14:00 - 15:00	7	150	0.265	7	150	0.230	7	150	0.495
15:00 - 16:00	7	150	0.177	7	150	0.251	7	150	0.428
16:00 - 17:00	7	150	0.256	7	150	0.230	7	150	0.486
17:00 - 18:00	7	150	0.324	7	150	0.212	7	150	0.536
18:00 - 19:00	7	150	0.315	7	150	0.280	7	150	0.595
19:00 - 20:00	5	164	0.238	5	164	0.229	5	164	0.467
20:00 - 21:00	5	164	0.191	5	164	0.142	5	164	0.333
21:00 - 22:00	5	164	0.150	5	164	0.103	5	164	0.253
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.101			3.211			6.312

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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Appendix M – Framework Travel Plan

Report

Framework Travel Plan

Sweco UK Limited
Abbey House, 4th Floor
33 Booth Street
Manchester, M2 3LW

Pall Mall, Liverpool



27 June 2019

Project Reference: 119272

Document Reference: 119272-FTP

Revision: [2]

Prepared For: Kier Property Developments Limited
CTP Limited

Status / Revisions

Rev.	Date	Reason for issue	Prepared		Reviewed		Approved	
[1]	18.06.19	Draft for Comment	JS/DP	18.06.19	MD	18.06.19	NR	18.06.19
[2]	27.06.19	Final	JS	27.06.19	MD	27.06.19	MD	27.06.19
[3]								

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Appendices

Appendix A – Main Office Area Location

Appendix B – LCC Cycle Map Extract

Appendix C – Masterplan

1 Introduction

This Framework Travel Plan (FTP) has been prepared by Sweco on behalf of Kier Property Developments Limited and CTP Limited to support a hybrid planning application, with means of access to be determined, for the redevelopment of land at Pall Mall in Liverpool City Centre for mixed commercial land uses.

The site itself comprises the overspill part of the existing Pall Mall Pay & Display (NCP) car park and the land formerly occupied by gardens and public realm lying adjacent to the former Exchange Station buildings between Pall Mall, Bixteth Street and Edmund Street.

The site lies within the Main Office Area of the city centre, as identified in the Local Plan pre-submission draft 2018. The development and associated public realm proposals will represent an extension to the existing Central Business District of the city, which lies to the west of the site.

This FTP provides a context in which the transport needs of the site can be accommodated, whilst aiming to encourage sustainable transport choices by employees and visitors in order to reduce Single Occupancy Vehicle (SOV) trips. It also outlines a range of measures and initiatives that will be considered or evaluated as part of the full Travel Plan, to raise travel awareness and influence sustainable travel choices.

This FTP has been developed in accordance with the Department for Transport (DfT) 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', (April 2009) and the DfT document 'Making Residential Travel Plans Work', (June 2007). The FTP supports the principles of sustainable travel and its objectives are to reduce the number of SOV trips, and to encourage car sharing, walking, cycling and the use of public transport.

Following this introduction, the FTP is structured as follows:

- **Chapter 2** describes the site location and presents an accessibility assessment of sustainable travel modes;
- **Chapter 3** details the proposed development;
- **Chapter 4** presents the objectives of the FTP;
- **Chapter 5** sets out details of the targets and action plan;
- **Chapter 6** outlines the proposed package of measures and initiatives to promote sustainable travel;
- **Chapter 7** describes how the full Travel Plan will be monitored;

2 Existing Conditions

2.1 Site Context

The Pall Mall site is located to the north of Liverpool's 'City Centre Boundary', in the centre of the Main Office Area, as shown in **Appendix A**.

The site extends to approximately 2.8 acres (1.16 hectares) and comprises the overspill part of the existing Pall Mall Exchange P&D (NCP) car park and existing gardens and public realm which lies adjacent to the Exchange Building. It is located in a mixed-use area and is bounded to the north east by Pall Mall; to the south east by the Exchange Building; to the south west by Bixteth Street, Edmund Street and the adjacent office and residential building (referred to as the X building); and to the north west by the main part of the NCP car park.

The location of the site is shown in **Figure 2.1**.

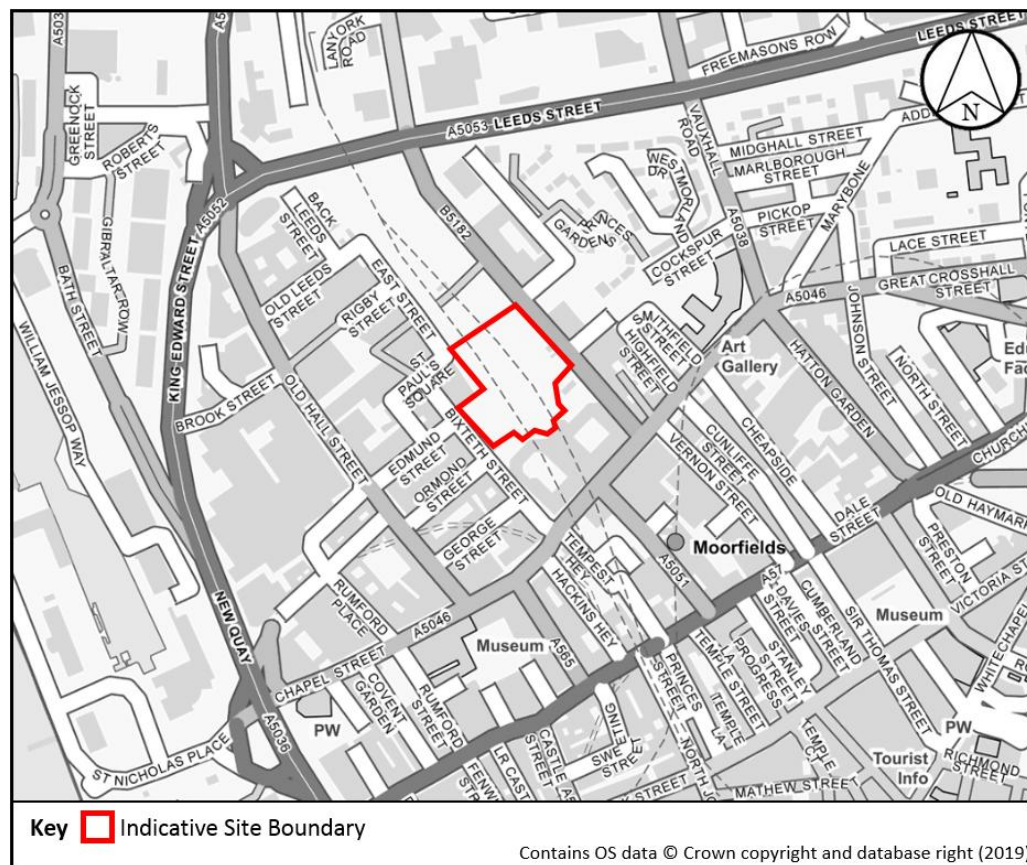


Figure 2.1: Site Location

2.2 Local Highway Network

The local highway network surrounding the site is described below. Each highway is street lit and subject to a 30mph speed limit.

2.2.1 Pall Mall

Pall Mall runs along the north-eastern frontage of the site linking Tithebarn Street to the south and Leeds Street to the north. The carriageway is approximately 11m wide and is suitable for two-way traffic and accommodate parking on both sides of the carriageway. The highway is located within the Outer Controlled Parking Zone, which operates between 8am and 6pm and is controlled by a series of Traffic Regulation Orders (TROs) that are in force along its length. Bus stops (one northbound and one southbound), are also provided on the site frontage although these are currently not in use.

2.2.2 Bixteth Street

Bixteth Street runs between Tithebarn Street and St Paul's Square and provides access to the south-western frontage of the site. The carriageway is suitable for two-way traffic and has parking on its northern side. The highway is located within the Inner Controlled Parking Zone (ICPZ), which operates between 8am and 6pm, and is controlled by a series of TROs that are in force along its length.

2.2.3 Edmund Street

Edmund Street runs from Old Hall Street in the south-west to a termination point approximately 32m north-east of Bixteth Street. The section between Old Hall Street and Bixteth Street operates one-way from Old Hall Street (with cyclists permitted to contraflow) and parking is permitted along its southern side. The cul-de-sac section of Edmund Street provides access to part of the split-level car park of the X Building. The highway is located in the ICPZ with P&D parking spaces, Limited Waiting restrictions and NWAAT restrictions in force along its length. The cul-de-sac section is subject to Limited Waiting only restrictions.

2.2.4 Tithebarn Street

Tithebarn Street runs between George's Dock Gates (as Chapel Street west of Exchange Street East) in the west and Vauxhall Road/Hatton Garden in the east. It provides access to the site from the south via either Bixteth Street or Pall Mall. Limited P&D parking is available along the northern frontage with the remainder of the highway restricted by various TROs. Tithebarn Street is also restricted to buses only to the east from its junction with Bixteth Street.

