Yorkshire House, School Street Dewsbury

Transport Statement

May 2024

Project number 2159A

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Quality Management

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1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Transport Statement relating to the proposed hotel development on land to the north of Yorkshire House, and to the southwest of School Street in Dewsbury. The proposals will be accessed via School Street, which is a one-way road in the town centre of Dewsbury.

1.2 The plan below at Figure 1.1 shows the site location in relation to the local and regional highway network.

Figure 1.1 Site Location Plan

1.3 The proposals are to construct a 33-room hotel on a parcel of land to the north of Yorkshire House and to the southwest of School Lane in Dewsbury. The site layout can be found at Appendix A.

1.4 This Transport Statement considers such matters as access, sustainability, car parking and servicing, and presents the proposals in relation to current guidance and data. The potential trip rates associated with the development proposals is also presented.

2.0 Existing Situation

Site Description

2.1 The application site is located within the town centre of Dewsbury on a parcel of land to the southwest of School Street and to the north of Yorkshire House.

2.2 The application site is currently utilised as a car park, and is bound by dilapidated buildings to the north, School Street / Howlands Community Centre to the east, Yorkshire House to the south, and a further car park served via South Street and Southgate to the west.

Figure 2.1 Existing site access from School Street

Local Highway Network

2.3 School Street is a one-way unclassified road in the town centre of Dewsbury running approximately 107 metres in length commencing at Church Street in the east and ending at a simple priority junction with Daisy Hill in the north. School Street varies between 4 to 6 metres in width along its length, with footways to either side varying in width between 0.7 metres and 1.5 metres. A TRO is in force along the full length of School Street in the form of double yellow lining, restricting parking at all times.

2.4 Church Street is a short one-way road running approximately 120 metres in length commencing at the junction of Westgate and Daisy Hill in the north, to its junctions with the A644 Aldams Road and South Street in the south. Church Street provides on-street parking for much of its length and access to and from a variety of small access roads such as Tithe Barn Street, School Street, Daisy Hill and South Street along its length.

2.5 Daisy Hill runs for approximately 160 metres, being a one-way road to the east of its junction with School Street, and two-way to the west. Daisy Hill begins at the junction of Old Westgate and Wellington Street in the west and ends at its junction with Church Street in the east. Daisy Hill provides access to and from a variety of smaller and larger access roads along its length such as Grove Stret, Oates Street, Union Street, School Street and Church Street.

2.6 Onward travel can be gained from the site via the route from Daisy Hill / Old Westgate connecting to the A644. The A644 links the M62 Junction 25 in the west to the M1 Junction 40 in the east.

Walking and Cycling

2.7 The application site is in a sustainable location based upon access to the footway network and public transport links.

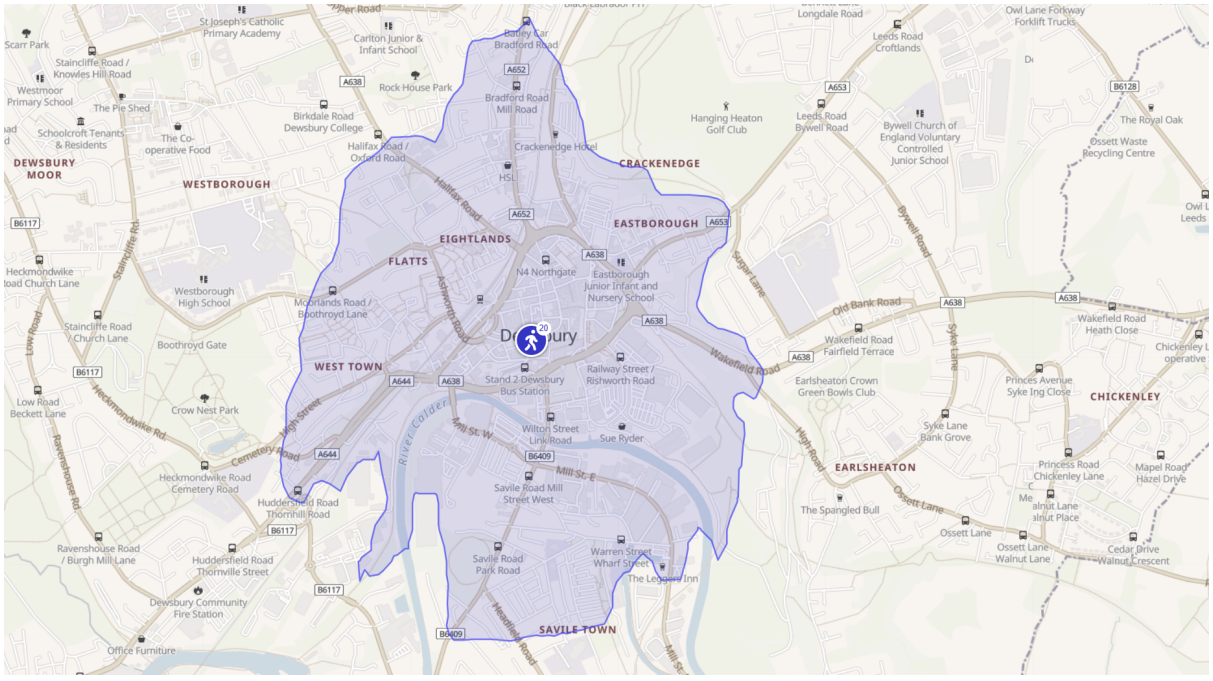


Figure 2.2 Walking Isochrone

2.8 The map within Figure 2.2 shows the settlements within the recommended maximum walking time of 20 minutes which include Eastborough to the northeast, Savile Town to the south, West Town to the west, and Flatts and Eightlands to the northwest. Given the site's location close to Dewsbury town centre, there are a wealth of services, amenities and public transport opportunities within walking distance.

