

TRANSPORT STATEMENT

**IN SUPPORT OF THE REDEVELOPMENT OF MECCA BINGO
FOR LEISURE AND COMMUNITY USE**

Project No: P427
Date: April 2023
Rev: -



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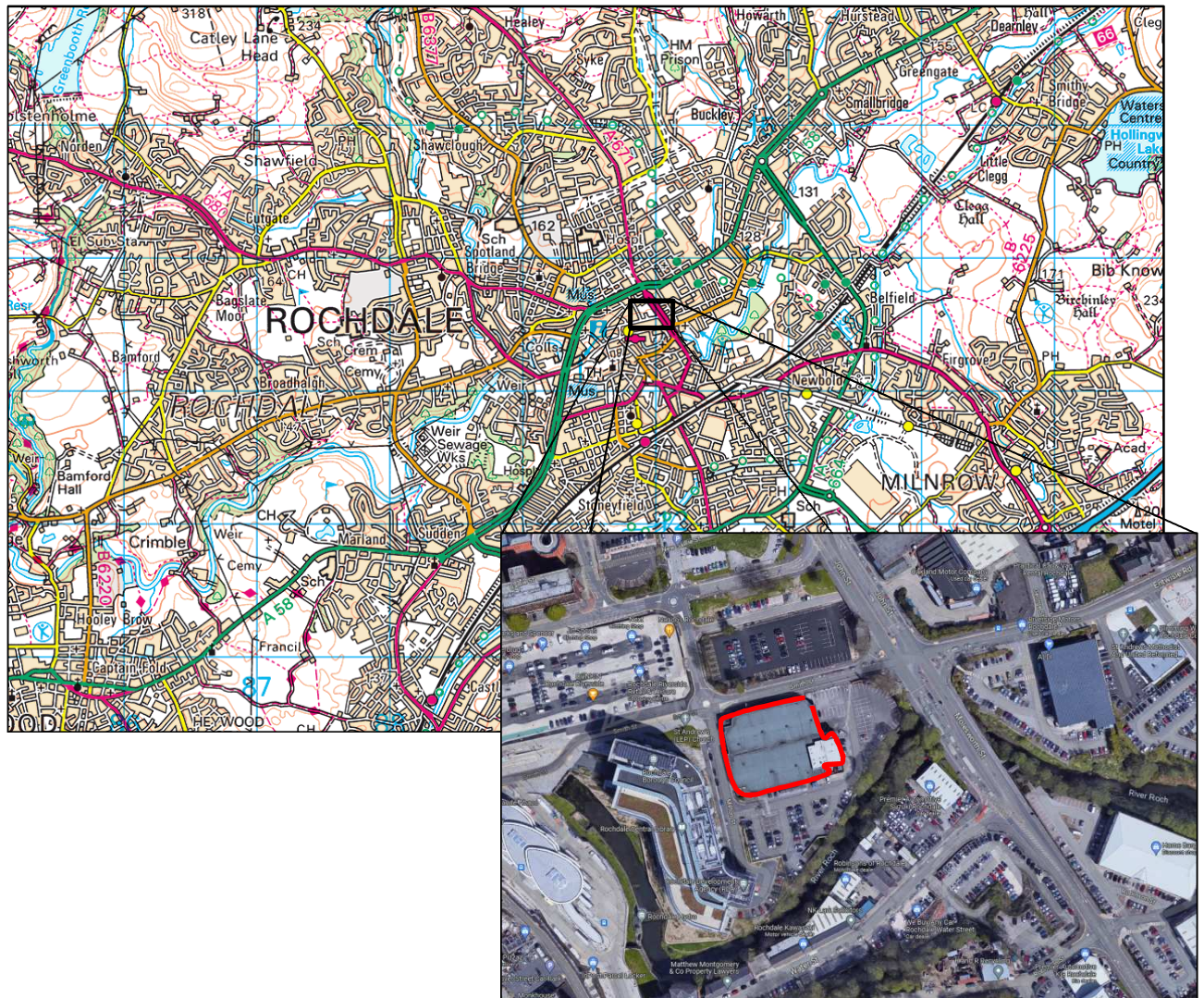
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Appendix A Accident Data

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1 INTRODUCTION

- 1.1.1 Doyle Transport Planning has been appointed by The National Building Company to support a planning application associated with the proposed redevelopment of the Mecca Bingo Hall for the Leisure Use and community use.



Plan 1: Site Location

- 1.1.2 The plan above details the site location in a local and strategic context. The following google earth web link has been provided for ease of reference:
<https://www.google.com/maps/@53.6169907,-2.1532246,354m/data=!3m1!1e3>

- 1.1.3 This report sets out that the proposed change of use of the Mecca Bingo Hall to a leisure use is suitably located and will not have material highways and transportation impacts.

1.2 Disclaimer

- 1.2.1 Doyle Transport Planning disclaims any responsibility to the client and others in respect of any matters outside the scope of this report. This report is intended solely for the purpose of submission to the planning authority and may not be used for any other purpose.
- 1.2.2 The copyright of this report is vested in Doyle Transport Planning. The client or his appointed representatives may copy this report for purposes in connection with the development described herein. It shall not be copied or distributed in any form by any other party or used for any other purpose without the written consent of Doyle Transport Planning.

2 NATIONAL AND LOCAL POLICY GUIDANCE

2.1 National Policy

- 2.1.1 Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.
- 2.1.2 National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.
- 2.1.3 It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

2.2 Future of Transport 2004

- 2.2.1 2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.
- 2.2.2 Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

2.3 National Planning Policy Framework

- 2.3.1 Below are extracts from the National Planning Policy Framework (NPPF) which are relevant to the highways and transportation aspects of the proposed development.

Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

11. Plans and decisions should apply a presumption in favour of sustainable development

56. Planning obligations must only be sought where they meet all of the following tests.

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

Promoting sustainable transport

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) 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;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) 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 e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport; and
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

112. Within this context, applications for development should:

- a) 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;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) 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; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.4 Manual for Streets

- 2.4.1 Manual for Streets (MfS) published in 2007 and the subsequent publication of Manual for Streets 2 - Wider Application of the Principles in September 2010 provide design guidance around the philosophy of assigning higher priority to pedestrians and cyclists.
- 2.4.2 Manual for Streets sets out the following key objectives of the design of new residential neighbourhoods:
 - Encouragement of low vehicle speeds;
 - Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;
 - Make it easier for people to move around; and
 - Promote social interaction
- 2.4.3 Manual for Streets 2 builds on the philosophies set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations, filling the perceived gap in design advice between Manual for Streets and Design Manual for Roads and Bridges (DMRB).

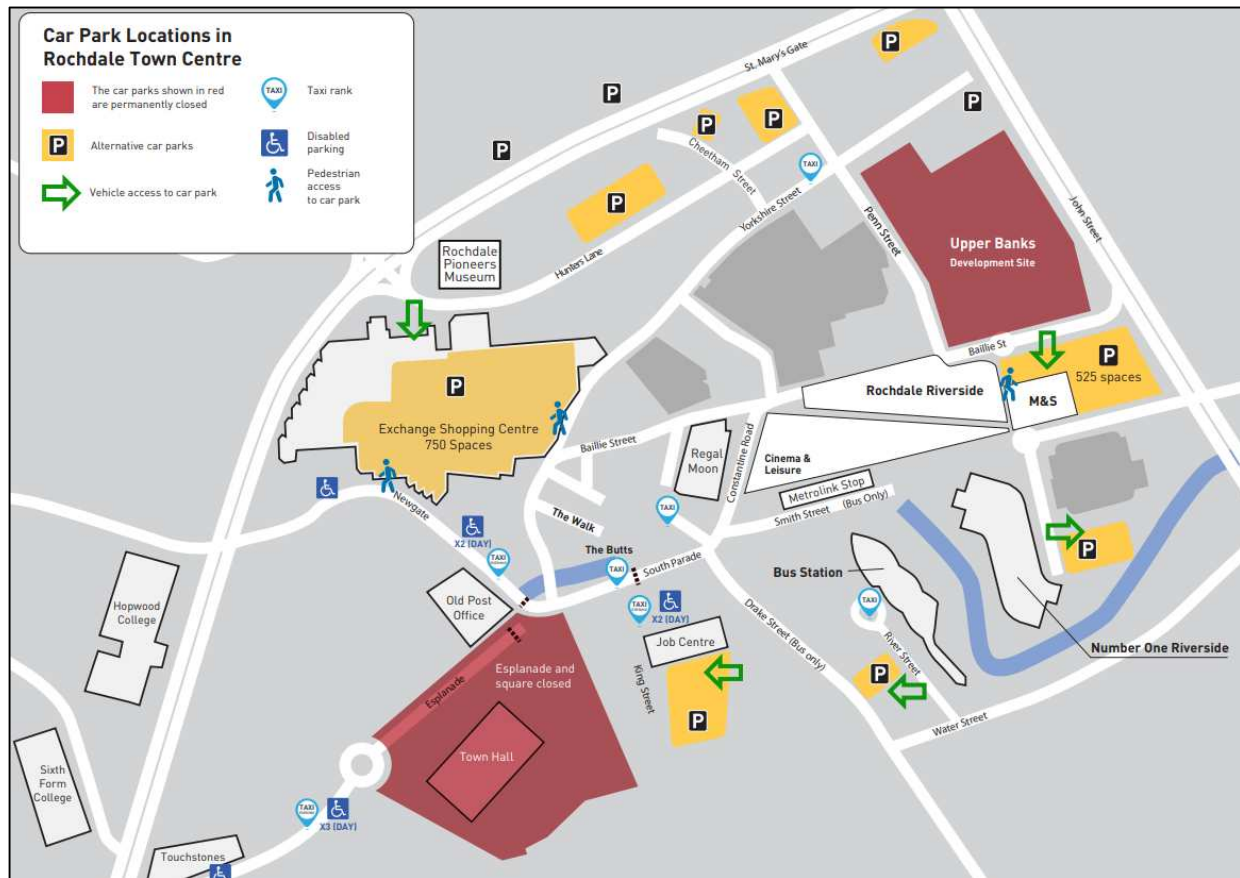
2.5 Summary

- 2.5.1 The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the community.
- 2.5.2 It is considered that the reuse of a town centre building located in a highly sustainable location to serve as leisure and community facility meets the desired goals of the policy above.

3 SITE DESCRIPTION

3.1 Site Location Context

- 3.1.1 The site, Mecca Bingo Hall, is located within Rochdale town centre. The building itself is roughly rectangular in shape and is located in the corner of a right angled town centre car park.
- 3.1.2 The site including adjacent car park is bounded by the River Roch, Milton Street, Smith Street and in part by the A671.
- 3.1.3 There are 114 standard car parking spaces and 16 disable car parking spaces immediately adjacent the building. In addition there is a shelter secure cycle parking.
- 3.1.4 This car park is open 24 hours a day and operates a tariff Monday-Saturday between 8am-6pm:
- Up to 2 hours: £1
 - Up to 4 hours: £2
 - Up to 6 hours: £3
 - Over 6 hours: £5
- 3.1.5 There is free parking on evenings between 6pm-8am, and all day Sunday.
- 3.1.6 Below is a map of all the local car parks.



Plan 2: Car Park Locations

- 3.1.7 To the north is a 525 space car park immediately adjacent to Marks and Spencer retail store. Within the town centre there are in excess of 1,500 car parking spaces.
- 3.1.8 The site is accessed from Milton Street. Milton Street is a cul de sac which also serves a public building which includes Rochdale Development Agency and the Central Library. There is layby parking on the western side of the carriageway which accommodates disabled car parking spaces and an unloading bay.
- 3.1.9 Milton Street is accessed from Smith Street. Smith Street also serves the adjacent retail centre which includes a pedestrian and cycle zone and the Rochdale tram terminus and bus interchange.
- 3.1.10 Smith Street is accessed from the A671 link road via a 4 arm signalised junction with pedestrian phases. This junction also has advanced stop lines for use by cyclists.