LCC has proposals to alter the layout of Tithebarn Street to improve the cycle infrastructure with the introduction of dedicated cycle lanes along its length.

2.2.5 St Paul's Square

St Paul's Square is accessed from Bixteth Street and runs between East Street and Prussia Street/Earle Street in the west. It operates one-way from its junction with Bixteth Street towards the Prussia Street/Earle Street junction and one-way towards East Street. East Street then continues one-way towards Rigby Street to the north. Each of these streets are signed to permit contra-flow cycling. It is understood from the latest discussions with LCC that there is an aspiration to revoke the TRO and allow the section of St Paul's Square to revert to two-way operation between Bixteth Street and East Street.

2.3 **Sustainable Access Audit**

This section provides an accessibility assessment to establish the existing sustainable transport provision serving the site and the surrounding area. The assessment

considers access by all sustainable modes and provides details of the available infrastructure and service provision. The assessment recognises that the use of sustainable transport modes will be the main modes of travel to the proposed development.

Information for sustainable transport options throughout the city centre, including walking, cycling, bus and rail options, are administered and promoted by Merseytravel.

2.3.1 Walking

The site is located in the city centre and as such, benefits from a wide network of footways which provide access to high frequency public transport services, the wider city centre area and the adjacent residential areas.

To the south west of the site, Bixteth Street, Old Hall Street and the connecting section of Edmund Street have benefitted from public realm improvements which included the upgrading of footways and kerbs to ensure that dropped kerbs and tactile paving are provided at all crossing points. The road surfacing and street lighting have also been upgraded and street furniture has been rationalised.

To the north west of the site, St Pauls Square and its surrounding highway network benefit from high quality public realm which has been implemented in recent years in tandem with the regeneration of the area.

The footways on Old Leeds Street, Back Leeds Street and Earle Street do not have dropped kerbs at crossing points however these footways are not considered to be key routes between the site and local amenities.

Pall Mall, which runs along the northeast frontage of the site, features dropped kerbs and tactile paving at crossing points and signal controlled crossing facilities are incorporated into its junction with A5036 Leeds Street. This infrastructure enhances pedestrian safety on the walking routes between the site and the privately-operated public car parks lying to the north of Leeds Street, approximately 15 minutes' walk from the site.

To the south of the site, the character of the area means that pedestrian infrastructure is provided to a high standard, with wide footways and dropped kerbs at crossing points. Where routes to key amenities require the need to cross busy roads such as those providing access to railway stations, signalised pedestrian crossing facilities are provided. For example, to access the site from Liverpool Lime Street (a 15-minute walk away), signalised crossing facilities are provided on the A5038, St Georges Place, Whitechapel, Victoria Street, Dale Street and Tithebarn Street. Adjacent to the site, pedestrian access can also be gained through the Exchange Building.

A walking distance of 5 minutes (400 m) is recommended as a reasonable walking distance to high frequency bus routes in the Institution of Highways & Transportation (IHT) document 'Buses in Urban Developments 2018'. For rail services a walking distance of 10 minutes (800 m) is recommended as a reasonable walking distance in the IHT document 'Planning for Walking 2015'.

Figure 2.2 illustrates the 400 m and 800 m walking catchment areas from the site and public transport nodes within them.

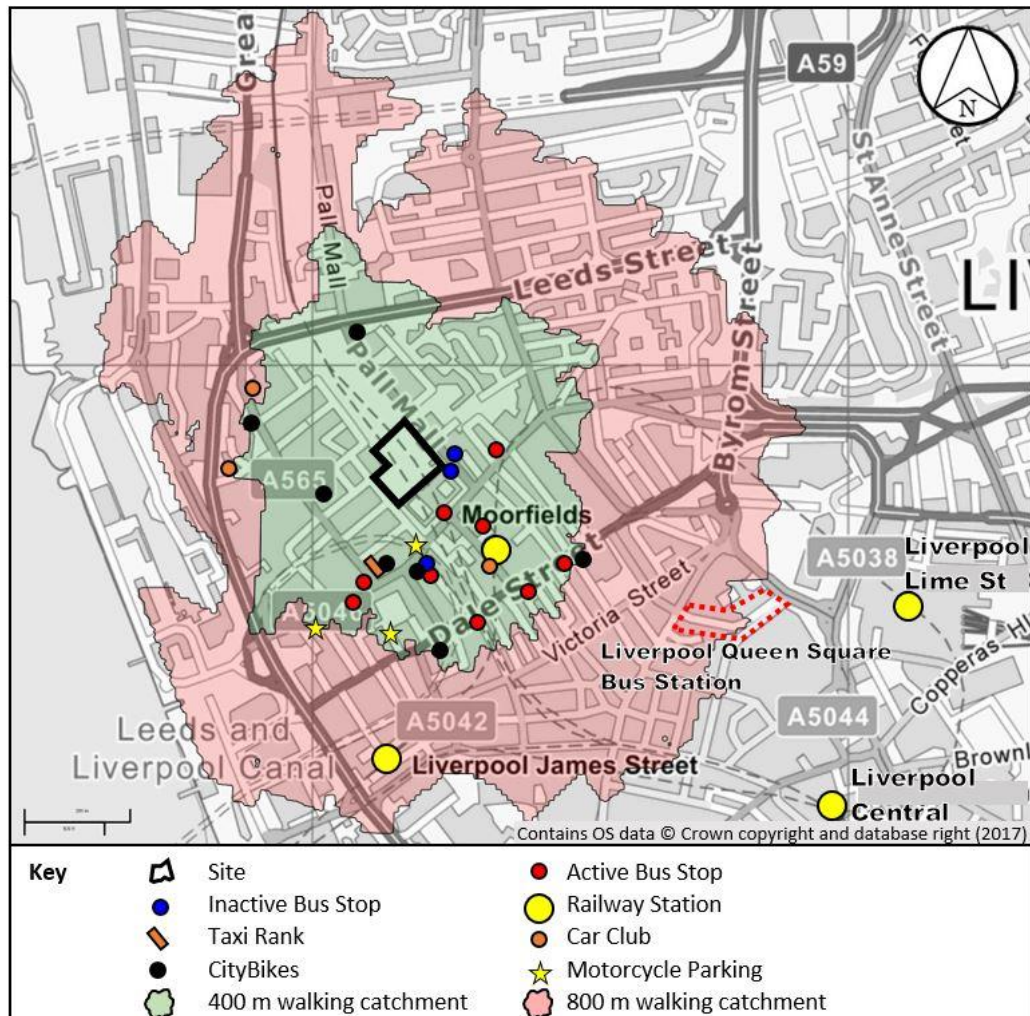


Figure 2.2: Walking Catchment Areas for Public Transport Use

It can be seen from Figure 2.2 that nine bus stops, Moorfield Railway Station and a taxi rank lie within 400 m walking distance of the site, whilst Liverpool James Street Railway Station and Liverpool Queens Square Bus Station lie within 800 m walking distance.

Reference to Table 3.2 of the IHT document, 'Providing for Journeys on Foot (2000)', suggests that the preferred maximum walking distance to common facilities is up to 2 km for commuting.

Figure 2.3 illustrates the 1.2 km and 2 km walking catchment areas from the site.

