

A Planning Application by
BRICKMAN YALE LIMITED

In respect of
**121-131 Bell Lane,
BURY**

Transport Statement

September 2021



Document Management

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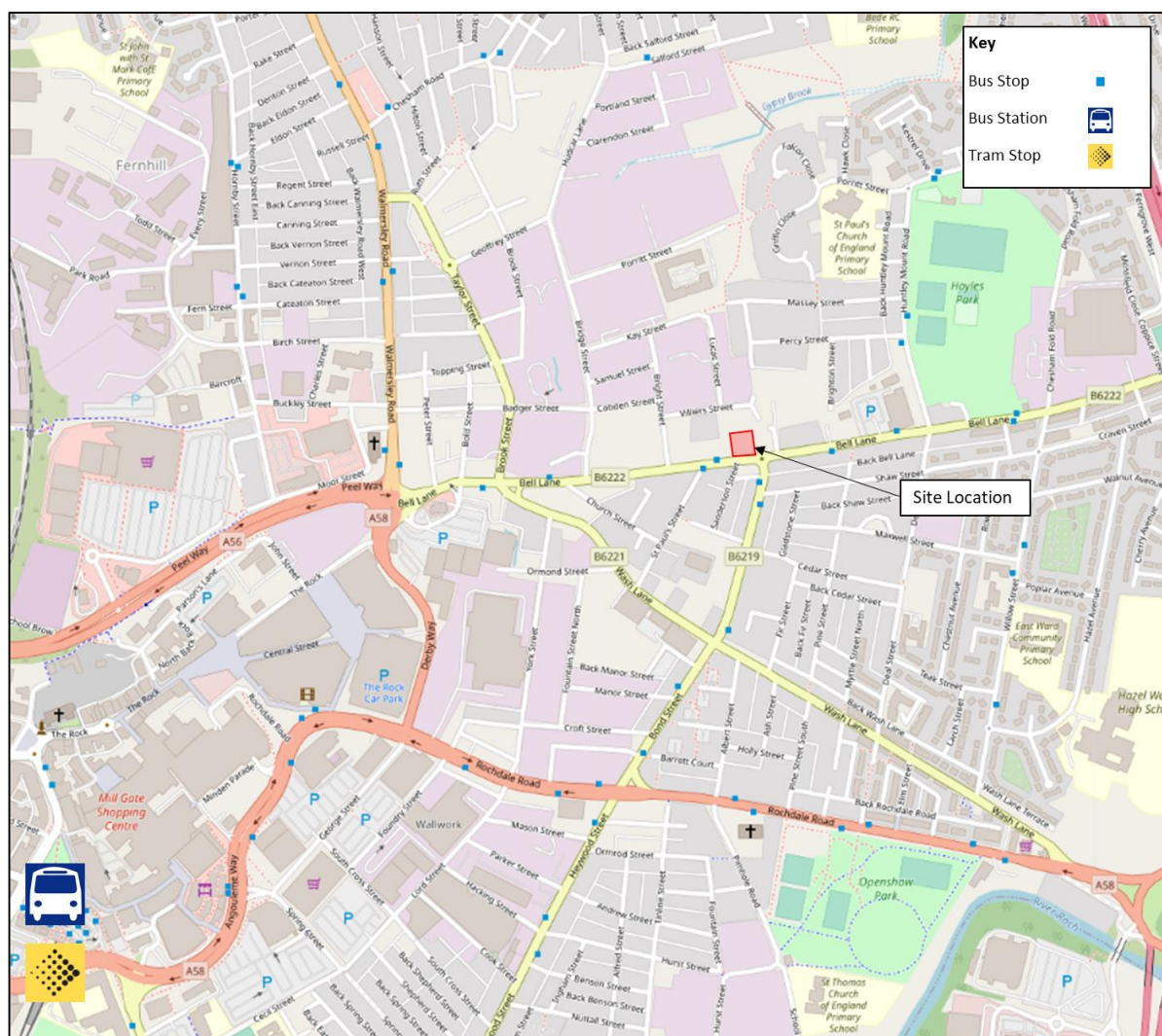
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1 Introduction