3.1.11 Smith Street and Milton Street is protected by double yellow lines with double yellow line kerb markings with prevents parking and unloading at any time.

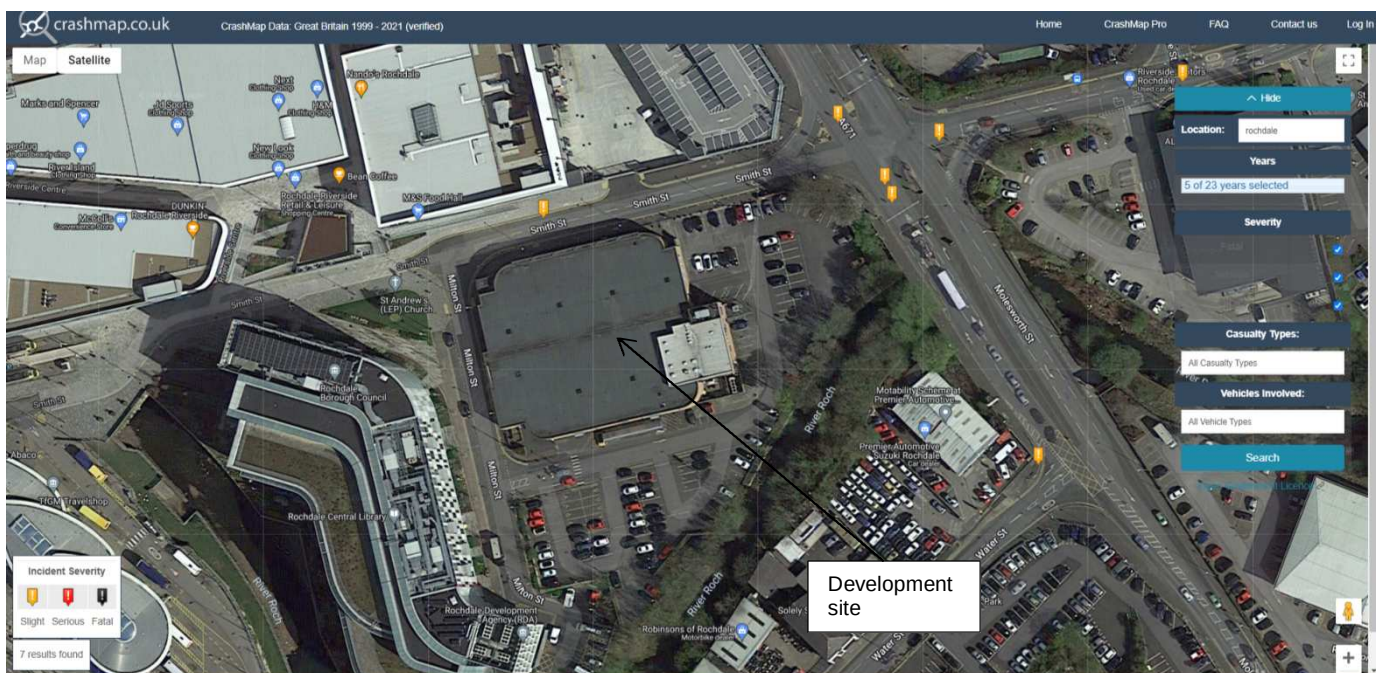
3.1.12 The local highway network benefit with pedestrian footways on both sides of the carriageway and street lighting.

3.2 Accident History

3.2.1 It is standard highways and transportation practice to assess the safety of either a site access or a route by reviewing a three year period of recorded accidents.

3.2.2 Using the website known as crashmap.co.uk a review of accident statistics for the local area has been undertaken. For the benefit of the lay person Crashmap uses data collected by the police about road traffic crashes where someone is injured. The data is approved by the National Statistics Authority and reported on by the Department for Transport.

3.2.3 Using the latest 5 years (2017 to 2021 inclusive) and assessment of the wider area has been undertaken see extract below.



Extract: Crashmap Accident Plot

- 3.2.4 On the local highway network there has been one accident. This accident occurred in June 2019 in the early afternoon when the road conditions were dry 2019. It appears that two cars were waiting on Smith Street and a third car hit the rear of the second which in turn hit the rear of the third.
- 3.2.5 This accident resulted in a slight injury to an occupant of the second car.
- 3.2.6 As unfortunate as any accident is; an accident involving two stopped cars and thirds failing to anticipate, especially when there is good forward visibility, simply cannot be accounted for. Appendix A contains the accident output data.
- 3.2.7 The proposed change of use will not materially affect how the local highway network will operate it is considered that allowing the approval will not increase the propensity for an accident to occur.

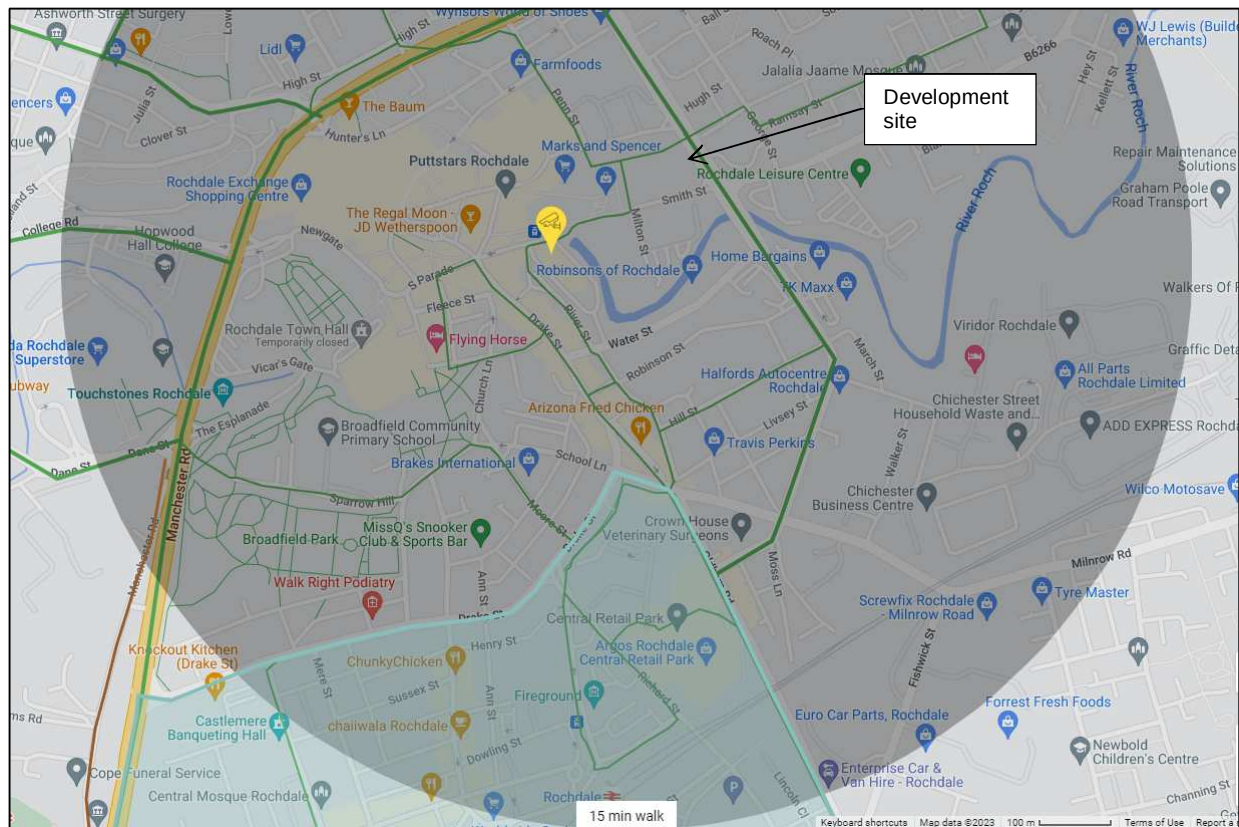
3.3 Existing Sustainable Travel to the Site

- 3.3.1 It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes.
- 3.3.2 The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:
- accessibility on foot;
 - accessibility by cycle;
 - accessibility by public transport;

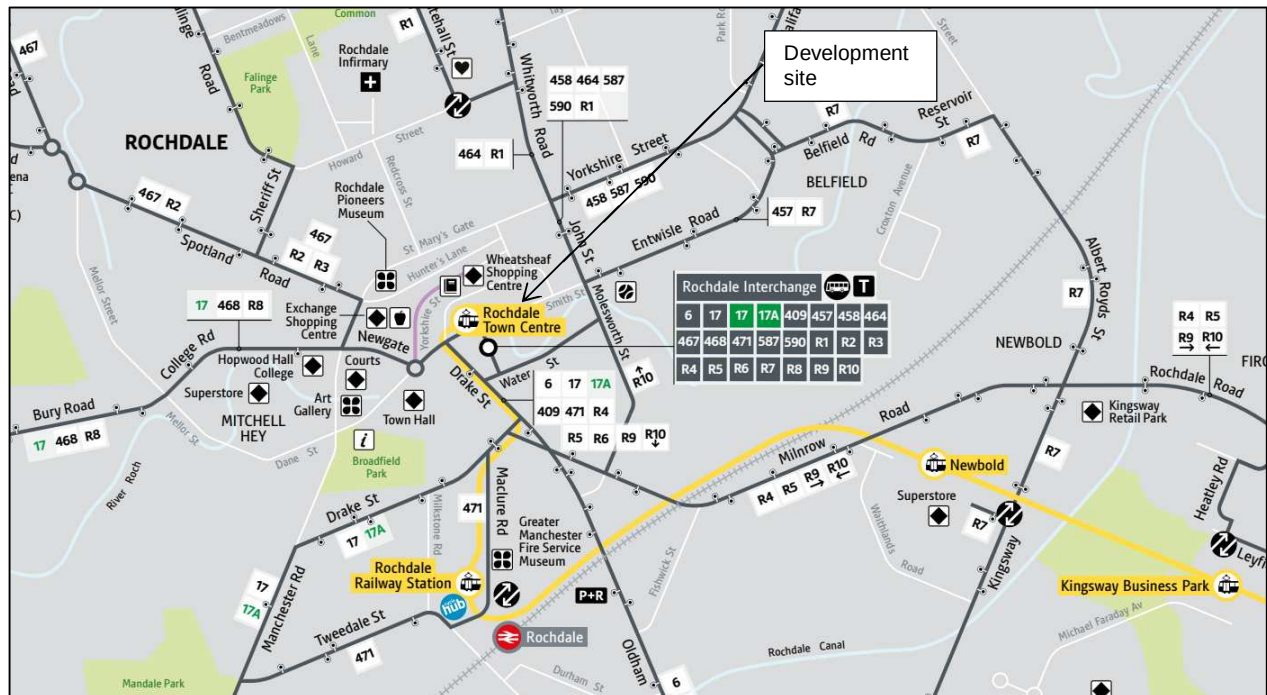
3.4 Walking

- 3.4.1 The proposed development site is located on the edge of the built environment within a reasonable range of local land uses, services and facilities.
- 3.4.2 Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms provided that accessible footway routes are identified.
- 3.4.3 A CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walking trips.
- 3.4.4 This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km.

- 3.4.5 Accepted guidance states that walking is the most important mode of travel at the local level, supporting the above statement.
- 3.4.6 The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).
- 3.4.7 Below are maps published by Transport for Greater Manchester.