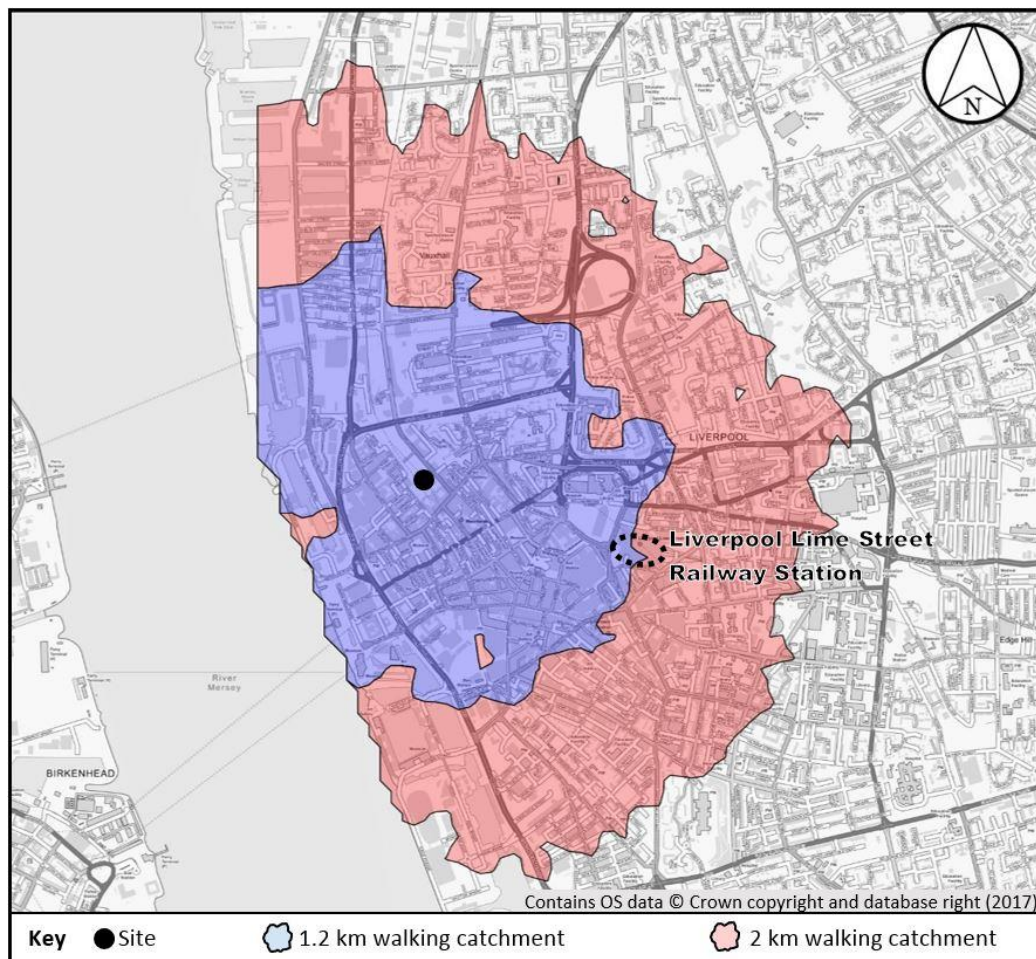


Figure 2.3: Walking Catchment Areas for Common Facilities and Walking to Work

It can be seen from Figure 2.3 that the majority of the city centre is accessible within a 1.2 km walking distance, including, the main city centre amenities, retail provision and leisure offers. Liverpool Lime Street Railway Station lies just within the 1.2km walking distance catchment. It can also be seen that there are numerous residential developments (both existing and approved high-density schemes) within the 1.2km catchment as well as many residential areas immediately surrounding the city centre located within a 2 km walking distance. As such, future employees who live in these areas could easily walk to work.

2.3.2 Cycling

A distance of 5 miles (8 km) is recommended as a suitable distance for which cycling is an ideal mode of transport as recommended in the IHT document 'Planning for Cycling 2015'. Cycling can also form part of a longer journey incorporating public transport.

Cycling provides a good alternative to the private car over such distances, is cheap, offers reliable journey times, is environmentally friendly and promotes improved health through regular exercise.

An 8km cycle catchment area from the site is shown in **Figure 2.4**.

It should be noted that cycle access through the Queensway Tunnel is prohibited at all times, whilst cycle access through the Kingsway tunnel is prohibited between 0700 and 1900 hours on weekdays. Considering that the proposed land uses are predominantly office, the majority of commuters will likely travel within these exempt time periods. However, cycles are permitted on Mersey Ferries, as such, cycle access from Birkenhead can be achieved and has been included in this assessment although there is an increased journey time due to the ferry crossing.

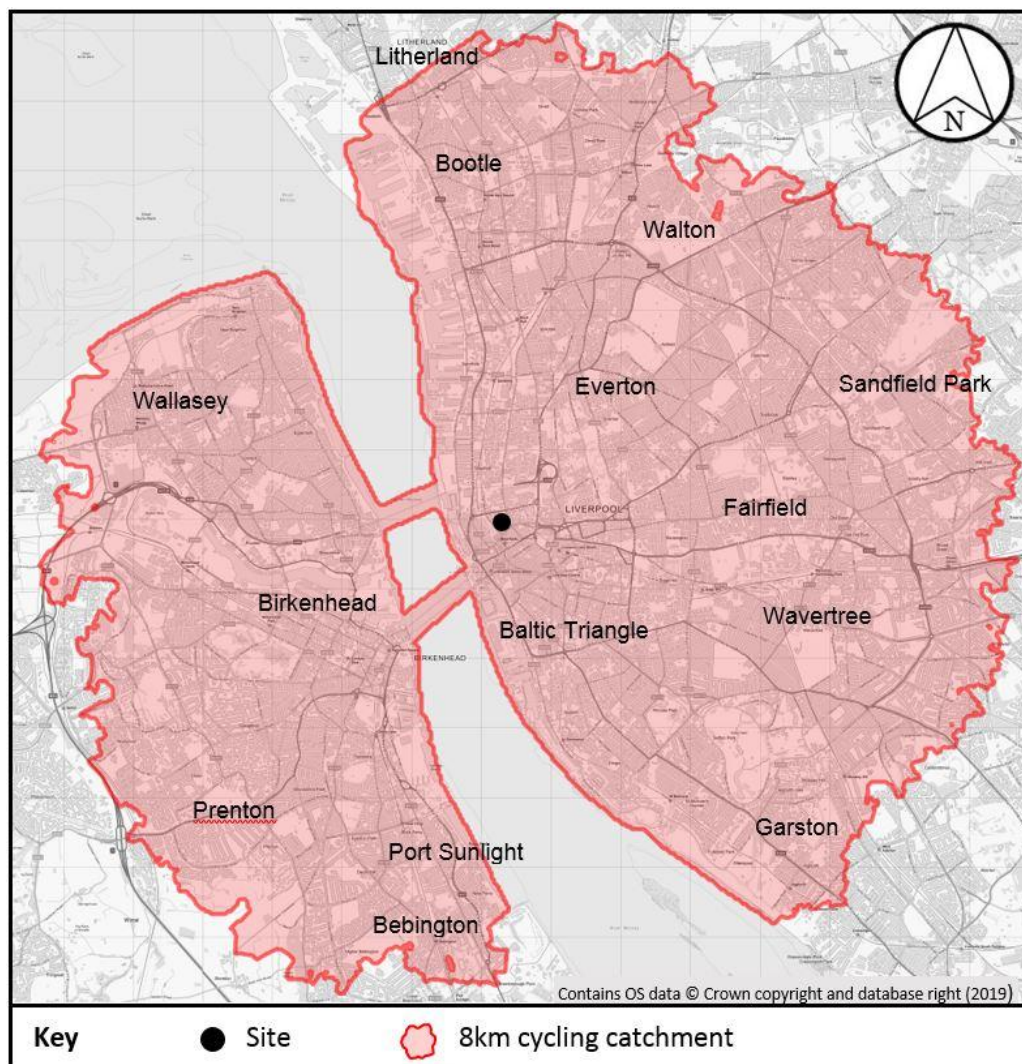


Figure 2.4: Cycling Catchment Areas for Cycling to Work

As shown in Figure 2.4, an 8km cycling catchment takes in a large proportion of the wider Liverpool area external to the city centre extending as far as Litherland to the north, Sandfield Park to the east and Garston to the south. A large area around Birkenhead including Wallasey, Prenton, Bebbington and Port Sunlight is also within the 8km cycle catchment.

The Liverpool Cycling Revolution – A Cycling Strategy for Liverpool 2014 - 2026 states that it is LCCs vision to ensure that all cycle routes are safe, convenient, accessible, comfortable and attractive for all users.

An extract from the Liverpool Cycle Map showing cycle infrastructure in the vicinity of the site is shown in **Appendix B**.

It can be seen from Appendix B that cycle infrastructure in the immediate vicinity of the site is limited. Cycle stands are located on Pall Mall, Tithebarn Street and Old Hall Street and there have been recent improvements to the Leeds Street corridor to the north of the site to promote cycle use. These improvements comprised the provision of a high quality two-way segregated cycle path along the southern frontage of Leeds Street between Pall Mall and the A59 to the east and the introduction of a Toucan crossing across the southern section of Pall Mall at its signal-controlled junction with Leeds Street. Furthermore, dedicated green signals for cyclists were installed on both of the Pall Mall approaches to the Leeds Street junction to facilitate the crossing of Leeds Street, although, these have been turned off in recent months due to noncompliance issues by general motorised traffic.

In addition, cycle routes have also been introduced along Back Leeds Street, East Street and St Paul's Square facilitating a link between Leeds Street and the site. Cyclists are able to cycle in both directions on East Street and St Pauls Square as these streets have been permitted to allow this even though they are one-way for other vehicles. Contra-flow cycling is also permitted on Edmund Street, Ormond Street and Earle Street, all of which allow free flow of cycles through the Main Office Area between Leeds Street and Tithebarn Street.

2.3.2.1 *CityBike Scheme*

Liverpool City Council run a bike sharing programme called CityBike. The programme offers 1,000 bicycles to hire from approximately 90 stations spread across the city. CityBike have flexible membership options ranging from daily and weekly to annually.

