

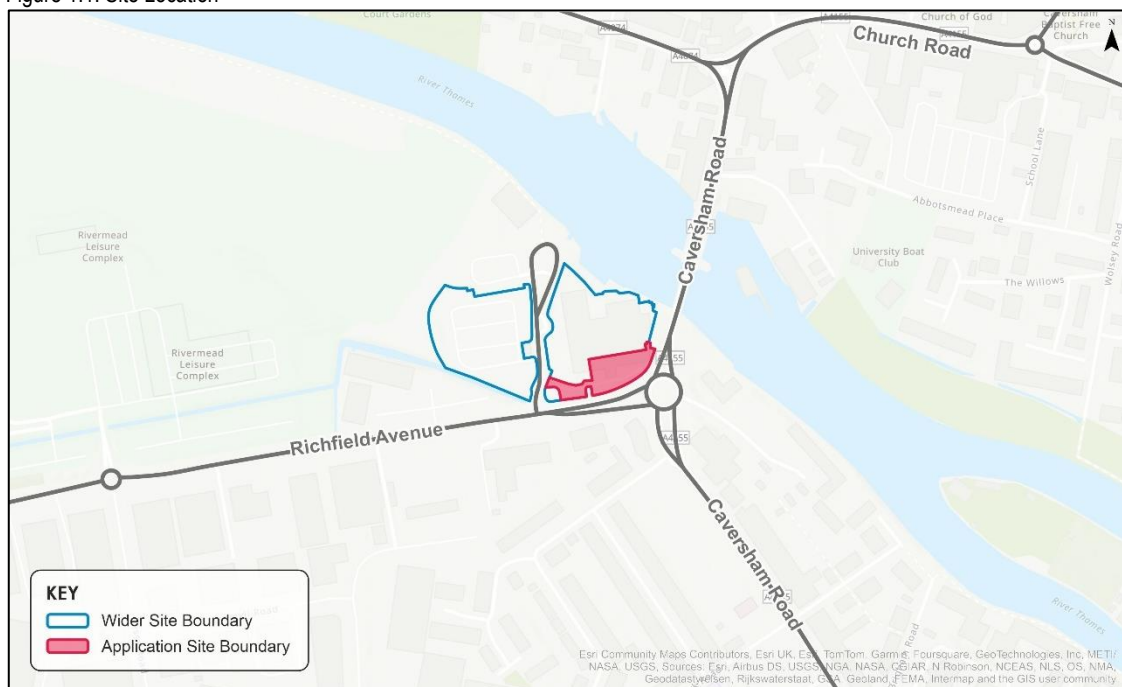
TECHNICAL NOTE

Job Name: Village Hotel, Reading
Job No: 333101725
Note No: Transport/ TN002
Date: May 2025
Prepared By: Lucy Shillinglaw / Ellen Few
Approved By: Doug McDougall
Subject: Transport and Highway Note

1. Introduction

- 1.1. Stantec has been commissioned by VUR – Village Trading No 1 Ltd. (Village Hotels) to provide highways and transport support in relation to an application for a front extension to the former Crowne Plaza Hotel, Reading.
- 1.2. The purpose of this Technical Note (TN) is to set out the key highways and transport matters associated with the proposed development. As agreed with RBC during pre-application scoping, given the scale of development a Highways Technical Note is sufficient to support the planning application.
- 1.3. The application site ('the Site') is located to the north of Reading, adjacent to the Caversham Bridge roundabout. it is bounded to the north by the River Thames, the A4155 (Caversham Bridge) to the east, Richfield Avenue to the south and Rivermead Park to the west. The Site Location Plan has been included in **Figure 1.1** below.

Figure 1.1: Site Location



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2. Consultation

- 2.1. A pre application meeting was held with RBC in March 2025 to discuss the proposals of the scheme. In terms of Highways / Parking, the pre application response stated that *“the Highway Authority would have no objection in principle to the proposals,”* however raised the following transport matters that need to be addressed:

“Any future planning application would need to be accompanied by a further assessment of the parking provision undertaken in order to assess whether the car parking arrangements would be suitable to accommodate the additional forecast demand associated with the development proposal.”

“Full details of [cycle parking] would be required at application stage in terms of provision and type of storage.”

- 2.2. This Transport Technical Note provides further clarification and addresses these matters raised.

3. Policy Review

- 3.1. This section reviews and applies the relevant national and local policy to the development.

National Planning Policy Framework (2025)

- 3.2. The most recent National Planning Policy Framework (NPPF) was updated in December 2024. Section 9 consists of a chapter focussed on *‘Promoting Sustainable Transport.’* The paragraphs of relevance to the site have been set out below.
- 3.3. Paragraph 109 regards the early consideration of transport in development proposals, using a *“vision-led approach.”* This should involve:
- a) *“Making transport considerations an important part of early engagement with local communities;*
 - b) *Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - c) *Understanding and addressing the potential impacts of development on transport networks;*
 - d) *Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - e) *Identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - f) *Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for not environmental gains.”*
- 3.3.1. Paragraph 115 states that *“in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) *Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) *Safe and suitable access to the site can be achieved for all users;*

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- c) *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, and*
 - d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*
- 3.4. Paragraph 116 sets out that *"development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*
- 3.5. Paragraph 117 outlines variables to be considered within applications for development. Most notably, development should prioritise active travel and public transport, *'address the needs of people with disabilities and reduced mobility, 'allow for the efficient delivery of goods, and access by service and emergency vehicles' and 'be designed to enabled charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

Reading Borough Local Plan (2019)

- 3.6. The Reading Borough Council Local Plan sets out a vision for Reading, and associated policies to achieve this. The relevant transport policies to this development are outlined below.
- 3.7. TR3 regards access, traffic and highway-related matters, and states that *"development will only be permitted where:*
- i. *Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
 - ii. *The development would not have a material detrimental impact on the functioning of the transport network;*
 - iii. *The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
 - iv. *The proposals would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
 - v. *For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided."*
- 3.8. TR5 considers car and cycle provision, including electric vehicle charging. It states that *"development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport."* It also specifies the appropriate provision of EV charging facilities. The following is applicable to this application: *"within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."*

Reading Transport Strategy (2040)

- 3.9. Reading Transport Strategy sets out a vision to *"deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities."*

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- 3.10. Policy RTS21 details requirements for parking. Paragraph 21.1 states that “we will review the level of provision and location of parking across the Borough, in public car parks, on-street parking and across new developments, and manage the parking provision to influence sustainable travel choices, encourage sustainable patterns for travel and provide for those who are less mobile.”
- 3.11. Policy RTS29 “requires appropriate proportions of any vehicle parking provided at new developments to be for zero emission vehicles.”

Revised Parking Standards and Design (2011)

- 3.12. RBC parking standards are set out in the ‘Revised Parking Standards and Design’ (2011) document. RBC uses a zonal approach to parking standards, of which the Site is located in Zone 2, the Primary Core Area. The corresponding car and cycle parking standards for Zone 2 are set out in **Table 3.1** below.

Table 3.1: Car and Cycle Parking Standards

Land Use	Car Parking	Cycle Parking (minimum)
A3 Restaurants & Cafes	1 space per 7.5 sqm	1 space per 6 staff and 1 space per 300 sqm
C1 Hotels*	0.5 spaces per bedroom	1 space per 6 staff
D2 Health Clubs / Gym	1 space per 35 sqm	1 space per 6 staff and 1 space per 40 sqm

**Ancillary facilities such as restaurants, bars and conference areas will be treated as A3/D2 uses when available to non-residents.*

- 3.13. RBC suggests that regarding disabled parking provision all developments with up to 200 spaces should have the greater of either 3 disabled spaces or 5% of total capacity.
- 3.14. RBC policy requires cycle parking and storage facilities to be conveniently located, easy to use, secure and covered. Motorcycle parking should be visible, well-lit and accessible.
- 3.15. The guidance allows for developers to identify the appropriate mix of short and long term cycle parking. Cycle parking and storage facilities for all developments should be designed with consideration for “conveniently located in relation to the trip origin and destination,” “easy to use; where the cycle can be secured easily and quickly to the parking device,” “secure” and “covered.”