2.9 With regards to cycling, the plan at Figure 2.3 shows the distances which can be reached during a 20-minute bicycle ride.

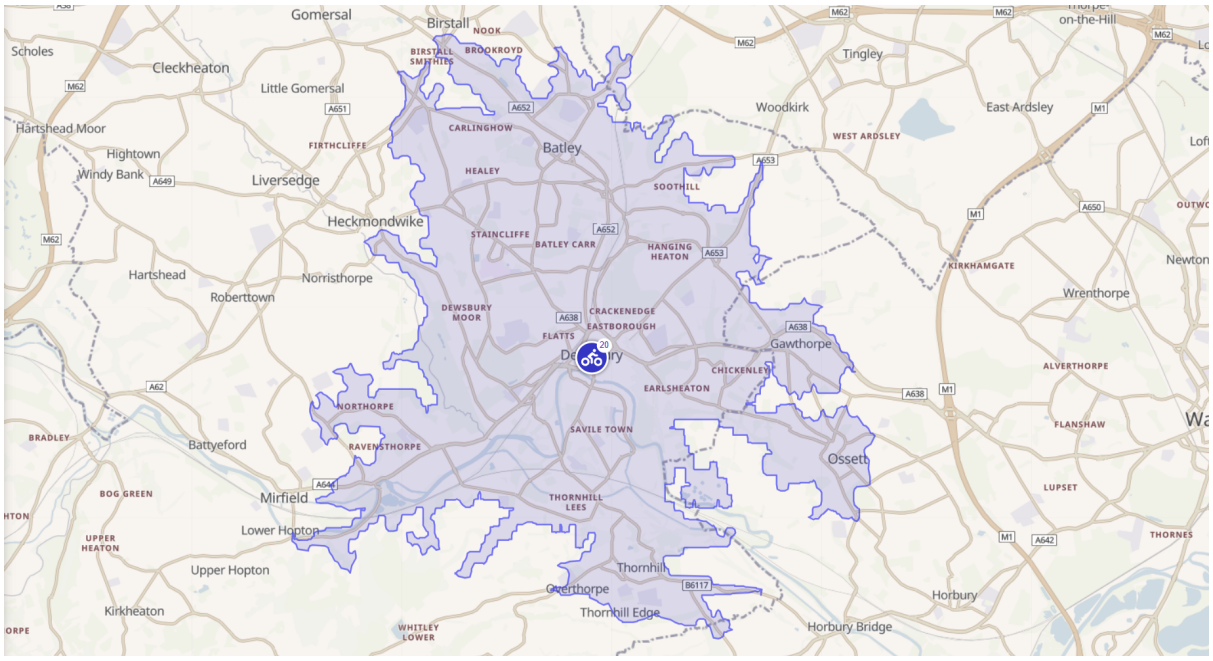


Figure 2.3 Cycle Isochrone

2.10 These destinations include Carlinghow, Batley, Healey, Soothill, Staincliffe, Batley Carr, Hanging Heaton, Crackenedge, Dewsbury Moor, Eastborough, Flatts, Chickenley, Gawthorpe, Earlsheaton, Savile Town, Thornhill Lees, Thornhill, Northorpe and parts of Thornhill Edge, Overthorpe and Ravensthorpe. All of these settlements offer their own unique services and amenities which can be accessed by bicycle.

2.11 The proposed development site has connections to National Cycle Routes No.66, 69, 699 and the Spen Valley Greenway.

2.12 National Cycle Route No.66 runs from Central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. Route 66 includes the Spen Valley Greenway which is described in further detail below.

2.13 National Cycle Route No.69 connects Morecambe with Grimsby via Settle, Skipton, Cullingworth, Huddersfield, Horbury, Pontefract, Althorpe and Caistor. A section of traffic-free forming the southern part of the Spen Valley Greenway takes you to central Dewsbury near the railway station. From here, the route is on-road for a stretch before meeting National Route No.699, which takes you along a dismantled railway to Ossett.

2.14 National Cycle Route No.699 links Dewsbury and Ossett. This route provides a traffic-free connection along the side of the Calder Valley between the areas of Savile Town, Ossett and Earlsheaton, and Dewsbury town centre. It also links to the Spen Valley Greenway, providing a direct route through Dewsbury.

2.15 The Spen Valley Greenway is a traffic-free green corridor connecting Dewsbury to Oakenshaw via Heckmondike and Cleckheaton. From Oakenshaw you can continue into Bradford using the signposted cycle lanes and paths.

Public Transport

2.16 The site is well located in terms of access to public transport. The closest local fare stage is situated just 113 metres to the southeast of the proposed development site and has the benefit of a flagpole and timetable case. Additionally, both Dewsbury rail station and Dewsbury bus station are within a short walking distance.

2.17 Further details of the bus services can be found in Figure 2.4.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
DTB	Dewsbury Free Town Bus Circular	20 mins	20 mins	N/A	Station Coaches
ML2	Dewsbury Moor – Shaw Cross	60 mins	60 mins	N/A	TLC Travel
202	Huddersfield - Leeds	30 mins	30 mins	N/A	Arriva Yorkshire
203	Leeds – Huddersfield	30 mins	30 mins	60 mins	Arriva Yorkshire
NC9	A68 Wakefield Road – Huddersfield New College	Infrequent	N/A	N/A	First West Yorkshire Ltd

Figure 2.4 Bus Services

2.18 As identified from the above table, there are regular bus services that provide access to many local settlements such as Huddersfield and Leeds.

