Burntwood Sports & Leisure Centre, Common Road, Brierley

Highway Statement

May 2026

Project number 2583

Peach House West,
The Walled Garden,
Nostell Estate Yard
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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	May 2026			
Prepared by	LJO			
Checked by	AH			

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Figures

1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Highway Statement in relation to a proposal to provide additional facilities at Burntwood Sports & Leisure Centre, Common Road, Brierley.

1.2 The proposed development site is situated within the Barnsley area and is located on the far west side of the village of Brierley. The site location in relation to the local highway network is shown below.

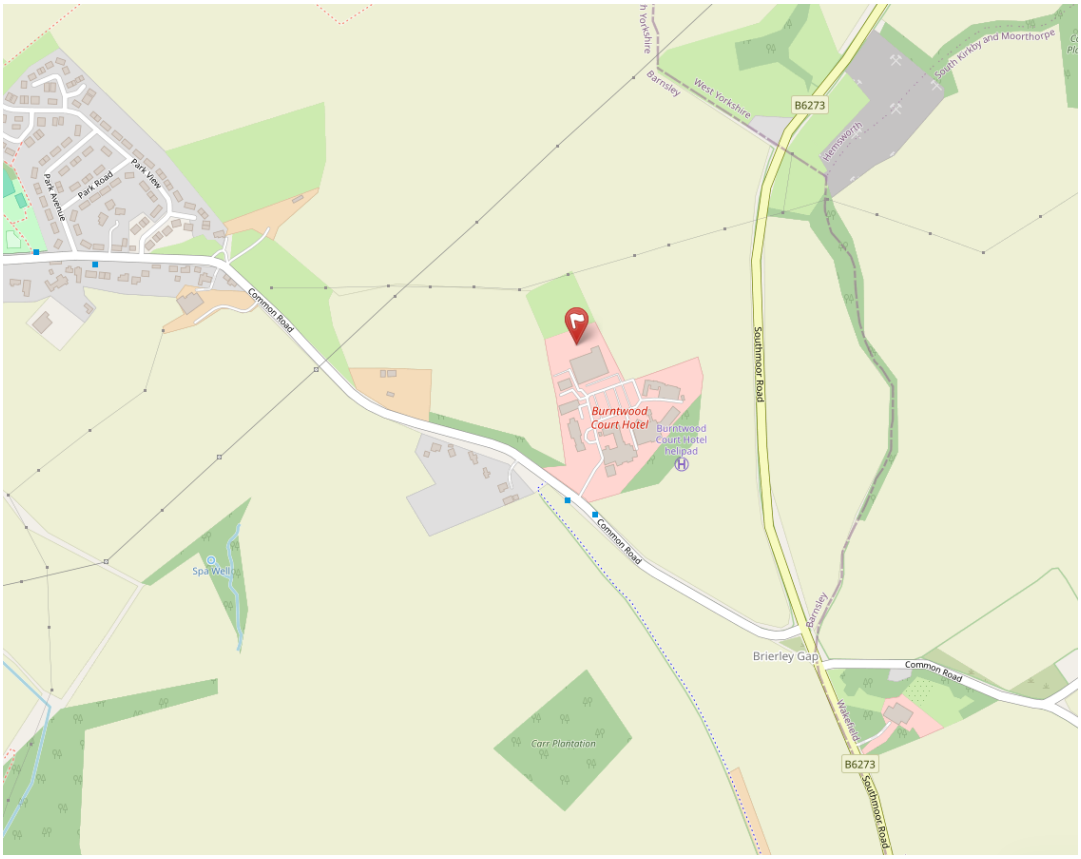


Figure 1 Site location

1.3 The development proposals include improvements to the leisure facilities available to current members of the sports and leisure centre and include the provision of 4no padel courts, a 370 sqm clubhouse including café and social areas, changing facilities, and a new 3G football pitch.

1.4 A planning application has been made and is currently being determined by the Council (planning application reference 2026/0108). The Council's Highways Officer has commented on the application and this report provides additional information to the Council on the access arrangements, parking provision, and likely traffic impact of the proposals.

2.0 Existing Situation

Site Description

2.1 Burntwood Sports & Leisure Centre comprises of a large complex that includes hotel, conferencing facilities, health and fitness centre, bar and restaurant, ceremony hall and holiday pods. The application site area including the access road and car park totals some 1.12 hectares.

2.2 The complex is bounded by agricultural land to the west, north and east and Common Road to the south. The complex includes buildings surrounding a large central car parking area with access taken from Common Road to the south.

2.3 The central car park contains around 178no parking spaces, including 8no disabled spaces. There are an additional 7no spaces allocated for the hotel and a further 18no spaces for overspill use (although the latter is seldom utilised). Currently the site provides 203no spaces in total. The existing layout of the Burntwood Sports & Leisure Centre can be seen on the image below.

Figure 2 Birds-eye view of site

2.4 The application site is situated on the far north side of the complex to the rear of the fitness club building.

2.5 The site contains a single access from Common Road in the form of a simple priority junction with kerbed radii on both sides and a footway returning into the site on the northwest side. A footway/ landing area is also provided on the southeast side to assist passengers waiting for a bus. From the junction the existing access road is around 7m in width, narrowing to around 4.4m in places before opening up at the large central car park. Generally, the access road allows for simultaneous two way traffic flow. The internal access road includes double yellow lines on both sides before reaching the car park to prevent any parking/ waiting along the road.