Summary

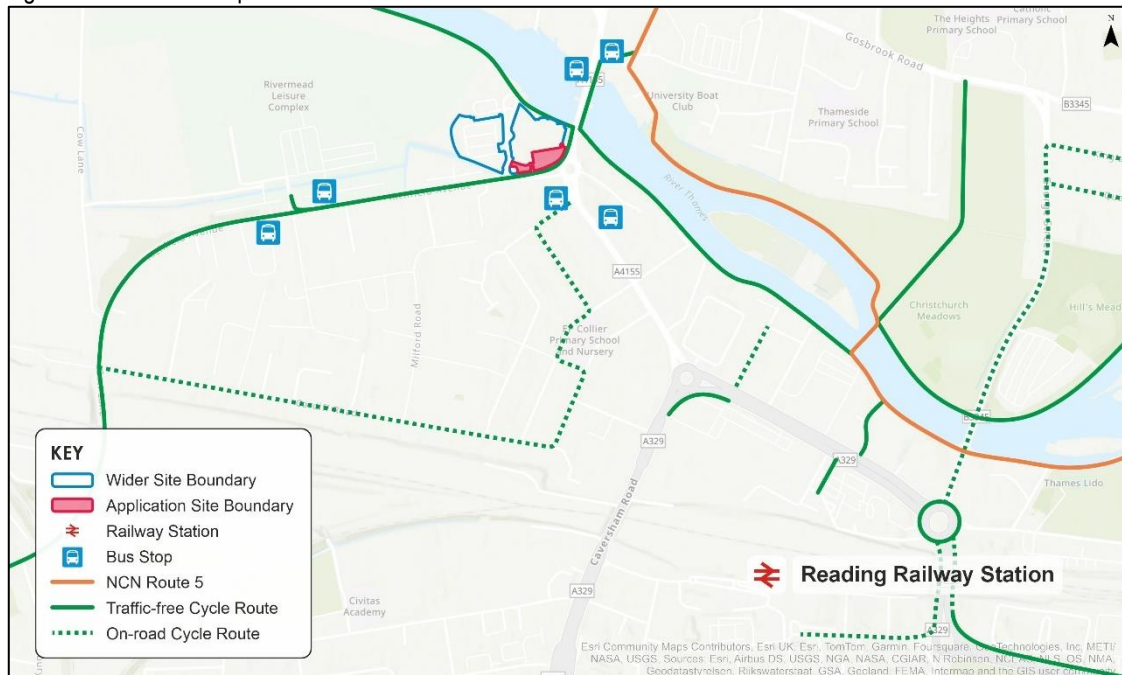
- 3.16. The proposed development has given consideration and been prepared in accordance with the national and local policy guidance as set out above.

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4. Existing Conditions

- 4.1. This section provides a review of the existing transport infrastructure surrounding the site for pedestrians, cyclists, public transport users and other vehicles.
- 4.2. The Site is well located to make use of public transport and pedestrian / cycle infrastructure. **Figure 4.1** below shows the public transport and pedestrian / cycle infrastructure local to the Site.

Figure 4.1: Public Transport and Active Travel



- 4.3. The Site is within walking distance of Reading Railway Station (1km) and Reading town centre (1.5km). Reading town centre has many retail and leisure amenities, such as Broad Street Mall and The Oracle. In addition to this, the Site benefits from direct access to the Thames Path. There is a signalised pedestrian crossing immediately opposite the hotel frontage on Richfield Avenue.
- 4.4. The Site is 450m (3-minute cycle) from National Cycle Network (NCN) Route 5 which runs from London to Fishguard. It is 2.3km (8-minute cycle) from National Cycle Network Route 4 which runs from London to Holyhead.

Public Transport Infrastructure

- 4.5. There are several bus stops located within 5 minutes walking distance of the site, namely the Moderation, Rivermead Leisure Centre and Bridge Street Caversham. These bus stops are served by the 18 Buzz, 22 pink, 23 berry, 24 berry, little berry 27, 28(a) aqua and X40 River Rapids. These services provide connection to destinations such as central Reading, Tilehurst, Caversham, Henley and Oxford. A summary of bus services is provided in **Table 4.1** below.

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Table 4.1: Bus Service Summary

Bus Service	Route	Approximate Weekday Frequency	
		Peak	Off Peak
18 Buzz	Reading > Tilehurst	40 mins	40 mins
22 Pink	Reading > Caversham > Caversham Heights	40 mins	60 mins
23 Berry	Reading > Caversham Park > Caversham	30 mins	30 mins
24 Berry	Reading > Caversham > Emmerson Green	30 mins	30 mins
27 Berry	Reading > Lower Caversham	No Service	60 mins
28(a) Aqua	Reading > Caversham > Shiplake > Henley-On-Thames	30 mins	30 mins
X40 River Rapids	Reading > Caversham > Wallingford > Benson > Oxford	40 mins	30 mins
27(a) Little Berry	Reading > Lower Caversham	No Service	60 mins

- 4.6. The Site is located 1km from Reading Railway Station and its northern interchange which includes a cycle parking hub, bus stops and taxi rank. Reading Station is served by Great Western Railway, CrossCountry, South Western Railway and TfL (Elizabeth Line), which provide connection to destinations including London Paddington (23 mins), Oxford (22 mins), Southampton Central (50 mins), Bristol Temple Meads (63 mins) and Manchester Piccadilly (194 mins), in addition to more local destinations such as Didcot Parkway (11 mins) and Maidenhead (12 mins).

Highway Infrastructure

- 4.7. The existing car parking provision is as 16 spaces and 5 disabled spaces adjacent to the hotel, and a further 164 car parking spaces accessed off Thames Side Promenade.
- 4.8. The site is accessed via Thames Side Promenade, off Richfield Avenue. Richfield Avenue provides connection westbound towards the A329 Oxford Road, which routes between central Reading and Pangbourne. It provides eastbound connection to Caversham Bridge Roundabout with the A4155. The A4155 routes north and provides connection to A4074 which routes north to Oxford. The A4155 also routes south-east, and provides access to the IDR, and joins the A329 / A33 that provides connection to the M4. As such, the site is easily accessible from the Major and Strategic Road Networks.
- 4.9. A review of Personal Injury Collision (PIC) data has been undertaken using Crashmap. The Thames Side Promenade / Richfield Avenue junction and its proximity was reviewed for the most recently available five-year period (2019 to 2023).
- 4.10. PIC data is categorised into the following:
- **Slight:** Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a pre-requisite for an injury to be defined as Slight).

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- **Serious:** Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The Serious category, therefore, covers a very broad range of injuries.
- **Fatal:** Injuries which cause death either immediately or any time up to 30 days after the collision.

4.11. One slight incident was reported in October 2020 between two vehicles that caused one casualty at the Thames Side Promenade / Richfield Avenue junction. A further slight incident was recorded 40m east of the junction, in the eastbound carriageway between two pedal cycles and resulted in one pedal cycle casualty.

4.11.1. A review of the PIC data highlights that there are no clear trends and patterns that have occurred on the local highway network in the direct vicinity of the site. The small increases in traffic flow due to the development proposals is not anticipated to have any meaningful impact on the likelihood of road traffic accidents in the vicinity of the site.

Local Amenities

4.12. There are several local amenities within walking / cycling distance of the Site. In terms of retail amenities, Nisa Local is 400m from the Site (6-minute walk), Tesco Express is 600m from the Site (8-minute walk), and Aldi is 850m from the Site (12-minute walk). Reading town centre is accessible by active travel modes, as a 21-minute walk or 6-minute cycle. It has many retail and leisure opportunities.

Summary

4.13. The site is well-served by transport and active travel infrastructure, being within walking distance of Reading Railway Station (1 km) and Reading town centre (1.5 km), and close to National Cycle Network Routes 4 and 5. It benefits from nearby bus stops providing frequent services to central Reading, Caversham, Henley, and Oxford, and has excellent rail links to London and other major cities. Vehicle access is straightforward via the A4155 and wider strategic road network, with on-site parking available. A review of collision data revealed two minor incidents nearby over five years, with no significant safety concerns. Local amenities, including shops like Nisa Local, Tesco Express, and Aldi, are all easily accessible by walking or cycling.

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5. Development Proposals

- 5.1. This section provides a description of the existing site use and development proposals that are pertinent to transport matters.

Existing Site

- 5.2. The Site is currently comprised of the former Crowne Plaza hotel with 122 bedrooms, a restaurant, conference and gym facilities.
- 5.3. There are 21 parking spaces to the front of the hotel, including 5 enlarged spaces for disabled users, and a further 164 car parking spaces – for the exclusive use of the building – to the west of the hotel that are accessed via Thames Side Promenade. There are 10 cycle parking spaces to the front of the hotel, comprised of 3 Sheffield Stands and 4 butterfly wall-mounted stands.

