

Youles Motorcycles

Proposed Motorcycle Showroom, Fairy Lane, Manchester

Transport Statement and Servicing Management Plan

Ref: T3622 Rev 0

August 2021

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Document Control Sheet

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Job	Date	Issue	Copy
T3622	August 2021	0	

Originator.....PB.....
Checker..... DW.....
Approver..... DW.....

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1.0 Introduction and Background

1.0.1 PSA Design Ltd has been commissioned to prepare this Transport Statement (TS), to support a Planning Application for a Honda motorcycle showroom at Fairy Lane in Manchester.

1.0.2 This Transport Statement has been prepared to demonstrate that due consideration has been given to the highways and transport issues associated with the proposed redevelopment of the site. The structure of the TS report is as follows:

- A description of the site location and its existing use;
- A description of the local highway network in the vicinity of the site and its accessibility by non-car modes of travel;
- A description of the development proposals, including parking, trip generation and servicing;
- A review of the transport implications of the development proposals; and
- Summary and conclusions.

2.0 Existing Conditions

Site Location and Existing Use

2.0.1 The site is located in the Cheetham Hill area of Manchester and approximately 2km north of city centre as shown in **Figure 1**. The site is shown in more detail in **Figure 2** and as can be seen it is bound by Fairy Lane to the south, existing commercial units to the west and north and residential properties to the east. The existing commercial units include a Youles Motorcycles Triumph dealership and a Halfords superstore.

2.0.2 The site is currently occupied by a warehouse with its vehicular and pedestrian access being from Fairy Lane. It is understood that the premises were originally a garage for a hire car business and Manchester City Council has stated therefore that the change of use to a motorcycle showroom is not significant.

Local Highway Network

2.0.3 Fairy Lane is a single carriageway road that generally serves as an access road to various residential properties to the east of the site. It has footways to both sides and also benefits from street lighting. It should be noted that there are also double yellow lines parking prohibitions along the site frontage on both sides of the road although there appears to be a short section immediately to the south west with no restrictions/prohibitions.

2.0.4 Fairy Lane forms a simple priority T junction with the A56 Bury New Road approximately 50m west of the site. The A56 Bury New Road is a main route in the area linking to the city centre in the south to the M60 and Bury to the north. It is bus route with a southbound bus lane provided in the vicinity of the site.

2.0.5 It is concluded therefore, that the site has excellent connections to the local and main road network making it readily accessible by car.

Accessibility by Non-Car Modes

2.0.6 A review of the site's accessibility on foot, by cycle and by public transport has been undertaken as detailed below.

Accessibility by Foot

- 2.0.7 There are footways provided on all roads in the vicinity of the site ensuring good pedestrian access to the site from local public transport services and the facilities and amenities available within the local area.
- 2.0.8 With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile (1.2km) with the average length of a walk journey being just 1km (0.6 miles). The former Planning Policy Guidance Note 13 'Transport' (PPG13) also recognises that walking is the most important mode of travel at the local level and has the greatest potential to replace car trips for distances up to 2 kilometres.
- 2.0.9 Taking this into account it is evident that the site is well within an acceptable walking distance of many residential areas in the vicinity of the site.

Accessibility by Cycle

- 2.0.10 An alternative mode of travel to the site could be by cycle. By reference to the Greater Manchester cycle map it is evident that the A56 Bury New Road benefits from an on road cycle route (with other cycling facilities) ensuring that travel by cycle is convenient and safe for future employees and customers of the site.
- 2.0.11 In relation to cycling, the former PPG13 recognised that cycling can substitute for car trips; particularly for journeys under 5km. It is evident therefore that cycling to the site is possible from many residential areas of the city.

Accessibility by Public Transport

- 2.0.12 As previously stated, the A56 Bury New Road is a bus route with the closest bus stops located approximately 75m south of its junction with Fairy Lane. The bus stops are served by bus route 96 and the X41 Red Express which both provide hourly services between the Shudehill Interchange and Simister and Manchester and Accrington respectively.
- 2.0.13 Taking this into account it is considered that future employees of the proposed development have good accessibility to bus services enabling them to have the opportunity to travel to work by bus.

Summary

- 2.0.14 It has been demonstrated that the site is readily accessible by sustainable modes of travel including walking, cycling and the use of public transport. This ensures that future employees and customers of the proposed development have excellent opportunities to use sustainable modes of travel rather than make single occupancy car journeys.