Plan 3: TFGM Map



Plan 4: TFGM Map

3.4.8 Clearly, there is also potential for walking to form part of a longer journey for persons accessing the site and via the bus services that are present in the local; as set out later in this report.

3.4.9 In conclusion, the proposed application site can be considered as being reasonably accessible on foot.

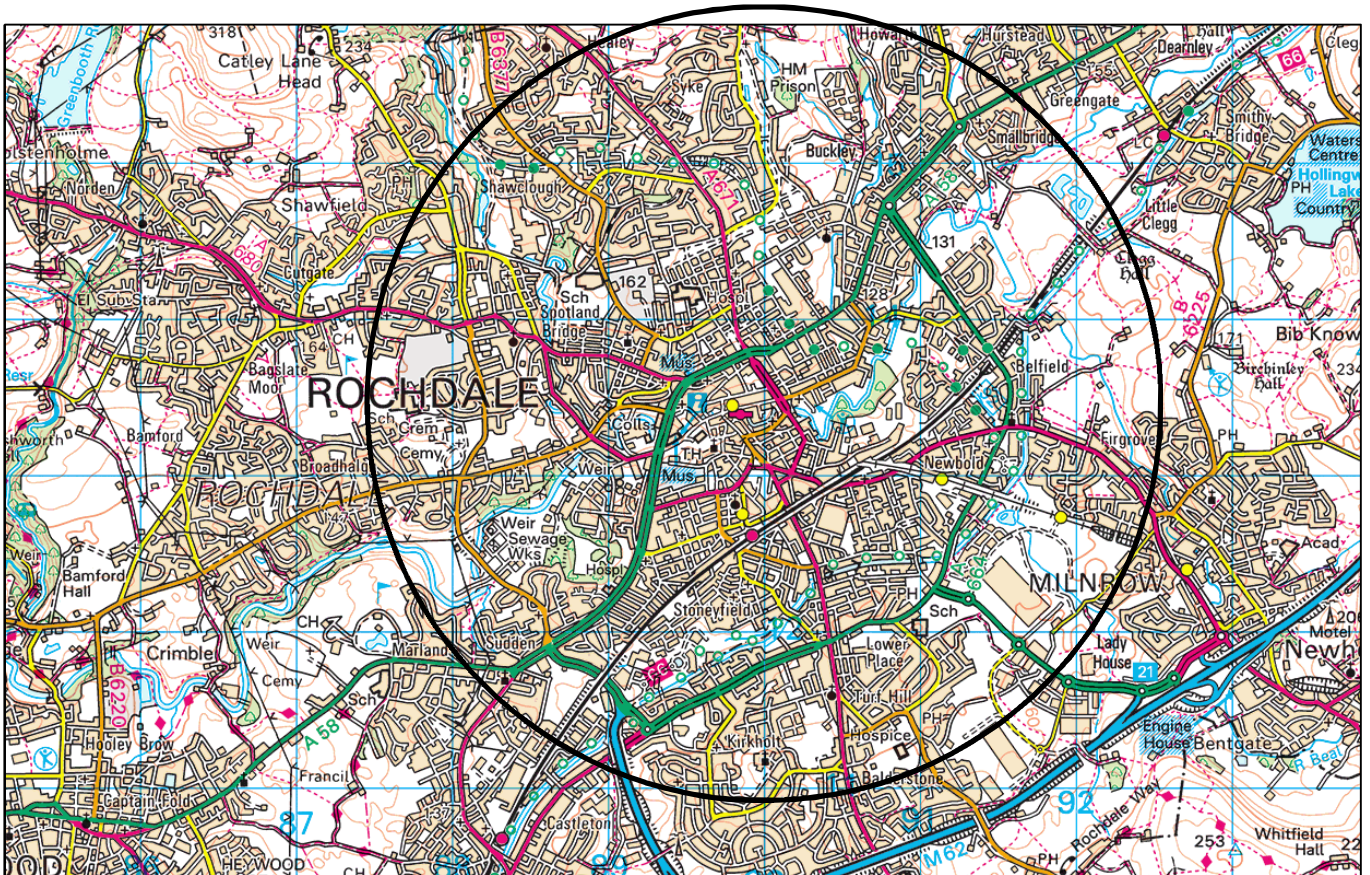
3.5 Cycling

3.5.1 Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"

3.5.2 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3).

3.5.3 The National Travel Survey NTS (undertaken by the DfT) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance.

- 3.5.4 As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'.
- 3.5.5 The 10km distance will cover a substantial area.
- 3.5.6 For the purposes of this report the national guidance of 5km isochrones will be used to assess the potential catchment area.



Plan 5: 5km Distances by Bike from the Site

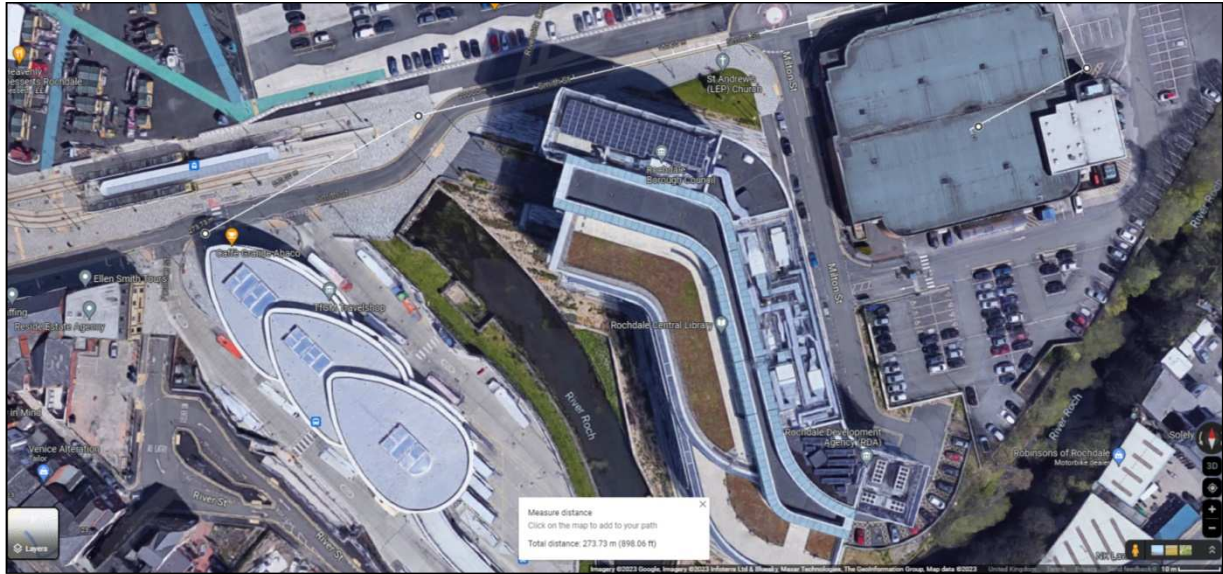
- 3.5.7 The plan displays journey distances of 5km from the site. These represent reasonable journey distances by cycle for the purposes of persons, especially staff, commuting to site.
- 3.5.8 In summary, staff living in the city centre and the urban settlement surrounding the town centre could potentially be attracted to work on site and travel by bicycle.

3.6 Walking and Cycling Conclusion

- 3.6.1 Given the above it is concluded that the proposed application site can be considered as being accessible by cycle.

3.7 Travel by Public Transport

- 3.7.1 An effective public transport system is essential in providing good accessibility to opportunities to access the site. It is considered that the majority of access by public transport will be undertaken by staff.
- 3.7.2 The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:
- What is the existing situation with respect to public transport provision in and around the development?
 - What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?
 - Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved? (para 4.18).
- 3.7.3 IHT guidance also states in para 5.18 that a walking distance of 400m as being the desirable maximum distance to the closest bus stop from a new development, however, it also advises this distance should not be **slavishly adhered** to and that access to simple understandable services is more important.
- 3.7.4 This notwithstanding the plan below sets out that the site is located circa 280m walking distance from the site.



Plan 6: Walking Distance to Bus and Tram Stops – Google Map

3.7.5 Bus services 6, 17, 17a, 409, 457, 458, 464, 467, 468, 471, 587, 590, R1, R2, R3, R4, R5, R6, R7, R8, R9, R10 are available at the Rochdale interchange located 280m to the west. In addition there is the tram stop terminus of Rochdale town centre.

3.7.6 It cannot be denied that the site is located immediately adjacent to a significant public transport hub and therefore highly accessible.

3.8 Summary

3.8.1 In summary, therefore, the application site can be considered as being highly accessible by public transport.

4 DEVELOPMENT PROPOSALS

- 4.1.1 It is proposed to repurpose the existing mecca bingo building to facilitate
- Small gym 215sqm GFA
 - Four 5 asides pitches
 - Small indoor straight line running track
 - Four cricket lanes
 - Bar and café which are both ancillary to the proposed uses
 - 2 large training rooms for young persons on the first floor and ancillary offices
- 4.1.2 It is understood that the primary purpose for the change of use is to allow charitable use of the site to help young people to gain life skills and to act as a community facility.
- 4.1.3 The leisure use will be open 6am to 11pm six days a week with reduced hours of operation on Sunday. The training rooms will be open Monday to Friday 9am to 5pm.
- 4.1.4 It is considered that young people will use the training facilities will either walk, use public transport or will be bused in from their local colleges to get to site.
- 4.1.5 In terms of staff it is considered that there will
- 2 teaching staff
 - 2 admin staff and
 - 5 staff for the leisure and ancillary café and bar

4.2 Car and Cycle Parking Provision

- 4.2.1 The site is located immediately adjacent a144 space car parking which also includes a cycle parking sheltered storage facility.
- 4.2.2 Within the town centre there are in excess of 1,500 car parking spaces.
- 4.2.3 Below is a table setting out the number of available car parking spaces, at spot times during the week, at the car parks immediately adjacent the site.



Time of Survey	How Many Spaces Available								
	Car Park Immediately Adjacent Mecca Hall			M&S Car Park			Total		
	Wednesday	Friday	Saturday	Wednesday	Friday	Saturday	Wednesday	Friday	Saturday
10am	3	6	32	73	101	133	76	107	165
1pm	5	8	31	51	76	112	56	84	143
4pm	12	18	37	64	91	56	76	109	93
7pm	144	144	144	362	229	201	506	373	345

Table 1: Car Parking Spaces Availability

4.3 Access

4.3.1 Vehicle access to the site will be to and from the car parking area adjacent.

4.3.2 Pedestrian access can also be via the car park adjacent or from Smith Street.



5 TRIP GENERATION, TRAFFIC FLOWS AND ASSESSMENTS

5.1 Historic Use

- 5.1.1 The Mecca Bingo Hall had 1,100 seats and historically was a significant vehicle trip generator. The TRICS database has been interrogated to ascertain the historic vehicle; which is summarised in the table below alongside the predicted vehicle trips. Appendix B contains the trip generation.