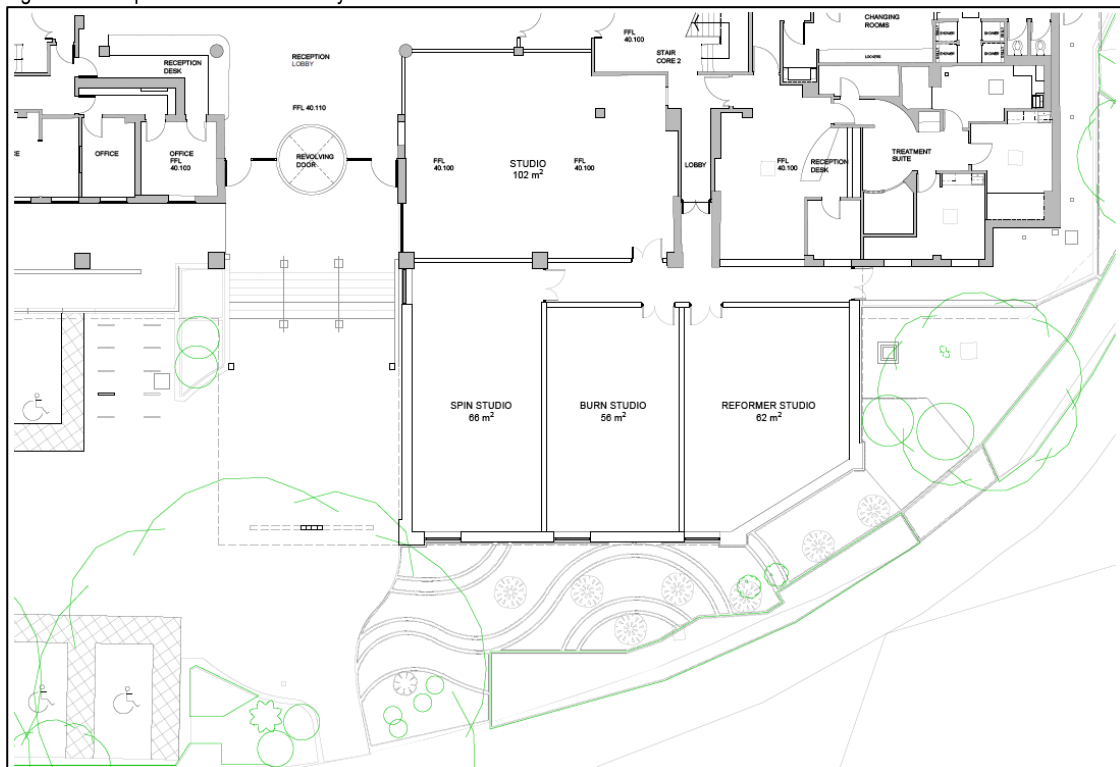
Proposed Development

- 5.4. The description of the proposed development is as follows:

“Single storey, flat roof extension at the ground floor level to the front of existing hotel to create extension to fitness suite Health & Wellness Club and replacement of canopy over to main entrance and associated landscaping and parking.”

- 5.5. There will also be a minor reconfiguration of the internal layout. The extension and internal reconfiguration will accommodate four additional studios and access lobby with a total floor area increase of 337sqm. The proposals will result in an increase in gym floor area from 668sqm to 1,005sqm.

Figure 5.1: Proposed Ground Floor Layout



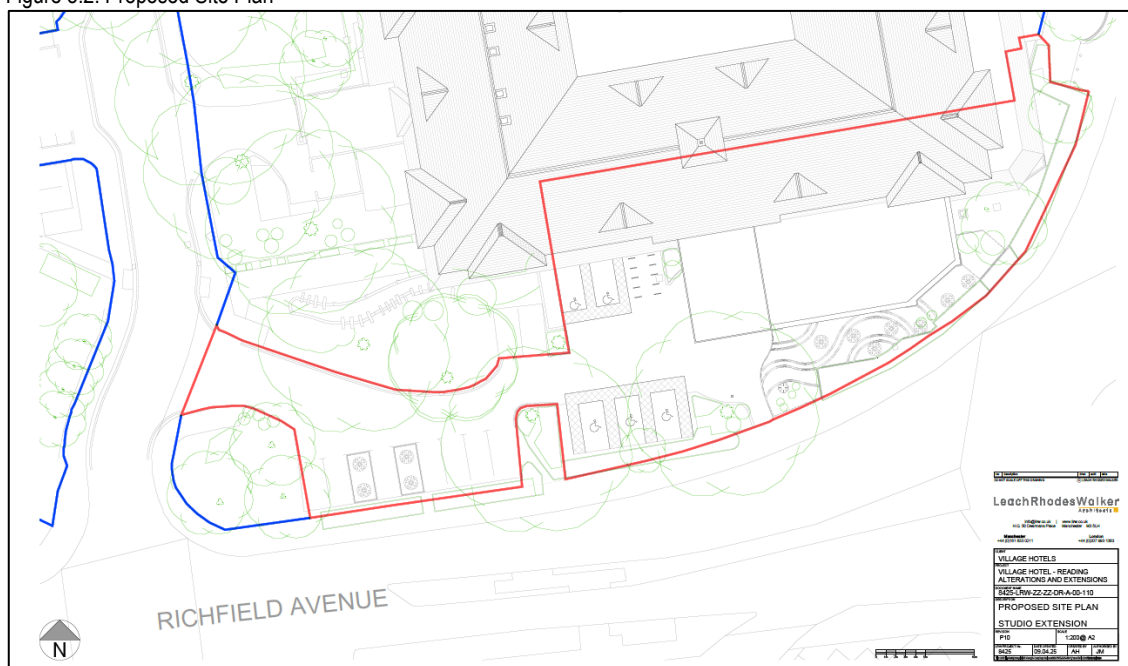
Source: Leach Rhodes Walker Architects

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Car Parking

- 5.6. The proposed extension will displace 2 disabled parking bays and the cycle parking provision. The proposed cycle parking provision will displace 1 existing disabled car parking space. The 3 disabled parking bays will be relocated to opposite the retained existing disabled parking bays, displacing 5 existing spaces. In addition to this, there will be a further loss of 2 car parking spaces to accommodate for BNG requirements. This reconfiguration will result in the loss of 7 car parking spaces, and result in a total parking provision of 178 spaces. This is shown in **Figure 5.2** below.

Figure 5.2: Proposed Site Plan



- 5.7. Beyond this, the existing car parking provision will be retained. As requested by RBC, a parking accumulation exercise has been undertaken in Section 7 to demonstrate that the parking provision is still sufficient to accommodate the development proposals.
- 5.8. In line with RBC policy, EV charging facilities will be provided.

Cycle Parking

- 5.9. As part of the proposals, the cycle parking provision will be relocated to adjacent to the main hotel entrance. The existing cycle parking provision will be retained (10 spaces), and additional cycle parking provision will be provided to accommodate the gym expansion (10 spaces, in line with RBC guidance). The 20 cycle parking spaces will be provided as Sheffield Stands as per RBC guidance.

Servicing and Deliveries

- 5.10. The existing off-street servicing and delivery strategy will be retained and is sufficient to meet the needs of the proposed extension. This uses a designated delivery and servicing bell mouth access off Thames Side Promenade that provides direct access to the existing building.

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6. Trip Generation

- 6.1. This section sets out the multimodal trip generation exercise to quantify the impacts of the development proposals.
- 6.2. There will be no change to the number of keys issues by the Hotel. As such, it is expected that there will be no material change to the number of guest trips to and from the building. However, the application is looking to enhance the leisure offering of the site by increasing the floor area of the gym (which is open to members of the gym and hotel guests alike). Therefore, it is anticipated that the proposed development will generate additional trips associated with the increased leisure uses at the site.

Gym

- 6.2.1. The proposed trip generation for the Site has been estimated using the TRICS 7.11.4 database. In selecting the TRICS survey sites, the following criteria were used to exclude sites that do not have similar characteristics as the proposed development:
- **Land Use / Category:** Leisure / Fitness Club
 - **Region:** England Only (Excluding Greater London);
 - **Location Types:** Edge of Town Centre, Edge of Town and Suburban Area
 - **Gross Floor Area:** 167m² to 2500m²
 - **Date Range:** 01/01/16 to 17/04/24
- 6.3. This selection criteria applied to four sites, of which one was excluded on the grounds of inapplicable location. The remaining three sites were used to identify provisional trip rates for the gym expansion. The multi-modal trip rates are shown in **Table 6.1** below and TRICS outputs provided in **Appendix A**.

Table 6.1: Multi Modal Trip Rates – Gym

Mode	AM Peak Hour 08:00 - 09:00			PM Peak Hour 17:00 - 18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Total People	1.387	1.248	2.635	3.526	2.595	6.121
Total Vehicles	0.792	0.515	1.307	1.902	1.367	3.269
Pedestrians	0.238	0.396	0.634	0.456	0.456	0.912
Cyclists	0.119	0.059	0.178	0.218	0.158	0.376
Bus / Tram	0.040	0.178	0.218	0.059	0.020	0.079
Rail	0.020	0.020	0.040	0.000	0.020	0.020
Cars	0.674	0.495	1.169	1.763	1.288	3.051
Vehicle Occupants	0.991	0.614	1.605	2.813	1.961	4.774
Motorcycles	0.020	0.000	0.020	0.040	0.040	0.080
LGVs	0.079	0.000	0.079	0.079	0.020	0.099

Source: TRICS

- 6.4. The net impact on the trip generation of the gym expansion based on an increase in floor area of 337sqm from 668 sqm to 1,005sqm is shown in **Table 6.2** below.