2.19 Rail services are available from Dewsbury rail station, which is located just 235.16 metres to the northwest of the proposed development site. Bicycle storage facilities are available in the form of 70no. spaces across a secure cycle hub on Platform 2 and cycle racks on Platform 1. This station operates on the Leeds to Manchester Victoria via Bradford Interchange / Brighouse and Manchester to Blackburn line with seven services leaving every hour.

Road Traffic Accidents

2.20 The personal injury accident records for the last 5 years up to December 2022 within the vicinity of the site have been obtained from the Crashmap website. The data used is provided by the Department for Transport which is based upon records provided to them by local police forces. The accident data can be found at Appendix B.

2.21 The study area includes 100 metres from the site access in either direction, which covers sections of Daisy Hill and Church Street. The search area can be found at Figure 2.5.

Figure 2.5 Crashmap Search Radius

2.22 According to the Crashmap data there have been four injury accidents reported within the search area. The accidents are summarised in the table at Figure 2.6.

Reference	Severity	Date / Time	Description
2021131074424	Slight	06/08/21 11:10	Vehicle 2 (car) is reversing when Vehicle 1 (car) impacts the rear of Vehicle 2. The driver of Vehicle 2 suffers a slight injury.
2021131082166	Serious	30/08/21 18:11	Vehicle 1 (car) is proceeding normally along the carriageway when its nearside hits a pedestrian in the centre of the carriageway. The pedestrian suffers a serious injury.
2022131133592	Slight	16/01/22 11:00	Vehicle 1 (car) hit a pedestrian. The vehicle manoeuvre and point of impact is unknown. The pedestrian suffers a slight injury.
2022131145545	Serious	04/02/22 18.11	Vehicle 1 (car) is in the act of turning left when the front end hits a pedestrian crossing from the driver's nearside. The pedestrian suffers a serious injury.

Figure 2.6 Injury Accident Data Summary

2.23 Analysis of the collisions in Figure 2.6 suggest that driver error or driver / pedestrian recklessness is to blame and cannot be attributed to the road layout. The accident data does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to the slight change in flows as a result of the development proposals.

3.0 Development Proposals

Proposed Development

3.1 The applicants propose to construct a 33-room hotel on a parcel of land to the north of Yorkshire House and to the southwest of School Lane in Dewsbury.

Access and Parking Provision

3.2 The site will be accessed via an improved access off School Street. The proposed access point will be designed to current guidance, including visibility splays consistent with the speeds found in this location, and junction radii of sufficient size to ensure the type of vehicles expected to access the site on a regular basis (private cars, emergency service vehicles, refuse vehicles) can do so safely.

3.3 The proposals include parking provision for 4 private cars inclusive of 2 disabled bays. However, the proposed site is in an extremely sustainable location within Dewsbury town centre with both the railway station and bus station within a short walking distance and as such usage of the site via car is expected to be very low.

3.4 Due to the sustainable town centre location of the development, the proposed hotel would expect the majority of visitors and staff to use public transport. Turning within the site is available for cars and 3.5t delivery vans to allow staff, visitors and deliveries to be dropped off at the site.

Pedestrian and Cycle Provision

3.5 Pedestrian access will be made via the upgraded access point off School Street, which can be seen on the site layout plan at Appendix A.

3.6 Secure cycle storage will be provided within the proposals; the type and location of which to be agreed with the LPA.

Servicing

3.7 The site will be serviced via the access off School Street, with a bin store located at the access point.

4.0 Transport Policy

4.1 When considering transport compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Assessment and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Policy

National Planning Policy Framework – Promoting Sustainable Transport

4.2 The National Planning Policy Framework (NPPF) was first published in March 2012 and was updated most recently by the Department for Levelling Up, Housing & Communities in December 2023.

4.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans can provide sufficient housing and other development in a sustainable manner.

4.4 Paragraph 108 of Chapter 9 suggests that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

4.5 Paragraph 114 within Chapter 9 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- 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
- 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.

4.6 Paragraphs 115 and 116 of Chapter 9 of the NPPF states 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 would be severe. Within this context, applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.7 Paragraph 117 of Chapter 9 of the NPPF also states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

4.8 The development aligns with the NPPF by addressing transport considerations from the earliest stages of planning. It ensures that any potential impacts on the transport network are addressed, and opportunities from promoting sustainable transport modes, such as walking, cycling, and public transport, are identified and pursued.

Leeds City Region Transport Strategy

4.9 The Transport Strategy was adopted by the West Yorkshire Combined Authority on 3 August 2017 and replaces the Local Transport Plan. The Transport Strategy includes the period up to 2040. The following objectives are identified in the overall vision for the Transport Strategy:

- Economy – create a more reliable, less congested, better connected transport network, increasing business productivity and access to wider labour markets.
- Environment – have a positive impact on our built and natural environment and increase resilience against climate change.
- People and Place – put people first to create a strong sense of place; increasing in a safe, inclusive way and encouraging walking and cycling for health and other benefits.

Kirklees Local Plan

4.10 The Kirklees Local Plan was adopted in February 2019 to set out the policies and strategy for the Kirklees Council administrative area and covers the period between 2013 and 2031.

4.11 Section 10 of the Kirklees Local Plan contains the policies relating to Transport, which include:

- Policy LP20 Sustainable Travel – New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable

travel other than private car. The council will support modes of transport such as public transport, walking and cycling.

- Policy LP21 Highways and Access – Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impact of development are not severe; and

- Policy LP22 Parking – Provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons.

4.12 The location of the development is in a very sustainable location close to good bus and train routes; therefore, the proposals generally meet the requirements of both Local and National Policy.