The closest CityBike stations to the site are located on Old Hall Street at the Capital Building and outside the access to Moorfields Railway Station. Each bike station has parking provision for up to eight bikes. In addition to these CityBike stations, there are stations located throughout the city which could be attractive to employees for either commuting or attending business meetings in the city throughout the day.

2.3.3 Bus

As shown in Figure 2.2, the site is located in close proximity to several bus stops served by frequent bus services and which provide access to a range of local destinations. As indicated above, the IHT document 'Buses in Urban Developments' recommends a maximum walking distance of 400 m to a bus stop.

There are three bus stops located on Tithebarn Street within approximately 260 m walking distance and provide access to a combined total of 15 bus services. However, it should be noted that all of the services accessed from these bus stops only operate in the evenings, outside of typical office business hours.

A bus stop is present on Moorfields, just to the southeast of the Tithebarn Street/ Moorfield junction. This bus stop operates in the northbound direction and provides

access to five services which, in combination, provide a frequency of five buses per hour during the peak hours.

Dale Street features three bus stops within the 400 m walking distance. Although these bus stops provide access to duplicated services, many of the services that only stop on Tithebarn Street in the evening also stop on Dale Street throughout the day. These stops provide access to 23 services which, in combination, provide a frequency of more than 25 buses per hour during the peak hours.

In summary, the bus stops along Tithebarn Street provide access to a combined total of 15 bus services that operate only in the evening, outside of office hours. However, the bus stops on Moorfields and Dale Street are within 400 m walking distance and provide access to a total of 26 routes which serve the main corridors of Liverpool and the wider Merseyside area with a high frequency of buses throughout the day.

Finally, Queens Square Bus Station is located approximately 800 m walking distance from the site which provides access to a range of local bus services. Although lying outside of the preferred walking distance to a bus stop of 400 m, the additional distance is highly unlikely to deter a bus user from using this bus station considering the large number of services available.

It should be noted that the bus stops located on Pall Mall immediately adjacent to and opposite the site and the bus stop located on the southern frontage of Tithebarn Street are currently not in use but have been retained by LCC/Merseytravel should any future changes in bus services or routeing occur.

2.3.4 ArrivaClick

ArrivaClick is a new type of bus service that is now operating in Liverpool. It is an on-demand, flexible minibus service that takes multiple passengers heading in the same direction and books them into a shared vehicle which is able to come when and where requested. The system works through a dedicated phone app and covers the majority of the city and wider suburbs. The service operates as a corner-to-corner scheme where the bus will pick you up at a nearby corner and then drop you off within a couple of streets of your requested destination. This ensures that even with multiple pickups, trip times are as efficient as they can be.

Considering the above, it can be concluded the site is well served by buses and the times of the services are suitable for use by employees and visitors to the proposed development.

2.3.5 Train

As shown in Figure 2.2, the nearest railway station to the site is Moorfield Railway Station, located approximately 250 m walking distance from the site to the south east. It is a local station serving the city centre and provides connections to a wide range of commuter conurbations, with destinations including Birkenhead, Chester and Southport.

Liverpool James Street is located 750 m walking distance from the site to the south. It is also a local station serving the city centre and provides connections to a duplication of the services provided at Moorfields.

Both railway stations are located within the preferred maximum walking distance to a major fixed public transport node and are a realistic transport mode for commuters.

Liverpool Lime Street Station is located approximately 1.1 km walking distance from the site to the south east. It is the main station serving the city centre and provides connections to a wide range of inter-city routes, with destinations including Manchester, Sheffield, Nottingham and London. It also provides access to an extensive network of local services. Although lying beyond the preferred maximum walking distance to a railway station of 800 m, at a walking speed of 1.4 m/s the additional 300 m required to reach the station would only take approximately 4 minutes. An additional walking time of 4 minutes is highly unlikely to deter a rail user from using this railway station considering the inter-city services available. It should be noted that services run between Moorfields and Liverpool Lime Street which can be used at no extra cost as a connecting journey between these stations; however, this only applies in one direction as services do not run from Liverpool Lime Street to Moorfields due to the track arrangement.

Liverpool Lime Street is therefore a realistic transport node for both commuters and guests of the hotel.

2.3.6 Taxi

As shown in Figure 2.2, a taxi rank is provided on Old Hall Street to the north of its junction with Tithebarn Street, approximately 300m walking distance from the site, and is therefore easily accessible on foot.

2.3.7 Car Club

Enterprise Car Club operates in Liverpool with six cars spread between five locations. Each car has an exclusive car club bay. As shown in Figure 2.2, the closest car club location is on Moorfields, adjacent to the railway station, this location comprises two bays. A further two car club locations are present just over 400 m walking distance to the north-west of the site on Old Hall Street and Brooke Street. Both of these locations comprise of a bay suitable for two vehicles.

Car club schemes allow occasional car use without generating the additional commuter trip into the city by car. The use of this scheme could therefore be attractive to employees whom commute using more sustainable modes yet need a car to attend business meetings throughout the day.

3 Development Proposals

3.1 Development Description

The development masterplan covers an area of 2.8 acres (1.16 hectares) and comprises the provision of three office buildings (with ancillary uses at ground floor level), a hotel with associated infrastructure and new areas of public realm, which will serve as a replacement for the former gardens.

The development mix and quantum are as set out below:

- Building A (B1 office): 14,480sqm GIA (9,602sqm NIA).
- Building B (Hotel): 13,488sqm GIA (307 rooms).
- Building C (B1 office): 19,672sqm GIA (15,221sqm NIA).
- Building D (B1 office): 9,191sqm GIA (7,075 sqm NIA).

The location of each building is shown indicatively in **Figure 3.1** and a copy of the development masterplan is included as **Appendix C**.

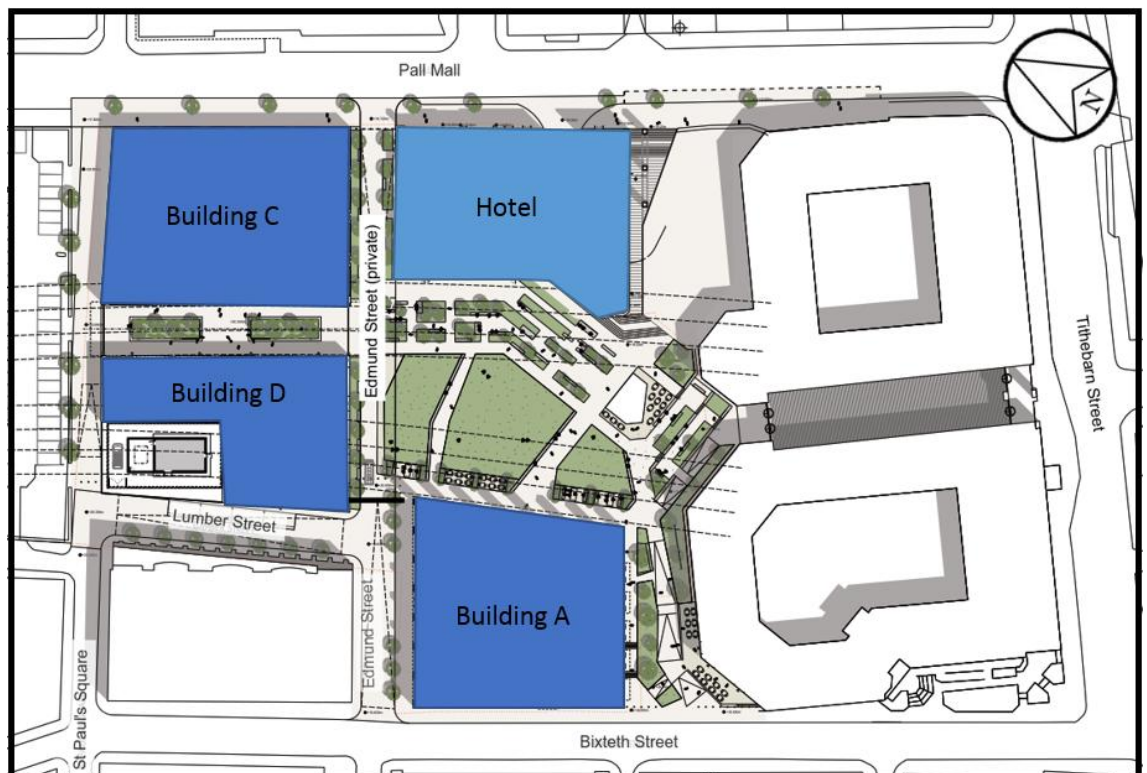


Figure 3.1: Building Locations within Development

As previously stated, a hybrid planning application, with means of access to be determined, is to be submitted. Building A will be a detailed application, whilst the Hotel and Buildings C and D will be submitted in outline.