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Table 6.2: Net trips associated with Gym Expansion – Multi-Modal

Mode	AM Peak Hour 08:00 - 09:00			PM Peak Hour 17:00 - 18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Total People	5	4	9	12	9	21
Total Vehicles	3	2	4	6	5	11
Pedestrians	1	1	2	2	2	3
Cyclists	0	0	1	1	1	1
Bus / Tram	0	1	1	0	0	0
Rail	0	0	0	0	0	0
Cars	2	2	4	6	4	10
Vehicle Occupants	3	2	5	9	7	16
Motorcycles	0	0	0	0	0	0
LGVs	0	0	0	0	0	0

**Based on increase in floor area from 668 sqm to 1,005 sqm.*

- 6.5. **Table 6.2** shows an increased vehicular trip generation of 9 two-way trips in the morning peak period, and of 21 two-way trips in the afternoon peak period.
- 6.6. This assessment is also based on the net additional trips and hasn't accounted for any cross visitation of hotel and gym trips, some of which would be expected. As such this is considered to be a worst case assessment.

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7. Car Parking Accumulation

- 7.1. The Hotel includes conferencing facilities that accommodate up to 250 people at any one time. Therefore, a parking accumulation exercise has been undertaken to demonstrate that the parking arrangements are suitable to accommodate the additional forecast demand associated with the development proposals.
- 7.2. The accumulation exercise applies the trip rates of the existing hotel (122 bedrooms) and the proposed gym to, as well as a first principles approach to the conference facilities to determine the expected level of parking demand.

Hotel

- 7.3. Given that the existing hotel is not currently operational a TRICS exercise has been undertaken to determine the level of trips associated with the hotel. In selecting the TRICS survey sites, the following criteria were used to exclude sites that do not have similar characteristics as the existing hotel:
- **Land Use / Category:** Hotel, Food and Drink / Hotel
 - **Region:** England Only (Excluding Greater London)
 - **Location Types:** Edge of Town Centre, Edge of Town and Suburban Area
 - **Number of Bedrooms:** 60 to 220
 - **Date Range:** 01/01/16 to 17/04/24
- 7.4. This selection applied to three multi modal sites, of which one was excluded on the grounds of inapplicable location. The remaining two sites were considered appropriate for the purpose of this assessment. The Hotel trip rates TRICS outputs are provided in **Appendix B**.
- 7.5. The two sites used for the assessment both had onsite restaurants, as is the case for the existing and proposed development. As such, no restaurant specific assessment has been undertaken.
- 7.6. Prior to the survey commencing, both TRICS sites recorded a base parking occupancy (taking account of those guests staying overnight). This has been used to identify a typical occupancy rate per hotel bedroom of 0.51 which for the purpose of this assessment has then been applied to the existing hotel (122 rooms) to determine a base occupancy of 62 vehicles at the start of the day.

Gym

- 7.7. The vehicle trip rates for the gym set out above in **Table 5.1** were used for this exercise. The gym is not expected to have overnight trips and as such no cars have been assumed to be in the car park at the beginning of the day which is in line with the TRICS sites.
- 7.8. The TRICS surveys at the gym began an hour prior to those at the hotels (06:00 and 07:00 respectively). On this basis, the trips generated by the gym before 07:00 have been accounted for within the assessment, assuming that these 6 vehicles are already present in the car park.

Conference / Function Rooms

- 7.9. The site includes meeting and function rooms. For a robust assessment, a first principles approach has been applied to the parking accumulation to assess the forecast parking demand for a conference event. The following assumptions have been made:
- Conference Size: 250 people

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- Start / End Time: 09:00 – 16:00
- Mode Share: 25% single occupancy vehicle

7.10. **Table 7.1** shows the arrival and departure profile that has been assumed:

Table 7.1: Arrival and Departure Profile

Hour Period	Arrival	Departure
07:00	10%	
08:00	85%	
09:00	5%	
16:00		70%
17:00		30%

Accumulation Exercise

7.11. A car park accumulation considered the existing level of parking for the hotel and gym prior to 07:00 (68 vehicles). The hotel, gym and conference arrival and departure trip generation were then combined to identify the likely car park accumulation across the daily period (07:00 – 22:00). This is set out in **Table 7.1** below.

Table 7.1: Car Park Accumulation

Hour Period	Arrivals	Departures	Accumulation	Occupancy
07:00 – 08:00	18	18	67	38%
08:00 – 09:00	76	24	119	67%
09:00 – 10:00	39	32	126	71%
10:00 – 11:00	27	30	124	69%
11:00 – 12:00	14	16	121	68%
12:00 – 13:00	19	18	122	69%
13:00 – 14:00	15	16	121	68%
14:00 – 15:00	26	23	124	69%
15:00 – 16:00	28	26	126	71%
16:00 – 17:00	31	73	85	48%
17:00 – 18:00	30	47	68	38%
18:00 – 19:00	29	31	66	37%
19:00 – 20:00	28	22	72	40%
20:00 – 21:00	14	17	69	39%
21:00 – 22:00	4	7	66	37%

7.12. **Table 7.1** shows that the proposed development can be accommodated within the car park provision, with the hotel, gym and conference occupancy not exceeding 71% occupancy.

7.13. This assessment demonstrates that the car park has sufficient capacity to accommodate the additional traffic generated by the proposed development, even during periods when the Hotel is hosting a conference at full capacity. It is therefore concluded that there will be no resulting overspill parking onto the surrounding highway network.

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8. Summary and Conclusion

- 8.1. This Transport Technical Note has been prepared to provide transport and highways advice in support of the proposed development of Village Hotel, Reading. The site is optimally located to utilise pedestrian and cycle infrastructure and the public transport network, in line with RBC's transport strategy.
- 8.2. The development proposals include a small extension to the front of the hotel to accommodate three gym studios, and minor reconfiguration of the internal hotel space to accommodate an additional gym studio.
- 8.3. The gym expansion is expected to generate a marginal increase in peak hour trips that will not have a material impact on the highway network.
- 8.4. A parking accumulation exercise has identified that there is sufficient capacity to accommodate the additional demand from the proposed development.
- 8.5. In conclusion, the proposed development is in accordance with the transport tests as set out in Paragraph 115 of the NPPF, these being:
 - Appropriate opportunities to promote sustainable travel modes of travel can be taken up through the delivery of cycle parking provision;
 - Safe and suitable access to the site can be achieved for all users via the access from Thames Side Promenade; and
 - The traffic impacts from the development will not have a significant impact on the operation of the local highway network.

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APPENDIX A- GYM TRICS OUTPUTS

Calculation Reference: AUDIT-706701-250113-0158

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1380 to 2068 (units: sqm)
 Range Selected by User: 167 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 17/04/24

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

Selected survey days:

Wednesday 2 days
 Thursday 1 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3

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

Selected Location Sub Categories:

Industrial Zone 1
 Development Zone 1
 Residential Zone 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, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:**Use Class:**

n/a 1 days
 E(d) 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|--|
| 1 | BH-07-K-01 CORAL FITNESS
ORCHARD ROAD
BRIGHTON
HOVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1600 sqm
Survey date: WEDNESDAY 27/09/17 | BRIGHTON & HOVE

Survey Type: MANUAL |
| 2 | LN-07-K-02 HEALTH AND FITNESS CLUB
DYSART ROAD
GRANTHAM

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 2068 sqm
Survey date: WEDNESDAY 17/04/24 | LINCOLNSHIRE

Survey Type: MANUAL |
| 3 | TW-07-K-01 DW SPORTS FITNESS
TIMBER BEACH ROAD
SUNDERLAND
CASTLETOWN
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 1380 sqm
Survey date: THURSDAY 06/04/17 | TYNE & WEAR

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
TW-07-K-03	Location not appropriate

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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): 1.88