Accident Data

- 2.0.15 By reference to the Crashmap website it is evident that during the latest 5 year period shown there have been no recorded personal injury accidents on Fairy Lane at the site access.
- 2.0.16 However, there has been 3 recorded personal injury accidents at the A56 Bury New Road/Fairy Lane junction. One of the accidents occurred in each year of 2017, 2018 and 2019 and they all involved 2 vehicles and resulted in slight injuries.
- 2.0.17 Taking into account the frequency and severity of the recorded accidents it is considered that there is no inherent road safety issue on the local road network in the vicinity of the site.

3.0 Development Proposals

Proposed Development

- 3.0.1 The proposal is to change the use of the existing building into a Honda Motorcycle showroom. It is considered that the proposal will be an improvement in the external appearance of the building as it will be renovated to the standard of Honda Dream dealer. Signage and a glass frontage are to be installed on both the Fairy Lane elevation and the elevation adjacent to Youles Motorcycles existing Triumph dealership and Halfords car park to the west.
- 3.0.2 The proposed site layout is included at **Appendix A** and the facility will include a motorcycle showroom and a workshop operation within the premises.

Access

- 3.0.3 The proposed access to the proposed showroom facility will utilise the existing access to the site which currently serves the existing building. This access will serve as the vehicular and pedestrian access to the site as per the current arrangement.

Parking

- 3.0.4 A total of 7 car parking spaces are proposed within the site with 1 being an accessible space which are all located to the front of the building. 2 of the spaces will be allocated for staff parking with the remainder being available for customers to use.
- 3.0.5 It is also confirmed that an area for motorcycle parking is to be provided along the eastern boundary of the site.
- 3.0.6 It is considered that the proposed car and motorcycle parking provision is satisfactory to meet the likely demand of the proposed development.

Traffic Impact

- 3.0.7 In order to quantify the potential trip generation of the proposed development the TRICS database has been interrogated using the Car Showroom Category as being the most appropriate for the proposed use. Sites in England, excluding Greater London, have been selected within the interrogation.
- 3.0.8 The resultant TRICS output is included at **Appendix C** with the resultant trip rates set out below in **Table 1**.

Time Period	In	Out	Total
AM Peak (08:00 – 09:00)	1.259	0.490	1.749
PM Peak (17:00 – 18:00)	0.458	0.894	1.352

Table 1 –Trip Generation Rates (per 100sqm GFA)

3.0.9 Using the trip generation rates shown in **Table 1** the resulting trip generation of the proposed motorcycle showroom is as shown in **Table 2**.

Time Period	In	Out	Total
AM Peak (08:00 – 09:00)	11	4	15
PM Peak (17:00 – 18:00)	4	8	12

Table 2 – Trip Generation for Proposed Development (circa 850sqm GFA)

3.0.10 It is evident from **Table 2** that the proposed development would generate minimal traffic during the AM and PM peak hours and this is without any discounting for the existing use of the building. Furthermore, motorcycle dealerships traditionally generate fewer trips than a car showroom. For example, a typical car dealership would generally sell circa 1,000 units per annum compared to circa 500 for a motorcycle dealership. Also, a typical car dealership would have 8-10 ramps in the workshop compared to 4 proposed at this site.

3.0.11 Taking the above into account, it is considered this represents a very robust assessment of potential trip generation associated with the proposals and it is concluded that the proposed development would therefore, not have a material impact on the operation of the local road network.

Construction Phase

3.0.12 Construction/fit-out of the proposed development is likely to generate a small number of trips to the site albeit with a slightly higher component of HGV traffic than when the proposed development is operational. Given that the approaches to the site do not present barriers to such traffic, the construction phase is unlikely to have a significant impact on the transport network.

Servicing Management Plan

- 3.0.13 The applicant has confirmed that as with similar facilities they operate deliveries/servicing are undertaken by:
- Motorcycle delivery by 7.5 ton wagon a maximum of once a week;
 - A large Panel van Mercedes Sprinter type; and
 - The occasional AA/RAC Recovery vehicle.
- 3.0.14 Swept path analyses have been undertaken for these vehicles, see **Appendix B**, which demonstrates that all vehicles except the 7.5 ton vehicle can turn round within the site satisfactorily. It is confirmed therefore, that when the 7.5 ton vehicle visits the site, which will be a maximum of once a week, a banksman will ensure that the vehicle safely reverses into the site from Fairy Lane. As Fairy Lane is relatively lightly trafficked and it will only occur occasionally it is considered that this arrangement will be satisfactory and will not result in safety issues.
- 3.0.15 Refuse collections will also be undertaken as outlined above.