Car Parking Demand

2.6 To ascertain current car parking demands the operators of the site have provided ANPR data, which provides details of vehicles arriving and departing the site. The data for Monday 20 April 2026 to Friday 24 April 2026 was provided and included the date, vehicle registrations, time of entry and time of exit. This data confirmed that the busiest day was Monday 20 April 2026 and provides details of vehicle movements between 6am and midnight. The ANPR raw data can be provided to the LPA on request.

2.7 From the ANPR data we have calculated the hourly arrivals and departures and from this, calculated the car parking accumulations at the site every hour (see summary below).

Burntwood Court Hourly Parking Accumulation

20 April 2026 Monday

Time Period	Arrivals	Departures	Total	Accumulation	Total Traffic Movements
0600-0700	63	3	60	60	66
0700-0800	30	36	-6	54	66
0800-0900	89	45	44	98	134
0900-1000	89	40	49	147	129
1000-1100	64	75	-11	136	139
1100-1200	67	77	-10	126	144
1200-1300	64	72	-8	118	136
1300-1400	39	55	-16	102	94
1400-1500	55	61	-6	96	116
1500-1600	54	50	4	100	104
1600-1700	75	45	30	130	120
1700-1800	98	80	18	148	178
1800-1900	82	77	5	153	159
1900-2000	49	92	-43	110	141
2000-2100	21	70	-49	61	91
2100-2200	4	47	-43	18	51
2200-2300	1	6	-5	13	7
2300-2400	0	1	-1	12	1

Figure 3 ANPR summary 20 April 2026

2.8 As can be seen from the table above, the maximum parking accumulation on the busiest day (as confirmed by ANPR data) was 153no parking spaces between 6pm and 7pm. The main central parking area accommodates 178no spaces, which equates to 25no spaces remaining (50no spaces when considering the total car parking provision) and a parking stress of 86%. The average accumulation totals 93no parking spaces, leaving 85no spaces on average available within the central parking area (not including hotel or overspill car parking).

2.9 It should be noted that the site easily accommodates current parking demands with all parking contained within the site and therefore no overspill instances onto the local highway network.

Local Highway Network

2.10 The site is accessed from Common Road, which is a local distributor road that travels through Brierley connecting with the B6273 Southmoor Road to the east and Church Street and Brierley Road to the west.

2.11 The road is predominantly residential in nature through the built up area of Brierley and provides access to individually served residential properties and residential streets. It is subject to light traffic volumes throughout the day with a noticeable increase during the network peak times.

2.12 Within the vicinity of the site Common Road contains grass verges on both sides to the southeast of the site access, and a footway along the south and west side only until it reaches the higher density residential areas of Brierley to the northwest where the toad then provides footways on both sides. Therefore, a continuous footway provision from Brierley centre to the application site is provided.

2.13 Common Road is a two way single carriageway road with a width of 6.5m in the vicinity of the site access. It contains street lighting to a suitable standard and contains edge of carriageway markings on both sides. It is subject to 60mph speed limit along the site frontage until it meets the 30mph speed limit section to the northwest where the road then services the higher density residential areas.

2.14 To the east Common Road joins the B6273 Southmoor Road via a staggered crossroads arrangement. The B6273 connects with the A628 and the local town of Hemsworth to the north and connects with Great Houghton to the south and is subject to moderate traffic volumes during the network peak periods.

2.15 Common Road continues east beyond Southmoor Road to connect to the village of South Kirkby.

2.16 To the northwest of the site Common Road connects with Church Street via a simple priority junction. Church Street then travels through Brierley centre before terminating at the A628 Barnsley Road/ Cross Hill junction. Church Street provides a suitable connection to the wider Brierley area and therefore assists access between the centre of Brierley and the site.

Active Travel (Walking and Cycling)

2.17 The site is located within walking and cycling distance of local settlements and towns. The pedestrian and cyclist isochrones are shown in the figures below and demonstrate the residential areas within 20 minute journey times.

