

Technical Note

Proposed Café and Parking Area Pilsworth Fishery, Bury

Our reference: OP&LB/230948/TN00

Author: Orla Proffitt / Liam Bessell

Reviewed: Peter Todd

Date: 15 March 2024

Introduction

1. SCP have been commissioned by Mr Patel to provide transport planning advice in relation to a proposed café and parking area on land located at Pilsworth Fishery, west of Moss Hall Road, Heywood.
2. The site location and approximate site boundary is shown in red on **Figure 1** below with a more detailed site boundary plan shown on the site layout, presented in **Appendix A**.

Figure 1 – Site Location Plan



Planning Background and Purpose of Report

3. Planning permission was granted by Bury Council (BC) in November 2011 under Local Planning Application (LPA) Ref: 54304 for a similar scheme comprising the “*erection of single storey building containing cafe, bait shop and bailiffs accommodation.*” The Highway Officer at BC reviewed the application and raised no objections to the scheme, with there being no requirement as part of that permission to improve the site access or internal access road.
4. This Technical Note (TN) has been produced to support the planning application and provides an assessment of the traffic and transport implications, to inform the local highway and planning authority regarding the nature and magnitude of their impact and demonstrate that safe and suitable access can be provided.

Existing Conditions

General

5. The application site is located to the west of Moss Hall Road, approximately 4km south-west of Heywood town centre, 5.7km south-east of Bury town centre and 2km east of Pilsworth.
6. The site currently comprises an informal car parking area, access road and footpath associated with Pilsworth Fishery, an established mixed course fishery.
7. The site is bounded by undeveloped land and the wider Pilsworth Fishery site, as shown on **Figure 1** previously.

Local Highway Network

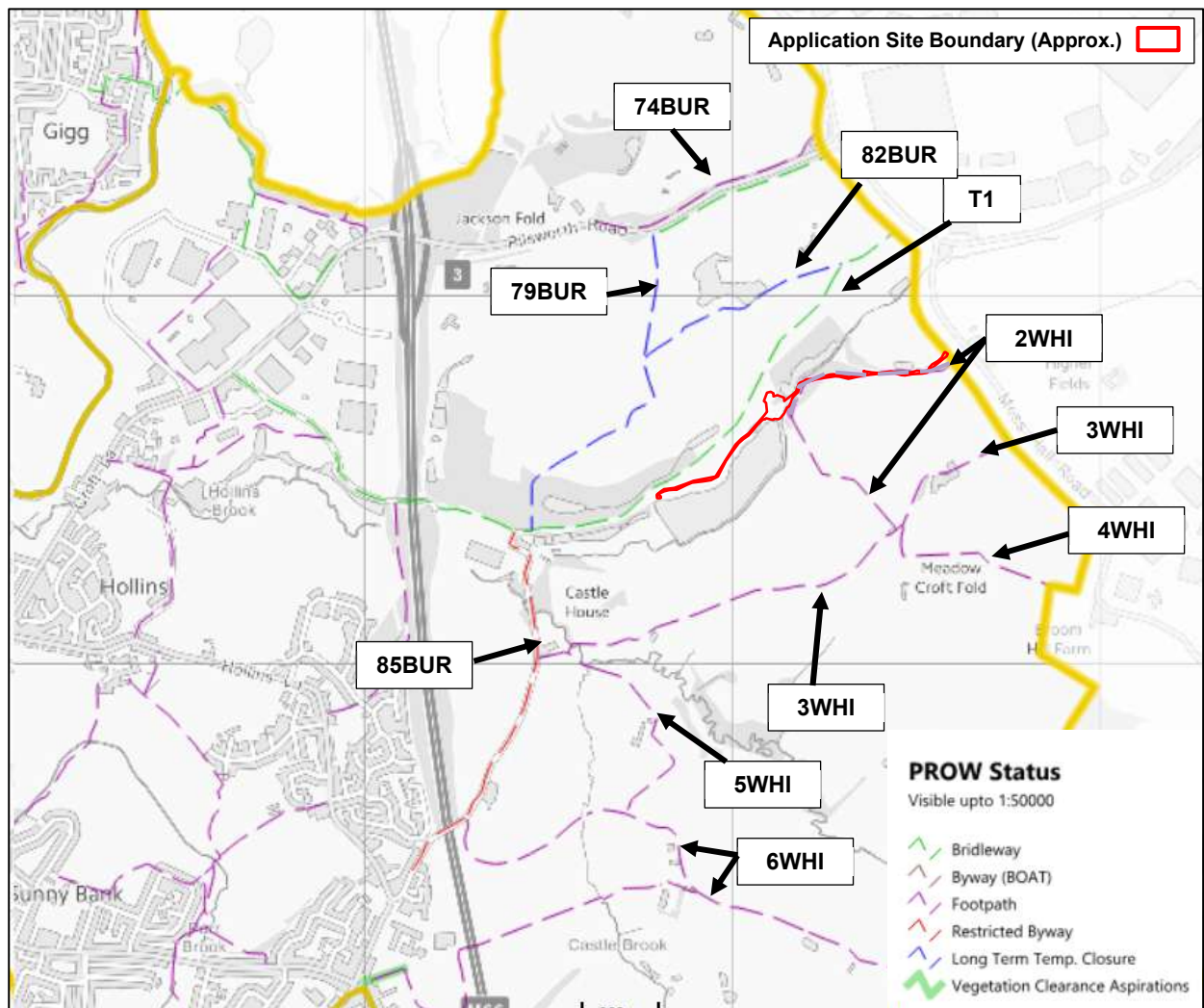
8. The existing access road provides access to Moss Hall Road to the north-east and takes the form of a rural access road. Whilst the width of the access road varies along its length, the road is mostly single track with limited passing places.
9. Moss Hall Road is located to the west of the application site and locally connects to other Heywood Distribution Park, as well as Pilsworth Road. In the vicinity of the site, Moss Hall Road is subject to a 40mph speed limit, has a carriageway with of circa 6.5m and benefits from regularly spaced street lighting columns as well as footways on both sides of the road.