The development masterplan envisages a largely vehicle free development as only a limited number of parking spaces are to be provided in the basements of Buildings A and C. New pedestrian routes are proposed through the site via the existing and proposed new (private) sections of Edmund Street, the central public realm and a pedestrian bridge linking Pall Mall to the new public realm. These pedestrian routes will facilitate excellent connectivity between the site, the CBD and the adjacent areas of the city, taking advantage of the sustainable linkages provided as part of the surrounding highway network.

The existing sub-station located on the Bixteth Street frontage will be replaced with a new facility to be located adjacent to Building D. This is subject of a separate planning application which has already been approved by LCC.

3.2 Vehicular Access Strategy

With the exception of access to the small basement car parks proposed within Buildings A and C, vehicular access into the masterplan area will be limited to service and delivery vehicles.

3.3 Pedestrian and Cycle Access

Pedestrians will have multiple access points into the public realm of the masterplan area. The locations of these pedestrian access points have been provided to allow maximum penetration into and through site along key desire lines. These accesses are shown on **Figure 3.2** and are summarised below:

- Three from Pall Mall, including a new pedestrian bridge over the Exchange Building service area adjacent to the hotel, the new section of Edmund Street, both of which lead to the main public realm area; and an access to the north of Building C leading to the public area between Buildings C and D;
- An access from Bixteth Street in a similar location to that formerly serving the gardens;
- Access to the main public realm area via Edmund Street and a new footway that runs adjacent to Building A, which is a minimum width of 3m where it passes the loading bay;
- An access at the corner of Lumber Street and St Paul's Square adjacent to the sub-station/Building D leading to the public areas between Buildings C and D; and
- An access to connect through the existing Exchange Building that links the main public realm area with Tithebarn Street.

It is intended that the new (private) section of Edmund Street will provide a high quality traffic free and direct route for cyclists between all Mall and Bixteth Street.

This will also facilitate access to the visitor cycle parking which will be located at convenient points within the public realm. Cyclists will be required to dismount if deviating from this route. It should be noted that whilst the new section of Edmund Street will be one-way for service vehicles, it will operate as a two-way link for cyclists and pedestrians.

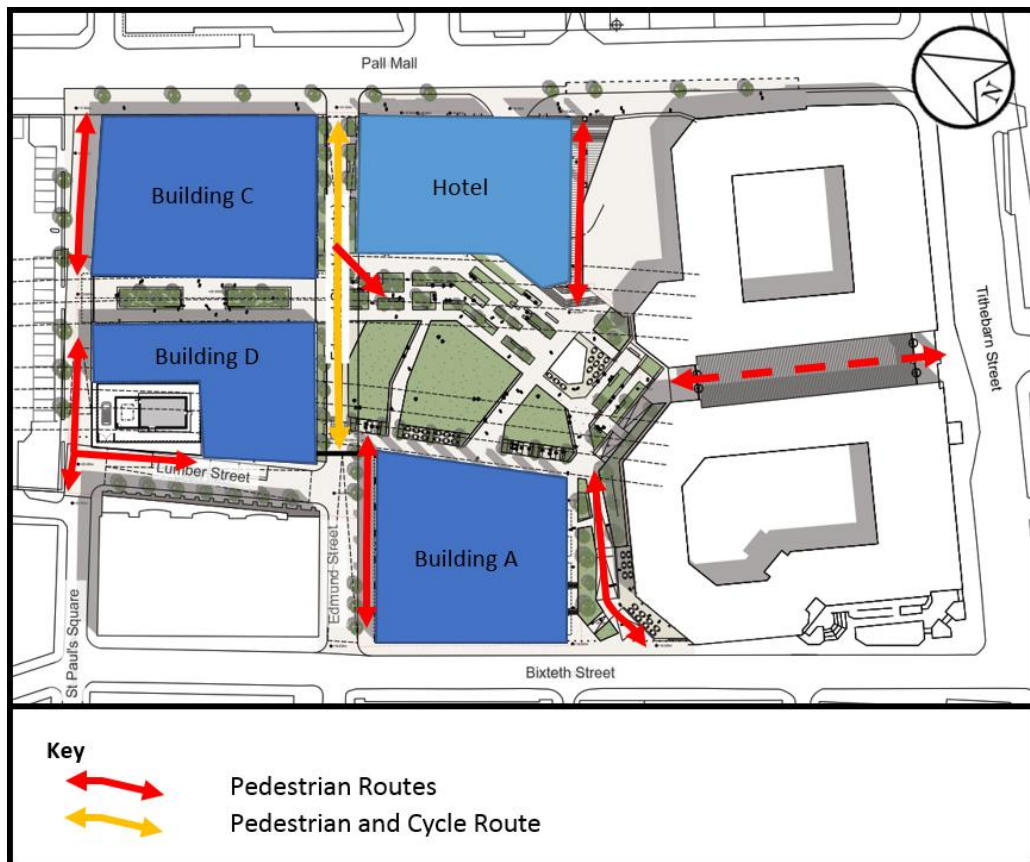


Figure 3.2: Pedestrian and Cycle access to the development

3.4 Parking Provision

3.4.1 Car Parking

In accordance with the aim of supporting and promoting sustainable development, the Pall Mall scheme will be largely car free. Building A will provide 24 parking spaces within the building basement (accessed from Bixteth Street) with a similar number envisaged for Building C (accessed from Pall Mall) although this will be confirmed at reserved matters stage.

3.4.2 Cycle Parking

The proposed development will be designed to achieve BREEAM Excellent accreditation and therefore Building A will provide a total of 132 cycle spaces for staff in the basement level along with eight showers and segregated changing facilities. This quantity is significantly above the minimum standard required and emphasises the promotion of sustainable travel to the site. Although an issue for the reserved matters applications, a similar level of cycle parking is anticipated for Buildings C and D. Provision for the hotel will be appropriate to meet the demand of this use.

With regards to visitor cycle parking, it is proposed that Sheffield Stands will be provided in appropriate locations throughout the development in accordance with LCC standards.

3.4.3 Taxi Drop Off

No dedicated taxi facility will be provided on Pall Mall for the hotel in order to minimise impact on the existing residents permit parking provision. However, a taxi rank is provided on Old Hall Street, adjacent to the entrance to Moorfields Railway Station, approximately 250m walking distance from the proposed hotel location.

Furthermore, given the city centre location of the development, it is anticipated that a high proportion of trips to/from the hotel would be made on foot. Mode-split targets for access to the development reflecting its sustainable location are outlined in Chapter 5.

4 Travel Plan Objectives

The overarching aim of the FTP is to encourage sustainable travel choices. To this end, the key FTP objectives are to:

- Reduce the use of modes of travel with the highest environmental impact, in particular car use and specifically trips made in Single Occupancy Vehicles (SOVs);
- Promote the use of alternative means of travel to the private car which are more sustainable and environmentally friendly;
- Maximise the opportunities for walking, cycling and use of public transport; and
- Promote healthier travel choices.

In order to achieve the above objectives, the FTP identifies specific required outcomes, targets, and measures, and sets clear monitoring and management arrangements.

5 Travel Plan Targets and Action Plan

5.1 Introduction

The targets will be Specific, Measurable, Achievable, Realistic and Timed (SMART) and will be aimed at:

- Reducing journeys by car;
- Increasing public transport journeys;
- Increasing the number of journeys made on foot (wholly and as part of a linked trip); and
- Increasing the number of journeys made by bicycle.

5.2 Travel Plan Co-ordinator

The implementation and management of the Travel Plan will be the responsibility of the developer initially with the responsibility passing to the building operators / businesses upon occupation and the manager of the hotel after opening. The role will involve ensuring the proposed measures are implemented and managed, that information is available to staff, guests and visitors, to be a point of contact for any travel issues and ensure the Travel Plan is monitored and updated.

The contact information of the nominated Travel Plan Co-ordinators (TPC) will be submitted to LCC on completion of the full Travel Plan.

5.3 Mode Share Targets

The Travel Plan will focus on influencing the mode choice of workers and visitors to the office elements which form the majority of the masterplan land-uses. The anticipated mode split for the hotel is also provided for information and the hotel operator will have information on travel options to the site on its website.

To provide an initial indication of mode share for people travelling to work in this part of the city centre, the 2011 census data, specifically super output areas (MSOA), Liverpool 060 and Liverpool 062 (E02006932 and E02006934), have been interrogated with regard to the primary mode of travel. A summary of the existing mode split is shown in **Table 5.1**.