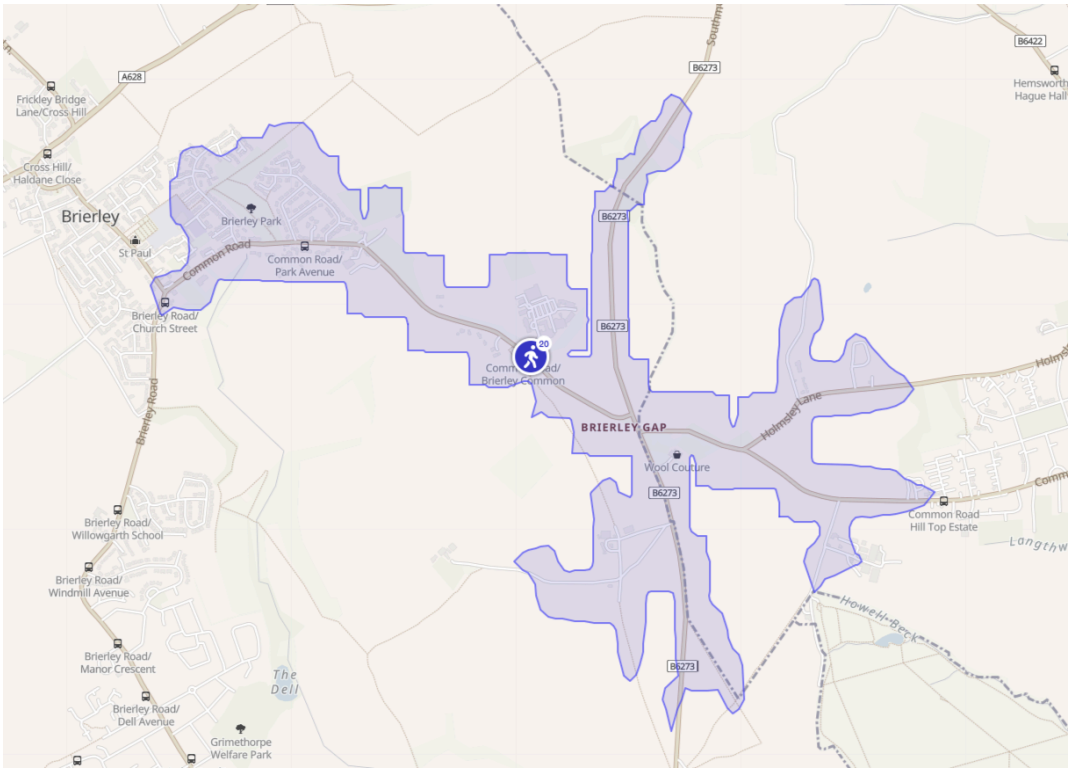


Figure 4 Pedestrian isochrone

2.18 As can be seen from the isochrone above the medium density residential areas within Brierley including bus stops are provided within walking distance.

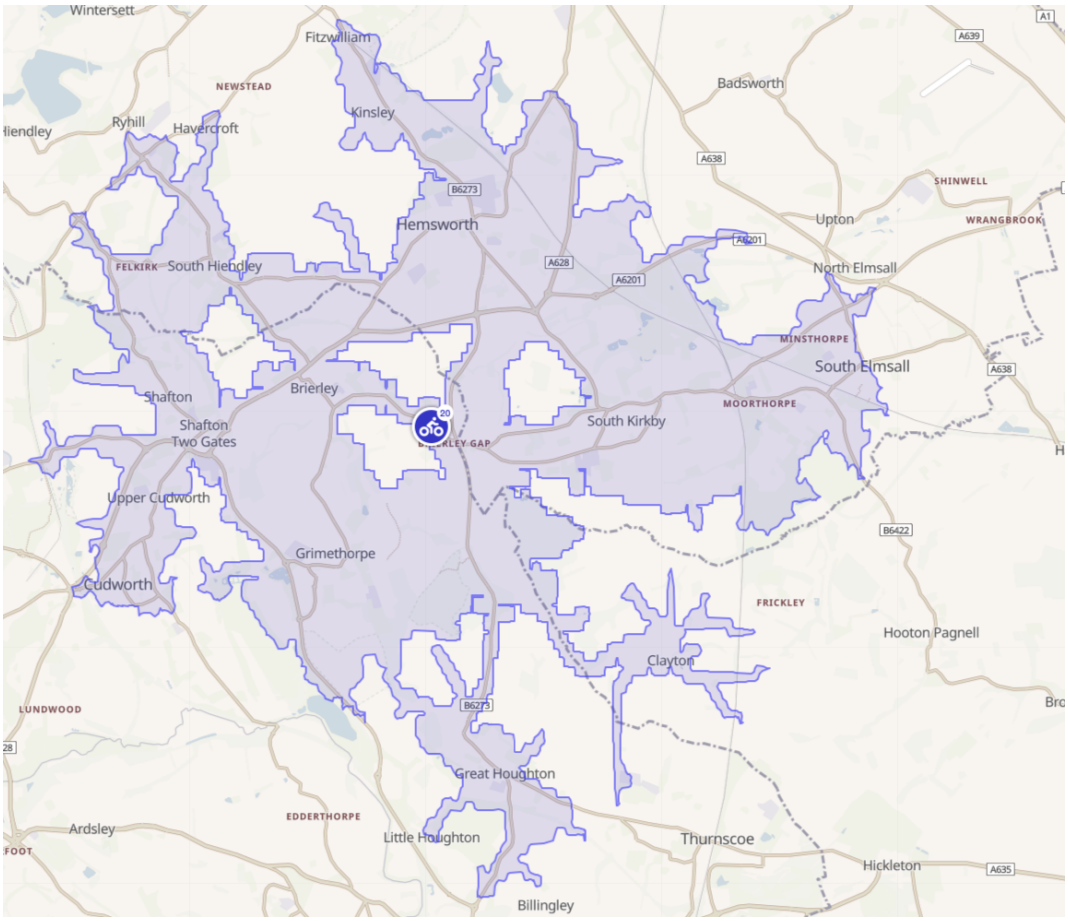


Figure 5 Cycling isochrone

2.19 As can be seen from the isochrone above the site is within cycling distance of local settlements including the whole of Brierley, Shafton, Grimethorpe, Cudworth, South Hiendley, Hemsworth, South Kirkby, Moorthorpe and South Elmsall. The local railway stations at Moorthorpe and South Elmsall are also included within cycling distance of the site.

2.20 Public rights of way travel through the site (Public Footpath no58) connecting Common Road, they travel north through the site to connect to the B6273 or wider PROW network (Public Footpath no 9).

Public Transport

2.21 The nearest bus stops are located adjacent to the site access on Common Road. These stops provide access to the no39 bus service, which travels to Barnsley and South Elmsall providing access to local railway stations at Moorthorpe and South Elmsall. The service is operated by Globe Coaches and provides hourly services Monday to Saturdays.