- 1.1 Transport Planning Associates has been appointed by Brickman Yale Limited to provide transport planning consultancy services in relation to the proposed redevelopment of 121-131 Bell Lane in Bury (the Site). The Site is currently occupied by a house that is boarded up and a non-food retail store that is no longer in operation. The location of the Site is shown in **Figure 1.1** below. Bury Council is both the Local Planning Authority and Local Highway Authority.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.2 The scheme proposes the replacement of the existing building with a convenience retail store and a total of 21 flats on the first to third floors, together with a new access and car parking area. The proposed Site layout plans are included in **Appendix A**.
- 1.3 This Transport Statement (TS) has been prepared to consider the transport and highways implications of the proposed redevelopment of the site, and will be submitted as part of a suite of documents in

support of the planning application. It will set out the baseline position, the development proposals, in terms of means of access, parking and servicing arrangements, and the resulting transport impact on the local highway network.

Planning Policy

1.4 This TS has been prepared in accordance with best practice advice set out in a number of documents, including the National Planning Policy Framework (NPPF), Manual for Streets and a number of Chartered Institute of Highways and Transport (CIHT) guidelines.

1.5 In the NPPF, transport is recognised as having an important role in promoting sustainable development:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed." (para 111)

1.6 Importantly, the NPPF notes that:

"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" (para 109).

2 Baseline Transport Conditions

The Existing Site

- 2.1 The Site comprises a house and retail store. Parking for the store used third party land to the east of the store which is not part of this planning application. The Gross Floor Area of the existing retail store is 235 sq.m.
- 2.2 The Site is located in a mixed residential and employment area to the north east of Bury town centre. It benefits from a good level of pedestrian, cycle and public transport accessibility, as described in greater detail in the remainder of this Chapter and is in Bury's area of High Accessibility.

Pedestrian and Cycle Infrastructure

Walking

- 2.3 Footways are provided on both sides of the local highway network supporting connectivity to the surrounding residential areas, employment area, bus stops and wider area. There is street lighting and the local roads are subject to a 30mph speed limit. There are dropped kerbs and tactile paving with pedestrian refuges on the western and southern arms of the nearby priority controlled roundabout of Bell Lane and Parsonage Street supporting access for all users.
- 2.1 The Institution of Highways and Transportation (former IHT, now CIHT) publication '*Providing for Journeys on Foot*' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in **Table 2.1** below are taken from Table 3.2 of that publication and set out the thresholds considered for local services and amenities.