10. The access road / Moss Hall Road junction takes the form of a priority T-junction with the access road forming the minor arm and Moss Hall Road the major arm. The junction has limited visibility which is substandard (up to approximately 2.4m x 14m in either direction) and visibility is affected by the surrounding vegetation depending on the time of year.
11. As mentioned previously, Moss Hall Road is mostly single track including the section within the vicinity of the junction with Moss Hall Road. The existing arrangement prevents two-vehicles from passing one another which results in some vehicles turning into the road having to queue back onto Moss Hall Road.
12. There are no dedicated footways on the access road and operates on shared basis with vehicles.

Public Right of Way

13. As can be seen from **Figure 2** below, there are a number of Public Right of Way (PRoW) which surround the application site including PRoW ref. 2WHI runs along the existing access road and eastern boundary of the site, connecting to a network of other PRoW which link to Pilsworth and Hollins to the west.

Figure 2 – Public Right of Way within the Vicinity of the Site



Road Safety Record

14. In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource ArcGIS for the most recently available 5-year period (2018 to 2022 inclusive).
15. The analysis demonstrates that there are no accidents have occurred within the vicinity of the site (in excess of 200m in either direction along Moss Hall Lane) including the full extent of the access road and the junction with Moss Hall Road.
16. The evidence presented above demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

Proposed Development

General

17. The development proposals involve the construction of a café and associated parking on land west of Moss Hall Road. The proposed café has a gross floor area (GFA) of 280m² (including the decked area) and public floor area (PFA) of 95m².
18. The proposed site layout plan is presented in **Appendix A**.