5.0 Traffic Impact

5.1 The TRICS database has been used to derive the daily trip generations for the proposed development – a 33-bed hotel. The multimodal trip rates and traffic generations can be found within the table at Figure 5.1. The trip rate data from the TRICS database can be found at Appendix B.

	Arrive	Depart	Total
Taxis			
Trip Rate	0.188	0.188	0.376
Traffic Generations	6.204	6.204	12.408
Cyclists			
Trip Rate	0.018	0.014	0.032
Traffic Generations	0.594	0.462	1.056
Pedestrians			
Trip Rate	1.454	1.879	3.333
Traffic Generations	47.982	62.007	109.989
Bus Passengers			
Trip Rate	0.152	0.122	0.274
Traffic Generations	5.016	4.026	9.042
Rail Passengers			
Trip Rate	0.666	0.583	1.249
Traffic Generations	21.978	19.239	41.217
Cars			
Trip Rate	0.317	0.357	0.674
Traffic Generations	10.461	11.781	22.242
Total			
Trip Rate	2.795	3.053	5.848
Traffic Generations	92.235	100.749	192.984

Figure 5.1 Proposed Trip Rates and Traffic Generations

5.2 Given that the site has car parking for just 4 vehicles and is within a town centre location, trip rates have been calculated on the likely forms of transport staff and visitors will use. Trip rates for cars has also been calculated, however these are likely to be lower due to the provision within the site. The total expected trips from

all transport uses are 193 with 110 of these being pedestrians, showing that the majority of trips to and from the site will be made on foot.

6.0 Conclusion

6.1 This Transport Statement presents the proposals to construct a 33-room hotel on a parcel of land to the north of Yorkshire House and to the southwest of School Lane in Dewsbury within the Metropolitan Borough of Kirklees.

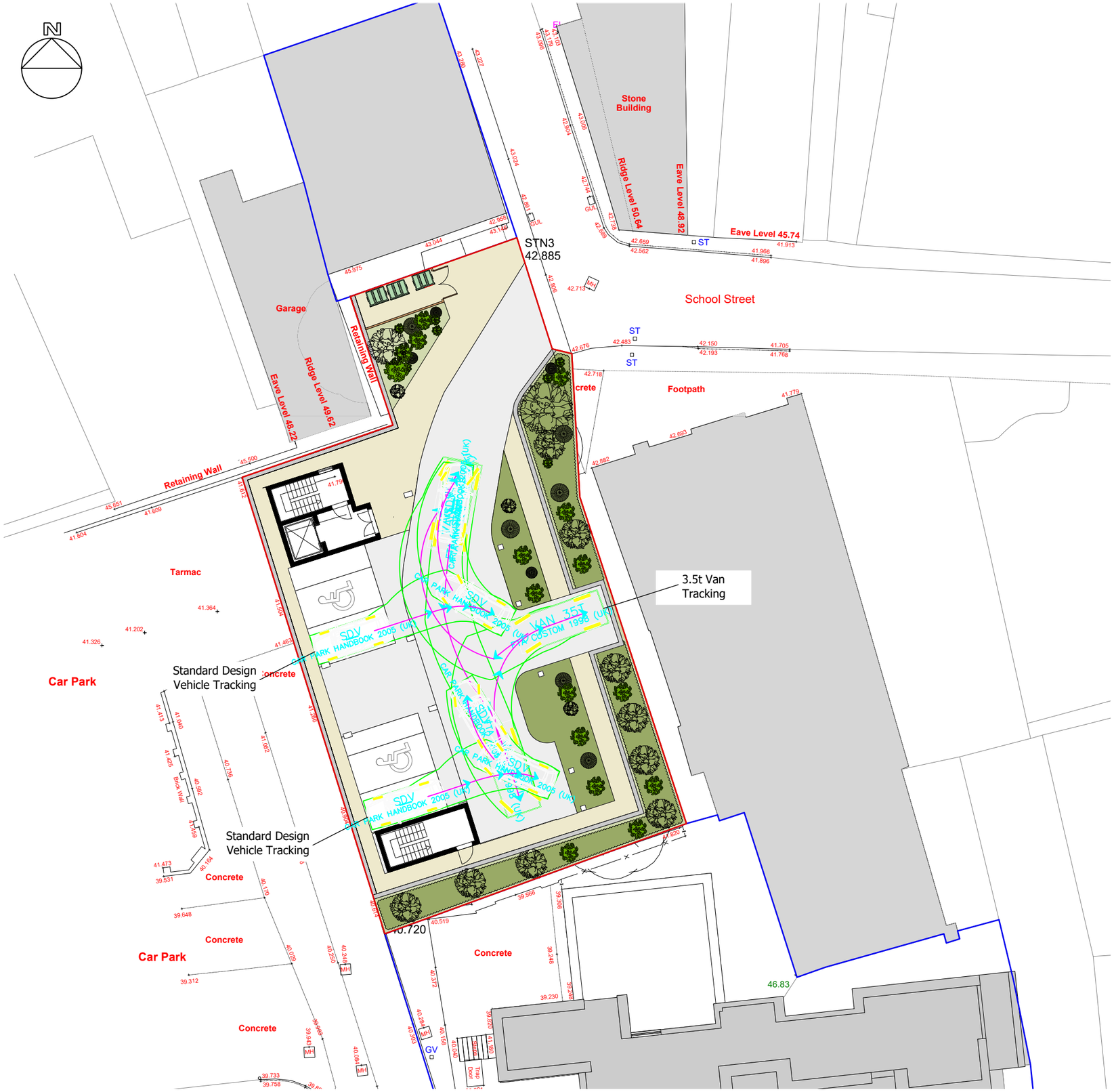
6.2 The site is located in a highly sustainable location being close to both Dewsbury bus station and railway station, with good quality pedestrian provision leading to the local amenities in the area. The report concludes that the location, capacity and safety elements of the proposals are acceptable.