Table 2.1 IHT suggested walking distance thresholds

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

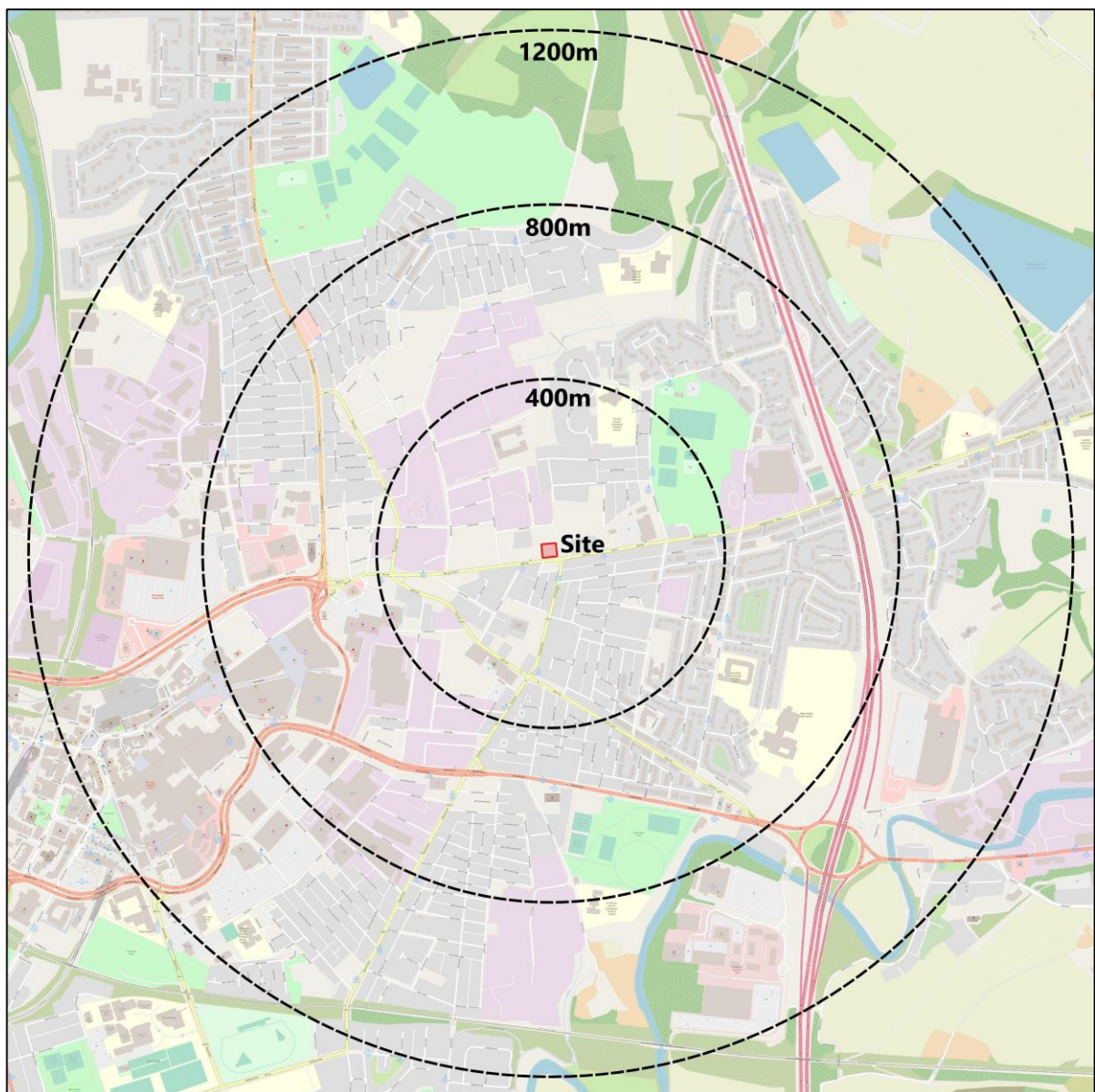
Source: Table 3.2 of *Providing for Journeys on Foot* (IHT)

- 2.2 *Building Sustainable Transport into New Developments* (DfT, 2008) gives the following advice on pedestrian catchment areas: "Walking neighbourhoods are typically characterised as having a range of

facilities within 10 minutes' walking distance (around 800 metres)". This is further stressed in CIHT guidance "Planning for Walking" (2015).

- 2.3 As shown in **Figure 2.1**, the Site is located close to a built-up residential area, which makes it a very good location for a new convenience store.