3.0 Development Proposals

Proposed Development

3.1 The development includes the provision of 4no covered padel courts and a 3G football pitch. The proposals also include a 370 sqm club house, which contains a café/ social area, a small multi use room, changing area and lockers and back of house floor space.

3.2 The proposals are to merely improve the facilities for existing club members, and would not be open to the general public without membership at the existing fitness club.

3.3 A site layout plan is included at Appendix A.

3.4 The improved facilities will operate the same hours as the existing fitness club.

Access and Parking Provision

3.5 The proposed development would use the existing access arrangements located off Common Road and vehicles would then park within the main car park. There is an existing car park to the west of the fitness club building, which is rarely used as an overspill facility. This car parking area will be reconfigured slightly to provide 17no car parking spaces, which will allow for a vehicular access to serve the proposed sub-station along with emergency vehicles, although the primary use of this access would be to serve pedestrian and cycle access to the padel courts, 3G football pitch and club house. As this access would allow for emergency vehicles it is proposed to be 4.5m wide with a turning facility, which can allow the largest vehicles to enter and leave in a forward gear.

3.6 As can be seen from the Car Parking Demand section of this report (derived from the ANPR data) during the busiest day (20 April 2026) there was a maximum car parking demand of 153no spaces between 6pm and 7pm, and an average occupancy of 93no spaces throughout the day. When considering the 17no spaces located to the west of the existing fitness club building, this leaves on average 109no spaces being available, and as a worse case 49no spaces during the busiest times (Monday between 6pm and 7pm).

3.7 As the proposals are merely to improve facilities for existing club members, there should be no increase in parking demands at the site. The site already copes with an average car parking stress of only 46% (based on average car park occupancy of 93no spaces leaving 109no spaces available.

3.8 To provide a sensitivity test and robust assessment if the proposed uses were operated in isolation to the existing health and fitness centre, the padel courts as a worse case would attract up to 4 players each during doubles matches. Should all courts be occupied by doubles matches at once then there would be up to 16no players using the courts at the same time (generally booked between 1-hour and 3-hour sessions). Using the 2021 census information it can be seen that around 75% of people in the local area travel by car to work (see figure below). Applying this modal split would equate to a parking demand of 12no spaces.

TS061 - Method used to travel to work		
ONS Crown Copyright Reserved [from Nomis on 12 May 2026]		
population	All usual residents aged 16 years and over in employment the week before the census	
units	Persons	
area type	2021 super output areas - middle layer	
area name	E02001514 : Barnsley 006	
Method of travel to workplace	**2021**	**%**
Train	20	0.7
Bus, minibus or coach	131	4.7
Driving a car or van	2,110	75.6
Passenger in a car or van	265	9.5
Bicycle	19	0.7
On foot	244	8.8
Total	**2,789**	**100**

Figure 6 Method of travel to work

3.9 Similarly, for the 3G pitch, this is of a size suited to 5-a-side football. Therefore, the 10no players could attract a parking demand of 7 or 8 car parking spaces based on 75% of trips being single occupancy car journeys.

3.10 For the café use, the Council's SPD requires 1no space per 4sqm. Using this requirement for the public floor area, the café would require 44no parking spaces.

3.11 Using these worse case figures there would be an additional peak parking demand of 64no parking spaces, which can easily be accommodated given that 109no spaces are available on average throughout the day. This parking demand would not necessarily follow the peak parking demands for the entire site, as can be seen from the TRICS data for café use at Appendix B, the peak traffic movements associated with this use are generally between 7am and 2pm with significantly lighter traffic movements during the peak hours experienced for the entire complex (between 6pm and 7pm). The parking demands associated with the café use would therefore be insignificant during the evening health and fitness club peak.

3.12 Considering the above, the site can easily cater for the parking demands associated with the proposed clubhouse, padel courts and football pitch.

Pedestrian and Cycle Provision

3.13 Pedestrian access to the padel court, clubhouse and 3G football pitch will be via the pedestrian access immediately located to the west of the fitness club building adjacent to the small car park. There is also a pedestrian and cycle access located to the far west side of this car park, which would also be shared by occasional substation vehicle movements.

Servicing

3.14 The proposals include a service and emergency access track with a turning facility that can accommodate emergency vehicles and substation service vehicles. The site servicing would generally follow the existing situation in terms of refuse collection and deliveries.

4.0 Traffic Impact

Existing Traffic

4.1 The existing traffic volumes for the entire complex have been derived from the ANPR data shown at figure 3. This data was taken from the arrivals and departures on the 20 April 2026, which was the busiest day observed during the week (Monday to Friday).

4.2 The peak hour traffic movements (morning peak 0800-0900hrs and evening peak 1700-1800hrs) have been summarised below.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Traffic Generations	89	45	134	98	80	178

Figure 7 Existing trip rate and traffic generations

4.3 As can be seen from the table above, the whole complex generates 134 trips during the morning peak and around 178 trips during the evening peak.

Proposed Traffic

4.4 As the proposed development is to improve facilities for current fitness club members, increases in traffic movements to and from the site are not anticipated.

4.5 However, to provide a robust assessment and sensitivity test to demonstrate the likely traffic impact if these facilities where to operate in isolation to the existing fitness club, the trip generation information has been sourced from the national TRICS data base.

4.6 The table below shows the trip rates and generations associated with the proposed café use (c. 176sqm). The table shows the morning peak (between 0800-0900) and evening peak (between 1700-1800). The TRICS data is shown at Appendix B.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	9.978	9.320	19.298	4.489	5.418	9.907
Traffic Generations	18	16	34	8	9	17

Figure 8 Proposed trip rate and traffic generations

4.7 As can be seen from the table above the café use could generate 34 trips during the morning peak and 17 trips during the evening peak.