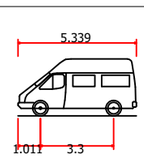
6.3 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A
Proposed Site Layout Plan

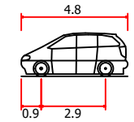
General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.





3.5t Panel Van
Overall Length 5.339m
Overall Width 1.986m
Overall Body Height 2.565m
Min Body Ground Clearance 0.338m
Track Width 1.986m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

PARAGON HIGHWAYS

PROJECT TITLE
YORKSHIRE HOUSE, DEWSBURY

DRAWING TITLE
VEHICLE TRACKING

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN –	2159 –	HGN –	DR –	CH –	0001A

CLIENT
ROGER LEE PLANNING

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:250	A3	JJH	AH	JJH	MAY 24

PARAGON HIGHWAYS
20 – 21 THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

Appendix B
TRICs Data

Calculation Reference: AUDIT-742101-230120-0125

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	LB	LAMBETH	1 days
02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	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: Number of bedrooms
Actual Range: 24 to 297 (units:)
Range Selected by User: 4 to 297 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 16/11/21

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:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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:

Town Centre	5

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

Selected Location Sub Categories:

Built-Up Zone	4
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C1	5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	2 days

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

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 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:

Yes	1 days
No	4 days

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

PTAL Rating:

No PTAL Present	4 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BH-06-A-01 KINGS ROAD BRIGHTON	HOTEL		BRIGHTON & HOVE
	Town Centre Built-Up Zone Total Number of bedrooms:		154	
	Survey date: WEDNESDAY		*16/10/19*	*Survey Type: MANUAL*
2	CB-06-A-01 ENGLISH STREET CARLISLE	HOTEL		CUMBRIA
	Town Centre High Street Total Number of bedrooms:		92	
	Survey date: MONDAY		*20/06/16*	*Survey Type: MANUAL*
3	GM-06-A-08 PORTLAND STREET MANCHESTER	IBIS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Number of bedrooms:		127	
	Survey date: MONDAY		*26/09/16*	*Survey Type: MANUAL*
4	LB-06-A-01 WATERLOO ROAD LAMBETH	HAMPTON BY HILTON		LAMBETH
	Town Centre Built-Up Zone Total Number of bedrooms:		297	
	Survey date: FRIDAY		*23/11/18*	*Survey Type: MANUAL*
5	TW-06-A-03 SANDHILL NEWCASTLE UPON TYNE QUAYSIDE	HOTEL		TYNE & WEAR
	Town Centre Built-Up Zone Total Number of bedrooms:		24	
	Survey date: TUESDAY		*14/06/16*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/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): 5.33

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.013	2	226	0.018	2	226	0.031
07:00 - 08:00	5	139	0.045	5	139	0.056	5	139	0.101
08:00 - 09:00	5	139	0.053	5	139	0.082	5	139	0.135
09:00 - 10:00	5	139	0.053	5	139	0.072	5	139	0.125
10:00 - 11:00	5	139	0.043	5	139	0.073	5	139	0.116
11:00 - 12:00	5	139	0.039	5	139	0.046	5	139	0.085
12:00 - 13:00	5	139	0.033	5	139	0.029	5	139	0.062
13:00 - 14:00	5	139	0.035	5	139	0.029	5	139	0.064
14:00 - 15:00	5	139	0.036	5	139	0.024	5	139	0.060
15:00 - 16:00	5	139	0.026	5	139	0.027	5	139	0.053
16:00 - 17:00	5	139	0.050	5	139	0.037	5	139	0.087
17:00 - 18:00	5	139	0.056	5	139	0.035	5	139	0.091
18:00 - 19:00	5	139	0.045	5	139	0.026	5	139	0.071
19:00 - 20:00	5	139	0.019	5	139	0.024	5	139	0.043
20:00 - 21:00	5	139	0.023	5	139	0.016	5	139	0.039
21:00 - 22:00	5	139	0.023	5	139	0.024	5	139	0.047
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.592			0.618			1.210

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.*

Parameter summary

Trip rate parameter range selected:	24 - 297 (units:)
Survey date date range:	01/01/14 - 16/11/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TAXIS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.011	2	226	0.011	2	226	0.022
07:00 - 08:00	5	139	0.017	5	139	0.017	5	139	0.034
08:00 - 09:00	5	139	0.006	5	139	0.006	5	139	0.012
09:00 - 10:00	5	139	0.012	5	139	0.012	5	139	0.024
10:00 - 11:00	5	139	0.010	5	139	0.010	5	139	0.020
11:00 - 12:00	5	139	0.003	5	139	0.003	5	139	0.006
12:00 - 13:00	5	139	0.010	5	139	0.010	5	139	0.020
13:00 - 14:00	5	139	0.016	5	139	0.016	5	139	0.032
14:00 - 15:00	5	139	0.017	5	139	0.017	5	139	0.034
15:00 - 16:00	5	139	0.013	5	139	0.013	5	139	0.026
16:00 - 17:00	5	139	0.017	5	139	0.017	5	139	0.034
17:00 - 18:00	5	139	0.010	5	139	0.010	5	139	0.020
18:00 - 19:00	5	139	0.017	5	139	0.017	5	139	0.034
19:00 - 20:00	5	139	0.010	5	139	0.010	5	139	0.020
20:00 - 21:00	5	139	0.009	5	139	0.009	5	139	0.018
21:00 - 22:00	5	139	0.010	5	139	0.010	5	139	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.188			0.188			0.376