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	3	1683	0.634	3	1683	0.079	3	1683	0.713
07:00 - 08:00	3	1683	0.733	3	1683	0.614	3	1683	1.347
08:00 - 09:00	3	1683	0.792	3	1683	0.515	3	1683	1.307
09:00 - 10:00	3	1683	1.684	3	1683	0.753	3	1683	2.437
10:00 - 11:00	3	1683	1.070	3	1683	1.189	3	1683	2.259
11:00 - 12:00	3	1683	0.693	3	1683	0.911	3	1683	1.604
12:00 - 13:00	3	1683	0.733	3	1683	0.792	3	1683	1.525
13:00 - 14:00	3	1683	0.792	3	1683	0.614	3	1683	1.406
14:00 - 15:00	3	1683	0.792	3	1683	0.713	3	1683	1.505
15:00 - 16:00	3	1683	0.971	3	1683	1.208	3	1683	2.179
16:00 - 17:00	3	1683	1.228	3	1683	1.030	3	1683	2.258
17:00 - 18:00	3	1683	1.902	3	1683	1.367	3	1683	3.269
18:00 - 19:00	3	1683	1.288	3	1683	1.803	3	1683	3.091
19:00 - 20:00	3	1683	1.208	3	1683	1.605	3	1683	2.813
20:00 - 21:00	3	1683	0.614	3	1683	1.347	3	1683	1.961
21:00 - 22:00	3	1683	0.139	3	1683	0.574	3	1683	0.713
22:00 - 23:00	2	1834	0.027	2	1834	0.245	2	1834	0.272
23:00 - 24:00									
Total Rates:			15.300			15.359			30.659

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:	1380 - 2068 (units: sqm)
Survey date range:	01/01/16 - 17/04/24
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
07:00 - 08:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
08:00 - 09:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
09:00 - 10:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
10:00 - 11:00	3	1683	0.059	3	1683	0.059	3	1683	0.118
11:00 - 12:00	3	1683	0.040	3	1683	0.040	3	1683	0.080
12:00 - 13:00	3	1683	0.059	3	1683	0.059	3	1683	0.118
13:00 - 14:00	3	1683	0.040	3	1683	0.040	3	1683	0.080
14:00 - 15:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
15:00 - 16:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
16:00 - 17:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
17:00 - 18:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
18:00 - 19:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
19:00 - 20:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
20:00 - 21:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
21:00 - 22:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
22:00 - 23:00	2	1834	0.000	2	1834	0.000	2	1834	0.000
23:00 - 24:00									
Total Rates:			0.318			0.318			0.636

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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TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	3	1683	0.020	3	1683	0.000	3	1683	0.020
07:00 - 08:00	3	1683	0.020	3	1683	0.000	3	1683	0.020
08:00 - 09:00	3	1683	0.119	3	1683	0.059	3	1683	0.178
09:00 - 10:00	3	1683	0.099	3	1683	0.119	3	1683	0.218
10:00 - 11:00	3	1683	0.099	3	1683	0.099	3	1683	0.198
11:00 - 12:00	3	1683	0.099	3	1683	0.158	3	1683	0.257
12:00 - 13:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
13:00 - 14:00	3	1683	0.099	3	1683	0.079	3	1683	0.178
14:00 - 15:00	3	1683	0.059	3	1683	0.059	3	1683	0.118
15:00 - 16:00	3	1683	0.158	3	1683	0.079	3	1683	0.237
16:00 - 17:00	3	1683	0.059	3	1683	0.139	3	1683	0.198
17:00 - 18:00	3	1683	0.218	3	1683	0.158	3	1683	0.376
18:00 - 19:00	3	1683	0.119	3	1683	0.119	3	1683	0.238
19:00 - 20:00	3	1683	0.000	3	1683	0.040	3	1683	0.040
20:00 - 21:00	3	1683	0.020	3	1683	0.040	3	1683	0.060
21:00 - 22:00	3	1683	0.079	3	1683	0.059	3	1683	0.138
22:00 - 23:00	2	1834	0.000	2	1834	0.082	2	1834	0.082
23:00 - 24:00									
Total Rates:			1.287				1.309	2.596	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1683	0.654	3	1683	0.079	3	1683	0.733
07:00 - 08:00	3	1683	0.891	3	1683	0.654	3	1683	1.545
08:00 - 09:00	3	1683	0.971	3	1683	0.594	3	1683	1.565
09:00 - 10:00	3	1683	2.516	3	1683	0.911	3	1683	3.427
10:00 - 11:00	3	1683	1.585	3	1683	1.506	3	1683	3.091
11:00 - 12:00	3	1683	0.951	3	1683	1.169	3	1683	2.120
12:00 - 13:00	3	1683	0.951	3	1683	1.090	3	1683	2.041
13:00 - 14:00	3	1683	1.050	3	1683	0.872	3	1683	1.922
14:00 - 15:00	3	1683	1.030	3	1683	0.891	3	1683	1.921
15:00 - 16:00	3	1683	1.307	3	1683	1.763	3	1683	3.070
16:00 - 17:00	3	1683	1.585	3	1683	1.525	3	1683	3.110
17:00 - 18:00	3	1683	2.793	3	1683	1.941	3	1683	4.734
18:00 - 19:00	3	1683	1.704	3	1683	2.456	3	1683	4.160
19:00 - 20:00	3	1683	1.506	3	1683	2.278	3	1683	3.784
20:00 - 21:00	3	1683	0.773	3	1683	1.803	3	1683	2.576
21:00 - 22:00	3	1683	0.158	3	1683	0.654	3	1683	0.812
22:00 - 23:00	2	1834	0.027	2	1834	0.382	2	1834	0.409
23:00 - 24:00									
Total Rates:			20.452			20.568			41.020

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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	3	1683	0.040	3	1683	0.000	3	1683	0.040
07:00 - 08:00	3	1683	0.139	3	1683	0.020	3	1683	0.159
08:00 - 09:00	3	1683	0.238	3	1683	0.396	3	1683	0.634
09:00 - 10:00	3	1683	0.297	3	1683	0.495	3	1683	0.792
10:00 - 11:00	3	1683	0.773	3	1683	0.258	3	1683	1.031
11:00 - 12:00	3	1683	0.495	3	1683	0.792	3	1683	1.287
12:00 - 13:00	3	1683	0.614	3	1683	0.475	3	1683	1.089
13:00 - 14:00	3	1683	0.574	3	1683	0.555	3	1683	1.129
14:00 - 15:00	3	1683	0.634	3	1683	0.198	3	1683	0.832
15:00 - 16:00	3	1683	0.436	3	1683	0.654	3	1683	1.090
16:00 - 17:00	3	1683	0.436	3	1683	0.495	3	1683	0.931
17:00 - 18:00	3	1683	0.456	3	1683	0.456	3	1683	0.912
18:00 - 19:00	3	1683	0.297	3	1683	0.416	3	1683	0.713
19:00 - 20:00	3	1683	0.277	3	1683	0.416	3	1683	0.693
20:00 - 21:00	3	1683	0.218	3	1683	0.158	3	1683	0.376
21:00 - 22:00	3	1683	0.000	3	1683	0.040	3	1683	0.040
22:00 - 23:00	2	1834	0.000	2	1834	0.000	2	1834	0.000
23:00 - 24:00									
Total Rates:			5.924			5.824			11.748

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
07:00 - 08:00	3	1683	0.020	3	1683	0.000	3	1683	0.020
08:00 - 09:00	3	1683	0.040	3	1683	0.178	3	1683	0.218
09:00 - 10:00	3	1683	0.059	3	1683	0.079	3	1683	0.138
10:00 - 11:00	3	1683	0.376	3	1683	0.059	3	1683	0.435
11:00 - 12:00	3	1683	0.020	3	1683	0.238	3	1683	0.258
12:00 - 13:00	3	1683	0.040	3	1683	0.020	3	1683	0.060
13:00 - 14:00	3	1683	0.059	3	1683	0.059	3	1683	0.118
14:00 - 15:00	3	1683	0.119	3	1683	0.020	3	1683	0.139
15:00 - 16:00	3	1683	0.079	3	1683	0.079	3	1683	0.158
16:00 - 17:00	3	1683	0.059	3	1683	0.040	3	1683	0.099
17:00 - 18:00	3	1683	0.059	3	1683	0.020	3	1683	0.079
18:00 - 19:00	3	1683	0.020	3	1683	0.059	3	1683	0.079
19:00 - 20:00	3	1683	0.020	3	1683	0.059	3	1683	0.079
20:00 - 21:00	3	1683	0.000	3	1683	0.040	3	1683	0.040
21:00 - 22:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
22:00 - 23:00	2	1834	0.000	2	1834	0.027	2	1834	0.027
23:00 - 24:00									
Total Rates:			0.970			0.977			1.947