Figure 2.1 Walking Catchment



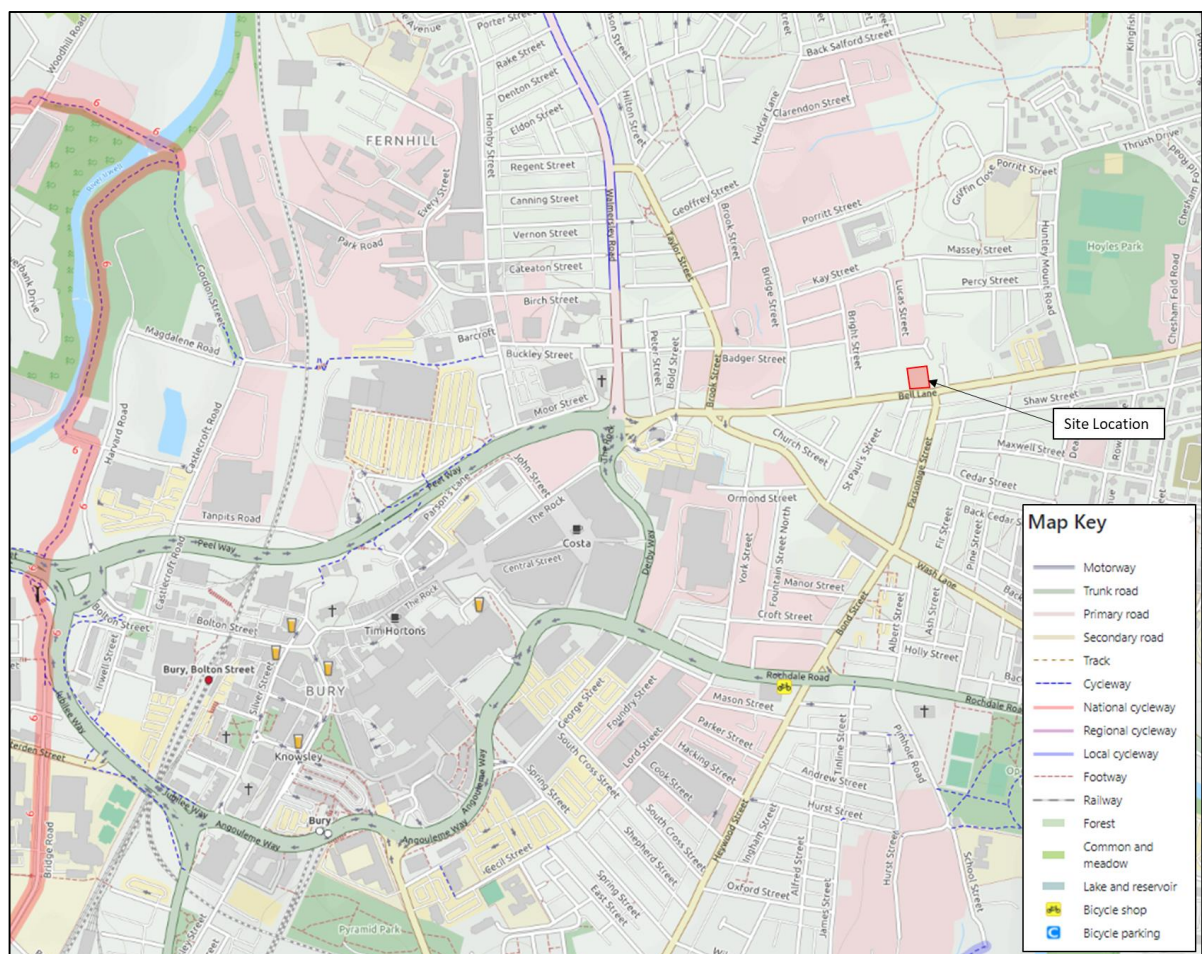
Background plan: © OpenStreetMap contributors – Note: crow flies distances

Cycling

- 2.4 There are some cycle facilities within the area, including access to cycle parking facilities, a National Cycle Route, allocated cycle lanes, a local cycle route, in addition there is potential for cyclists to cycle along the carriageway.

- 2.5 National Cycle Route 6 (NCR 6) is accessible approximately 1.5km west of the site via Peel Way / Bolton Street. NCR 6 is a long distance cycle route that runs from London to the Lake District. Within the local area it provides connections to Manchester, Radcliffe, Ramsbottom, Flax Moss, and Blackburn. It also provides access to a number of other NCR's including 55, 60, 62, 66, 82 and 85 which route through the Greater Manchester Area.
- 2.6 Marked cycle lanes can be found along Bolton Street, Peel Way, Jubilee Way, Crostons Road, and Walmersley Road, providing connections to local residential areas and the town centre. These routes are a mix of segregated on carriageway routes and off carriageway shared surfaced routes.
- 2.7 Cycle parking is accessible throughout the town including at the Woodfields Retail Park, the Rock Shopping Centre, within the town centre and at Bury interchange (Bus Station and Metrolink Station).
- 2.8 These cycle routes and others can be seen at **Figure 2.2**, the blue lines on the map indicate the location of local cycle routes, while the red lines indicate a NCR.