Time Range	Bingo Hall TRICS Trip Rate				Bingo Hall Predicted Vehicle Trips Based on 1100 Seats			
	Weekday		Weekend		Weekday		Weekend	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00:00-01:00	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0
07:00-08:00	0	0	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0	0	0
09:00-10:00	0	0	0.001	0.001	0	0	1	1
10:00-11:00	0.013	0.005	0.009	0.005	14	6	10	6
11:00-12:00	0.022	0.009	0.036	0.013	24	10	40	14
12:00-13:00	0.03	0.013	0.03	0.019	33	14	33	21
13:00-14:00	0.023	0.011	0.031	0.015	25	12	34	17
14:00-15:00	0.005	0.009	0.004	0.003	6	10	4	3
15:00-16:00	0.012	0.049	0.018	0.054	13	54	20	59
16:00-17:00	0.005	0.007	0.009	0.018	6	8	10	20
17:00-18:00	0.013	0.006	0.023	0.01	14	7	25	11
18:00-19:00	0.1	0.028	0.073	0.035	110	31	80	39
19:00-20:00	0.036	0.013	0.025	0.012	40	14	28	13
20:00-21:00	0.004	0.005	0.003	0.004	4	6	3	4
21:00-22:00	0.023	0.119	0.028	0.092	25	131	31	101
22:00-23:00	0.003	0.01	0.008	0.015	3	11	9	17
23:00-24:00	0	0.005	0	0	0	6	0	0
Total	0.289	0.289	0.298	0.296	318	318	328	326

Table 2: TRICS Bingo Hall Trip Rate and Predicted Vehicle Trips

5.2 Proposed Use

- 5.2.1 The Gym area is considered to be too small for commercial use however it has been assessed like any other private fitness centre gym.

5.2.2 The TRICS database has been interrogated and robust trip rates obtained for the Gym and 5 A Side pitches.

Time Range	Proposed Use TRICS Trip Rate							
	5 A - Side				Gym			
	Weekday		Weekend		Weekday		Weekend	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
08:00-09:00	0.89	0.202	0.647	0.235	0.788	0.563	0.753	0.342
09:00-10:00	0.891	0.273	1.176	0.588	1.233	0.547	1.044	0.342
10:00-11:00	0.234	0.219	2.212	1.121	0.990	0.812	0.772	0.753
11:00-12:00	0.383	0.273	1.939	2.03	0.617	0.939	0.493	0.892
12:00-13:00	0.344	0.375	2.394	1.97	0.544	0.854	0.455	0.753
13:00-14:00	0.352	0.328	2.424	1.879	0.599	0.743	0.360	0.664
14:00-15:00	0.727	0.945	1.697	1.424	0.517	0.535	0.424	0.348
15:00-16:00	1.038	0.774	2.061	2.152	0.839	0.674	0.405	0.354
16:00-17:00	1.278	0.759	1.909	2	1.233	0.866	0.506	0.436
17:00-18:00	3.173	1.248	2.273	2.394	1.561	1.014	0.320	0.490
18:00-19:00	4.767	2.053	2.423	2.346	1.645	1.534	0.242	0.516
19:00-20:00	4.383	4.323	1.438	4	1.173	1.600	0.150	0.300
20:00-21:00	3.752	4.842	0.188	1.938	0.662	1.339	0.118	0.189
21:00-22:00	1.173	4.684	0.188	1.063	0.177	0.842	0.046	0.104
22:00-23:00	0.248	2.188	0	0	0.050	0.200	0.102	0.230
23:00-24:00	0	0.322	0	0	0.000	0.000	0.000	0.000
Total	23.633	23.808	23.112	25.282	13.954	13.817	6.853	6.981

Table 3: 5 ASIDE and Gym TRICS Trip Rates

5.2.3 The table below sets out the predicted vehicle trips with the 5 Aside and Gym use.



Time Range	Proposed Use TRICS Trip Rate									
	5 A - Side				Gym				Total 5ASide and Gym	
	Weekday		Weekend		Weekday		Weekend		Two-Way	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Weekday	Weekend
08:00-09:00	4	1	3	1	2	1	2	1	7	6
09:00-10:00	4	1	5	2	3	1	2	1	8	10
10:00-11:00	1	1	9	4	2	2	2	2	6	17
11:00-12:00	2	1	8	8	1	2	1	2	6	19
12:00-13:00	1	2	10	8	1	2	1	2	6	20
13:00-14:00	1	1	10	8	1	2	1	1	6	19
14:00-15:00	3	4	7	6	1	1	1	1	9	14
15:00-16:00	4	3	8	9	2	1	1	1	11	18
16:00-17:00	5	3	8	8	3	2	1	1	13	18
17:00-18:00	13	5	9	10	3	2	1	1	23	20
18:00-19:00	19	8	10	9	4	3	1	1	34	21
19:00-20:00	18	17	6	16	3	3	0	1	41	23
20:00-21:00	15	19	1	8	1	3	0	0	39	9
21:00-22:00	5	19	1	4	0	2	0	0	26	5
22:00-23:00	1	9	0	0	0	0	0	0	10	1
23:00-24:00	0	1	0	0	0	0	0	0	1	0
Total	95	95	92	101	30	30	15	15	249	223

Table 4: 5 ASIDE and Gym Predicted Vehicle Trips

- 5.2.4 In addition to these vehicle trips there will be small mini buses that may access the site during the day. It is considered that there may be four mini buses arriving and then depart at the beginning of the day with the reversal happening mid-afternoon.
- 5.2.5 These 16 two way vehicle trips may not occur every weekday however when added to the predicted TRICS trip rates would equate to circa 265 two way vehicle trips on a weekday and circa 225 two way vehicle trips on as day at the weekend.
- 5.2.6 This proposed level of trips is lower than the historic circa 330 two way trips on any day during the week.

6 CONCLUSIONS

- 6.1.1 Doyle Transport Planning has been appointed by The National Building Company to support a planning application associated with the proposed redevelopment of the Mecca Bingo Hall for the Leisure Use and community use.
- 6.1.2 The site can be accessed by walking and cycling. The site is also located in a highly accessible location with respect to access by public transport; both bus and tram.
- 6.1.3 A review of generated trips has been undertaken and it is demonstrated that the proposed levels would not exceed historic daily levels. On this basis the proposed use will not have a material impact on the operation of the highway network.
- 6.1.4 The report also demonstrates that the public car parks adjacent the site has spare capacity to accommodate the development traffic. Furthermore parking vehicles can be displaced to other car parks in the local area as needed.
- 6.1.5 Given the above it is concluded that the proposed development will not have severe impact as referenced by the Government's National Planning Policy Framework.
- 6.1.6 On this basis there are no material highway and transportation reasons why the development should not be supported for approval by the Highway Authority or Planning Authority.

Report Prepared by
Tony Doyle BEng (Hons), MSc MCIHT, TPS
Report Dated Rev – 28/04/2023

APPENDICES



Validated Data

Crash Date: Wednesday, June 21, 2017 **Time of Crash:** 2:23:00 PM **Crash Reference:** 201706P032015

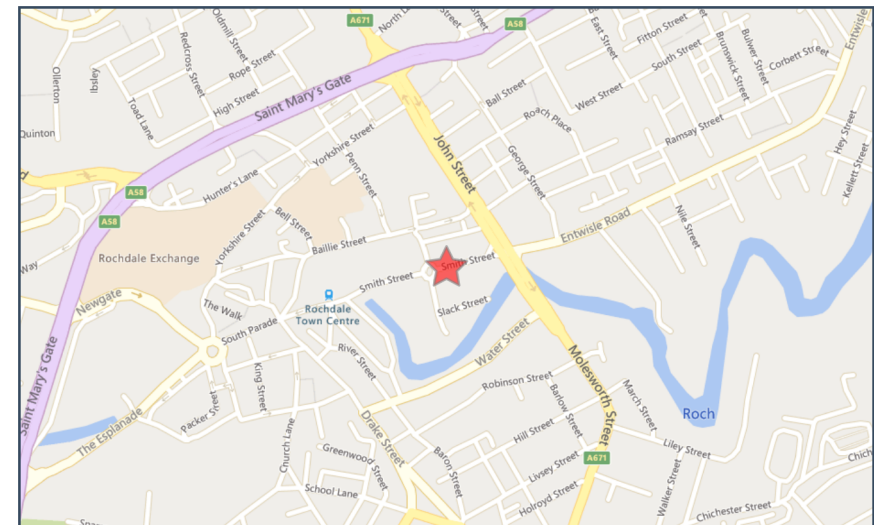
Highest Injury Severity: Slight
Highway Authority: Rochdale
Local Authority: Rochdale Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B6266

Number of Casualties: 1

Number of Vehicles: 3

OS Grid Reference: 389987 413474



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	-1	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
3	Car (excluding private hire)	3	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix Accident Data

Appendix B

TRICS Data

Calculation Reference: AUDIT-550501-230427-0400

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : H - BINGO HALLS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	GM GREATER MANCHESTER	2 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	GC GLASGOW CITY	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 seats
 Actual Range: 1017 to 2070 (units:)
 Range Selected by User: 200 to 2140 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/1995 to 21/12/10

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

Selected survey days:

Saturday 8 days

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

Selected survey types:

Manual count 8 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre	3
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4

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
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 8 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:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	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	2 days
0.6 to 1.0	5 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:

Not Known	3 days
No	5 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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AC-07-H-01 BROOKDALE PLACE CHESTER	MECCA		CHESHIRE WEST & CHESTER
	Town Centre Built-Up Zone Total Number of seats:		1400	
	Survey date: SATURDAY		28/06/03	Survey Type: MANUAL
2	DU-07-H-01 HAREFIELD ROAD DUNDEE	GALA BINGO		DUNDEE CITY
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of seats:		1200	
	Survey date: SATURDAY		21/05/05	Survey Type: MANUAL
3	GC-07-H-01 HAWTHORN STREET GLASGOW POSSILPARK	GALA		GLASGOW CITY
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of seats:		2070	
	Survey date: SATURDAY		24/07/99	Survey Type: MANUAL
4	GM-07-H-01 KIRKMANSHULME LANE MANCHESTER BELLE VUE	BINGO/SNOOKER		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of seats:		1900	
	Survey date: SATURDAY		29/07/95	Survey Type: MANUAL
5	GM-07-H-02 A62 OLDHAM ROAD MANCHESTER ANCOATS	RIVA		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of seats:		1500	
	Survey date: SATURDAY		26/10/96	Survey Type: MANUAL
6	HF-07-H-01 DANESTRETE STEVENAGE	MECCA		HERTFORDSHIRE
	Town Centre Built-Up Zone Total Number of seats:		1400	
	Survey date: SATURDAY		13/09/03	Survey Type: MANUAL
7	NN-07-H-01 HIGH STREET KETTERING	GALA		NORTH NORTHAMPTONSHIRE
	Town Centre Built-Up Zone Total Number of seats:		1293	
	Survey date: SATURDAY		07/05/05	Survey Type: MANUAL
8	WR-07-H-01 SMITHFIELD ROAD WREXHAM	MECCA		WREXHAM
	Edge of Town Centre Built-Up Zone Total Number of seats:		1017	
	Survey date: SATURDAY		20/09/03	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 07 - LEISURE/H - BINGO HALLS
 TOTAL VEHICLES
 Calculation factor: 1 SEATS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	1293	0.001	1	1293	0.001	1	1293	0.002
10:00 - 11:00	5	1473	0.009	5	1473	0.005	5	1473	0.014
11:00 - 12:00	6	1397	0.036	6	1397	0.013	6	1397	0.049
12:00 - 13:00	8	1473	0.030	8	1473	0.019	8	1473	0.049
13:00 - 14:00	8	1473	0.031	8	1473	0.015	8	1473	0.046
14:00 - 15:00	8	1473	0.004	8	1473	0.003	8	1473	0.007
15:00 - 16:00	8	1473	0.018	8	1473	0.054	8	1473	0.072
16:00 - 17:00	8	1473	0.009	8	1473	0.018	8	1473	0.027
17:00 - 18:00	8	1473	0.023	8	1473	0.010	8	1473	0.033
18:00 - 19:00	7	1411	0.073	7	1411	0.035	7	1411	0.108
19:00 - 20:00	7	1411	0.025	7	1411	0.012	7	1411	0.037
20:00 - 21:00	7	1411	0.003	7	1411	0.004	7	1411	0.007
21:00 - 22:00	7	1411	0.028	7	1411	0.092	7	1411	0.120
22:00 - 23:00	6	1302	0.008	6	1302	0.015	6	1302	0.023
23:00 - 24:00	2	1247	0.000	2	1247	0.000	2	1247	0.000
Total Rates:			0.298			0.296			0.594

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

1017 - 2070 (units:)
 01/01/95 - 21/12/10
 0
 8
 0
 0
 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.