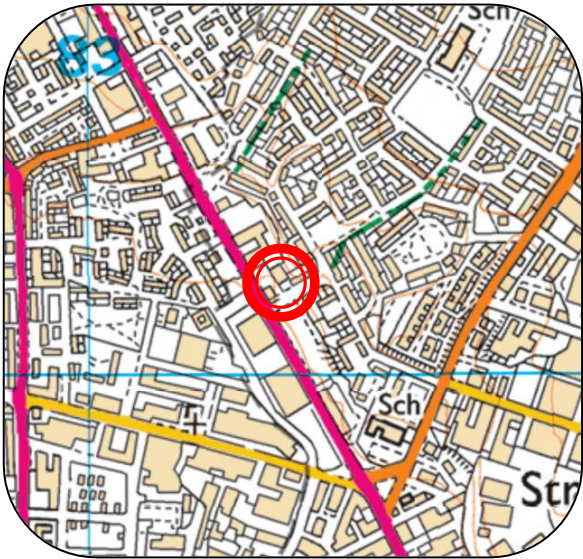
4.0 Summary and Conclusions

4.0.1 This Transport Statement has considered the transport implications of a proposed Honda motorcycle showroom at Fairy Lane in Manchester. The information presented can be summarised as follows:

- **Site Description** – The site is located in the Cheetham Hill area of Manchester and approximately 2km north of city centre. The site is currently occupied by a warehouse with its vehicular and pedestrian access being from Fairy Lane. It is understood that the premises were originally a garage for a hire car business. It is readily accessible to the local and main road networks as well as public transport services. The site is accessible by sustainable modes of travel and there are no inherent road safety issues on the local road network.
- **Proposed Development** – The proposal is to change the use of the existing building into a Honda Motorcycle showroom with access via the existing access from Fairy Lane. 7 car parking spaces are to be provided together with an area dedicated to motorcycle parking. General servicing will take place from within the site with larger vehicles reversing into the site from Fairy Lane with the assistance of a banksman.
- **Transport Impact** – The traffic likely to be generated by the proposals has been established and is considered not to have a material impact on the operation of the local road network, particularly when taking into account the existing use of the site and the fact that this will be a motorcycle rather than a car dealership.

4.0.2 **In light of the above, it is concluded that the proposed development should not have a material impact in terms of highway operation and safety. In fact, the evidence would suggest that ‘safe and suitable access to the site can be achieved for all users’ (NPPF para 108 b.); and that there would not be ‘an unacceptable impact on highway safety’ or ‘severe residual cumulative impacts on the road network.’ (NPPF para 109). These are the relevant policy tests with regards to highways.**

FIGURES



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The Old Bank House
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Client	Youles Motorcycles
Job	Honda Dealership, Fairy Lane, Manchester
Title	Site Location Plan (indicative site boundaries shown)