Access

19. Vehicular access to the development will continue be provided from the access road off Moss Hall Road, however the access will be widened and the gates removed to allow two vehicles to pass, as shown on drawing number SCP/230948/D01, presented in **Appendix B**.
20. The revised site access provides maximum visibility of 2.4m x 69m in the left hand direction and 2.4m x 102m in the right hand direction, with both measurements offset by 1m into the carriageway, as shown on drawing number SCP/230948/D02, presented in **Appendix C**.
21. Whilst it is acknowledged that these visibility splays do not meet the visibility requirements set out in CD109 of the Design Manual for Roads and Bridges (DMRB) for a 40mph road, the revised arrangement provides a significant betterment when compared to the achievable visibility splays at the existing access.
22. In addition, the proposed widening at the bellmouth will allow two opposing vehicles to pass one-another removing the potential for vehicles to reverse out of the access onto the adopted highway. The drawing in **Appendix B** shows swept path analysis of a car entering the access road whilst another car is waiting to turn out of the access.
23. As mentioned previously, the existing access to the application site is mostly single track with limited invisibility and passing places. A number of potential passing places have been identified along the length of the access road, which will provide increased levels of intervisibility for vehicles, as well as safe places for pedestrians to wait for passing vehicles.
24. The proposed widening of the access and introduction of passing places will provide a significant betterment to the safety and operation of the existing access, when compared to the existing arrangement, and more than mitigate the low levels of additional traffic generated by the development, as detailed later.

Servicing

25. The internal road network has been widened to accommodate the movements of a refuse vehicle. Swept path analysis has been undertaken of the internal site layout and is as shown on drawing number SCP/230948/ATR01, presented in **Appendix D**.

Parking

26. Parking standards for new developments are set out in BC's *Development Control Policy Guidance Note 11*. The most comparable category is 'Food and Drink (A3): Restaurants' with the standards summarised as follows:-
- Maximum of 1 car parking space per 7 sq. m of PFA
27. The public floor area is approximately 94 sq. m, which equates to a parking requirement of 13 spaces.
28. As shown on the site layout plan contained in **Appendix A**, the proposed development includes three parking areas which provide a combined total of 33no. car parking spaces. The proposed level of parking is therefore sufficient to accommodate the demand generated by the proposed café use, along with the existing demand generated by the fishermen using Pilsworth Lakes.

Highway Impact

29. In order to estimate the trip generating potential of the proposed cafe, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- Hotel, Food and Drink;
 - Café;
 - Multi modal surveys;
 - Sites in Greater London and Ireland excluded;
 - Selection by GFA; and
 - Weekday surveys only.
30. The multi modal TRICS outputs for the proposed development are presented in **Appendix E** and are summarised in **Table 1** below.

Table 1 - Estimated Trip Rates (Per 100sqm) Associated with the Proposed Café				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1.563	1.042	0.000	0.000
Cycles	0.521	0.000	0.000	0.000
Pedestrians	3.125	0.521	0.000	0.000
Pub. Trans.	0.521	0.000	0.000	0.000

31. The proposed GFA has been applied to the above trip rates associated with the trip generation summarised in **Table 2** below.

Table 2 – Estimated Trip Generation Associated with the Proposed Café				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	4	3	0	0
Cycles	1	0	0	0
Pedestrians	9	1	0	0
Pub. Trans.	1	0	0	0

32. The proposed development would be expected to generate only 7 two-way vehicle movements in the AM peak hour and no trips during the PM peak hour.
33. Volumetrically, this equates to an increase of 1 vehicle every 8-9 minutes during the AM peak hour, which will not have a material impact on the operation of the local highway network.

Summary and Conclusions

34. Having regard to the evidence presented in this Technical Note, it is concluded that there is no highway or transport related reason to withhold planning permission for the scheme.