4.8 In terms of the padel court use, it has been explained that this use would likely generate up to 12no vehicles accessing the site (derived from a worse case of up to 16no players with around 76% being single occupancy journeys). As the padel court sessions are at least 1 hour it is unlikely that the participants would leave during the same hour.

4.9 Similarly for the 5-a-side use of the 3G football pitch, this would equate to up to 8 vehicles arriving or departing during any hour.

4.10 Therefore, as a worse case that the proposals are to operate independently to the fitness club, then there would be a peak hour demand of 54 trips during the morning peak (an increase of 1 trip every minute) and 37 trips during the evening peak (an increase of 1 trip every 1 to 2 minutes).

4.11 Notwithstanding the above sensitivity test, the proposals are linked to the fitness club to be enjoyed by members only. Therefore, any increase in the traffic movements associated with the proposals would be modest and not noticeable from the current level of traffic experienced through the day.

5.0 Conclusion

5.1 This Highway Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is assessed together with the access and parking proposals.

5.2 The development includes the provision of a clubhouse, padel courts and 3G football pitch. These proposals are to merely improve facilities for existing members of the fitness club, and would not be available to other users.

5.3 As these facilities are linked to the fitness club it is anticipated that there would be no increase in parking demand or traffic volumes associated with the development (although a sensitivity test is provided in terms of parking and traffic impact).

5.4 It is considered that the level of traffic generations and parking demands can easily be accommodated and will not add to congestion at the peak times on the local highway network.

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

Appendix A

Development Proposals

Do not scale from this drawing. Architect to be notified of any discrepancies in dimensions shown on drawings and site conditions.

Before commencement on site, the Contractor must check and verify all buildings and site dimensions, levels, drainage and conditions.

This drawing must be read in conjunction with and checked against all structural and drainage drawings and specifications.

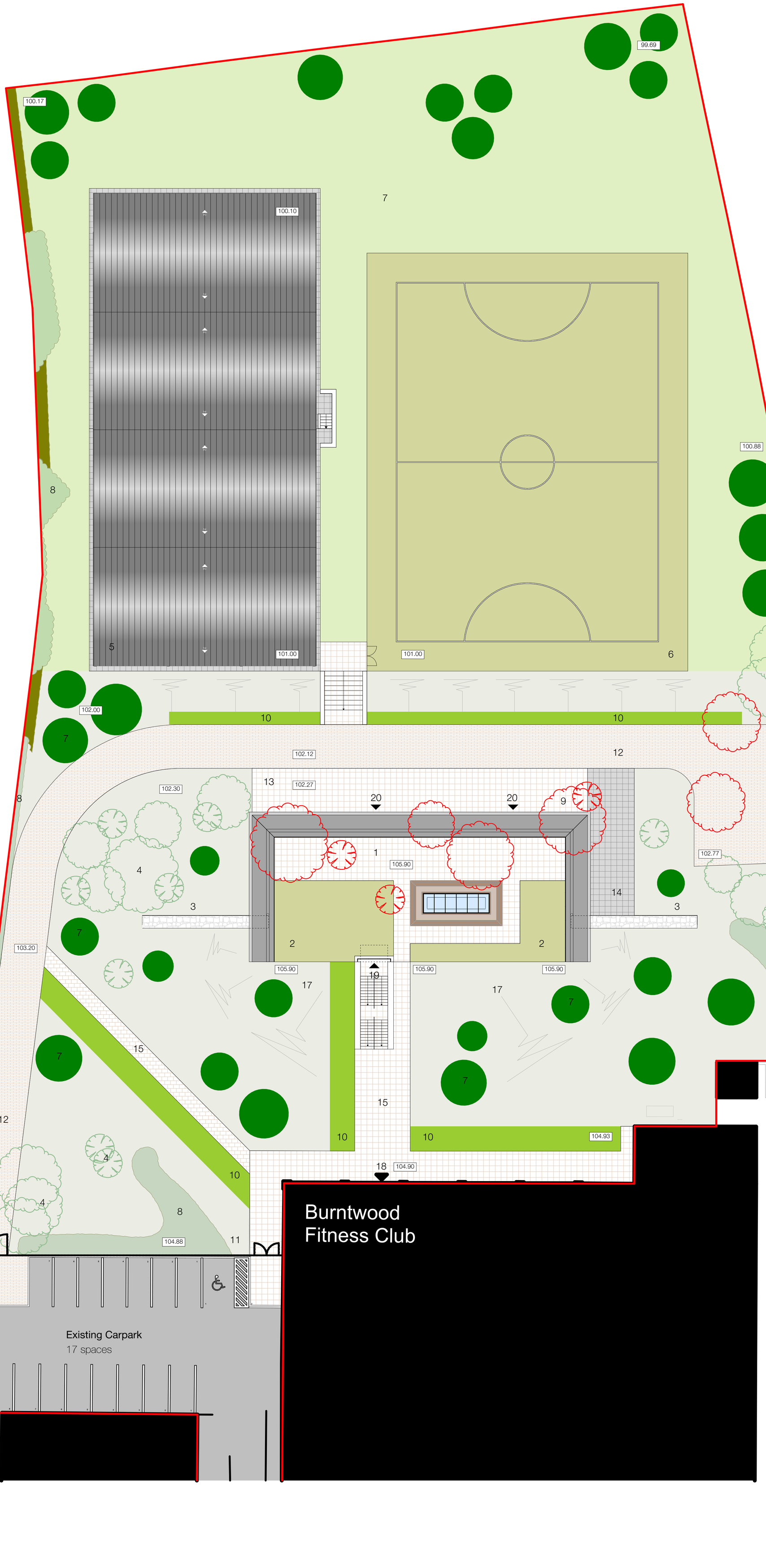
Any discrepancies are to be reported to Client and Architect.