Calculation Reference: AUDIT-550501-230427-0454

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : H - BINGO HALLS
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	OT STOKE ON TRENT	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	EB CITY OF EDINBURGH	1 days
	GC GLASGOW CITY	1 days
	RF RENFREWSHIRE	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 seats
 Actual Range: 495 to 2140 (units:)
 Range Selected by User: 200 to 2140 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/1995 to 21/12/10

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Friday	6 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	2

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

Selected Location Sub Categories:

Development Zone	1
Retail Zone	1
Built-Up Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	11 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:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	3 days

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

Car ownership within 5 miles:

Not Known	1 days
0.5 or Less	1 days
0.6 to 1.0	7 days
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:

Not Known	5 days
No	6 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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	DU-07-H-02	GALA BINGO	DUNDEE CITY
	HAREFIELD ROAD		
	DUNDEE		
	LOCHEE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of seats:	956	
	Survey date: FRIDAY	29/10/10	Survey Type: MANUAL
2	EB-07-H-01	MECCA BINGO	CITY OF EDINBURGH
	MANDERSTON STREET		
	EDINBURGH		
	LEITH		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of seats:	495	
	Survey date: WEDNESDAY	27/10/10	Survey Type: MANUAL
3	GC-07-H-01	GALA	GLASGOW CITY
	HAWTHORN STREET		
	GLASGOW		
	POSSILPARK		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of seats:	2070	
	Survey date: FRIDAY	23/07/99	Survey Type: MANUAL
4	GM-07-H-01	BINGO/SNOOKER	GREATER MANCHESTER
	KIRKMANSHULME LANE		
	MANCHESTER		
	BELLE VUE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of seats:	1900	
	Survey date: MONDAY	31/07/95	Survey Type: MANUAL
5	GM-07-H-02	RIVA	GREATER MANCHESTER
	A62 OLDHAM ROAD		
	MANCHESTER		
	ANCOATS		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of seats:	1500	
	Survey date: FRIDAY	25/10/96	Survey Type: MANUAL
6	LN-07-H-01	GALA BINGO	LINCOLNSHIRE
	VENTURE WAY		
	GRANTHAM		
	Edge of Town		
	No Sub Category		
	Total Number of seats:	941	
	Survey date: FRIDAY	19/11/10	Survey Type: MANUAL
7	OT-07-H-01	GALA	STOKE ON TRENT
	VICTORIA ROAD		
	STOKE-ON-TRENT		
	FENTON		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Number of seats:	2140	
	Survey date: WEDNESDAY	17/07/02	Survey Type: MANUAL
8	PB-07-H-01	GALA	PETERBOROUGH
	WESTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of seats:	1250	
	Survey date: WEDNESDAY	23/07/03	Survey Type: MANUAL
9	RF-07-H-01	GALA	RENFREWSHIRE
	SATURN AVENUE		
	PAISLEY		
	PHOENIX PARK		
	Edge of Town		
	Development Zone		
	Total Number of seats:	1850	
	Survey date: TUESDAY	04/07/95	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	SF-07-H-01	MECCA BINGO	SUFFOLK
	LLOYDS AVENUE		
	IPSWICH		
	Town Centre		
	High Street		
	Total Number of seats:	880	
	Survey date: FRIDAY	01/10/10	Survey Type: MANUAL
11	WR-07-H-01	MECCA	WREXHAM
	SMITHFIELD ROAD		
	WREXHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of seats:	1017	
	Survey date: FRIDAY	19/09/03	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 07 - LEISURE/H - BINGO HALLS
 TOTAL VEHICLES
 Calculation factor: 1 SEATS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	6	1250	0.013	6	1250	0.005	6	1250	0.018
11:00 - 12:00	9	1289	0.022	9	1289	0.009	9	1289	0.031
12:00 - 13:00	11	1364	0.030	11	1364	0.013	11	1364	0.043
13:00 - 14:00	11	1364	0.023	11	1364	0.011	11	1364	0.034
14:00 - 15:00	11	1364	0.005	11	1364	0.009	11	1364	0.014
15:00 - 16:00	11	1364	0.012	11	1364	0.049	11	1364	0.061
16:00 - 17:00	11	1364	0.005	11	1364	0.007	11	1364	0.012
17:00 - 18:00	11	1364	0.013	11	1364	0.006	11	1364	0.019
18:00 - 19:00	11	1364	0.100	11	1364	0.028	11	1364	0.128
19:00 - 20:00	11	1364	0.036	11	1364	0.013	11	1364	0.049
20:00 - 21:00	11	1364	0.004	11	1364	0.005	11	1364	0.009
21:00 - 22:00	11	1364	0.023	11	1364	0.119	11	1364	0.142
22:00 - 23:00	11	1364	0.003	11	1364	0.010	11	1364	0.013
23:00 - 24:00	2	1428	0.000	2	1428	0.005	2	1428	0.005
Total Rates:			0.289			0.289			0.578

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

495 - 2140 (units:)
 01/01/95 - 21/12/10
 12
 0
 0
 0
 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.

Calculation Reference: AUDIT-550501-230427-0408

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	SP SOUTHAMPTON	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	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: 404 to 9000 (units: sqm)
 Range Selected by User: 404 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	3 days
Thursday	4 days

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

Selected survey types:

Manual count	10 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	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:

Commercial Zone	1
Development 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	1 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

n/a	4 days
Not Known	1 days
E(d)	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:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	2 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	5 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No	10 days
----	---------

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

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AN-07-K-01	VIRGIN ACTIVE		ANTRIM
	BELFAST ROAD			
	BELFAST			
	HOLYWOOD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2676 sqm		
	Survey date: WEDNESDAY	12/10/16	Survey Type: MANUAL	
2	BH-07-K-01	CORAL FITNESS		BRIGHTON & HOVE
	ORCHARD ROAD			
	BRIGHTON			
	HOVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1600 sqm		
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL	
3	DY-07-K-02	LA FITNESS		DERBY
	CARRINGTON STREET			
	DERBY			
	CASTLE WARD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	4000 sqm		
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL	
4	GM-07-K-02	VIRGIN ACTIVE		GREATER MANCHESTER
	HEYWOOD OLD ROAD			
	MIDDLETON			
	Edge of Town			
	Out of Town			
	Total Gross floor area:	9000 sqm		
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL	
5	NM-07-K-01	PUMP GYM		WEST NORTHAMPTONSHIRE
	GLADSTONE ROAD			
	NORTHAMPTON			
	KINGSFIELD BUS. CENTRE			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	1333 sqm		
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL	
6	NY-07-K-01	FITNESS CLUB		NORTH YORKSHIRE
	RIVER VIEW ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	404 sqm		
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL	
7	PS-07-K-01	SPORTS CENTRE		POWYS
	BROOK STREET			
	WELSHPOOL			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	950 sqm		
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL	
8	SP-07-K-01	VIRGIN ACTIVE		SOUTHAMPTON
	BOTLEY ROAD			
	SOUTHAMPTON			
	WEST END			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	8000 sqm		
	Survey date: TUESDAY	24/11/15	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-07-K-01	DW SPORTS FITNESS	TYNE & WEAR
	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	Survey Type: MANUAL
10	WY-07-K-03	PURE GYM	WEST YORKSHIRE
	ELMFIELD WAY		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	3900 sqm	
	Survey date: THURSDAY	14/03/19	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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 TOTAL VEHICLES
 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	10	3324	0.824	10	3324	0.159	10	3324	0.983
07:00 - 08:00	10	3324	0.502	10	3324	0.596	10	3324	1.098
08:00 - 09:00	10	3324	0.788	10	3324	0.563	10	3324	1.351
09:00 - 10:00	10	3324	1.233	10	3324	0.547	10	3324	1.780
10:00 - 11:00	10	3324	0.990	10	3324	0.812	10	3324	1.802
11:00 - 12:00	10	3324	0.617	10	3324	0.939	10	3324	1.556
12:00 - 13:00	10	3324	0.544	10	3324	0.854	10	3324	1.398
13:00 - 14:00	10	3324	0.599	10	3324	0.743	10	3324	1.342
14:00 - 15:00	10	3324	0.517	10	3324	0.535	10	3324	1.052
15:00 - 16:00	10	3324	0.839	10	3324	0.674	10	3324	1.513
16:00 - 17:00	10	3324	1.233	10	3324	0.866	10	3324	2.099
17:00 - 18:00	10	3324	1.561	10	3324	1.014	10	3324	2.575
18:00 - 19:00	10	3324	1.645	10	3324	1.534	10	3324	3.179
19:00 - 20:00	10	3324	1.173	10	3324	1.600	10	3324	2.773
20:00 - 21:00	10	3324	0.662	10	3324	1.339	10	3324	2.001
21:00 - 22:00	10	3324	0.177	10	3324	0.842	10	3324	1.019
22:00 - 23:00	2	1002	0.050	2	1002	0.200	2	1002	0.250
23:00 - 24:00									
Total Rates:			13.954			13.817			27.771

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

404 - 9000 (units: sqm)
 01/01/15 - 19/11/22
 10
 0
 0
 0
 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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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	10	3324	0.000	10	3324	0.000	10	3324	0.000
07:00 - 08:00	10	3324	0.003	10	3324	0.003	10	3324	0.006
08:00 - 09:00	10	3324	0.003	10	3324	0.003	10	3324	0.006
09:00 - 10:00	10	3324	0.006	10	3324	0.003	10	3324	0.009
10:00 - 11:00	10	3324	0.006	10	3324	0.006	10	3324	0.012
11:00 - 12:00	10	3324	0.006	10	3324	0.006	10	3324	0.012
12:00 - 13:00	10	3324	0.009	10	3324	0.012	10	3324	0.021
13:00 - 14:00	10	3324	0.012	10	3324	0.012	10	3324	0.024
14:00 - 15:00	10	3324	0.006	10	3324	0.006	10	3324	0.012
15:00 - 16:00	10	3324	0.006	10	3324	0.006	10	3324	0.012
16:00 - 17:00	10	3324	0.006	10	3324	0.006	10	3324	0.012
17:00 - 18:00	10	3324	0.012	10	3324	0.009	10	3324	0.021
18:00 - 19:00	10	3324	0.006	10	3324	0.009	10	3324	0.015
19:00 - 20:00	10	3324	0.006	10	3324	0.003	10	3324	0.009
20:00 - 21:00	10	3324	0.000	10	3324	0.003	10	3324	0.003
21:00 - 22:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
22:00 - 23:00	2	1002	0.000	2	1002	0.000	2	1002	0.000
23:00 - 24:00									
Total Rates:			0.087			0.087			0.174