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APPENDIX A



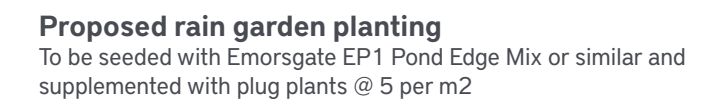
Alnus glutinosa 10% of mix (90% 60-90cm, BR transplants and 10% 8-10cm light standards)
Betula pendula 10% of mix (90% 60-90cm, BR transplants and 10% 8-10cm light standards)
Corylus avellana 30% of mix (100% 60-90cm BR transplants)
Crataegus monogyna 30% of mix (100% 60-90cm BR transplants)
Fagus sylvatica 10% of mix (90% 60-90cm, BR transplants and 10% 8-10cm light standards)
Quercus robur 10% of mix (90% 60-90cm, BR transplants and 10% 8-10cm light standards)



Acer campestre, 12-14cm heavy standard RB
Crataegus laevigata, 12-14cm heavy standard RB
Fagus sylvatica, 12-14cm heavy standard RB
Quercus robur, 12-14cm heavy standard RB
Sorbus aria, 12-14cm heavy standard RB
Sorbus aucuparia, 12-14cm heavy standard RB



Proposed native species hedgerow planting
Planted in a double staggered row @ 5 plants per lin m
Crataegus monogyna - 45% 60-90cm BR transplant
Corylus avellana - 20% 60-90cm BR transplant
Prunus spinosa - 20% 60-90cm BR transplant
Ilex aquifolium - 5% 3L CG
Viburnum opulus - 10% 60-90cm BR transplant



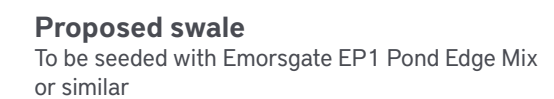
Proposed rain garden planting
To be seeded with Emorsgate EP1 Pond Edge Mix or similar and supplemented with plug plants @ 5 per m2
Plug plant species to include:
Eupatorium cannabinum
Filipendula ulmaria
Iris pseudacorus
Ranunculus acris
Silene flos-cuculi

Tree species within rain garden:

Alnus glutinosa, 125-150cm feathered
Salix cinerea, 125-150cm feathered
Salix viminalis, 125-150cm feathered
Salix alba, 125-150cm feathered



Proposed areas of wildflower
To be seeded with Emorsgate EM2 Standard
General Purpose Meadow Mix or similar



Proposed swale
To be seeded with Emorsgate EP1 Pond Edge Mix
or similar



Proposed Waste Water Treatment Plant Location & kiosk



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DWG NO.
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Planning

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Northenden, Manchester
M22 4WT