2011 CENSUS DATA MODE SPLIT

Mode	Split
Driving	35.8%
Motorcycle	0.5%
Taxi	0.7%
Passenger	4.7%
Train	23.5%
Bus	23.9%
Bicycle	1.5%
Walk	9.3%
TOTAL	100.0%

Table 5.1: 2011 Census Data Mode Split

It can be seen from Table 5.1 that of all primary trips made 40.5% are by car (41.7% by all vehicles (Driving, Passenger, Motorcycle & Taxi)), with 23.5% and 23.9% by train and bus, respectively. The remaining 12.1% of trips are made by other available transport modes. It should be highlighted that cycling to work is relatively low at 1.5% of all primary trips made. However, when considering modal split it needs to be borne in mind that the super output areas cover a much greater area of the city than just the Main Office Area. For example, MSOA area E02006934 covers the areas north of Leeds Street where cheap daily parking and free on-street parking is readily available on a weekday. It therefore follows that the availability of this parking will have influenced the mode choice towards the car.

Given that the proposed development will be virtually car free and is located close to the CBD, the application of the mode split from the 2011 census, in the context of the Travel Plan, is considered inappropriate. As such, the anticipated mode split for the development has been re-evaluated to take into account the excellent accessibility of the site for pedestrians, the limited parking provision, the anticipated levels of cycle parking for staff (which significantly exceeds the minimum requirements) and the proximity of the site to available public transport.

The proposed mode split targets for the Travel Plan are summarised in **Table 5.2**.

PROPOSED MODE SPLIT TARGETS

Mode	Census Data	Proposed Development Mode Split	Mode Split Difference
Vehicles	36.3%	15.0%	-21.3%
Passenger	5.5%	5.5%	0.0%
Train	23.5%	29.9%	+6.4%
Bus	23.9%	30.3%	+6.4%
Bicycle	1.5%	10.0%	+8.5%
Walk	9.3%	9.3%	0.0%
TOTAL	100.0%	100.0%	

Table 5.2: Proposed Mode Split Targets

The mode share targets detailed in Table 5.2 are considered to be appropriate to inform the initial issue of the full Travel Plan. However, a travel survey will be undertaken at a time, or milestone, to be agreed with LCC, for example six months after the individual buildings open, or businesses move in, to allow travel patterns to settle. Following the survey, targets for the Travel Plan can be refined (if needed) and agreed between LCC and the developer/businesses.

5.3.1 Mode Split - Hotel

The mode split for the hotel element of the development has been derived from TRICs data used to generate the person trips outlined earlier. The estimated mode split is summarised in **Table 5.3**.

TRICS DATA MODE SPLIT FOR HOTEL

Mode	Split
Driving	27.0%
Passenger	13.4%
Public Transport Users	17.1%
Bicycle	0.8%
Walk	41.7%
TOTAL	100.0%

Table 5.3: TRICs Data Mode Split for Hotel

5.4 Action Plan

An Action Plan will be included within the Travel Plan. It will include information on each of the proposed measures, outlining actions required to ensure the measures are carried out, who is responsible for carrying out the actions and a timescale to complete the actions.

6 Travel Plan Measures

6.1 Introduction

The measures to be evaluated, considered for inclusion and implemented within the full Travel Plan are detailed below. The short, medium and long term measures outlined have been designed to influence modal shift from SOV car trips to more sustainable forms of transport, taking into account geographical and access factors relevant to the site.

The objectives of the Travel Plan are to:

- Encourage the reduction of the use of forms of travel with the highest environmental impact;
- Raise awareness of the use of alternative means of travel which are more sustainable and environmentally friendly; and
- Promote a healthier lifestyle.

The initiatives within this FTP have been developed to focus the full Travel Plan measures on the basis of the following sustainable transport aims:

- Encourage walking;
- Encourage cycling;
- Encourage the use of public transport; and
- Reduce single occupancy private car use.

Given the sustainable location of the site and the largely car free nature of the development, the focus will be informative and educational as opposed to infrastructure measures.

6.2 Informed Travel Choice

6.2.1 Office Buildings

Although web-based travel planning tools and apps are the most common way to access up to the minute information, a travel notice board is still an important method for distributing information not least in the promotion of specific events or activities. A staff travel notice board will be provided for each building:

- to be provided in a communal area internal to each building information to be updated regularly;
- to include information, sourced from LCC and compiled by the TPC, including local bus / cycle routes and details of rail journeys;
- to highlight the associated health and financial benefits of more sustainable modes of travel; and
- to include information on sustainable travel events and planned works which may affect access.

Relevant national / local events (e.g. Bike Week, Walk to Work Week), will be promoted by the TPC who will source materials from organisers.

6.2.2 Hotel

A staff travel notice board, as mentioned above, will also be provided as part of the hotel development.

A public travel notice board or similar, showing the relevant information, will be provided in the main reception area of the hotel for guests to view. It will contain key information only and be updated when significant changes occur.

Information will be provided on the hotel's website/ booking confirmation page relating to journey planning and route options from major transport facilities.

6.3 **Managing Car Use**

Given the largely car free development proposed and the accessible nature of the City Centre location, the number of trips made by private car is anticipated to be low. However, there will be a proportion of employees and hotel guests that will inevitably arrive by car. No parking will be provided as part of the hotel development; however, a limited number of parking spaces are proposed as part of the office development (parking in Buildings A and C only). Therefore, any employees, visitors and guests of the hotel arriving by car will be advised to use the nearby public car parks or the on-street Pay and Display parking spaces in proximity of the site.

Furthermore, lift sharing offers the opportunity for those without a car to utilise a pool of existing private car journeys and reduces the barrier to becoming car free. Promotion of liftshare.com will be carried out by the TPC. The following website, part of the Liftshare community, enables members living in the Liverpool area to be connected with other car sharers travelling a similar or the same journey:

- <https://liftshare.com/uk/journeys/from/liverpool-uk>

Due to the central location of the proposed development, liftshare.com could be a very effective way for staff to share car journeys, reducing travel costs and the number of SOV trips to and from the site.

6.4 **Encouraging Walking**

The proposals will include a number of new pedestrian links to the footways surrounding the site and access through the new central public realm (described in Section 3.3), all of which provide excellent connectivity between the buildings in the masterplan area as well as the wider city centre area.

This is highlighted by the conclusions of the Minimum Accessibility Standard Assessment (MASA), (included as Section 4.4.7 of the Transport Assessment), which confirms that the site exceeds LCC's accessibility requirements for walking.

6.4.1 Office Buildings

As noted, travel notice boards for employees will be provided in staff communal areas. They will include important travel information in relation to active travel for the Liverpool area.

Information on the cost savings associated with walking (as compared to car use), together with the health and environmental benefits, will also be promoted. The health benefits of walking will be actively promoted to staff, coordinated by the TPC.

Furthermore, access to websites such as those listed below, with information about walking routes in the Liverpool area, will be promoted to all employees during their induction and regularly via the intranet to tie-in with local and national events:

- <https://www.merseytravel.gov.uk>
- <http://walkit.com/>
- <https://www.mapmywalk.com/gb/liverpool-eng/>

6.4.2 Hotel

Relevant travel information will be provided on the hotel's website.

Websites, such as these listed above, will be promoted to all staff during their induction and access to travel information will be available for all guests as part of the booking confirmation process. Travel information and up to date travel news will be provided and located located at the hotel reception.

The staff travel notice board will be of similar nature to the one listed above in relation to the office buildings.

6.5 **Encouraging Cycling**

The development will have a significant provision of cycle parking and associated facilities for staff. XXX cycle spaces are proposed for Building A along with eight showers and segregated changing facilities. This quantity is significantly above the minimum LCC standard required for this building reflecting the aspiration for BREEAM Excellent accreditation and emphasises the promotion of sustainable travel to the site. A similar level of cycle parking is anticipated for Buildings C and D and the Hotel when they come forward.

Visitor parking will also be provided at appropriate location within the public realm areas of the development.

This significant provision of high quality cycling facilities for staff and visitors will encourage cycling by future employees and visitors.

6.5.1 Office Buildings

As noted, travel notice boards for employees will be provided in staff communal areas. They will include important travel information in relation to active travel for the Liverpool area.

Information on the cost savings associated with cycling (as compared to car use), together with the health and environmental benefits, will also be promoted. The health benefits of cycling will be actively promoted to staff, coordinated by the TPC.

Furthermore, access to websites such as those listed below, with information about cycling and walking routes in the Liverpool area, will be promoted to all employees during their induction and regularly thereafter via the intranet to tie-in with local and national events:

- <https://www.merseytravel.gov.uk>
- <https://www.mapmyride.com/gb/liverpool-eng/>
- <https://www.sustrans.org.uk>
- <https://www.citybikeliverpool.co.uk/clanky-cycle-maps-and-routes.html>

Cycle purchase schemes will also be investigated by occupiers of the site. These schemes allow employers to purchase tax-free cycles and safety equipment for use by their employees. This helps to encourage cycling to work amongst staff, by reducing the cost of purchasing a bicycle.

6.5.2 Hotel

Although cycling will be a marginal mode of travel to the hotel, relevant information will be provided on the hotel's website.