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)
OGVS
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	10	3324	0.000	10	3324	0.000	10	3324	0.000
07:00 - 08:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
08:00 - 09:00	10	3324	0.003	10	3324	0.000	10	3324	0.003
09:00 - 10:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
10:00 - 11:00	10	3324	0.006	10	3324	0.003	10	3324	0.009
11:00 - 12:00	10	3324	0.009	10	3324	0.012	10	3324	0.021
12:00 - 13:00	10	3324	0.000	10	3324	0.003	10	3324	0.003
13:00 - 14:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
14:00 - 15:00	10	3324	0.006	10	3324	0.000	10	3324	0.006
15:00 - 16:00	10	3324	0.000	10	3324	0.003	10	3324	0.003
16:00 - 17:00	10	3324	0.000	10	3324	0.003	10	3324	0.003
17:00 - 18:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
18:00 - 19:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
19:00 - 20:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
20:00 - 21:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
21:00 - 22:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
22:00 - 23:00	2	1002	0.000	2	1002	0.000	2	1002	0.000
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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
07:00 - 08:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
08:00 - 09:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
09:00 - 10:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
10:00 - 11:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
11:00 - 12:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
12:00 - 13:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
13:00 - 14:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
14:00 - 15:00	10	3324	0.003	10	3324	0.000	10	3324	0.003
15:00 - 16:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
16:00 - 17:00	10	3324	0.000	10	3324	0.003	10	3324	0.003
17:00 - 18:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
18:00 - 19:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
19:00 - 20:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
20:00 - 21:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
21:00 - 22:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
22:00 - 23:00	2	1002	0.000	2	1002	0.000	2	1002	0.000
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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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	10	3324	0.003	10	3324	0.000	10	3324	0.003
07:00 - 08:00	10	3324	0.012	10	3324	0.000	10	3324	0.012
08:00 - 09:00	10	3324	0.018	10	3324	0.012	10	3324	0.030
09:00 - 10:00	10	3324	0.021	10	3324	0.018	10	3324	0.039
10:00 - 11:00	10	3324	0.018	10	3324	0.012	10	3324	0.030
11:00 - 12:00	10	3324	0.015	10	3324	0.033	10	3324	0.048
12:00 - 13:00	10	3324	0.012	10	3324	0.006	10	3324	0.018
13:00 - 14:00	10	3324	0.018	10	3324	0.018	10	3324	0.036
14:00 - 15:00	10	3324	0.009	10	3324	0.012	10	3324	0.021
15:00 - 16:00	10	3324	0.024	10	3324	0.012	10	3324	0.036
16:00 - 17:00	10	3324	0.012	10	3324	0.024	10	3324	0.036
17:00 - 18:00	10	3324	0.045	10	3324	0.030	10	3324	0.075
18:00 - 19:00	10	3324	0.030	10	3324	0.027	10	3324	0.057
19:00 - 20:00	10	3324	0.003	10	3324	0.012	10	3324	0.015
20:00 - 21:00	10	3324	0.003	10	3324	0.015	10	3324	0.018
21:00 - 22:00	10	3324	0.012	10	3324	0.012	10	3324	0.024
22:00 - 23:00	2	1002	0.000	2	1002	0.150	2	1002	0.150
23:00 - 24:00									
Total Rates:			0.255			0.393			0.648

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)
 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	10	3324	0.788	10	3324	0.144	10	3324	0.932
07:00 - 08:00	10	3324	0.490	10	3324	0.584	10	3324	1.074
08:00 - 09:00	10	3324	0.773	10	3324	0.541	10	3324	1.314
09:00 - 10:00	10	3324	1.194	10	3324	0.529	10	3324	1.723
10:00 - 11:00	10	3324	0.951	10	3324	0.779	10	3324	1.730
11:00 - 12:00	10	3324	0.575	10	3324	0.884	10	3324	1.459
12:00 - 13:00	10	3324	0.511	10	3324	0.815	10	3324	1.326
13:00 - 14:00	10	3324	0.544	10	3324	0.698	10	3324	1.242
14:00 - 15:00	10	3324	0.466	10	3324	0.508	10	3324	0.974
15:00 - 16:00	10	3324	0.785	10	3324	0.626	10	3324	1.411
16:00 - 17:00	10	3324	1.176	10	3324	0.806	10	3324	1.982
17:00 - 18:00	10	3324	1.480	10	3324	0.963	10	3324	2.443
18:00 - 19:00	10	3324	1.576	10	3324	1.456	10	3324	3.032
19:00 - 20:00	10	3324	1.131	10	3324	1.561	10	3324	2.692
20:00 - 21:00	10	3324	0.650	10	3324	1.281	10	3324	1.931
21:00 - 22:00	10	3324	0.171	10	3324	0.803	10	3324	0.974
22:00 - 23:00	2	1002	0.000	2	1002	0.100	2	1002	0.100
23:00 - 24:00									
Total Rates:			13.261			13.078			26.339

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)
 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	10	3324	0.030	10	3324	0.015	10	3324	0.045
07:00 - 08:00	10	3324	0.009	10	3324	0.009	10	3324	0.018
08:00 - 09:00	10	3324	0.009	10	3324	0.018	10	3324	0.027
09:00 - 10:00	10	3324	0.030	10	3324	0.012	10	3324	0.042
10:00 - 11:00	10	3324	0.021	10	3324	0.018	10	3324	0.039
11:00 - 12:00	10	3324	0.024	10	3324	0.030	10	3324	0.054
12:00 - 13:00	10	3324	0.018	10	3324	0.021	10	3324	0.039
13:00 - 14:00	10	3324	0.036	10	3324	0.030	10	3324	0.066
14:00 - 15:00	10	3324	0.024	10	3324	0.018	10	3324	0.042
15:00 - 16:00	10	3324	0.045	10	3324	0.024	10	3324	0.069
16:00 - 17:00	10	3324	0.048	10	3324	0.048	10	3324	0.096
17:00 - 18:00	10	3324	0.060	10	3324	0.036	10	3324	0.096
18:00 - 19:00	10	3324	0.048	10	3324	0.054	10	3324	0.102
19:00 - 20:00	10	3324	0.036	10	3324	0.036	10	3324	0.072
20:00 - 21:00	10	3324	0.009	10	3324	0.048	10	3324	0.057
21:00 - 22:00	10	3324	0.006	10	3324	0.036	10	3324	0.042
22:00 - 23:00	2	1002	0.000	2	1002	0.050	2	1002	0.050
23:00 - 24:00									
Total Rates:			0.453			0.503			0.956

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.

Tony Doyle KTP

Licence No: 550501

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

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	10	3324	0.006	10	3324	0.000	10	3324	0.006
07:00 - 08:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
08:00 - 09:00	10	3324	0.003	10	3324	0.000	10	3324	0.003
09:00 - 10:00	10	3324	0.003	10	3324	0.003	10	3324	0.006
10:00 - 11:00	10	3324	0.006	10	3324	0.006	10	3324	0.012
11:00 - 12:00	10	3324	0.003	10	3324	0.006	10	3324	0.009
12:00 - 13:00	10	3324	0.003	10	3324	0.003	10	3324	0.006
13:00 - 14:00	10	3324	0.006	10	3324	0.003	10	3324	0.009
14:00 - 15:00	10	3324	0.012	10	3324	0.006	10	3324	0.018
15:00 - 16:00	10	3324	0.003	10	3324	0.012	10	3324	0.015
16:00 - 17:00	10	3324	0.003	10	3324	0.000	10	3324	0.003
17:00 - 18:00	10	3324	0.009	10	3324	0.006	10	3324	0.015
18:00 - 19:00	10	3324	0.015	10	3324	0.015	10	3324	0.030
19:00 - 20:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
20:00 - 21:00	10	3324	0.003	10	3324	0.009	10	3324	0.012
21:00 - 22:00	10	3324	0.000	10	3324	0.000	10	3324	0.000
22:00 - 23:00	2	1002	0.050	2	1002	0.050	2	1002	0.100
23:00 - 24:00									
Total Rates:			0.125			0.119			0.244

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

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

Calculation Reference: AUDIT-550501-230427-0407

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: 500 to 11400 (units: sqm)
 Range Selected by User: 404 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

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

Selected survey days:

Saturday	3 days
Sunday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	1
Retail Zone	1
Built-Up Zone	2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

n/a	1 days
E(d)	3 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:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 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	2 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	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	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BR-07-K-01 QUEENS ROAD BRISTOL	ANYTIME FITNESS	BRISTOL CITY
	Town Centre Built-Up Zone		
	Total Gross floor area:	2512 sqm	
	Survey date: SUNDAY	14/11/21	Survey Type: MANUAL
2	EB-07-K-01 GLASGOW ROAD EDINBURGH GYLE	DAVID LLOYD CLUB	CITY OF EDINBURGH
	Edge of Town Residential Zone		
	Total Gross floor area:	11400 sqm	
	Survey date: SATURDAY	19/03/16	Survey Type: MANUAL
3	PB-07-K-02 WENTWORTH STREET PETERBOROUGH	THE FITNESS ZONE	PETERBOROUGH
	Town Centre Built-Up Zone		
	Total Gross floor area:	500 sqm	
	Survey date: SATURDAY	15/10/16	Survey Type: MANUAL
4	WL-07-K-01 SOUTHAMPTON ROAD SALISBURY BOURNE RETAIL PARK	PURE GYM	WILTSHIRE
	Edge of Town Retail Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: SATURDAY	19/11/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES
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	5104	0.163	3	5104	0.104	3	5104	0.267
07:00 - 08:00	4	3953	0.500	4	3953	0.164	4	3953	0.664
08:00 - 09:00	4	3953	0.753	4	3953	0.342	4	3953	1.095
09:00 - 10:00	4	3953	1.044	4	3953	0.342	4	3953	1.386
10:00 - 11:00	4	3953	0.772	4	3953	0.753	4	3953	1.525
11:00 - 12:00	4	3953	0.493	4	3953	0.892	4	3953	1.385
12:00 - 13:00	4	3953	0.455	4	3953	0.753	4	3953	1.208
13:00 - 14:00	4	3953	0.360	4	3953	0.664	4	3953	1.024
14:00 - 15:00	4	3953	0.424	4	3953	0.348	4	3953	0.772
15:00 - 16:00	4	3953	0.405	4	3953	0.354	4	3953	0.759
16:00 - 17:00	4	3953	0.506	4	3953	0.436	4	3953	0.942
17:00 - 18:00	3	5104	0.320	3	5104	0.490	3	5104	0.810
18:00 - 19:00	3	5104	0.242	3	5104	0.516	3	5104	0.758
19:00 - 20:00	3	5104	0.150	3	5104	0.300	3	5104	0.450
20:00 - 21:00	3	5104	0.118	3	5104	0.189	3	5104	0.307
21:00 - 22:00	3	5104	0.046	3	5104	0.104	3	5104	0.150
22:00 - 23:00	2	1956	0.102	2	1956	0.230	2	1956	0.332
23:00 - 24:00									
Total Rates:			6.853			6.981			13.834

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:

500 - 11400 (units: sqm)

Survey date range:

01/01/15 - 19/11/22

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

3

Number of Sundays:

1

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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	5104	0.000	3	5104	0.000	3	5104	0.000
07:00 - 08:00	4	3953	0.000	4	3953	0.000	4	3953	0.000
08:00 - 09:00	4	3953	0.000	4	3953	0.000	4	3953	0.000
09:00 - 10:00	4	3953	0.000	4	3953	0.000	4	3953	0.000
10:00 - 11:00	4	3953	0.006	4	3953	0.006	4	3953	0.012
11:00 - 12:00	4	3953	0.000	4	3953	0.000	4	3953	0.000
12:00 - 13:00	4	3953	0.013	4	3953	0.006	4	3953	0.019
13:00 - 14:00	4	3953	0.000	4	3953	0.006	4	3953	0.006
14:00 - 15:00	4	3953	0.006	4	3953	0.006	4	3953	0.012
15:00 - 16:00	4	3953	0.006	4	3953	0.006	4	3953	0.012
16:00 - 17:00	4	3953	0.000	4	3953	0.000	4	3953	0.000
17:00 - 18:00	3	5104	0.000	3	5104	0.000	3	5104	0.000
18:00 - 19:00	3	5104	0.000	3	5104	0.000	3	5104	0.000
19:00 - 20:00	3	5104	0.000	3	5104	0.000	3	5104	0.000
20:00 - 21:00	3	5104	0.007	3	5104	0.007	3	5104	0.014
21:00 - 22:00	3	5104	0.000	3	5104	0.000	3	5104	0.000
22:00 - 23:00	2	1956	0.000	2	1956	0.000	2	1956	0.000
23:00 - 24:00									
Total Rates:			0.038			0.037			0.075