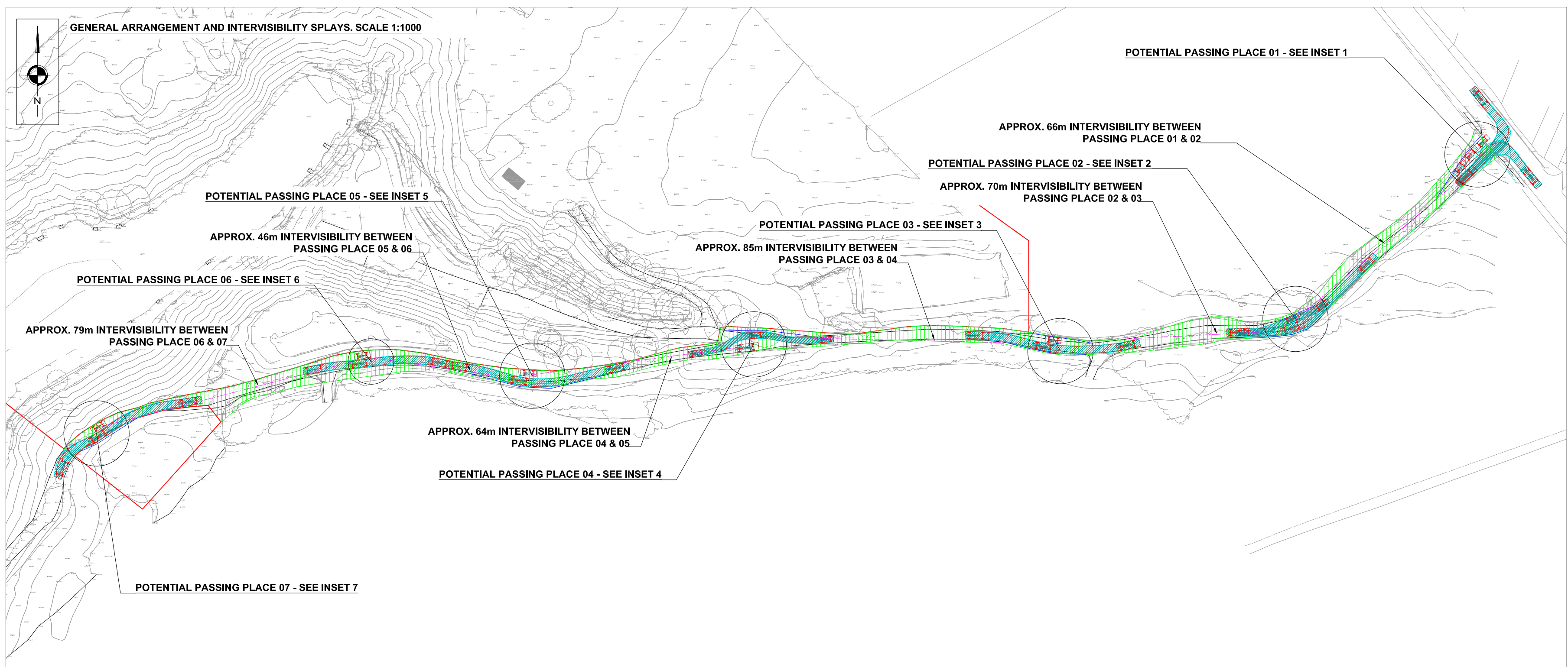
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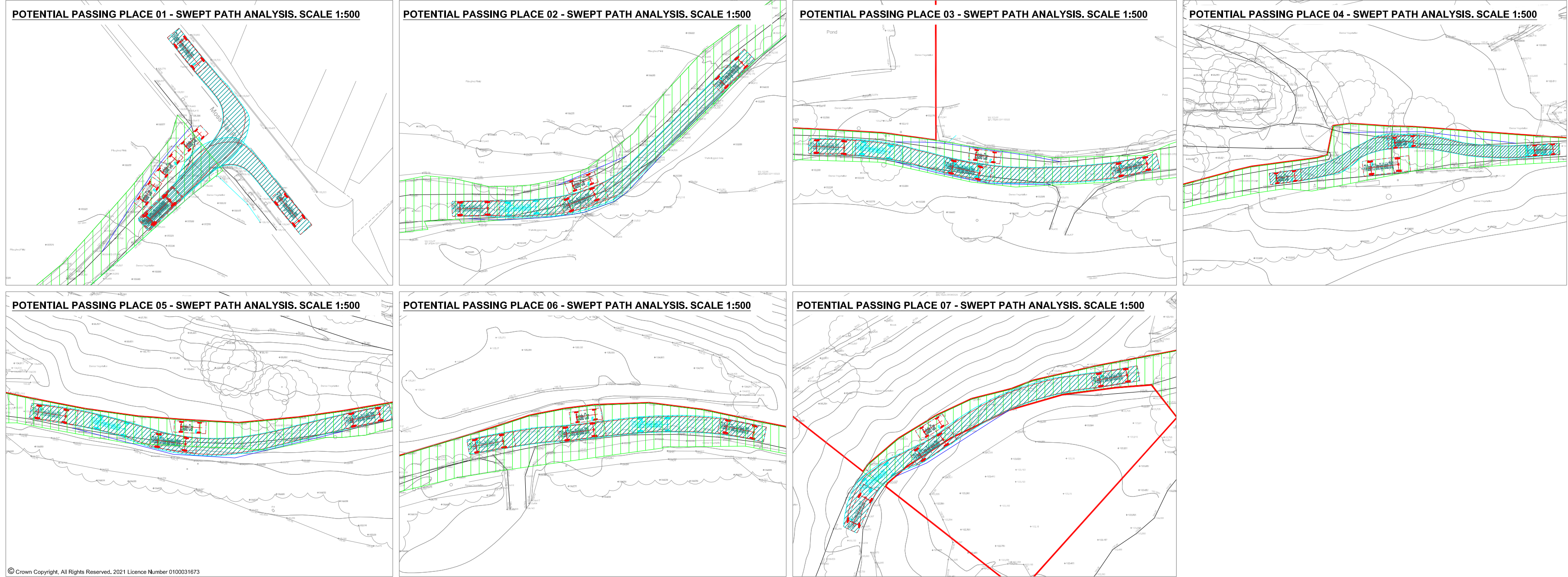
APPENDIX B