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.001	5	139	0.001	5	139	0.002
08:00 - 09:00	5	139	0.006	5	139	0.006	5	139	0.012
09:00 - 10:00	5	139	0.004	5	139	0.004	5	139	0.008
10:00 - 11:00	5	139	0.000	5	139	0.000	5	139	0.000
11:00 - 12:00	5	139	0.001	5	139	0.000	5	139	0.001
12:00 - 13:00	5	139	0.003	5	139	0.004	5	139	0.007
13:00 - 14:00	5	139	0.000	5	139	0.000	5	139	0.000
14:00 - 15:00	5	139	0.000	5	139	0.000	5	139	0.000
15:00 - 16:00	5	139	0.000	5	139	0.000	5	139	0.000
16:00 - 17:00	5	139	0.000	5	139	0.000	5	139	0.000
17:00 - 18:00	5	139	0.000	5	139	0.000	5	139	0.000
18:00 - 19:00	5	139	0.000	5	139	0.000	5	139	0.000
19:00 - 20:00	5	139	0.000	5	139	0.000	5	139	0.000
20:00 - 21:00	5	139	0.000	5	139	0.000	5	139	0.000
21:00 - 22:00	5	139	0.000	5	139	0.000	5	139	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PSVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.001	5	139	0.000	5	139	0.001
08:00 - 09:00	5	139	0.000	5	139	0.001	5	139	0.001
09:00 - 10:00	5	139	0.001	5	139	0.001	5	139	0.002
10:00 - 11:00	5	139	0.000	5	139	0.000	5	139	0.000
11:00 - 12:00	5	139	0.000	5	139	0.000	5	139	0.000
12:00 - 13:00	5	139	0.000	5	139	0.000	5	139	0.000
13:00 - 14:00	5	139	0.000	5	139	0.000	5	139	0.000
14:00 - 15:00	5	139	0.000	5	139	0.000	5	139	0.000
15:00 - 16:00	5	139	0.000	5	139	0.000	5	139	0.000
16:00 - 17:00	5	139	0.000	5	139	0.000	5	139	0.000
17:00 - 18:00	5	139	0.001	5	139	0.001	5	139	0.002
18:00 - 19:00	5	139	0.000	5	139	0.000	5	139	0.000
19:00 - 20:00	5	139	0.000	5	139	0.000	5	139	0.000
20:00 - 21:00	5	139	0.000	5	139	0.000	5	139	0.000
21:00 - 22:00	5	139	0.000	5	139	0.000	5	139	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.003	5	139	0.000	5	139	0.003
08:00 - 09:00	5	139	0.000	5	139	0.000	5	139	0.000
09:00 - 10:00	5	139	0.001	5	139	0.001	5	139	0.002
10:00 - 11:00	5	139	0.000	5	139	0.000	5	139	0.000
11:00 - 12:00	5	139	0.003	5	139	0.000	5	139	0.003
12:00 - 13:00	5	139	0.000	5	139	0.000	5	139	0.000
13:00 - 14:00	5	139	0.001	5	139	0.000	5	139	0.001
14:00 - 15:00	5	139	0.000	5	139	0.000	5	139	0.000
15:00 - 16:00	5	139	0.003	5	139	0.003	5	139	0.006
16:00 - 17:00	5	139	0.000	5	139	0.006	5	139	0.006
17:00 - 18:00	5	139	0.001	5	139	0.001	5	139	0.002
18:00 - 19:00	5	139	0.006	5	139	0.003	5	139	0.009
19:00 - 20:00	5	139	0.000	5	139	0.000	5	139	0.000
20:00 - 21:00	5	139	0.000	5	139	0.000	5	139	0.000
21:00 - 22:00	5	139	0.000	5	139	0.000	5	139	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.014			0.032

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.002	2	226	0.022	2	226	0.024
07:00 - 08:00	5	139	0.032	5	139	0.073	5	139	0.105
08:00 - 09:00	5	139	0.062	5	139	0.112	5	139	0.174
09:00 - 10:00	5	139	0.046	5	139	0.089	5	139	0.135
10:00 - 11:00	5	139	0.049	5	139	0.097	5	139	0.146
11:00 - 12:00	5	139	0.050	5	139	0.063	5	139	0.113
12:00 - 13:00	5	139	0.043	5	139	0.039	5	139	0.082
13:00 - 14:00	5	139	0.049	5	139	0.024	5	139	0.073
14:00 - 15:00	5	139	0.058	5	139	0.014	5	139	0.072
15:00 - 16:00	5	139	0.029	5	139	0.023	5	139	0.052
16:00 - 17:00	5	139	0.069	5	139	0.043	5	139	0.112
17:00 - 18:00	5	139	0.072	5	139	0.030	5	139	0.102
18:00 - 19:00	5	139	0.049	5	139	0.036	5	139	0.085
19:00 - 20:00	5	139	0.024	5	139	0.032	5	139	0.056
20:00 - 21:00	5	139	0.035	5	139	0.010	5	139	0.045
21:00 - 22:00	5	139	0.019	5	139	0.022	5	139	0.041
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.688			0.729			1.417