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
07:00 - 08:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
08:00 - 09:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
09:00 - 10:00	3	1683	0.020	3	1683	0.000	3	1683	0.020
10:00 - 11:00	3	1683	0.040	3	1683	0.000	3	1683	0.040
11:00 - 12:00	3	1683	0.040	3	1683	0.040	3	1683	0.080
12:00 - 13:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
13:00 - 14:00	3	1683	0.040	3	1683	0.040	3	1683	0.080
14:00 - 15:00	3	1683	0.020	3	1683	0.000	3	1683	0.020
15:00 - 16:00	3	1683	0.000	3	1683	0.040	3	1683	0.040
16:00 - 17:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
17:00 - 18:00	3	1683	0.000	3	1683	0.020	3	1683	0.020
18:00 - 19:00	3	1683	0.000	3	1683	0.020	3	1683	0.020
19:00 - 20:00	3	1683	0.000	3	1683	0.020	3	1683	0.020
20:00 - 21:00	3	1683	0.000	3	1683	0.020	3	1683	0.020
21:00 - 22:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
22:00 - 23:00	2	1834	0.000	2	1834	0.027	2	1834	0.027
23:00 - 24:00									
Total Rates:			0.200			0.267			0.467

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	3	1683	0.000	3	1683	0.000	3	1683	0.000
07:00 - 08:00	3	1683	0.020	3	1683	0.000	3	1683	0.020
08:00 - 09:00	3	1683	0.059	3	1683	0.198	3	1683	0.257
09:00 - 10:00	3	1683	0.079	3	1683	0.079	3	1683	0.158
10:00 - 11:00	3	1683	0.416	3	1683	0.059	3	1683	0.475
11:00 - 12:00	3	1683	0.059	3	1683	0.277	3	1683	0.336
12:00 - 13:00	3	1683	0.059	3	1683	0.040	3	1683	0.099
13:00 - 14:00	3	1683	0.099	3	1683	0.099	3	1683	0.198
14:00 - 15:00	3	1683	0.139	3	1683	0.020	3	1683	0.159
15:00 - 16:00	3	1683	0.079	3	1683	0.119	3	1683	0.198
16:00 - 17:00	3	1683	0.059	3	1683	0.040	3	1683	0.099
17:00 - 18:00	3	1683	0.059	3	1683	0.040	3	1683	0.099
18:00 - 19:00	3	1683	0.020	3	1683	0.079	3	1683	0.099
19:00 - 20:00	3	1683	0.020	3	1683	0.079	3	1683	0.099
20:00 - 21:00	3	1683	0.000	3	1683	0.059	3	1683	0.059
21:00 - 22:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
22:00 - 23:00	2	1834	0.000	2	1834	0.055	2	1834	0.055
23:00 - 24:00									
Total Rates:			1.167				1.243	2.410	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.88

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	3	1683	0.713	3	1683	0.079	3	1683	0.792
07:00 - 08:00	3	1683	1.070	3	1683	0.674	3	1683	1.744
08:00 - 09:00	3	1683	1.387	3	1683	1.248	3	1683	2.635
09:00 - 10:00	3	1683	2.991	3	1683	1.605	3	1683	4.596
10:00 - 11:00	3	1683	2.872	3	1683	1.922	3	1683	4.794
11:00 - 12:00	3	1683	1.605	3	1683	2.397	3	1683	4.002
12:00 - 13:00	3	1683	1.644	3	1683	1.624	3	1683	3.268
13:00 - 14:00	3	1683	1.823	3	1683	1.605	3	1683	3.428
14:00 - 15:00	3	1683	1.862	3	1683	1.169	3	1683	3.031
15:00 - 16:00	3	1683	1.981	3	1683	2.615	3	1683	4.596
16:00 - 17:00	3	1683	2.139	3	1683	2.199	3	1683	4.338
17:00 - 18:00	3	1683	3.526	3	1683	2.595	3	1683	6.121
18:00 - 19:00	3	1683	2.139	3	1683	3.071	3	1683	5.210
19:00 - 20:00	3	1683	1.803	3	1683	2.813	3	1683	4.616
20:00 - 21:00	3	1683	1.010	3	1683	2.060	3	1683	3.070
21:00 - 22:00	3	1683	0.238	3	1683	0.753	3	1683	0.991
22:00 - 23:00	2	1834	0.027	2	1834	0.518	2	1834	0.545
23:00 - 24:00									
Total Rates:			28.830			28.947			57.777

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: 706701

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1683	0.634	3	1683	0.079	3	1683	0.713
07:00 - 08:00	3	1683	0.693	3	1683	0.594	3	1683	1.287
08:00 - 09:00	3	1683	0.674	3	1683	0.495	3	1683	1.169
09:00 - 10:00	3	1683	1.624	3	1683	0.674	3	1683	2.298
10:00 - 11:00	3	1683	0.990	3	1683	1.109	3	1683	2.099
11:00 - 12:00	3	1683	0.614	3	1683	0.832	3	1683	1.446
12:00 - 13:00	3	1683	0.594	3	1683	0.654	3	1683	1.248
13:00 - 14:00	3	1683	0.733	3	1683	0.515	3	1683	1.248
14:00 - 15:00	3	1683	0.654	3	1683	0.634	3	1683	1.288
15:00 - 16:00	3	1683	0.891	3	1683	1.149	3	1683	2.040
16:00 - 17:00	3	1683	1.189	3	1683	0.951	3	1683	2.140
17:00 - 18:00	3	1683	1.763	3	1683	1.288	3	1683	3.051
18:00 - 19:00	3	1683	1.228	3	1683	1.723	3	1683	2.951
19:00 - 20:00	3	1683	1.149	3	1683	1.565	3	1683	2.714
20:00 - 21:00	3	1683	0.614	3	1683	1.248	3	1683	1.862
21:00 - 22:00	3	1683	0.139	3	1683	0.535	3	1683	0.674
22:00 - 23:00	2	1834	0.000	2	1834	0.191	2	1834	0.191
23:00 - 24:00									
Total Rates:			14.183			14.236			28.419

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
07:00 - 08:00	3	1683	0.020	3	1683	0.000	3	1683	0.020
08:00 - 09:00	3	1683	0.079	3	1683	0.000	3	1683	0.079
09:00 - 10:00	3	1683	0.040	3	1683	0.040	3	1683	0.080
10:00 - 11:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
11:00 - 12:00	3	1683	0.020	3	1683	0.040	3	1683	0.060
12:00 - 13:00	3	1683	0.059	3	1683	0.059	3	1683	0.118
13:00 - 14:00	3	1683	0.000	3	1683	0.040	3	1683	0.040
14:00 - 15:00	3	1683	0.059	3	1683	0.040	3	1683	0.099
15:00 - 16:00	3	1683	0.079	3	1683	0.020	3	1683	0.099
16:00 - 17:00	3	1683	0.020	3	1683	0.079	3	1683	0.099
17:00 - 18:00	3	1683	0.079	3	1683	0.020	3	1683	0.099
18:00 - 19:00	3	1683	0.059	3	1683	0.059	3	1683	0.118
19:00 - 20:00	3	1683	0.040	3	1683	0.020	3	1683	0.060
20:00 - 21:00	3	1683	0.000	3	1683	0.079	3	1683	0.079
21:00 - 22:00	3	1683	0.000	3	1683	0.040	3	1683	0.040
22:00 - 23:00	2	1834	0.000	2	1834	0.027	2	1834	0.027
23:00 - 24:00									
Total Rates:			0.574				0.583	1.157	

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
07:00 - 08:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
08:00 - 09:00	3	1683	0.020	3	1683	0.000	3	1683	0.020
09:00 - 10:00	3	1683	0.000	3	1683	0.020	3	1683	0.020
10:00 - 11:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
11:00 - 12:00	3	1683	0.020	3	1683	0.000	3	1683	0.020
12:00 - 13:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
13:00 - 14:00	3	1683	0.020	3	1683	0.020	3	1683	0.040
14:00 - 15:00	3	1683	0.059	3	1683	0.020	3	1683	0.079
15:00 - 16:00	3	1683	0.000	3	1683	0.040	3	1683	0.040
16:00 - 17:00	3	1683	0.020	3	1683	0.000	3	1683	0.020
17:00 - 18:00	3	1683	0.040	3	1683	0.040	3	1683	0.080
18:00 - 19:00	3	1683	0.000	3	1683	0.020	3	1683	0.020
19:00 - 20:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
20:00 - 21:00	3	1683	0.000	3	1683	0.020	3	1683	0.020
21:00 - 22:00	3	1683	0.000	3	1683	0.000	3	1683	0.000
22:00 - 23:00	2	1834	0.027	2	1834	0.027	2	1834	0.054
23:00 - 24:00									
Total Rates:			0.226				0.227	0.453	

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.

TECHNICAL NOTE

APPENDIX B- HOTEL TRICS OUTPUTS

Calculation Reference: AUDIT-706701-250403-0422

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 64 to 100 (units:)
Range Selected by User: 60 to 220 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 12/11/21

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

Selected survey days:
Tuesday 1 days
Friday 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 undertaking using machines.