The Contractor must satisfy himself with the adequacy of the site investigation and ground conditions to ensure that the foundations are designed appropriately.

The Contractor is to carry out the works in compliance with the Building Regulations and relevant British Standards.

Key Legend

- Existing garden shrubs and hedges - 255 sqm approx
- Existing trees
- Trees to be removed
- New trees - 32 no (with additional 40 off-site)
- New wildflower beds - 270 sqm total
- New green hedges - 35 sqm approx
- Neutral grassland with wild flower meadows - 2190 sqm



KEY LEGEND

1. New padel club building. Single story with a fully accessible roof social viewing terrace
2. Green roof finish
3. Stone gabions retaining walls
4. Existing trees to remain
5. Padel courts with vaulted structure metal roof above
6. 3G artificial grass football pitch with secured fencing and floodlights along the perimeter
7. New trees to be planted
8. Existing flower beds and green hedges
9. Trees to be removed denoted in red
10. New flower beds
11. New fencing and secure gates
12. Access path in paving or resin bound gravel, for pedestrians with occasional access to substation, type A
13. External social area in external porcelain tiles
14. External fitness area in external rubber flooring tiles
15. Access path in paving or resin bounded gravel, type B
16. Substation
17. External ground to be filled and graded to meet building roof terrace
18. Exit and entry point to fitness club
19. Service entrance to new padel club
20. Padel club main entrances

Proposed level XX.XX

SAUL HOMES

client
Mr. John Saul

address
Burntwood Court, Common Road, Barnsley, S72 9ET

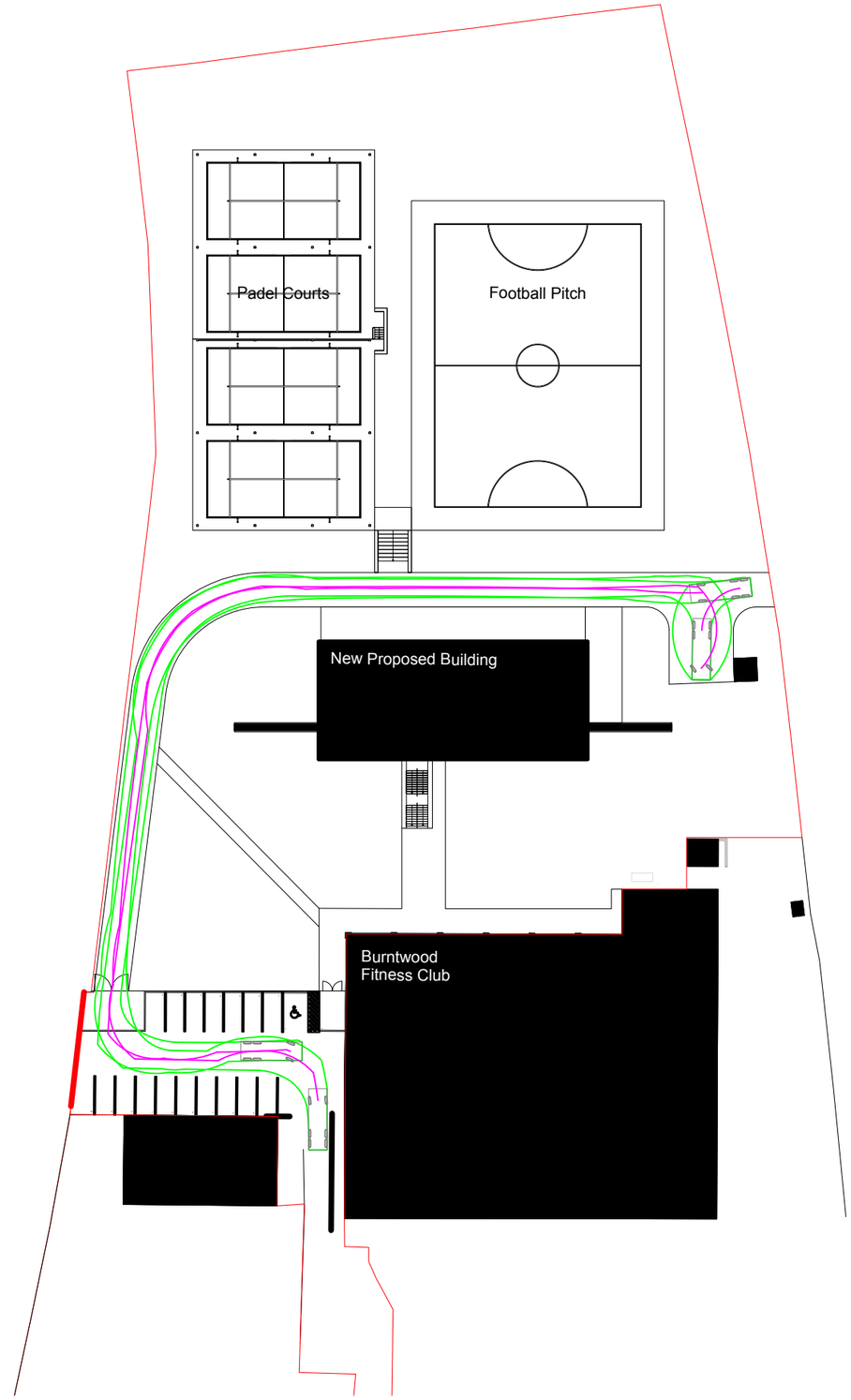
title
PROPOSED SITE PLAN

drawing
03

date	revision	scale
05.26	D2	1.200 @ A1

PLANNING

N



General Notes

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

PARAGON HIGHWAYS

PROJECT TITLE
BURNTWOOD COURT, BRIERLEY

DRAWING TITLE
FIRE TENDER TRACKING

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	2883 -	HGN -	DR -	CH -	0001