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.007	2	226	0.007	2	226	0.014
07:00 - 08:00	5	139	0.036	5	139	0.062	5	139	0.098
08:00 - 09:00	5	139	0.063	5	139	0.104	5	139	0.167
09:00 - 10:00	5	139	0.063	5	139	0.112	5	139	0.175
10:00 - 11:00	5	139	0.059	5	139	0.174	5	139	0.233
11:00 - 12:00	5	139	0.062	5	139	0.125	5	139	0.187
12:00 - 13:00	5	139	0.088	5	139	0.112	5	139	0.200
13:00 - 14:00	5	139	0.089	5	139	0.150	5	139	0.239
14:00 - 15:00	5	139	0.105	5	139	0.161	5	139	0.266
15:00 - 16:00	5	139	0.097	5	139	0.088	5	139	0.185
16:00 - 17:00	5	139	0.118	5	139	0.117	5	139	0.235
17:00 - 18:00	5	139	0.114	5	139	0.143	5	139	0.257
18:00 - 19:00	5	139	0.130	5	139	0.186	5	139	0.316
19:00 - 20:00	5	139	0.122	5	139	0.133	5	139	0.255
20:00 - 21:00	5	139	0.164	5	139	0.120	5	139	0.284
21:00 - 22:00	5	139	0.137	5	139	0.085	5	139	0.222
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.454			1.879			3.333

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.018	2	226	0.007	2	226	0.025
07:00 - 08:00	5	139	0.014	5	139	0.003	5	139	0.017
08:00 - 09:00	5	139	0.006	5	139	0.006	5	139	0.012
09:00 - 10:00	5	139	0.003	5	139	0.013	5	139	0.016
10:00 - 11:00	5	139	0.000	5	139	0.010	5	139	0.010
11:00 - 12:00	5	139	0.013	5	139	0.010	5	139	0.023
12:00 - 13:00	5	139	0.001	5	139	0.006	5	139	0.007
13:00 - 14:00	5	139	0.006	5	139	0.007	5	139	0.013
14:00 - 15:00	5	139	0.014	5	139	0.006	5	139	0.020
15:00 - 16:00	5	139	0.006	5	139	0.013	5	139	0.019
16:00 - 17:00	5	139	0.017	5	139	0.012	5	139	0.029
17:00 - 18:00	5	139	0.003	5	139	0.009	5	139	0.012
18:00 - 19:00	5	139	0.024	5	139	0.009	5	139	0.033
19:00 - 20:00	5	139	0.004	5	139	0.007	5	139	0.011
20:00 - 21:00	5	139	0.020	5	139	0.001	5	139	0.021
21:00 - 22:00	5	139	0.003	5	139	0.003	5	139	0.006
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.152			0.122			0.274

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 RAIL PASSENGERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.016	2	226	0.024	2	226	0.040
07:00 - 08:00	5	139	0.019	5	139	0.019	5	139	0.038
08:00 - 09:00	5	139	0.032	5	139	0.045	5	139	0.077
09:00 - 10:00	5	139	0.004	5	139	0.091	5	139	0.095
10:00 - 11:00	5	139	0.027	5	139	0.099	5	139	0.126
11:00 - 12:00	5	139	0.056	5	139	0.029	5	139	0.085
12:00 - 13:00	5	139	0.029	5	139	0.037	5	139	0.066
13:00 - 14:00	5	139	0.086	5	139	0.020	5	139	0.106
14:00 - 15:00	5	139	0.048	5	139	0.016	5	139	0.064
15:00 - 16:00	5	139	0.046	5	139	0.039	5	139	0.085
16:00 - 17:00	5	139	0.046	5	139	0.032	5	139	0.078
17:00 - 18:00	5	139	0.037	5	139	0.039	5	139	0.076
18:00 - 19:00	5	139	0.059	5	139	0.045	5	139	0.104
19:00 - 20:00	5	139	0.050	5	139	0.026	5	139	0.076
20:00 - 21:00	5	139	0.062	5	139	0.012	5	139	0.074
21:00 - 22:00	5	139	0.049	5	139	0.010	5	139	0.059
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.666			0.583			1.249

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 COACH PASSENGERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.001	5	139	0.000	5	139	0.001
08:00 - 09:00	5	139	0.000	5	139	0.049	5	139	0.049
09:00 - 10:00	5	139	0.003	5	139	0.032	5	139	0.035
10:00 - 11:00	5	139	0.000	5	139	0.000	5	139	0.000
11:00 - 12:00	5	139	0.000	5	139	0.000	5	139	0.000
12:00 - 13:00	5	139	0.000	5	139	0.000	5	139	0.000
13:00 - 14:00	5	139	0.001	5	139	0.001	5	139	0.002
14:00 - 15:00	5	139	0.000	5	139	0.000	5	139	0.000
15:00 - 16:00	5	139	0.000	5	139	0.000	5	139	0.000
16:00 - 17:00	5	139	0.000	5	139	0.000	5	139	0.000
17:00 - 18:00	5	139	0.045	5	139	0.000	5	139	0.045
18:00 - 19:00	5	139	0.000	5	139	0.000	5	139	0.000
19:00 - 20:00	5	139	0.000	5	139	0.000	5	139	0.000
20:00 - 21:00	5	139	0.000	5	139	0.000	5	139	0.000
21:00 - 22:00	5	139	0.000	5	139	0.000	5	139	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.082			0.132

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.033	2	226	0.031	2	226	0.064
07:00 - 08:00	5	139	0.035	5	139	0.022	5	139	0.057
08:00 - 09:00	5	139	0.037	5	139	0.099	5	139	0.136
09:00 - 10:00	5	139	0.010	5	139	0.135	5	139	0.145
10:00 - 11:00	5	139	0.027	5	139	0.110	5	139	0.137
11:00 - 12:00	5	139	0.069	5	139	0.039	5	139	0.108
12:00 - 13:00	5	139	0.030	5	139	0.043	5	139	0.073
13:00 - 14:00	5	139	0.094	5	139	0.029	5	139	0.123
14:00 - 15:00	5	139	0.062	5	139	0.022	5	139	0.084
15:00 - 16:00	5	139	0.052	5	139	0.052	5	139	0.104
16:00 - 17:00	5	139	0.063	5	139	0.043	5	139	0.106
17:00 - 18:00	5	139	0.085	5	139	0.048	5	139	0.133
18:00 - 19:00	5	139	0.084	5	139	0.053	5	139	0.137
19:00 - 20:00	5	139	0.055	5	139	0.033	5	139	0.088
20:00 - 21:00	5	139	0.082	5	139	0.013	5	139	0.095
21:00 - 22:00	5	139	0.052	5	139	0.013	5	139	0.065
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.870			0.785			1.655