Drawn	HP	Date	July 2021
Checked	DLW	Scale	NTS
Approved	DLW		

Drawing No.
Figure 1

Rev					
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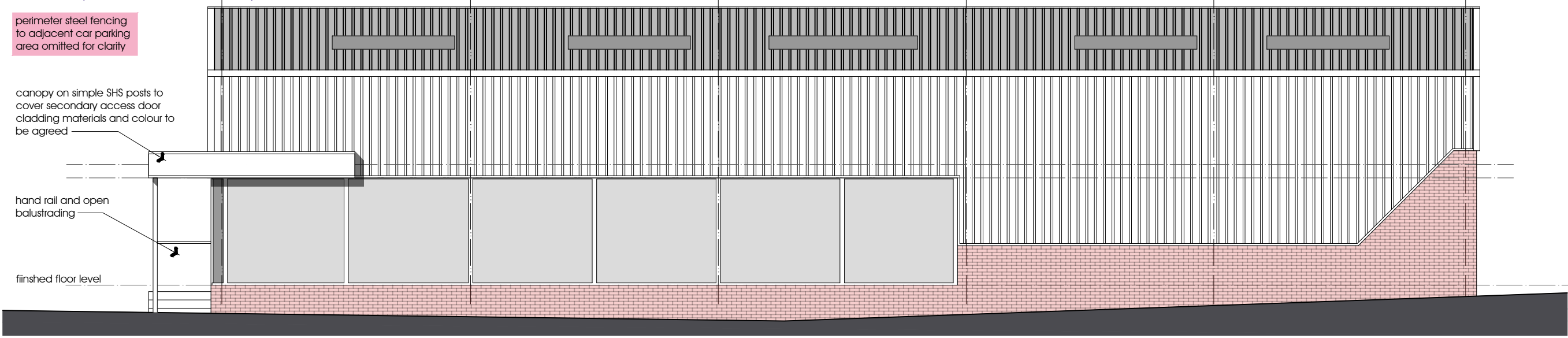
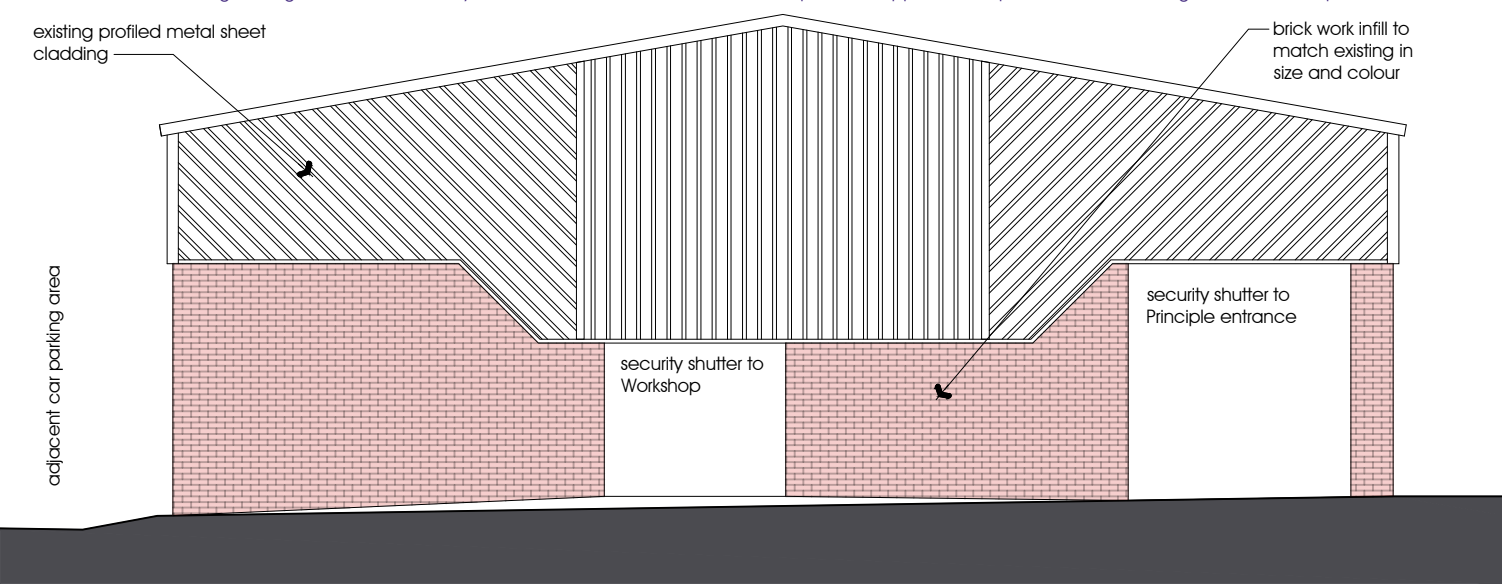
Site Location

Client	Youles Motorcycles	Drawn	HP	Date	July 2021	Drawing No.	
Job	Honda Dealership, Fairy Lane, Manchester	Checked	DLW	Scale	NTS	Figure 2	
Title	Site Area Plan	Approved	DLW			Rev	