DESIGN VEHICLE PROFILES	
Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Overall Body Height	0.189m
Min Body Ground Clearance	1.655m
Max Track Width	4.00s
Lock to lock time	4.950m
Kerb to Kerb Turning Radius	
FTA Design 7.5 Tonne Rigid Vehicle (2016)	7.170m
Overall Length	2.300m
Overall Width	3.580m
Overall Body Height	0.375m
Min Body Ground Clearance	2.120m
Track Width	3.00s
Lock to lock time	7.000m
Kerb to Kerb Turning Radius	

KEY	
TITLE PLANS (VARIOUS)	
EXISTING SURFACED ACCESS ROAD (CRUSHED STONE)	
PROPOSED WIDENING	
INTERVISIBILITY BETWEEN PASSING PLACES	

DRAFT



REVISIONS			
REV	DESCRIPTION	DATE	BY
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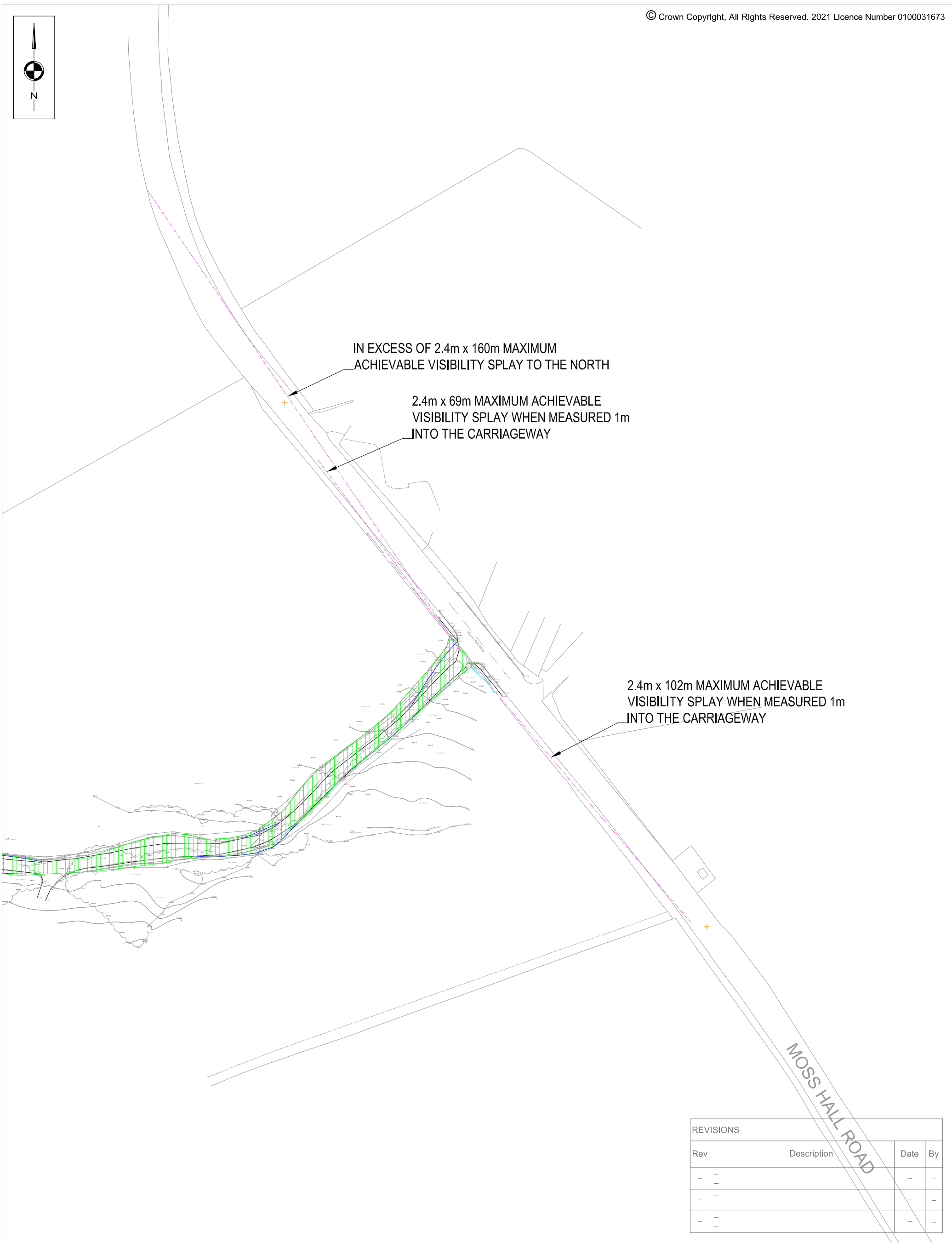
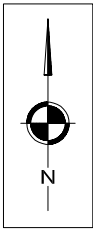
Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:			
MR I. PATEL			
Project Title:			
MOSS HALL ROAD, PILSWORTH			
Drawing Title:			
POTENTIAL SITE ACCESS ARRANGEMENT AND PASSING PLACE ARRANGEMENT			
Date:	17.11.2023	Drawn By:	BA
Scale:	AS STATED @ A2	Checked:	PT
Status:	PLANNING	Approved/ Unapproved:	-
Drawing No.		Rev.	-
SCP/230948/D01			