Selected Locations:
Edge of Town Centre 1
Edge of Town 1

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

Selected Location Sub Categories:
Industrial Zone 1
Residential Zone 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, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
C1 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	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
------------	--------

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
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NY-06-A-01	ASCEND HOTEL	NORTH YORKSHIRE
	PARK PARADE		
	HARROGATE		
	Edge of Town Centre		
	Residential Zone		
	Total Number of bedrooms:	100	
	Survey date: TUESDAY	23/10/18	Survey Type: MANUAL
2	WO-06-A-04	PREMIER INN	WORCESTERSHIRE
	GROVEWOOD ROAD		
	MALVERN		
	Edge of Town		
	Industrial Zone		
	Total Number of bedrooms:	64	
	Survey date: FRIDAY	12/11/21	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DS-06-A-04	Location not comparable

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.66

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	2	82	0.037	2	82	0.098	2	82	0.135
08:00 - 09:00	2	82	0.122	2	82	0.159	2	82	0.281
09:00 - 10:00	2	82	0.195	2	82	0.232	2	82	0.427
10:00 - 11:00	2	82	0.152	2	82	0.165	2	82	0.317
11:00 - 12:00	2	82	0.061	2	82	0.067	2	82	0.128
12:00 - 13:00	2	82	0.098	2	82	0.085	2	82	0.183
13:00 - 14:00	2	82	0.067	2	82	0.085	2	82	0.152
14:00 - 15:00	2	82	0.152	2	82	0.140	2	82	0.292
15:00 - 16:00	2	82	0.165	2	82	0.116	2	82	0.281
16:00 - 17:00	2	82	0.165	2	82	0.152	2	82	0.317
17:00 - 18:00	2	82	0.098	2	82	0.134	2	82	0.232
18:00 - 19:00	2	82	0.152	2	82	0.134	2	82	0.286
19:00 - 20:00	2	82	0.146	2	82	0.055	2	82	0.201
20:00 - 21:00	2	82	0.067	2	82	0.037	2	82	0.104
21:00 - 22:00	2	82	0.030	2	82	0.012	2	82	0.042
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.707			1.671			3.378

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:	64 - 100 (units:)
Survey date range:	01/01/16 - 12/11/21
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:	1

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/A - HOTELS
MULTI-MODAL TAXIS
 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	2	82	0.000	2	82	0.000	2	82	0.000
08:00 - 09:00	2	82	0.000	2	82	0.000	2	82	0.000
09:00 - 10:00	2	82	0.024	2	82	0.018	2	82	0.042
10:00 - 11:00	2	82	0.006	2	82	0.006	2	82	0.012
11:00 - 12:00	2	82	0.000	2	82	0.006	2	82	0.006
12:00 - 13:00	2	82	0.000	2	82	0.000	2	82	0.000
13:00 - 14:00	2	82	0.000	2	82	0.000	2	82	0.000
14:00 - 15:00	2	82	0.000	2	82	0.000	2	82	0.000
15:00 - 16:00	2	82	0.000	2	82	0.000	2	82	0.000
16:00 - 17:00	2	82	0.000	2	82	0.000	2	82	0.000
17:00 - 18:00	2	82	0.006	2	82	0.006	2	82	0.012
18:00 - 19:00	2	82	0.030	2	82	0.030	2	82	0.060
19:00 - 20:00	2	82	0.006	2	82	0.006	2	82	0.012
20:00 - 21:00	2	82	0.006	2	82	0.006	2	82	0.012
21:00 - 22:00	2	82	0.006	2	82	0.006	2	82	0.012
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.084			0.168

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/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	2	82	0.000	2	82	0.000	2	82	0.000
08:00 - 09:00	2	82	0.000	2	82	0.000	2	82	0.000
09:00 - 10:00	2	82	0.012	2	82	0.012	2	82	0.024
10:00 - 11:00	2	82	0.000	2	82	0.000	2	82	0.000
11:00 - 12:00	2	82	0.000	2	82	0.000	2	82	0.000
12:00 - 13:00	2	82	0.000	2	82	0.000	2	82	0.000
13:00 - 14:00	2	82	0.006	2	82	0.000	2	82	0.006
14:00 - 15:00	2	82	0.000	2	82	0.006	2	82	0.006
15:00 - 16:00	2	82	0.000	2	82	0.000	2	82	0.000
16:00 - 17:00	2	82	0.006	2	82	0.000	2	82	0.006
17:00 - 18:00	2	82	0.000	2	82	0.006	2	82	0.006
18:00 - 19:00	2	82	0.000	2	82	0.000	2	82	0.000
19:00 - 20:00	2	82	0.000	2	82	0.000	2	82	0.000
20:00 - 21:00	2	82	0.000	2	82	0.000	2	82	0.000
21:00 - 22:00	2	82	0.000	2	82	0.000	2	82	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

TRIP RATE for Land Use 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	2	82	0.000	2	82	0.000	2	82	0.000
08:00 - 09:00	2	82	0.006	2	82	0.000	2	82	0.006
09:00 - 10:00	2	82	0.000	2	82	0.006	2	82	0.006
10:00 - 11:00	2	82	0.006	2	82	0.000	2	82	0.006
11:00 - 12:00	2	82	0.000	2	82	0.000	2	82	0.000
12:00 - 13:00	2	82	0.000	2	82	0.000	2	82	0.000
13:00 - 14:00	2	82	0.000	2	82	0.000	2	82	0.000
14:00 - 15:00	2	82	0.000	2	82	0.000	2	82	0.000
15:00 - 16:00	2	82	0.000	2	82	0.000	2	82	0.000
16:00 - 17:00	2	82	0.000	2	82	0.000	2	82	0.000
17:00 - 18:00	2	82	0.000	2	82	0.000	2	82	0.000
18:00 - 19:00	2	82	0.000	2	82	0.000	2	82	0.000
19:00 - 20:00	2	82	0.000	2	82	0.000	2	82	0.000
20:00 - 21:00	2	82	0.000	2	82	0.000	2	82	0.000
21:00 - 22:00	2	82	0.000	2	82	0.000	2	82	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.006			0.018

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/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	2	82	0.055	2	82	0.116	2	82	0.171
08:00 - 09:00	2	82	0.140	2	82	0.201	2	82	0.341
09:00 - 10:00	2	82	0.250	2	82	0.360	2	82	0.610
10:00 - 11:00	2	82	0.262	2	82	0.244	2	82	0.506
11:00 - 12:00	2	82	0.085	2	82	0.116	2	82	0.201
12:00 - 13:00	2	82	0.128	2	82	0.110	2	82	0.238
13:00 - 14:00	2	82	0.079	2	82	0.116	2	82	0.195
14:00 - 15:00	2	82	0.220	2	82	0.189	2	82	0.409
15:00 - 16:00	2	82	0.207	2	82	0.134	2	82	0.341
16:00 - 17:00	2	82	0.207	2	82	0.183	2	82	0.390
17:00 - 18:00	2	82	0.122	2	82	0.146	2	82	0.268
18:00 - 19:00	2	82	0.250	2	82	0.165	2	82	0.415
19:00 - 20:00	2	82	0.226	2	82	0.067	2	82	0.293
20:00 - 21:00	2	82	0.116	2	82	0.030	2	82	0.146
21:00 - 22:00	2	82	0.043	2	82	0.012	2	82	0.055
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.390			2.189			4.579

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/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	2	82	0.030	2	82	0.012	2	82	0.042
08:00 - 09:00	2	82	0.018	2	82	0.018	2	82	0.036
09:00 - 10:00	2	82	0.049	2	82	0.061	2	82	0.110
10:00 - 11:00	2	82	0.024	2	82	0.073	2	82	0.097
11:00 - 12:00	2	82	0.006	2	82	0.024	2	82	0.030
12:00 - 13:00	2	82	0.030	2	82	0.006	2	82	0.036
13:00 - 14:00	2	82	0.012	2	82	0.055	2	82	0.067
14:00 - 15:00	2	82	0.037	2	82	0.067	2	82	0.104
15:00 - 16:00	2	82	0.043	2	82	0.018	2	82	0.061
16:00 - 17:00	2	82	0.061	2	82	0.079	2	82	0.140
17:00 - 18:00	2	82	0.037	2	82	0.012	2	82	0.049
18:00 - 19:00	2	82	0.024	2	82	0.030	2	82	0.054
19:00 - 20:00	2	82	0.043	2	82	0.000	2	82	0.043
20:00 - 21:00	2	82	0.000	2	82	0.012	2	82	0.012
21:00 - 22:00	2	82	0.000	2	82	0.000	2	82	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.414			0.467			0.881