Figure 2.2 Cycle Network



Source: © OpenStreetMap contributors

Public Transport

- 2.9 The nearest bus stop to the Site is an eastbound bus stop, 30m from the Site on Bell Lane. This is served by route numbers 468 and 469. The westbound bus stop is 50m from the Site. An additional service, route number 494, is available on Parsonage Street with bus stops 70m from the Site for northbound services and 110m for southbound services. The local bus services and their frequencies are shown in **Table 2.2**.

Table 2.2 Bus Services

Route	Destinations	Weekday	Saturday	Sunday
468	Bury - Rochdale	Every 20 minutes	Every 30 minutes	Hourly
469	Tottington - Bury	Every 10 minutes	Every 15 minutes	Every 30 minutes
494	Bury - Ferngrove	Hourly	Hourly	-

Source: *bustimes.org*

- 2.10 These bus services demonstrate that the Site has very good and frequent public transport services supporting this mode of travel.

Local Amenities

- 2.11 The site is served by some key local amenities, within reasonable walking or cycling distances. The proposed development includes a convenience store on the ground floor which will be a short walk for the proposed residents and for residents and employees in the vicinity of the Site. A summary of key destinations is provided below:

▪ Proposed convenience store	-	20m
▪ Bus stops	-	30m to 110m
▪ Public house	-	110m
▪ Takeaway	-	110m
▪ Aldi	-	180m
▪ Church	-	200m
▪ Hair salon	-	300m
▪ Post office	-	350m