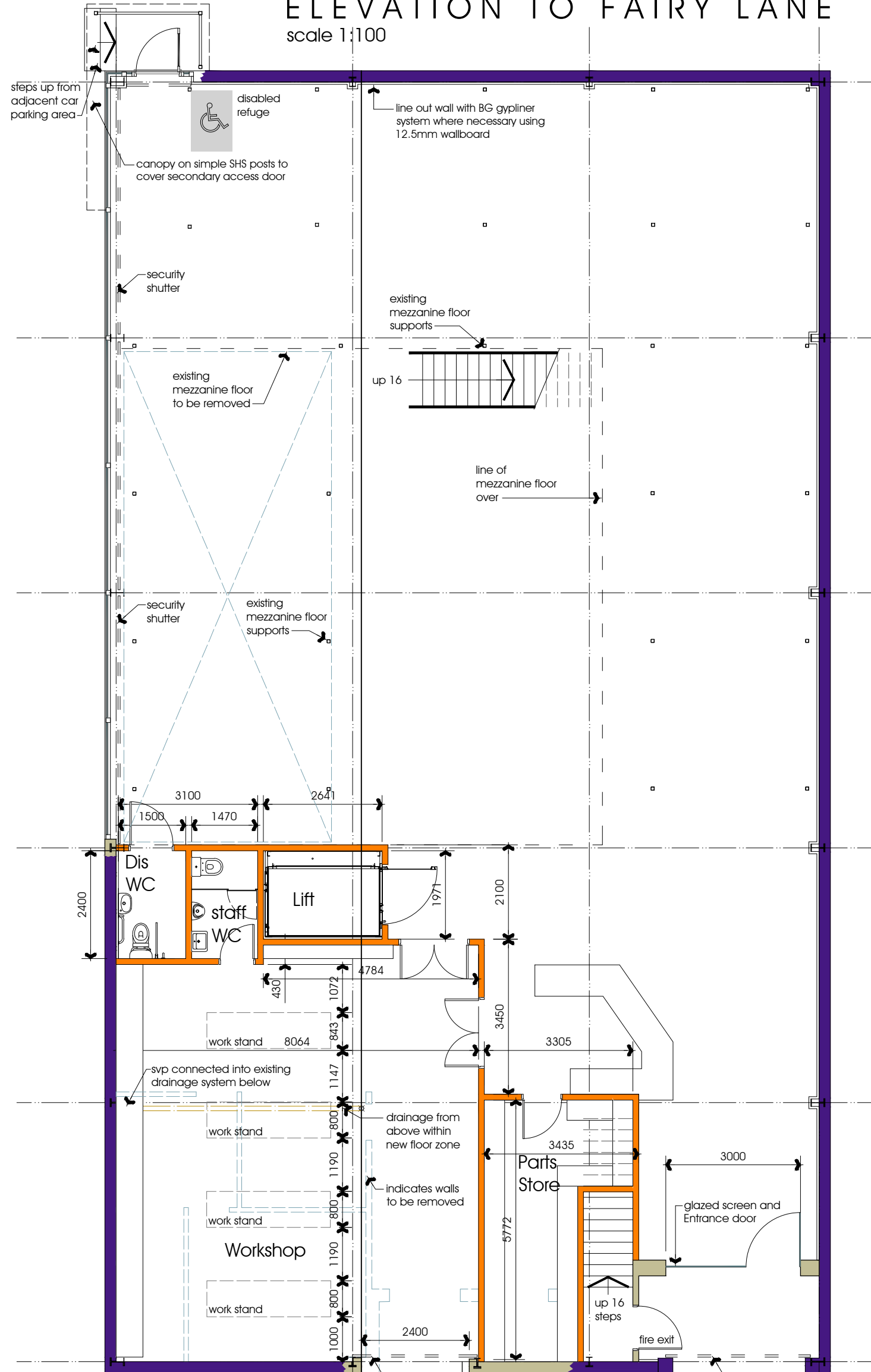
Appendix A – Proposed Site Layout

NOTES:

1: Do not scale this drawing, use figured dimensions only 2: The Contractor, Sub Contractor or specialist supplier are responsible for confirming site dimensions prior to fabrication 3: Any dimensional discrepancies are to be reported to the Architect immediately