Websites, such as the one listed above, will be promoted to all staff during their induction and travel information will be provided for all guests as part of the booking process. Further information will be located at the hotel reception.

The staff travel notice board will be of similar nature to the one listed above in relation to the office buildings.

6.6 **Promoting Public Transport Use**

The site is in an ideal location for public transport use, based on its proximity to high frequency bus services, Moorfields railway station and Liverpool Lime Street station.

6.6.1 Office Buildings

Although the websites for the public transport providers and operators, (with associated apps), are the most common way for travellers to access up to the minute timetables and service information, relevant bus and rail timetable information will be made available to employees.

Websites such as those listed below, with information about bus and train timetables, travel updates and ticket information, for multiple travel providers and specific travel companies, will be promoted to all employees during their induction and regularly thereafter to tie-in with local and national events:

- <https://www.merseytravel.gov.uk>
- <https://www.stagecoachbus.com>
- <https://www.arrivabus.co.uk>
- <https://www.nationalexpress.com>

6.6.2 Hotel

Guests of the hotel will be provided with public transport travel information as part of the booking confirmation process. Further information will be located in the hotel reception area, which will provide easy reference to the websites listed above.

Relevant public transport information and website details will be provided on the staff travel notice board and promoted to all employees during their induction.

7 Monitoring and Review

It is anticipated that the Travel Plan will be a live document with an evolving strategy reflecting the needs of the occupiers and changes to sustainable transport options in the City. Regular monitoring is essential to ensure the measures and targets are current and relevant to the site. Monitoring progress towards meeting the set targets allows the success of the Travel Plan to be assessed. The monitoring would also identify those measures that may be less successful to enable the Travel Plan to be re-focused and revised if necessary.

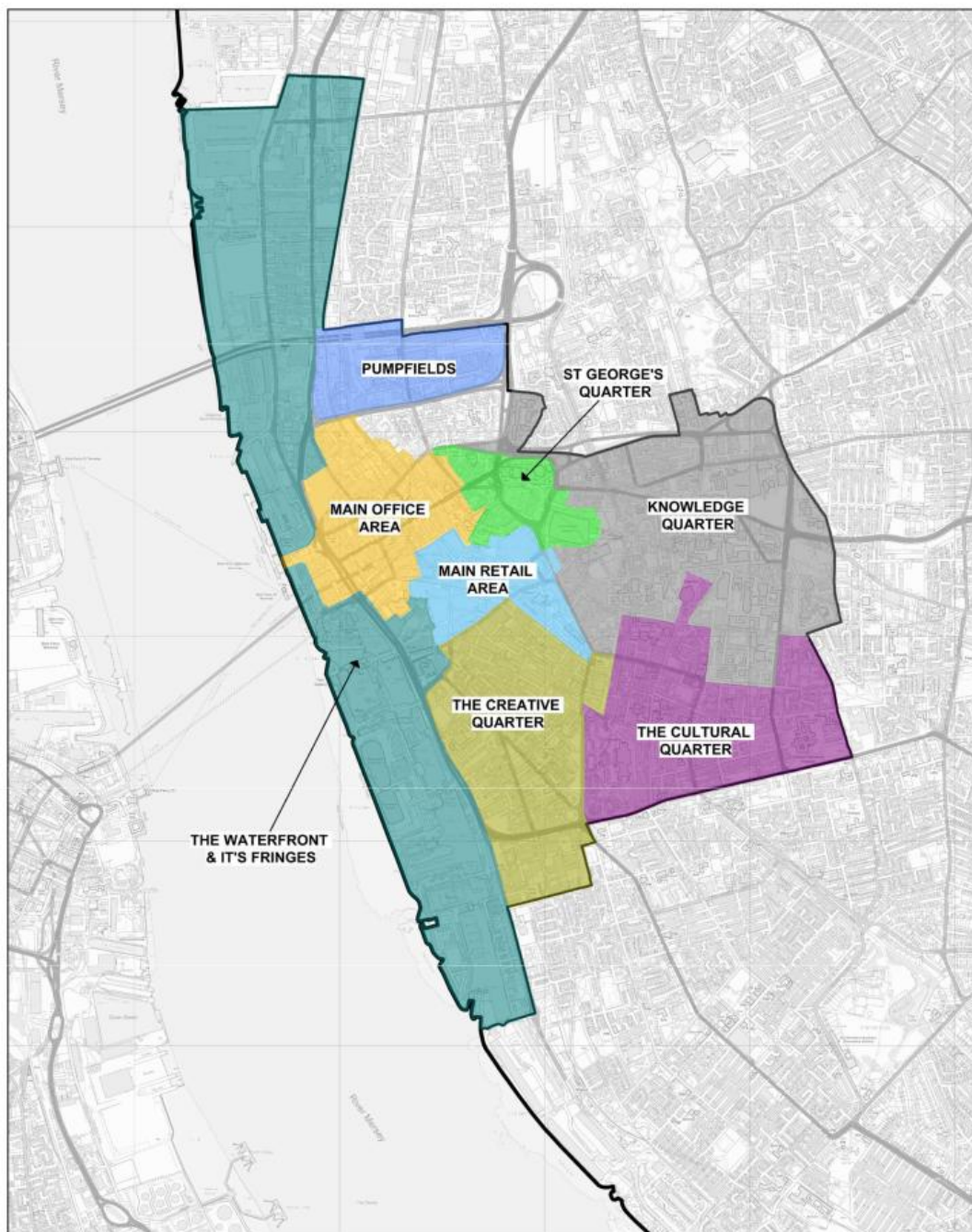
The monitoring of the Travel Plan will involve a a short on-line travel survey which should identify the following:



- Method of travel to work (mode share);
- Trip origins and destinations;
- Modal preferences;
- Views on the practicality of the range of travel modes available; and
- The uptake of the range of initiatives promoted by the Travel Plan.

The results will be summarised in a report to be submitted to LCC who, together with the TPC, will review progress against the Travel Plan Objectives and Targets to identify any changes that may be needed to improve the effectiveness of the Travel Plan.

The monitoring schedule will be agreed between the developer and LCC. It is recommended that monitoring be carried out at years one, three and five following the approval of the final Travel Plan.

Appendix A – Main Office Area Location



City Centre Character Areas			
Development Plans Team Planning & Building Control Service	Date: 6/11/2017		
© Crown copyright and database rights 2017 Ordnance Survey 100018351	Scale: N/A		