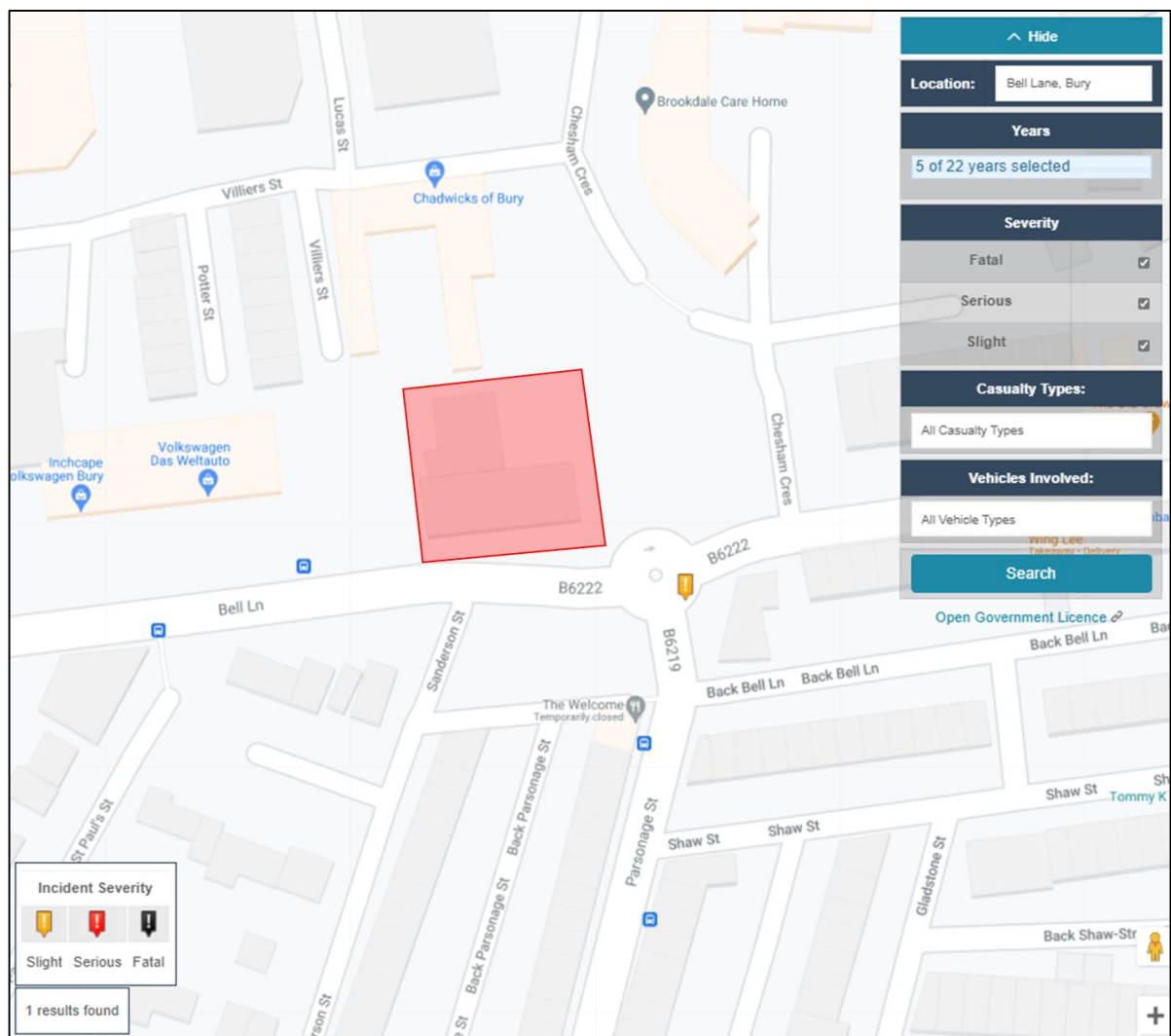
- 2.12 These amenities and others in the vicinity will help to encourage future residents to make sustainable travel choices, along with the provision of secure and covered cycle parking on site.

Highway Network

- 2.13 The B6222, Bell Lane runs in an east/ west direction through the local residential and employment area. The local roads are subject to a 30mph speed limit and benefit from street lighting. Bell Lane has double yellow lines on both sides of the carriageway preventing parking at all times. There are footpaths on both sides of the carriageway.
- 2.14 Travelling west along Bell Lane leads to the A58 Peel Way which forms part of the ring road around the town centre. To the south east of the Site, Bell Lane forms a roundabout junction with the B6219, Parsonage Street. Travelling south along the B6219 links to the B6221, Wash Lane which links to the A58 to the east and onto Junction 2 of the M66 providing connections to Blackburn and Burnley and the M62 for destinations further afield.

Road Safety

- 2.15 A review of the CrashMap website (**Figure 2.3**) has revealed that there has been one personal injury collision that has occurred in the vicinity of the Site in the most recent 5-year period, up to and including 2020.

Figure 2.3 CrashMap Plan

Source: www.crashmap.co.uk

- 2.16 The incident occurred on Bell Lane at the junction with Parsonage Street and involved a pedestrian. When considering the single personal injury collision in five years in the vicinity of the Site, it suggests that there are no existing road safety issues associated with the Site or its access point. Therefore, there are no highways safety issues present that affect the proposed development which includes a new access for the Site.

3 The Proposed Development

The Scheme

- 3.1 The scheme comprises the demolition of the existing building at 121-131 Bell Lane to provide a new food retail store with a Gross Floor Area of 177 sq.m. It is proposed to provide a total of 21 flats on the first, second and third floors. There will be nine one bedroom flats and 12 two bedroom flats. The proposed scheme would also include a new access and car park for the flats. There will be no car parking for the convenience store. The proposed site layout plan is included in **Appendix A**.