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

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TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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	5104	0.026	3	5104	0.000	3	5104	0.026
07:00 - 08:00	4	3953	0.025	4	3953	0.000	4	3953	0.025
08:00 - 09:00	4	3953	0.032	4	3953	0.025	4	3953	0.057
09:00 - 10:00	4	3953	0.057	4	3953	0.032	4	3953	0.089
10:00 - 11:00	4	3953	0.006	4	3953	0.032	4	3953	0.038
11:00 - 12:00	4	3953	0.006	4	3953	0.032	4	3953	0.038
12:00 - 13:00	4	3953	0.025	4	3953	0.025	4	3953	0.050
13:00 - 14:00	4	3953	0.006	4	3953	0.013	4	3953	0.019
14:00 - 15:00	4	3953	0.032	4	3953	0.013	4	3953	0.045
15:00 - 16:00	4	3953	0.013	4	3953	0.019	4	3953	0.032
16:00 - 17:00	4	3953	0.025	4	3953	0.019	4	3953	0.044
17:00 - 18:00	3	5104	0.000	3	5104	0.026	3	5104	0.026
18:00 - 19:00	3	5104	0.000	3	5104	0.000	3	5104	0.000
19:00 - 20:00	3	5104	0.007	3	5104	0.007	3	5104	0.014
20:00 - 21:00	3	5104	0.000	3	5104	0.007	3	5104	0.007
21:00 - 22:00	3	5104	0.020	3	5104	0.013	3	5104	0.033
22:00 - 23:00	2	1956	0.026	2	1956	0.026	2	1956	0.052
23:00 - 24:00									
Total Rates:			0.306			0.289			0.595

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)
 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	5104	0.157	3	5104	0.078	3	5104	0.235
07:00 - 08:00	4	3953	0.493	4	3953	0.158	4	3953	0.651
08:00 - 09:00	4	3953	0.753	4	3953	0.335	4	3953	1.088
09:00 - 10:00	4	3953	1.031	4	3953	0.342	4	3953	1.373
10:00 - 11:00	4	3953	0.746	4	3953	0.734	4	3953	1.480
11:00 - 12:00	4	3953	0.487	4	3953	0.879	4	3953	1.366
12:00 - 13:00	4	3953	0.430	4	3953	0.734	4	3953	1.164
13:00 - 14:00	4	3953	0.354	4	3953	0.645	4	3953	0.999
14:00 - 15:00	4	3953	0.405	4	3953	0.323	4	3953	0.728
15:00 - 16:00	4	3953	0.392	4	3953	0.348	4	3953	0.740
16:00 - 17:00	4	3953	0.506	4	3953	0.430	4	3953	0.936
17:00 - 18:00	3	5104	0.307	3	5104	0.483	3	5104	0.790
18:00 - 19:00	3	5104	0.235	3	5104	0.516	3	5104	0.751
19:00 - 20:00	3	5104	0.144	3	5104	0.287	3	5104	0.431
20:00 - 21:00	3	5104	0.104	3	5104	0.170	3	5104	0.274
21:00 - 22:00	3	5104	0.046	3	5104	0.104	3	5104	0.150
22:00 - 23:00	2	1956	0.102	2	1956	0.230	2	1956	0.332
23:00 - 24:00									
Total Rates:			6.692			6.796			13.488

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.*

Tony Doyle KTP

Licence No: 550501

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

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	5104	0.007	3	5104	0.026	3	5104	0.033
07:00 - 08:00	4	3953	0.006	4	3953	0.006	4	3953	0.012
08:00 - 09:00	4	3953	0.019	4	3953	0.006	4	3953	0.025
09:00 - 10:00	4	3953	0.006	4	3953	0.000	4	3953	0.006
10:00 - 11:00	4	3953	0.013	4	3953	0.013	4	3953	0.026
11:00 - 12:00	4	3953	0.000	4	3953	0.006	4	3953	0.006
12:00 - 13:00	4	3953	0.006	4	3953	0.013	4	3953	0.019
13:00 - 14:00	4	3953	0.006	4	3953	0.013	4	3953	0.019
14:00 - 15:00	4	3953	0.006	4	3953	0.013	4	3953	0.019
15:00 - 16:00	4	3953	0.006	4	3953	0.000	4	3953	0.006
16:00 - 17:00	4	3953	0.006	4	3953	0.006	4	3953	0.012
17:00 - 18:00	3	5104	0.007	3	5104	0.007	3	5104	0.014
18:00 - 19:00	3	5104	0.007	3	5104	0.000	3	5104	0.007
19:00 - 20:00	3	5104	0.007	3	5104	0.013	3	5104	0.020
20:00 - 21:00	3	5104	0.007	3	5104	0.013	3	5104	0.020
21:00 - 22:00	3	5104	0.000	3	5104	0.000	3	5104	0.000
22:00 - 23:00	2	1956	0.000	2	1956	0.000	2	1956	0.000
23:00 - 24:00									
Total Rates:			0.109			0.135			0.244

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)
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	5104	0.000	3	5104	0.000	3	5104	0.000
07:00 - 08:00	4	3953	0.006	4	3953	0.000	4	3953	0.006
08:00 - 09:00	4	3953	0.000	4	3953	0.000	4	3953	0.000
09:00 - 10:00	4	3953	0.000	4	3953	0.006	4	3953	0.006
10:00 - 11:00	4	3953	0.000	4	3953	0.000	4	3953	0.000
11:00 - 12:00	4	3953	0.000	4	3953	0.000	4	3953	0.000
12:00 - 13:00	4	3953	0.000	4	3953	0.000	4	3953	0.000
13:00 - 14:00	4	3953	0.006	4	3953	0.000	4	3953	0.006
14:00 - 15:00	4	3953	0.000	4	3953	0.006	4	3953	0.006
15:00 - 16:00	4	3953	0.000	4	3953	0.000	4	3953	0.000
16:00 - 17:00	4	3953	0.000	4	3953	0.000	4	3953	0.000
17:00 - 18:00	3	5104	0.000	3	5104	0.000	3	5104	0.000
18:00 - 19:00	3	5104	0.000	3	5104	0.000	3	5104	0.000
19:00 - 20:00	3	5104	0.000	3	5104	0.000	3	5104	0.000
20:00 - 21:00	3	5104	0.000	3	5104	0.000	3	5104	0.000
21:00 - 22:00	3	5104	0.000	3	5104	0.000	3	5104	0.000
22:00 - 23:00	2	1956	0.000	2	1956	0.000	2	1956	0.000
23:00 - 24:00									
Total Rates:			0.012			0.012			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.*

Calculation Reference: AUDIT-550501-230427-0434

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	PL PLYMOUTH	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LR LEICESTER	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	2 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	GC GLASGOW CITY	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 pitches
 Actual Range: 5 to 18 (units:)
 Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 24/09/22

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	3 days
Wednesday	6 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	13 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)	5
Edge of Town	8

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:

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	X days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

F2(c)	13 days
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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:

5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	7 days
500,001 or More	2 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	6 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

Not Known	1 days
No	12 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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-07-L-01	GÔL CENTRES	CARDIFF
	LAWRENNY AVENUE		
	CARDIFF		
	LECKWITH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	11	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
2	EA-07-L-01	SOCCERWORLD	EAST AYRSHIRE
	QUEENS DRIVE		
	KILMARNOCK		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Number of pitches:	9	
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL
3	GC-07-L-01	GOALS	GLASGOW CITY
	POLLOKSHAW ROAD		
	GLASGOW		
	STRATHBUNGO		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pitches:	9	
	Survey date: FRIDAY	03/10/08	Survey Type: MANUAL
4	HC-07-L-01	GOALS	HAMPSHIRE
	MILLBROOK POINT ROAD		
	SOUTHAMPTON		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	11	
	Survey date: WEDNESDAY	21/11/07	Survey Type: MANUAL
5	LR-07-L-01	GOALS	LEICESTER
	WAKERLEY ROAD		
	LEICESTER		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of pitches:	12	
	Survey date: TUESDAY	25/11/08	Survey Type: MANUAL
6	NY-07-L-01	PLAY FOOTBALL	NORTH YORKSHIRE
	STIRLING ROAD		
	YORK		
	CLIFTON MOOR		
	Edge of Town		
	No Sub Category		
	Total Number of pitches:	5	
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL
7	PB-07-L-01	POWERLEAGUE	PETERBOROUGH
	PETERBOROUGH ROAD		
	PETERBOROUGH		
	STANGROUND		
	Edge of Town		
	No Sub Category		
	Total Number of pitches:	10	
	Survey date: WEDNESDAY	23/07/03	Survey Type: MANUAL
8	PL-07-L-01	GOALS	PLYMOUTH
	OUTLAND ROAD		
	PLYMOUTH		
	CENTRAL PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pitches:	10	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
9	SY-07-L-01	VIDA 5-A-SIDE	SOUTH YORKSHIRE
	HUNNINGLEY LANE		
	NEAR BARNESLEY		
	KENDRAY		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	9	
	Survey date: THURSDAY	10/04/03	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	TV-07-L-01	SOCCER SENSATIONS	TEES VALLEY
	WESTLAND WAY		
	STOCKTON-ON-TEES		
	PRESTON FARM IND. EST		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	10	
	Survey date: THURSDAY	20/09/01	Survey Type: MANUAL
11	TV-07-L-02	GOALS	TEES VALLEY
	STOCKTON ROAD		
	MIDDLESBROUGH		
	Edge of Town		
	No Sub Category		
	Total Number of pitches:	12	
	Survey date: TUESDAY	18/09/07	Survey Type: MANUAL
12	WM-07-L-01	POWERLEAGUE	WEST MIDLANDS
	PARK ROAD		
	HALESOWEN		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	7	
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL
13	WY-07-L-02	GOALS	WEST YORKSHIRE
	REDCOTE LANE		
	LEEDS		
	BURLEY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of pitches:	18	
	Survey date: WEDNESDAY	09/06/10	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 07 - LEISURE/L - FOOTBALL (5-a-side)
 TOTAL VEHICLES
 Calculation factor: 1 PITCH
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	10	11	0.890	10	11	0.202	10	11	1.092
09:00 - 10:00	12	11	0.891	12	11	0.273	12	11	1.164
10:00 - 11:00	12	11	0.234	12	11	0.219	12	11	0.453
11:00 - 12:00	12	11	0.383	12	11	0.273	12	11	0.656
12:00 - 13:00	12	11	0.344	12	11	0.375	12	11	0.719
13:00 - 14:00	12	11	0.352	12	11	0.328	12	11	0.680
14:00 - 15:00	12	11	0.727	12	11	0.945	12	11	1.672
15:00 - 16:00	13	10	1.038	13	10	0.774	13	10	1.812
16:00 - 17:00	13	10	1.278	13	10	0.759	13	10	2.037
17:00 - 18:00	13	10	3.173	13	10	1.248	13	10	4.421
18:00 - 19:00	13	10	4.767	13	10	2.053	13	10	6.820
19:00 - 20:00	13	10	4.383	13	10	4.323	13	10	8.706
20:00 - 21:00	13	10	3.752	13	10	4.842	13	10	8.594
21:00 - 22:00	13	10	1.173	13	10	4.684	13	10	5.857
22:00 - 23:00	13	10	0.248	13	10	2.188	13	10	2.436
23:00 - 24:00	5	12	0.000	5	12	0.322	5	12	0.322
Total Rates:	23.633			23.808			47.441		