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APPENDIX C



REVISIONS			
Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

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Client	MR I. PATEL
Project Title	MOSS HALL ROAD, PILSWORTH

Drawing Title	JUNCTION VISIBILITY SPLAYS
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Scale	1:1000 @ A3
Date	22.11.2023
Approved/ Unapproved	-

By	BA
Checked	PT
Status	PLANNING

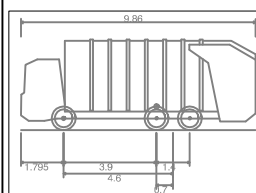
Drawing No.	SCP/230948/D02
Revision	-

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APPENDIX D



NOTES



Large Refuse Vehicle (3 axle)	
Overall Length	9.86m
Overall Width	2.45m
Overall Body Height	3.81m
Min Body Ground Clearance	0.36m
Track Width	2.45m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.50m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

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Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

V PATEL & I V PATEL

Project Title:

PILSWORTH LAKE, BURY

Drawing Title:

SWEPT PATH ANALYSIS -
REFUSE VEHICLE

Drawn By:	OP	Date:	14.03.2024
Checked:	PT	Scale:	1:200 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/230948/ATR01	Rev.	-
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APPENDIX E

Calculation Reference: AUDIT-726001-240118-0155

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	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

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Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 87 to 105 (units: sqm)
 Range Selected by User: 82 to 200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 17/04/23

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
 Wednesday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

High Street 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:Use Class:

E(b) 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
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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	2 days
----	--------

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

PTAL Rating:

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

LIST OF SITES relevant to selection parameters

1	GC-06-K-01	CAFÉ	GLASGOW CITY
	GREAT WESTERN ROAD		
	GLASGOW		
	WEST END		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	105 sqm	
	Survey date: MONDAY	17/04/23	Survey Type: MANUAL
2	WS-06-K-01	CAFÉ	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	87 sqm	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