Access

Pedestrian access

- 3.2 Pedestrian access to the flats will be from the rear of the building via a new shared pedestrian and vehicular access from Bell Lane to serve the residents' car park.
- 3.3 Pedestrian access to the convenience store will be directly from Bell Lane.

Vehicular access

- 3.4 A new vehicular access point is proposed off Bell Lane to serve parking for the flats only. The visibility splay of 2.4m x 43m for the car park access has been measured and this is included in **Appendix B**. This satisfies the Manual for Streets required visibility for 30mph speeds.
- 3.5 A Stage 1 Road Safety Audit has been undertaken of the proposed access arrangements. This is provided in **Appendix C**. The Report highlights five problems and one observation. In order to address these problems, the recommendations have been reviewed and the following is proposed for agreement with the Local Highway Authority (LHA):
- Problem 1 Footway adjacent to new access – to resurface the footway fronting the development and the length of footway extending to the roundabout;
 - Problem 2 Lamp column in centre of footway – relocate the lamp column to the back of footway;
 - Problem 3 Pedestrian guard railing missing – replace the missing guard rail;
 - Problem 4 Service utility covers on Bell Lane – resurface the carriageway surrounding the metal covers;
 - Problem 5 Blocked drainage gulley adjacent to proposed site access – the LHA to unblock the gulley; and

- Observation Carriageway west of proposed Site access – the LHA to reinstate the carriageway surface and the double yellow lines be joined and paint reapplied where the yellow lines have faded.

Sustainable access

- 3.6 As demonstrated in Chapter 2, the Site is located in a residential area, within a wide walking catchment (**Figure 2.1**) and benefits from access to bus services and cycle routes. Its location is considered sustainable, in terms of both the NPPF and Bury's area of High Accessibility.

Parking

- 3.7 Parking standards in Bury are set out in the Council's document, 'Development Control Policy Guidance Note 11', dated May 2007. The site is located in an area of high accessibility based on the map in Appendix 1 of the Guidance Note. The parking standards are presented in **Table 3.1** along with the application of these standards to the proposed development.

Table 3.1 Parking Standards

Vehicle	General Standard	Application of standard	Provision
A1 Food retail 177m ² Gross Floor Area (GFA)			
Car	Maximum 1 space per 25m ² GFA	Maximum 7 spaces	None
Disabled	Minimum 3 bays or 6% of total capacity whichever is greater	Minimum 3 spaces	None
Cycle	One customer space per 200 m ² – minimum of 2	Minimum 2 spaces	4 spaces
Residential 9 x 1 bedroom and 12 x 2 bedroom			
Car	Maximum of 1 per one bedroom dwelling and 1.5 per 2 bedroom dwelling	Maximum 27 spaces	18 spaces including disabled
Cycle	Minimum 1 space per 5 dwellings	Minimum 4 spaces	4 spaces
Disabled	For flats a minimum of 5 per cent to be disabled spaces	Minimum 1 space	1 space

- 3.8 As can be seen from **Table 3.1**, the proposed car, cycle and disabled parking provisions are compliant with the requirements set out in Bury's parking standards document. The food retail store will not

have any car parking and is proposed to support the local community who will walk or cycle to the store. Car parking for the flats will be less than the maximum standards and it is expected that some of these will be occupied by non-car users and so promoting sustainable travel. This is further supported by the site being in a High Accessibility area.

- 3.9 A Swept Path Analysis of a large car has been undertaken to ensure that manoeuvres can be undertaken in and out of the end parking spaces. This is shown in **Appendix D** and confirms that the manoeuvres are possible.
- 3.10 A bike store is proposed to accommodate four bicycles for residents of the flats. Two 'Sheffield' stands are proposed outside the convenience store close to the customer access that will accommodate four bicycles for customers whilst staff will be able to store their bikes in the staff area of the retail store.