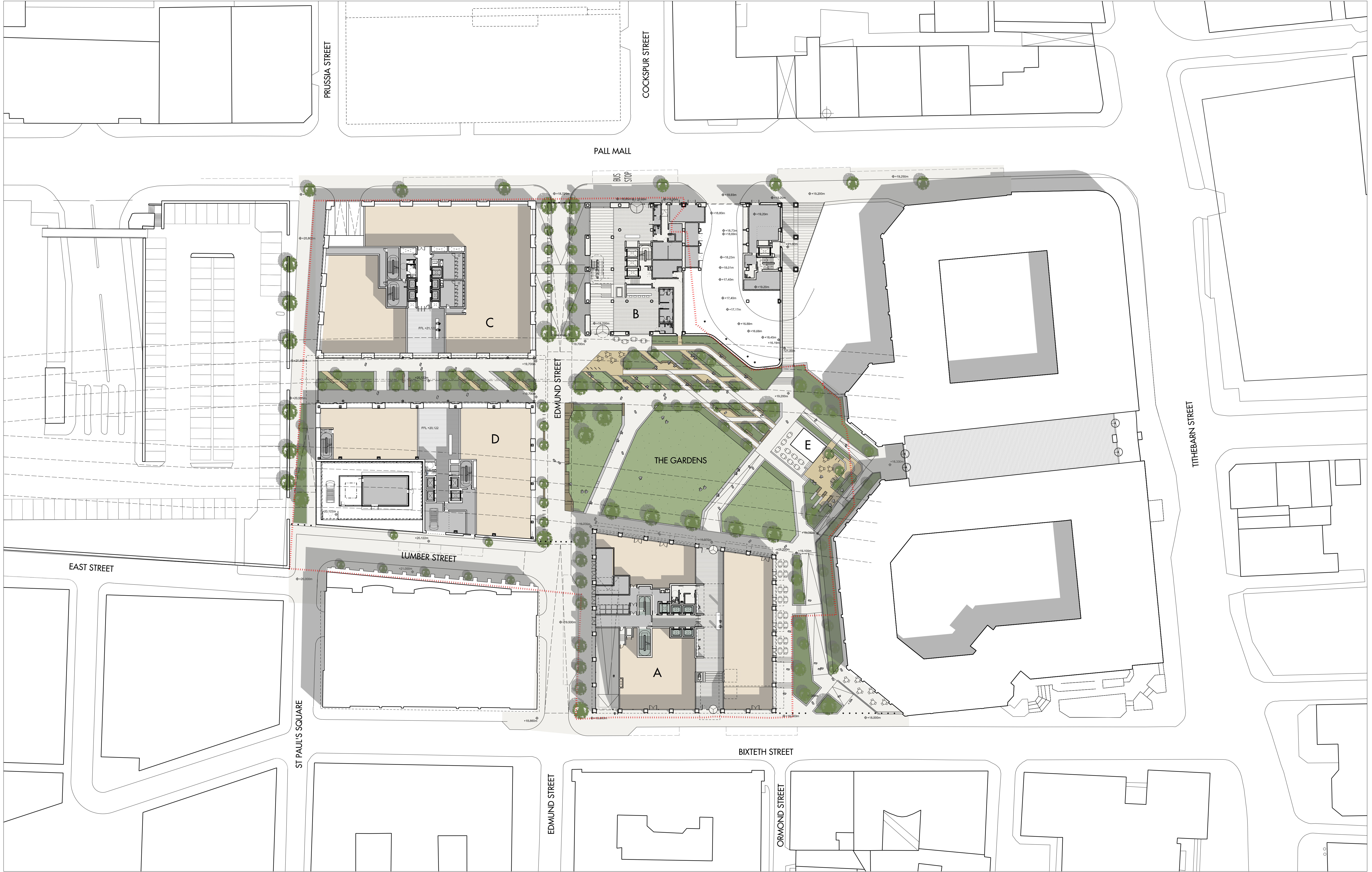
Picture 2

Appendix B – LCC Cycle Map Extract

Liverpool City Centre



Appendix C – Masterplan



Figured dimensions are in millimetres unless noted otherwise. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordinance survey. The Architect must be notified of any discrepancy. Boundaries are indicative only and are to be verified by others.

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REV	DATE	DESCRIPTION
P1	10/05/2018	Initial draft for discussion
P2	07/06/2018	For information
P3	28/06/2018	For information
P4	13/07/2018	For information
P5	07/08/2018	For information
P6	10/10/2018	For information
P7	25/11/2018	For information

CKD	REV	DATE	DESCRIPTION	CKD
PS	P8	08/02/2019	For information	PS
PS	P9	25/03/2019	RE-START DIM	PS
PS	P10	16/04/2019	Office A moved 2m toward Exchange station M&G	PS
PS	P11	11/06/2019	For information	PS
PS	P12	26/06/2019	For information	PS

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PALL MALL EXCHANGE
GROUND FLOOR PLAN_OPTION A
ILLUSTRATIVE SITE PLAN
16161_04_001
SCALE 1:400@A1 1:800@A3

Appendix N – Car Park Survey Data

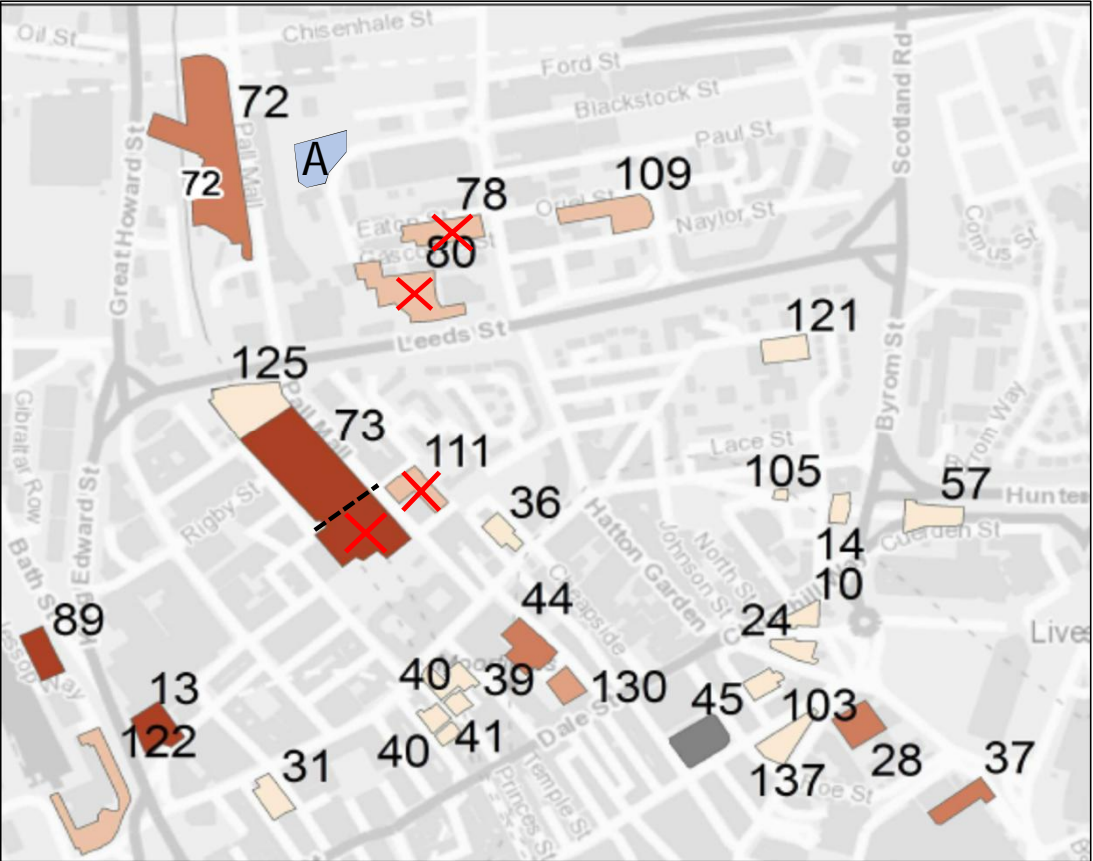
LCC Car Park Study Findings - Private Car Parks - Oct 2018

Car Park Number (see plan for location)	Car Park Name	Current Capacity	Opening Hrs Mon-Fri	Cost 12hr	Mon-Fri Occupancy	Mon-Fri Availability	Mon-Fri Occuppancy %	Distance to site (m)	Parking Loss
10	Dale Street	50	0730-1900	£7.00	49	1	98%	700	
13	New Quay	1021	24hr	£11.50	750	271	73%	350	
14	Fontenoy Street	29	0730-1900	£6.00	26	3	90%	800	
24	Old Haymarket	39	0730-1930	£7.00	39	0	100%	700	
28	Queen Square	534	24hr	£13.50	336	198	63%	1000	
31	Rumford Street	66	24hr	£17.00	52	14	79%	400	
36	Smithfield Street	49	24hr	£7.70	41	8	84%	270	
37	St John's	606	24hr	£11.00	450	156	74%	1000	
39	Tempest Hey 1	87	0700-1800	£8.00	82	5	94%	260	
40	Tempest Hey 2	60	0700-1800	£8.00	54	6	90%	260	
44	Vernon Street	550	24hr	£24.00	438	112	80%	300	
45	Victoria Street	333		£13.00	86	247	26%	700	
72	Pall Mall North	533	0630-1900	£3.50	409	124	77%	700	
73	Pall Mall Exchange	646	24hr	£24.00	502	144	78%	100	240
78	Fort Knox Vauxhall Road		0700-1830						159
80	Leeds Street		0700-1830						142
89	Princes Dock	755	24hr	£10.00	510	245	68%	700	
103	Preston Street	50	0800-1800	£14.40	50	0	100%	650	
105	Henry Cotton Primrose Hill	12	24hr	£6.00	10	2	83%	850	
109	Naylor Street	150	0600-1830	£3.00	145	5	97%	700	
111	Pall Mall / Highfield street	0	24hr						111
121	Addison Street	60	24hr	£4.00	54	6	90%	650	
122	Crowne Plaza	150	24hr	£22.00	94	56	63%	700	
125	Pall Mall Exchange Railway arches	26	0730-1830	£5.00	26	0	100%	350	
130	Q Park Vernon Street	278	24hr	£17.00	179	99	64%	400	
137	Shankly Hotel	105		£15.00	76	29	72%	800	
A	Pumpfields Road	192		£3.00	50	142	26%	900	
Total		6381			4508	1873	71%		652

Price Ranges (12hr cost)	Mon-Fri Occupancy	Mon-Fri Availability	Mon-Fri Occuppancy %
£0.00 to £4.99	658	277	70%
£5.00 to £9.99	327	25	93%
£10.00 to £14.99	2182	1117	66%
above £15.00	1341	454	75%
	4508	1873	71%

Distance (m)	Time (mins)	Mon-Fri Occupancy	Mon-Fri Availability	Mon-Fri Occuppancy %
0-499	7	2124	659	76%
500-999	14	1598	860	65%
1000+	14+	786	354	69%
		4508	1873	

CAR PARK LOCATIONS



✗ CAR PARKS CLOSED DUE TO DEVELOPMENT (Future and existing)