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

SCP York Street Manchester

Licence No: 726001

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

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

Total People to Total Vehicles ratio (all time periods and directions): 4.34

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	105	0.952	1	105	0.000	1	105	0.952
08:00 - 09:00	2	96	1.563	2	96	1.042	2	96	2.604
09:00 - 10:00	2	96	3.125	2	96	2.604	2	96	5.729
10:00 - 11:00	2	96	7.292	2	96	5.208	2	96	12.500
11:00 - 12:00	2	96	3.646	2	96	4.167	2	96	7.813
12:00 - 13:00	2	96	6.250	2	96	4.688	2	96	10.938
13:00 - 14:00	2	96	3.646	2	96	2.604	2	96	6.250
14:00 - 15:00	2	96	2.083	2	96	1.563	2	96	3.645
15:00 - 16:00	2	96	0.521	2	96	3.125	2	96	3.646
16:00 - 17:00	1	87	0.000	1	87	2.299	1	87	2.299
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.077			27.299			56.376

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

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

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Parameter summary

Trip rate parameter range selected:	87 - 105 (units: sqm)
Survey date range:	01/01/00 - 17/04/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	105	0.000	1	105	0.000	1	105	0.000
08:00 - 09:00	2	96	0.521	2	96	0.000	2	96	0.521
09:00 - 10:00	2	96	0.000	2	96	0.000	2	96	0.000
10:00 - 11:00	2	96	0.521	2	96	0.521	2	96	1.042
11:00 - 12:00	2	96	0.000	2	96	0.521	2	96	0.521
12:00 - 13:00	2	96	0.000	2	96	0.000	2	96	0.000
13:00 - 14:00	2	96	0.000	2	96	0.000	2	96	0.000
14:00 - 15:00	2	96	0.000	2	96	0.000	2	96	0.000
15:00 - 16:00	2	96	0.000	2	96	0.000	2	96	0.000
16:00 - 17:00	1	87	0.000	1	87	0.000	1	87	0.000
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.042			1.042			2.084

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.*

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	105	0.952	1	105	0.000	1	105	0.952
08:00 - 09:00	2	96	3.125	2	96	0.521	2	96	3.646
09:00 - 10:00	2	96	7.292	2	96	5.729	2	96	13.021
10:00 - 11:00	2	96	14.063	2	96	13.021	2	96	27.083
11:00 - 12:00	2	96	7.813	2	96	7.813	2	96	15.624
12:00 - 13:00	2	96	9.375	2	96	13.542	2	96	22.917
13:00 - 14:00	2	96	7.813	2	96	9.375	2	96	17.187
14:00 - 15:00	2	96	6.771	2	96	10.938	2	96	17.709
15:00 - 16:00	2	96	8.333	2	96	6.250	2	96	14.583
16:00 - 17:00	1	87	0.000	1	87	2.299	1	87	2.299
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			65.534			69.487			135.021

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	105	0.000	1	105	0.000	1	105	0.000
08:00 - 09:00	2	96	0.521	2	96	0.000	2	96	0.521
09:00 - 10:00	2	96	0.521	2	96	0.521	2	96	1.042
10:00 - 11:00	2	96	1.042	2	96	0.521	2	96	1.563
11:00 - 12:00	2	96	0.000	2	96	0.000	2	96	0.000
12:00 - 13:00	2	96	2.083	2	96	2.083	2	96	4.166
13:00 - 14:00	2	96	1.563	2	96	1.563	2	96	3.124
14:00 - 15:00	2	96	0.000	2	96	0.000	2	96	0.000
15:00 - 16:00	2	96	0.000	2	96	0.000	2	96	0.000
16:00 - 17:00	1	87	0.000	1	87	0.000	1	87	0.000
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.729			4.687			10.416

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.*