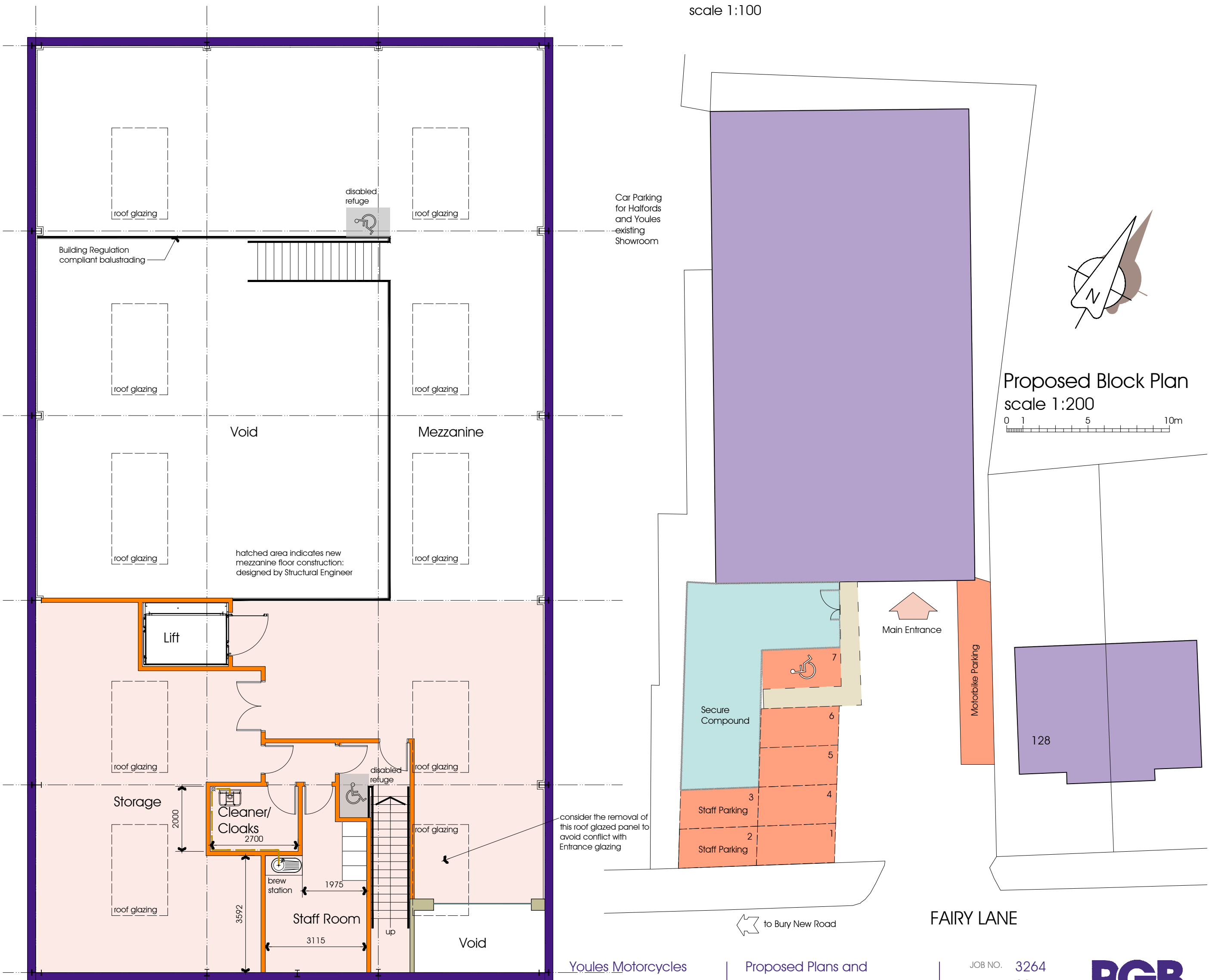


ELEVATION TO FAIRY LANE
scale 1:100



GROUND FLOOR
scale 1:100

ELEVATION TO BURY NEW ROAD
scale 1:100



FIRST FLOOR

Youles Motorcycles
Fairy Lane, Manchester

Philip Youles
Manchester

Proposed Plans and Principal Elevations

DATE 04.06.2021

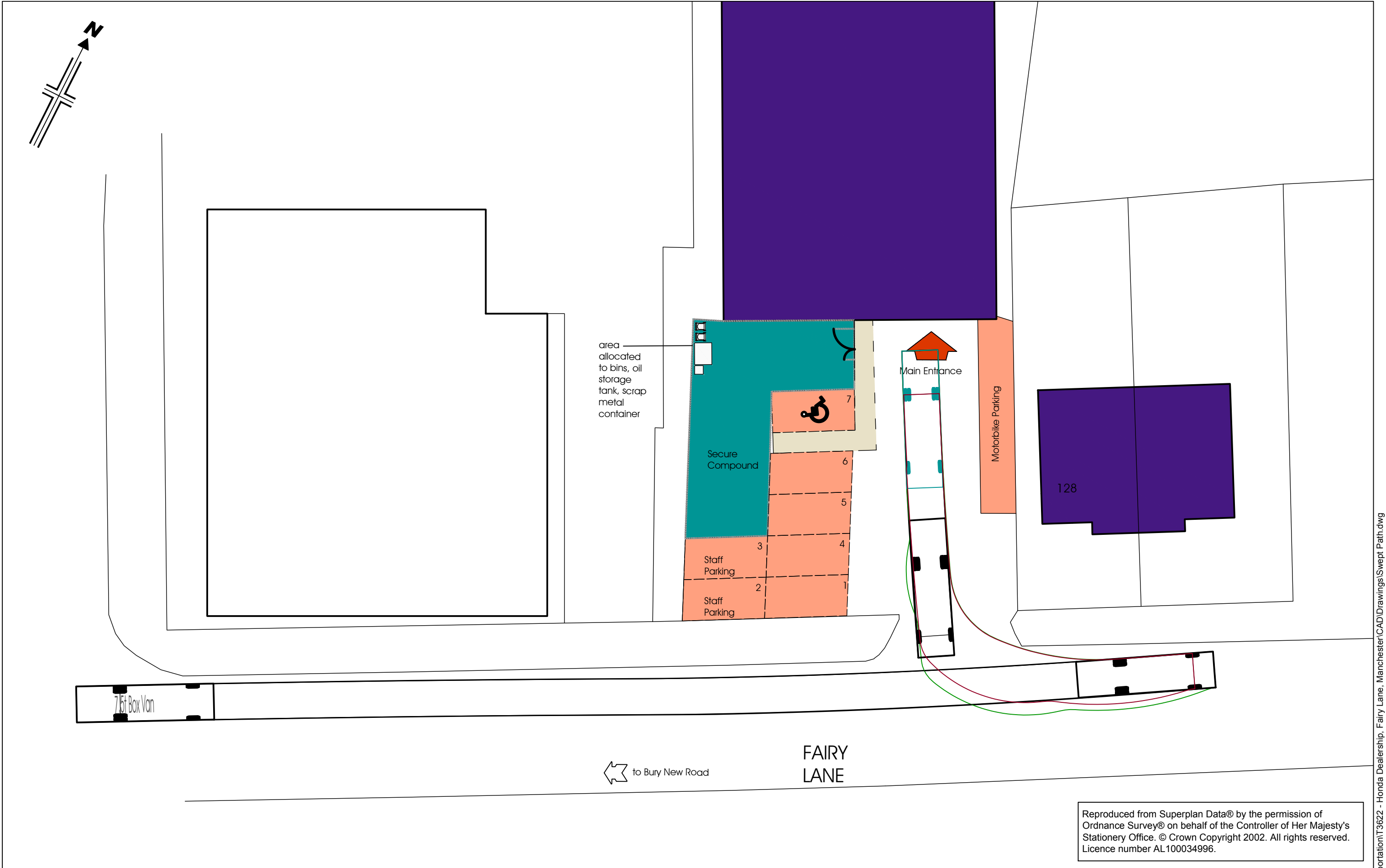
JOB NO. 3264
DRAWING NO. 02
REVISION
SCALE 1:100 @ A2

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Appendix B – Swept Path Analyses



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	Job	Honda Dealership, Fairy Lane, Manchester	Check	DLW	Scale	1:200 @ A3	Rev.			
	Title	Swept Path (3.5t Panel Van)	Appr.	DLW						



www.psadesign.co.uk mail@psadesign.co.uk PSA DESIGN engineering your environment CIVIL, STRUCTURAL, GEOTECHNICAL, TRANSPORT	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066 Fax. 01772 786265		Client	Youles Motorcycles		Drawn	HP	Date	August 2021		Drwg No. T3622-001(1)			
	Job			Honda Dealership, Fairy Lane, Manchester		Check	DLW							
	Title			Swept Path (7.5t Box Van) - Option 1		Appr.	DLW	Scale	1:200 @ A3		Rev.			

Appendix C – TRICS Output – Car Showroom

Calculation Reference: AUDIT-735101-210729-0730

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	SO SLOUGH	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	2 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: 45 to 3772 (units: sqm)
Range Selected by User: 45 to 9800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/06/19

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	6 days
Thursday	2 days
Friday	5 days

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

Selected survey types:

Manual count	18 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	3
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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.

Secondary Filtering selection:

Use Class:

Sui Generis 18 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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	2 days
20,001 to 25,000	4 days
25,001 to 50,000	7 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
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	11 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 18 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 18 days