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): 5.33

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.042	2	226	0.060	2	226	0.102
07:00 - 08:00	5	139	0.105	5	139	0.157	5	139	0.262
08:00 - 09:00	5	139	0.163	5	139	0.316	5	139	0.479
09:00 - 10:00	5	139	0.121	5	139	0.339	5	139	0.460
10:00 - 11:00	5	139	0.135	5	139	0.380	5	139	0.515
11:00 - 12:00	5	139	0.184	5	139	0.228	5	139	0.412
12:00 - 13:00	5	139	0.161	5	139	0.195	5	139	0.356
13:00 - 14:00	5	139	0.233	5	139	0.203	5	139	0.436
14:00 - 15:00	5	139	0.225	5	139	0.197	5	139	0.422
15:00 - 16:00	5	139	0.180	5	139	0.166	5	139	0.346
16:00 - 17:00	5	139	0.251	5	139	0.209	5	139	0.460
17:00 - 18:00	5	139	0.272	5	139	0.222	5	139	0.494
18:00 - 19:00	5	139	0.268	5	139	0.278	5	139	0.546
19:00 - 20:00	5	139	0.202	5	139	0.197	5	139	0.399
20:00 - 21:00	5	139	0.281	5	139	0.143	5	139	0.424
21:00 - 22:00	5	139	0.207	5	139	0.120	5	139	0.327
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.030			3.410			6.440

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.002	2	226	0.007	2	226	0.009
07:00 - 08:00	5	139	0.019	5	139	0.033	5	139	0.052
08:00 - 09:00	5	139	0.033	5	139	0.065	5	139	0.098
09:00 - 10:00	5	139	0.023	5	139	0.045	5	139	0.068
10:00 - 11:00	5	139	0.029	5	139	0.058	5	139	0.087
11:00 - 12:00	5	139	0.033	5	139	0.042	5	139	0.075
12:00 - 13:00	5	139	0.014	5	139	0.010	5	139	0.024
13:00 - 14:00	5	139	0.017	5	139	0.010	5	139	0.027
14:00 - 15:00	5	139	0.016	5	139	0.006	5	139	0.022
15:00 - 16:00	5	139	0.010	5	139	0.010	5	139	0.020
16:00 - 17:00	5	139	0.032	5	139	0.016	5	139	0.048
17:00 - 18:00	5	139	0.039	5	139	0.022	5	139	0.061
18:00 - 19:00	5	139	0.023	5	139	0.004	5	139	0.027
19:00 - 20:00	5	139	0.006	5	139	0.012	5	139	0.018
20:00 - 21:00	5	139	0.012	5	139	0.007	5	139	0.019
21:00 - 22:00	5	139	0.009	5	139	0.010	5	139	0.019
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.317			0.357			0.674

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.006	5	139	0.004	5	139	0.010
08:00 - 09:00	5	139	0.009	5	139	0.004	5	139	0.013
09:00 - 10:00	5	139	0.012	5	139	0.010	5	139	0.022
10:00 - 11:00	5	139	0.004	5	139	0.006	5	139	0.010
11:00 - 12:00	5	139	0.001	5	139	0.001	5	139	0.002
12:00 - 13:00	5	139	0.006	5	139	0.004	5	139	0.010
13:00 - 14:00	5	139	0.001	5	139	0.003	5	139	0.004
14:00 - 15:00	5	139	0.003	5	139	0.001	5	139	0.004
15:00 - 16:00	5	139	0.003	5	139	0.004	5	139	0.007
16:00 - 17:00	5	139	0.001	5	139	0.004	5	139	0.005
17:00 - 18:00	5	139	0.006	5	139	0.001	5	139	0.007
18:00 - 19:00	5	139	0.004	5	139	0.004	5	139	0.008
19:00 - 20:00	5	139	0.001	5	139	0.001	5	139	0.002
20:00 - 21:00	5	139	0.003	5	139	0.000	5	139	0.003
21:00 - 22:00	5	139	0.004	5	139	0.004	5	139	0.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.051			0.115

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	5	139	0.000	5	139	0.000	5	139	0.000
08:00 - 09:00	5	139	0.000	5	139	0.000	5	139	0.000
09:00 - 10:00	5	139	0.001	5	139	0.000	5	139	0.001
10:00 - 11:00	5	139	0.000	5	139	0.000	5	139	0.000
11:00 - 12:00	5	139	0.000	5	139	0.000	5	139	0.000
12:00 - 13:00	5	139	0.000	5	139	0.000	5	139	0.000
13:00 - 14:00	5	139	0.000	5	139	0.000	5	139	0.000
14:00 - 15:00	5	139	0.000	5	139	0.000	5	139	0.000
15:00 - 16:00	5	139	0.000	5	139	0.000	5	139	0.000
16:00 - 17:00	5	139	0.000	5	139	0.000	5	139	0.000
17:00 - 18:00	5	139	0.000	5	139	0.000	5	139	0.000
18:00 - 19:00	5	139	0.000	5	139	0.000	5	139	0.000
19:00 - 20:00	5	139	0.001	5	139	0.001	5	139	0.002
20:00 - 21:00	5	139	0.000	5	139	0.000	5	139	0.000
21:00 - 22:00	5	139	0.000	5	139	0.000	5	139	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.001			0.003

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

*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.*