CLIENT
SAUL HOMES

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:???	A3	JJH	-	-	MAY 26

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

Appendix B

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: K - CAFE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 day
03	**SOUTH WEST**		
	DV	DEVON	1 day
	GS	GLOUCESTERSHIRE	1 day
10	**WALES**		
	DB	DENBIGHSHIRE	1 day
11	**SCOTLAND**		
	GC	GLASGOW CITY	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day

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:	GFA
Actual Range:	38 to 325 (units:sqm)
Range Selected by User:	38 to 325 (units:sqm)
Parking Spaces Range:	23 - 36

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	27/11/18 to 15/10/24

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

Selected survey days:

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

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Free Standing	1 days
Neighbourhood Centre	4 days

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

Selected Location Sub Categories:

High Street	2 days
No Sub Category	1 days
Out of Town	1 days
Retail Zone	1 days
Village	1 days

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 Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	4 days

Secondary Filtering Selection:

Use Class:

E(b)	6 surveys

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:

110 - 9503

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	6 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 surveys

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	6 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

1	**DB-06-K-01**	**STARBUCKS**	**DENBIGHSHIRE**

A55
NEAR RHYL
BODELWYDDAN
Neighbourhood Centre
Village
Gross floor area: 252.00 sqm
Survey date: Tuesday 07/05/2024 Survey Type: Manual

2	**DL-06-K-01**	**CAFÉ**	**DUBLIN**

CRUMLIN ROAD
DUBLIN
DRIMNAGH
Neighbourhood Centre
No Sub Category
Gross floor area: 74.00 sqm
Survey date: Friday 25/11/2022 Survey Type: Manual

3	**DV-06-K-01**	**STARBUCKS**	**DEVON**

A35
NEAR AXMINSTER
SHUTE
Free Standing
Out of Town
Gross floor area: 237.00 sqm
Survey date: Tuesday 15/10/2024 Survey Type: Manual

4	**GC-06-K-01**	**CAFÉ**	**GLASGOW CITY**

GREAT WESTERN ROAD
GLASGOW
WEST END
Neighbourhood Centre
High Street
Gross floor area: 105.00 sqm
Survey date: Survey Type: Manual

5	**GS-06-K-01**	**STARBUCKS**	**GLOUCESTERSHIRE**

ASHCHURCH ROAD
TEWKESBURY
Edge of Town
Retail Zone
Gross floor area: 157.00 sqm
Survey date: Wednesday 09/10/2024 Survey Type: Manual

6	**WS-06-K-01**	**CAFÉ**	**WEST SUSSEX**

GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre
High Street
Gross floor area: 87.00 sqm
Survey date: Wednesday 11/05/2022 Survey Type: Manual

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	197	0.761	0.000	0.761
06:00-07:00	4	180	5.139	3.333	8.472
07:00-08:00	5	165	10.424	9.576	20.000
08:00-09:00	6	152	9.978	9.320	19.298
09:00-10:00	6	152	11.184	10.088	21.272
10:00-11:00	6	152	13.487	14.583	28.070
11:00-12:00	6	152	12.390	10.417	22.807
12:00-13:00	6	152	13.158	12.939	26.097
13:00-14:00	6	152	9.868	10.417	20.285
14:00-15:00	6	152	5.482	6.579	12.061
15:00-16:00	6	152	6.360	6.250	12.610
16:00-17:00	5	161	4.709	6.196	10.905
17:00-18:00	3	215	4.489	5.418	9.907
18:00-19:00	3	215	2.786	3.560	6.346
19:00-20:00	2	197	0.508	1.777	2.285
20:00-21:00	1	237	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			110.723	110.453	221.176

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

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

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	11/05/2022 - 15/10/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**197**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**180**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**165**	**0.000**	**0.000**	**0.000**
08:00-09:00	**6**	**152**	**0.110**	**0.000**	**0.110**
09:00-10:00	**6**	**152**	**0.110**	**0.110**	**0.220**
10:00-11:00	**6**	**152**	**0.110**	**0.110**	**0.220**
11:00-12:00	**6**	**152**	**0.000**	**0.110**	**0.110**
12:00-13:00	**6**	**152**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**152**	**0.110**	**0.110**	**0.220**
14:00-15:00	**6**	**152**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**152**	**0.110**	**0.110**	**0.220**
16:00-17:00	**5**	**161**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**215**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**215**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**197**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**237**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.550**	**0.550**	**1.100**