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

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

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	2	82	0.000	2	82	0.000	2	82	0.000
08:00 - 09:00	2	82	0.000	2	82	0.000	2	82	0.000
09:00 - 10:00	2	82	0.018	2	82	0.000	2	82	0.018
10:00 - 11:00	2	82	0.000	2	82	0.018	2	82	0.018
11:00 - 12:00	2	82	0.000	2	82	0.000	2	82	0.000
12:00 - 13:00	2	82	0.000	2	82	0.000	2	82	0.000
13:00 - 14:00	2	82	0.006	2	82	0.000	2	82	0.006
14:00 - 15:00	2	82	0.000	2	82	0.024	2	82	0.024
15:00 - 16:00	2	82	0.018	2	82	0.006	2	82	0.024
16:00 - 17:00	2	82	0.012	2	82	0.000	2	82	0.012
17:00 - 18:00	2	82	0.000	2	82	0.000	2	82	0.000
18:00 - 19:00	2	82	0.000	2	82	0.006	2	82	0.006
19:00 - 20:00	2	82	0.000	2	82	0.000	2	82	0.000
20:00 - 21:00	2	82	0.000	2	82	0.000	2	82	0.000
21:00 - 22:00	2	82	0.000	2	82	0.000	2	82	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.054			0.108

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/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	2	82	0.000	2	82	0.000	2	82	0.000
08:00 - 09:00	2	82	0.000	2	82	0.000	2	82	0.000
09:00 - 10:00	2	82	0.018	2	82	0.000	2	82	0.018
10:00 - 11:00	2	82	0.000	2	82	0.018	2	82	0.018
11:00 - 12:00	2	82	0.000	2	82	0.000	2	82	0.000
12:00 - 13:00	2	82	0.000	2	82	0.000	2	82	0.000
13:00 - 14:00	2	82	0.006	2	82	0.000	2	82	0.006
14:00 - 15:00	2	82	0.000	2	82	0.024	2	82	0.024
15:00 - 16:00	2	82	0.018	2	82	0.006	2	82	0.024
16:00 - 17:00	2	82	0.012	2	82	0.000	2	82	0.012
17:00 - 18:00	2	82	0.000	2	82	0.000	2	82	0.000
18:00 - 19:00	2	82	0.000	2	82	0.006	2	82	0.006
19:00 - 20:00	2	82	0.000	2	82	0.000	2	82	0.000
20:00 - 21:00	2	82	0.000	2	82	0.000	2	82	0.000
21:00 - 22:00	2	82	0.000	2	82	0.000	2	82	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.054			0.108

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/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.66

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	2	82	0.085	2	82	0.128	2	82	0.213
08:00 - 09:00	2	82	0.165	2	82	0.220	2	82	0.385
09:00 - 10:00	2	82	0.317	2	82	0.427	2	82	0.744
10:00 - 11:00	2	82	0.293	2	82	0.335	2	82	0.628
11:00 - 12:00	2	82	0.091	2	82	0.140	2	82	0.231
12:00 - 13:00	2	82	0.159	2	82	0.116	2	82	0.275
13:00 - 14:00	2	82	0.098	2	82	0.171	2	82	0.269
14:00 - 15:00	2	82	0.256	2	82	0.280	2	82	0.536
15:00 - 16:00	2	82	0.268	2	82	0.159	2	82	0.427
16:00 - 17:00	2	82	0.280	2	82	0.262	2	82	0.542
17:00 - 18:00	2	82	0.159	2	82	0.159	2	82	0.318
18:00 - 19:00	2	82	0.274	2	82	0.201	2	82	0.475
19:00 - 20:00	2	82	0.268	2	82	0.067	2	82	0.335
20:00 - 21:00	2	82	0.116	2	82	0.043	2	82	0.159
21:00 - 22:00	2	82	0.043	2	82	0.012	2	82	0.055
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.872			2.720			5.592

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/A - HOTELS
MULTI-MODAL CARS
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	2	82	0.030	2	82	0.061	2	82	0.091
08:00 - 09:00	2	82	0.098	2	82	0.128	2	82	0.226
09:00 - 10:00	2	82	0.122	2	82	0.165	2	82	0.287
10:00 - 11:00	2	82	0.122	2	82	0.146	2	82	0.268
11:00 - 12:00	2	82	0.061	2	82	0.061	2	82	0.122
12:00 - 13:00	2	82	0.098	2	82	0.085	2	82	0.183
13:00 - 14:00	2	82	0.055	2	82	0.073	2	82	0.128
14:00 - 15:00	2	82	0.128	2	82	0.116	2	82	0.244
15:00 - 16:00	2	82	0.140	2	82	0.104	2	82	0.244
16:00 - 17:00	2	82	0.152	2	82	0.134	2	82	0.286
17:00 - 18:00	2	82	0.085	2	82	0.122	2	82	0.207
18:00 - 19:00	2	82	0.110	2	82	0.098	2	82	0.208
19:00 - 20:00	2	82	0.122	2	82	0.043	2	82	0.165
20:00 - 21:00	2	82	0.055	2	82	0.024	2	82	0.079
21:00 - 22:00	2	82	0.024	2	82	0.006	2	82	0.030
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.402			1.366			2.768

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/A - HOTELS
 MULTI-MODAL LGVS
 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	2	82	0.006	2	82	0.037	2	82	0.043
08:00 - 09:00	2	82	0.024	2	82	0.030	2	82	0.054
09:00 - 10:00	2	82	0.037	2	82	0.037	2	82	0.074
10:00 - 11:00	2	82	0.018	2	82	0.006	2	82	0.024
11:00 - 12:00	2	82	0.000	2	82	0.000	2	82	0.000
12:00 - 13:00	2	82	0.000	2	82	0.000	2	82	0.000
13:00 - 14:00	2	82	0.006	2	82	0.012	2	82	0.018
14:00 - 15:00	2	82	0.024	2	82	0.018	2	82	0.042
15:00 - 16:00	2	82	0.012	2	82	0.012	2	82	0.024
16:00 - 17:00	2	82	0.006	2	82	0.018	2	82	0.024
17:00 - 18:00	2	82	0.006	2	82	0.000	2	82	0.006
18:00 - 19:00	2	82	0.024	2	82	0.006	2	82	0.030
19:00 - 20:00	2	82	0.006	2	82	0.006	2	82	0.012
20:00 - 21:00	2	82	0.006	2	82	0.006	2	82	0.012
21:00 - 22:00	2	82	0.000	2	82	0.000	2	82	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.175			0.188			0.363

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/A - HOTELS
MULTI-MODAL MOTOR CYCLES
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	2	82	0.000	2	82	0.000	2	82	0.000
08:00 - 09:00	2	82	0.000	2	82	0.000	2	82	0.000
09:00 - 10:00	2	82	0.000	2	82	0.000	2	82	0.000
10:00 - 11:00	2	82	0.006	2	82	0.006	2	82	0.012
11:00 - 12:00	2	82	0.000	2	82	0.000	2	82	0.000
12:00 - 13:00	2	82	0.000	2	82	0.000	2	82	0.000
13:00 - 14:00	2	82	0.000	2	82	0.000	2	82	0.000
14:00 - 15:00	2	82	0.000	2	82	0.000	2	82	0.000
15:00 - 16:00	2	82	0.012	2	82	0.000	2	82	0.012
16:00 - 17:00	2	82	0.000	2	82	0.000	2	82	0.000
17:00 - 18:00	2	82	0.000	2	82	0.000	2	82	0.000
18:00 - 19:00	2	82	0.000	2	82	0.000	2	82	0.000
19:00 - 20:00	2	82	0.000	2	82	0.000	2	82	0.000
20:00 - 21:00	2	82	0.000	2	82	0.000	2	82	0.000
21:00 - 22:00	2	82	0.000	2	82	0.000	2	82	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.006			0.024

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL Servicing 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	2	82	0.006	2	82	0.006	2	82	0.012
08:00 - 09:00	2	82	0.012	2	82	0.000	2	82	0.012
09:00 - 10:00	2	82	0.043	2	82	0.030	2	82	0.073
10:00 - 11:00	2	82	0.012	2	82	0.018	2	82	0.030
11:00 - 12:00	2	82	0.000	2	82	0.000	2	82	0.000
12:00 - 13:00	2	82	0.000	2	82	0.000	2	82	0.000
13:00 - 14:00	2	82	0.006	2	82	0.000	2	82	0.006
14:00 - 15:00	2	82	0.018	2	82	0.018	2	82	0.036
15:00 - 16:00	2	82	0.000	2	82	0.018	2	82	0.018
16:00 - 17:00	2	82	0.006	2	82	0.006	2	82	0.012
17:00 - 18:00	2	82	0.000	2	82	0.006	2	82	0.006
18:00 - 19:00	2	82	0.000	2	82	0.000	2	82	0.000
19:00 - 20:00	2	82	0.000	2	82	0.000	2	82	0.000
20:00 - 21:00	2	82	0.000	2	82	0.000	2	82	0.000
21:00 - 22:00	2	82	0.000	2	82	0.000	2	82	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.102			0.205

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.*