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:
 Survey date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

5 - 18 (units:)
 01/01/00 - 24/09/22
 13
 0
 0
 1
 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 07 - LEISURE/L - FOOTBALL (5-a-side)
TAXIS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	10	11	0.000	10	11	0.000	10	11	0.000
09:00 - 10:00	12	11	0.008	12	11	0.008	12	11	0.016
10:00 - 11:00	12	11	0.016	12	11	0.016	12	11	0.032
11:00 - 12:00	12	11	0.000	12	11	0.000	12	11	0.000
12:00 - 13:00	12	11	0.016	12	11	0.016	12	11	0.032
13:00 - 14:00	12	11	0.008	12	11	0.008	12	11	0.016
14:00 - 15:00	12	11	0.000	12	11	0.000	12	11	0.000
15:00 - 16:00	13	10	0.008	13	10	0.008	13	10	0.016
16:00 - 17:00	13	10	0.008	13	10	0.008	13	10	0.016
17:00 - 18:00	13	10	0.038	13	10	0.038	13	10	0.076
18:00 - 19:00	13	10	0.030	13	10	0.030	13	10	0.060
19:00 - 20:00	13	10	0.098	13	10	0.083	13	10	0.181
20:00 - 21:00	13	10	0.038	13	10	0.053	13	10	0.091
21:00 - 22:00	13	10	0.038	13	10	0.038	13	10	0.076
22:00 - 23:00	13	10	0.068	13	10	0.060	13	10	0.128
23:00 - 24:00	5	12	0.000	5	12	0.017	5	12	0.017
Total Rates:			0.374			0.383			0.757

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/L - FOOTBALL (5-a-side)
OGVS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	10	11	0.028	10	11	0.028	10	11	0.056
09:00 - 10:00	12	11	0.031	12	11	0.016	12	11	0.047
10:00 - 11:00	12	11	0.031	12	11	0.039	12	11	0.070
11:00 - 12:00	12	11	0.016	12	11	0.023	12	11	0.039
12:00 - 13:00	12	11	0.008	12	11	0.016	12	11	0.024
13:00 - 14:00	12	11	0.008	12	11	0.008	12	11	0.016
14:00 - 15:00	12	11	0.008	12	11	0.000	12	11	0.008
15:00 - 16:00	13	10	0.015	13	10	0.015	13	10	0.030
16:00 - 17:00	13	10	0.015	13	10	0.023	13	10	0.038
17:00 - 18:00	13	10	0.000	13	10	0.000	13	10	0.000
18:00 - 19:00	13	10	0.008	13	10	0.008	13	10	0.016
19:00 - 20:00	13	10	0.038	13	10	0.008	13	10	0.046
20:00 - 21:00	13	10	0.015	13	10	0.023	13	10	0.038
21:00 - 22:00	13	10	0.000	13	10	0.015	13	10	0.015
22:00 - 23:00	13	10	0.000	13	10	0.000	13	10	0.000
23:00 - 24:00	5	12	0.000	5	12	0.000	5	12	0.000
Total Rates:			0.221			0.222			0.443

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/L - FOOTBALL (5-a-side)
 PSVS
 Calculation factor: 1 PITCH
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	10	11	0.000	10	11	0.000	10	11	0.000
09:00 - 10:00	12	11	0.000	12	11	0.000	12	11	0.000
10:00 - 11:00	12	11	0.000	12	11	0.000	12	11	0.000
11:00 - 12:00	12	11	0.008	12	11	0.000	12	11	0.008
12:00 - 13:00	12	11	0.000	12	11	0.000	12	11	0.000
13:00 - 14:00	12	11	0.008	12	11	0.016	12	11	0.024
14:00 - 15:00	12	11	0.008	12	11	0.008	12	11	0.016
15:00 - 16:00	13	10	0.000	13	10	0.000	13	10	0.000
16:00 - 17:00	13	10	0.000	13	10	0.000	13	10	0.000
17:00 - 18:00	13	10	0.000	13	10	0.000	13	10	0.000
18:00 - 19:00	13	10	0.000	13	10	0.000	13	10	0.000
19:00 - 20:00	13	10	0.015	13	10	0.000	13	10	0.015
20:00 - 21:00	13	10	0.000	13	10	0.015	13	10	0.015
21:00 - 22:00	13	10	0.000	13	10	0.000	13	10	0.000
22:00 - 23:00	13	10	0.000	13	10	0.000	13	10	0.000
23:00 - 24:00	5	12	0.000	5	12	0.000	5	12	0.000
Total Rates:			0.039			0.039			0.078

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/L - FOOTBALL (5-a-side)
 CYCLISTS
 Calculation factor: 1 PITCH
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	10	11	0.073	10	11	0.009	10	11	0.082
09:00 - 10:00	12	11	0.047	12	11	0.023	12	11	0.070
10:00 - 11:00	12	11	0.016	12	11	0.000	12	11	0.016
11:00 - 12:00	12	11	0.008	12	11	0.008	12	11	0.016
12:00 - 13:00	12	11	0.008	12	11	0.000	12	11	0.008
13:00 - 14:00	12	11	0.016	12	11	0.016	12	11	0.032
14:00 - 15:00	12	11	0.008	12	11	0.023	12	11	0.031
15:00 - 16:00	13	10	0.023	13	10	0.075	13	10	0.098
16:00 - 17:00	13	10	0.030	13	10	0.038	13	10	0.068
17:00 - 18:00	13	10	0.053	13	10	0.030	13	10	0.083
18:00 - 19:00	13	10	0.150	13	10	0.053	13	10	0.203
19:00 - 20:00	13	10	0.030	13	10	0.090	13	10	0.120
20:00 - 21:00	13	10	0.008	13	10	0.030	13	10	0.038
21:00 - 22:00	13	10	0.000	13	10	0.015	13	10	0.015
22:00 - 23:00	13	10	0.008	13	10	0.038	13	10	0.046
23:00 - 24:00	5	12	0.000	5	12	0.034	5	12	0.034
Total Rates:			0.478			0.482			0.960

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

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

Calculation Reference: AUDIT-550501-230427-0402

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

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 pitches
 Actual Range: 6 to 10 (units:)
 Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 24/09/22

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

Selected survey days:

Saturday	3 days
Sunday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 4 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:

10,001 to 15,000 1 days

25,001 to 50,000 3 days

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

Population within 5 miles:

250,001 to 500,000 2 days

500,001 or More 2 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 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:

Not Known 1 days

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 4 days

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

LIST OF SITES relevant to selection parameters

1	BR-07-L-01	FIVES SOCCER CENTRE	BRISTOL CITY
	WEST TOWN LANE		
	BRISTOL		
	BRISLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pitches:	7	
	Survey date: SATURDAY	24/09/22	Survey Type: MANUAL
2	MS-07-L-01	POWERLEAGUE	MERSEYSIDE
	WHITTLE STREET		
	LIVERPOOL		
	KIRKDALE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pitches:	10	
	Survey date: SATURDAY	23/06/07	Survey Type: MANUAL
3	NG-07-L-01	ASTRO KINGS	NOTTINGHAM
	WIGMAN ROAD		
	NOTTINGHAM		
	BILBOROUGH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	6	
	Survey date: SATURDAY	14/07/18	Survey Type: MANUAL
4	TV-07-L-01	SOCCER SENSATIONS	TEES VALLEY
	WESTLAND WAY		
	STOCKTON-ON-TEES		
	PRESTON FARM IND. EST		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	10	
	Survey date: SUNDAY	23/09/01	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 07 - LEISURE/L - FOOTBALL (5-a-side)
TOTAL VEHICLES
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	7	0.143	1	7	0.143	1	7	0.286
08:00 - 09:00	2	9	0.647	2	9	0.235	2	9	0.882
09:00 - 10:00	2	9	1.176	2	9	0.588	2	9	1.764
10:00 - 11:00	4	8	2.212	4	8	1.121	4	8	3.333
11:00 - 12:00	4	8	1.939	4	8	2.030	4	8	3.969
12:00 - 13:00	4	8	2.394	4	8	1.970	4	8	4.364
13:00 - 14:00	4	8	2.424	4	8	1.879	4	8	4.303
14:00 - 15:00	4	8	1.697	4	8	1.424	4	8	3.121
15:00 - 16:00	4	8	2.061	4	8	2.152	4	8	4.213
16:00 - 17:00	4	8	1.909	4	8	2.000	4	8	3.909
17:00 - 18:00	4	8	2.273	4	8	2.394	4	8	4.667
18:00 - 19:00	3	9	2.423	3	9	2.346	3	9	4.769
19:00 - 20:00	2	8	1.438	2	8	4.000	2	8	5.438
20:00 - 21:00	2	8	0.188	2	8	1.938	2	8	2.126
21:00 - 22:00	2	8	0.188	2	8	1.063	2	8	1.250
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.112			25.282			48.394

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

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Parameter summary

Trip rate parameter range selected:

6 - 10 (units:)

Survey date date range:

01/01/00 - 24/09/22

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

4

Number of Sundays:

1

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.

Tony Doyle KTP

Licence No: 550501

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TAXIS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	7	0.000	1	7	0.000	1	7	0.000
08:00 - 09:00	2	9	0.000	2	9	0.000	2	9	0.000
09:00 - 10:00	2	9	0.059	2	9	0.059	2	9	0.118
10:00 - 11:00	4	8	0.030	4	8	0.030	4	8	0.060
11:00 - 12:00	4	8	0.000	4	8	0.000	4	8	0.000
12:00 - 13:00	4	8	0.121	4	8	0.121	4	8	0.242
13:00 - 14:00	4	8	0.182	4	8	0.152	4	8	0.334
14:00 - 15:00	4	8	0.030	4	8	0.030	4	8	0.060
15:00 - 16:00	4	8	0.182	4	8	0.152	4	8	0.334
16:00 - 17:00	4	8	0.061	4	8	0.091	4	8	0.152
17:00 - 18:00	4	8	0.182	4	8	0.212	4	8	0.394
18:00 - 19:00	3	9	0.115	3	9	0.115	3	9	0.230
19:00 - 20:00	2	8	0.000	2	8	0.000	2	8	0.000
20:00 - 21:00	2	8	0.000	2	8	0.000	2	8	0.000
21:00 - 22:00	2	8	0.000	2	8	0.000	2	8	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.962			0.962			1.924

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
CYCLISTS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	7	0.000	1	7	0.000	1	7	0.000
08:00 - 09:00	2	9	0.059	2	9	0.000	2	9	0.059
09:00 - 10:00	2	9	0.059	2	9	0.059	2	9	0.118
10:00 - 11:00	4	8	0.152	4	8	0.030	4	8	0.182
11:00 - 12:00	4	8	0.061	4	8	0.061	4	8	0.122
12:00 - 13:00	4	8	0.061	4	8	0.091	4	8	0.152
13:00 - 14:00	4	8	0.000	4	8	0.030	4	8	0.030
14:00 - 15:00	4	8	0.061	4	8	0.061	4	8	0.122
15:00 - 16:00	4	8	0.061	4	8	0.121	4	8	0.182
16:00 - 17:00	4	8	0.000	4	8	0.030	4	8	0.030
17:00 - 18:00	4	8	0.030	4	8	0.000	4	8	0.030
18:00 - 19:00	3	9	0.000	3	9	0.038	3	9	0.038
19:00 - 20:00	2	8	0.000	2	8	0.000	2	8	0.000
20:00 - 21:00	2	8	0.000	2	8	0.000	2	8	0.000
21:00 - 22:00	2	8	0.000	2	8	0.000	2	8	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.544			0.521			1.065

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.