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

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

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	11/05/2022 - 17/04/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**197**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**180**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**165**	**0.000**	**0.000**	**0.000**
08:00-09:00	**6**	**152**	**0.000**	**0.000**	**0.000**
09:00-10:00	**6**	**152**	**0.000**	**0.000**	**0.000**
10:00-11:00	**6**	**152**	**0.219**	**0.219**	**0.438**
11:00-12:00	**6**	**152**	**0.000**	**0.000**	**0.000**
12:00-13:00	**6**	**152**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**152**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**152**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**152**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**161**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**215**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**215**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**197**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**237**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.219**	**0.219**	**0.438**

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

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

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	07/05/2024 - 07/05/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**197**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**180**	**0.278**	**0.139**	**0.417**
07:00-08:00	**5**	**165**	**0.242**	**0.364**	**0.606**
08:00-09:00	**6**	**152**	**0.219**	**0.219**	**0.438**
09:00-10:00	**6**	**152**	**0.219**	**0.219**	**0.438**
10:00-11:00	**6**	**152**	**0.000**	**0.000**	**0.000**
11:00-12:00	**6**	**152**	**0.110**	**0.110**	**0.220**
12:00-13:00	**6**	**152**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**152**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**152**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**152**	**0.110**	**0.110**	**0.220**
16:00-17:00	**5**	**161**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**215**	**0.155**	**0.000**	**0.155**
18:00-19:00	**3**	**215**	**0.000**	**0.155**	**0.155**
19:00-20:00	**2**	**197**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**237**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.333**	**1.316**	**2.649**

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

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

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	07/05/2024 - 15/10/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**197**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**180**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**165**	**0.121**	**0.121**	**0.242**
08:00-09:00	**6**	**152**	**0.000**	**0.000**	**0.000**
09:00-10:00	**6**	**152**	**0.110**	**0.110**	**0.220**
10:00-11:00	**6**	**152**	**0.110**	**0.110**	**0.220**
11:00-12:00	**6**	**152**	**0.000**	**0.000**	**0.000**
12:00-13:00	**6**	**152**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**152**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**152**	**0.110**	**0.110**	**0.220**
15:00-16:00	**6**	**152**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**161**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**215**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**215**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**197**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**237**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.451**	**0.451**	**0.902**

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

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

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	17/04/2023 - 15/10/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**197**	**0.761**	**0.000**	**0.761**
06:00-07:00	**4**	**180**	**3.750**	**2.361**	**6.111**
07:00-08:00	**5**	**165**	**7.758**	**6.909**	**14.667**
08:00-09:00	**6**	**152**	**7.346**	**7.456**	**14.802**
09:00-10:00	**6**	**152**	**8.662**	**7.346**	**16.008**
10:00-11:00	**6**	**152**	**12.061**	**12.610**	**24.671**
11:00-12:00	**6**	**152**	**10.417**	**8.882**	**19.299**
12:00-13:00	**6**	**152**	**12.390**	**11.513**	**23.903**
13:00-14:00	**6**	**152**	**8.991**	**9.649**	**18.640**
14:00-15:00	**6**	**152**	**4.715**	**5.702**	**10.417**
15:00-16:00	**6**	**152**	**5.373**	**5.263**	**10.636**
16:00-17:00	**5**	**161**	**4.213**	**5.824**	**10.037**
17:00-18:00	**3**	**215**	**4.180**	**4.954**	**9.134**
18:00-19:00	**3**	**215**	**2.477**	**3.251**	**5.728**
19:00-20:00	**2**	**197**	**0.508**	**1.523**	**2.031**
20:00-21:00	**1**	**237**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**93.602**	**93.243**	**186.845**

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

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

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	11/05/2022 - 15/10/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**197**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**180**	**1.111**	**0.833**	**1.944**
07:00-08:00	**5**	**165**	**2.303**	**2.182**	**4.485**
08:00-09:00	**6**	**152**	**2.412**	**1.645**	**4.057**
09:00-10:00	**6**	**152**	**2.193**	**2.412**	**4.605**
10:00-11:00	**6**	**152**	**1.096**	**1.645**	**2.741**
11:00-12:00	**6**	**152**	**1.425**	**1.425**	**2.850**
12:00-13:00	**6**	**152**	**0.658**	**0.877**	**1.535**
13:00-14:00	**6**	**152**	**0.658**	**0.548**	**1.206**
14:00-15:00	**6**	**152**	**0.658**	**0.768**	**1.426**
15:00-16:00	**6**	**152**	**0.877**	**0.877**	**1.754**
16:00-17:00	**5**	**161**	**0.496**	**0.372**	**0.868**
17:00-18:00	**3**	**215**	**0.155**	**0.464**	**0.619**
18:00-19:00	**3**	**215**	**0.310**	**0.155**	**0.465**
19:00-20:00	**2**	**197**	**0.000**	**0.254**	**0.254**
20:00-21:00	**1**	**237**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**14.352**	**14.457**	**28.809**

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

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

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	25/11/2022 - 15/10/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**197**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**180**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**165**	**0.000**	**0.000**	**0.000**
08:00-09:00	**6**	**152**	**0.000**	**0.000**	**0.000**
09:00-10:00	**6**	**152**	**0.000**	**0.000**	**0.000**
10:00-11:00	**6**	**152**	**0.000**	**0.000**	**0.000**
11:00-12:00	**6**	**152**	**0.439**	**0.000**	**0.439**
12:00-13:00	**6**	**152**	**0.110**	**0.548**	**0.658**
13:00-14:00	**6**	**152**	**0.219**	**0.219**	**0.438**
14:00-15:00	**6**	**152**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**152**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**161**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**215**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**215**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**197**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**237**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.768**	**0.767**	**1.535**

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

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

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	07/05/2024 - 09/10/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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