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

LIST OF SITES relevant to selection parameters

1	CB-14-A-03 GILWILLY ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 11/06/14	PEUGEOT	CUMBRIA	Survey Type: MANUAL
2	CH-14-A-01 STADIUM WAY CHESTER SEALAND IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 1050 sqm Survey date: WEDNESDAY 12/11/14	EVANS HALSHAW FORD	CHESHIRE	Survey Type: MANUAL
3	DV-14-A-02 MARSH BARTON ROAD EXETER Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: 6623 sqm Survey date: THURSDAY 28/11/13	VAUXHALL	DEVON	Survey Type: MANUAL
4	EX-14-A-01 109 RAINSFORD ROAD CHELMSFORD Edge of Town Centre Residential Zone Total Gross floor area: 825 sqm Survey date: TUESDAY 15/10/13	FORD	ESSEX	Survey Type: MANUAL
5	EX-14-A-02 BRAINTREE ROAD BRAINTREE Edge of Town Development Zone Total Gross floor area: 1275 sqm Survey date: FRIDAY 08/07/16	KIA	ESSEX	Survey Type: MANUAL
6	LE-14-A-05 45-49 COVENTRY ROAD LEICESTER NARBOROUGH Edge of Town Industrial Zone Total Gross floor area: 1300 sqm Survey date: TUESDAY 04/11/14	HONDA	LEICESTERSHIRE	Survey Type: MANUAL
7	LN-14-A-02 GT NORTHERN TERRACE LINCOLN Edge of Town Centre Industrial Zone Total Gross floor area: 45 sqm Survey date: WEDNESDAY 04/10/17	CAR SHOWROOM	LINCOLNSHIRE	Survey Type: MANUAL
8	LN-14-A-03 SOUTH PARK AVENUE LINCOLN CANWICK HILL Edge of Town Residential Zone Total Gross floor area: 143 sqm Survey date: FRIDAY 28/06/19	CAR SHOW ROOM	LINCOLNSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-14-A-04 HUTTON BANK RIPON	LAND ROVER	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	2160 sqm	
	Survey date: MONDAY	23/09/13	Survey Type: MANUAL
10	SO-14-A-01 LEIGH ROAD SLOUGH SLOUGH TRADING ESTATE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	3772 sqm	SLOUGH
	Survey date: MONDAY	09/07/18	Survey Type: MANUAL
11	TW-14-A-02 STONEYGATE CLOSE GATESHEAD	RENAULT	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	2200 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
12	TW-14-A-03 SOUTHWICK ROAD SUNDERLAND MONKWEARMOUTH Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:	282 sqm	TYNE & WEAR
	Survey date: WEDNESDAY	05/04/17	Survey Type: MANUAL
13	WL-14-A-02 GREAT WESTERN WAY SWINDON	MERCEDES BENZ	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area:	3250 sqm	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
14	WM-14-A-05 HAGLEY ROAD STOURBRIDGE	EVANS HALSHAW	WEST MIDLANDS
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2028 sqm	
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL
15	WO-14-A-01 BROMYARD ROAD WORCESTER HENWICK Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area:	655 sqm	WORCESTERSHIRE
	Survey date: FRIDAY	23/05/14	Survey Type: MANUAL
16	WS-14-A-03 BROUGHAM ROAD WORTHING	FORD	WEST SUSSEX
	Edge of Town Residential Zone Total Gross floor area:	1450 sqm	
	Survey date: FRIDAY	17/10/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	WY-14-A-03 ELLAND ROAD LEEDS	VOLKSWAGEN	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	3324 sqm	
	Survey date: TUESDAY	24/09/13	Survey Type: MANUAL
18	WY-14-A-04 LEEDS ROAD NEAR DEWSBURY WOODKIRK	PEUGEOT	WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	1122 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

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									
07:00 - 08:00	13	1770	0.665	13	1770	0.074	13	1770	0.739
08:00 - 09:00	18	1554	1.259	18	1554	0.490	18	1554	1.749
09:00 - 10:00	18	1554	0.894	18	1554	0.751	18	1554	1.645
10:00 - 11:00	18	1554	0.787	18	1554	0.658	18	1554	1.445
11:00 - 12:00	18	1554	0.687	18	1554	0.701	18	1554	1.388
12:00 - 13:00	18	1554	0.787	18	1554	0.765	18	1554	1.552
13:00 - 14:00	18	1554	0.722	18	1554	0.669	18	1554	1.391
14:00 - 15:00	18	1554	0.619	18	1554	0.737	18	1554	1.356
15:00 - 16:00	18	1554	0.515	18	1554	0.683	18	1554	1.198
16:00 - 17:00	18	1554	0.629	18	1554	0.865	18	1554	1.494
17:00 - 18:00	18	1554	0.458	18	1554	0.894	18	1554	1.352
18:00 - 19:00	17	1636	0.129	17	1636	0.640	17	1636	0.769
19:00 - 20:00	6	2002	0.017	6	2002	0.325	6	2002	0.342
20:00 - 21:00	1	2582	0.116	1	2582	0.194	1	2582	0.310
21:00 - 22:00	1	2582	0.000	1	2582	0.542	1	2582	0.542
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.284			8.988			17.272

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: 45 - 3772 (units: sqm)
 Survey date range: 01/01/13 - 28/06/19
 Number of weekdays (Monday-Friday): 18
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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