Servicing and Refuse collection

- 3.11 Delivery vehicles will serve the proposed retail store by stopping outside the store on Bell Lane. With consideration to the double yellow lines along Bell Lane, it is proposed that deliveries are made outside of highway network peak periods. Given the small size of store at 177 sq.m., it is anticipated that there will be up to two or three deliveries per day.
- 3.12 It is understood that all refuse generated by the proposed store will be collected and returned to the distribution centre for sorting / recycling using the delivery vehicles that bring goods to site. As a result, there will be no requirement for municipal waste collection for the retail store.
- 3.13 Refuse collection for the flats will take place on Bell Lane with bins transported from the ground floor bin store to Bell Lane on collection days. There is a 2m strip of land along the eastern side of the building that is in the ownership of the applicant that supports this movement. This strip of land was previously used for the consented use for transporting bins from the rear of the building onto Bell Lane.

4 Transport Impact

Traffic Generation

- 4.1 In order to determine the likely traffic impact of the proposed scheme, reference was made to the TRICS V7.8.2 database - the UK's national system of trip generation analysis. To determine the net impact, an analysis was undertaken for both the existing (Builder's Merchants) and the proposed (Privately Owned Flats) uses. The Builder's Merchants category was chosen for the existing retail to best reflect the use of the building as builder's equipment hire.
- 4.2 The proposed convenience store will not have any parking and is anticipated to attract walk and cycle trips from the local area only and therefore, will not generate any vehicular trips other than delivery trips outside of highway network peak periods.
- 4.3 For the existing and proposed uses, sites were selected from the whole of England, excluding Greater London, Town Centre and Edge of Town locations and including edge of town centre, neighbourhood areas and suburban areas for weekdays only. The search resulted in a sample of one site for the builder's merchants and 25 sites for the flats.
- 4.4 The TRICS reports are included in **Appendix E**, and the resulting trip generation for the existing and proposed uses is illustrated in **Table 4.1**, **Table 4.2** and **Table 4.3** for the network peak hours and daily period.

Table 4.1 Existing Trip Generation (Retail – Builder's Merchants)

Time Period	Trip Rates (per 100 m ² GFA)		Trip Generation - 235 m ² GFA	
	Arrivals	Departures	Arrivals	Departures
08:00-09:00	0.393	0.278	1	1
17:00-18:00	0.008	0.062	0	0
Daily Trip Rates:	2.876	2.869	7	7

Source: TRICS 7.8.2

Table 4.2 Proposed Trip Generation (Residential – Private Flats)

Time Period	Trip Rates (per flat)		Trip Generation - 21 flats	
	Arrivals	Departures	Arrivals	Departures
08:00-09:00	0.053	0.172	1	4
17:00-18:00	0.156	0.08	3	2
Daily Trip Rates:	1.042	1.101	22	23

Source: TRICS 7.8.2

- 4.5 From **Tables 4.1** and **4.2** it is calculated that in the morning peak hour traffic will increase from two two-way trips to five two way trips whilst in the evening peak hour it will increase from zero two-way trips to five two-way trips. Over the course of a weekday, traffic will increase from 14 two-way trips to 45 two-way trips.

Net Impact

- 4.6 The summary of the predicted trip generation in the peak hours and throughout the day and the resulting net impact are illustrated in **Table 4.3** below.

Table 4.3 Net Impact

Time Period	Existing		Proposed		Net Impact	
	Arr	Dep	Arr	Dep	Arr	Dep
08:00-09:00	1	1	1	4	0	3
17:00-18:00	0	0	3	2	3	2
Daily	7	7	22	23	15	16

Source: TRICS 7.8.2

- 4.7 As can be seen from **Table 4.3**, the proposed use would result in a net increase in zero arrivals and three departures in the morning peak hour and a net increase in three arrivals and two departures in the evening peak hour. This should be considered to be a negligible increase in traffic demand on Bell Lane and the proposed access junction is forecast to operate comfortably within capacity. Over the course of a day, the proposed development will result in an increase of 15 arrivals and 16 departures. This level of traffic impact is not considered to be severe.

5 Summary and Conclusion

Summary

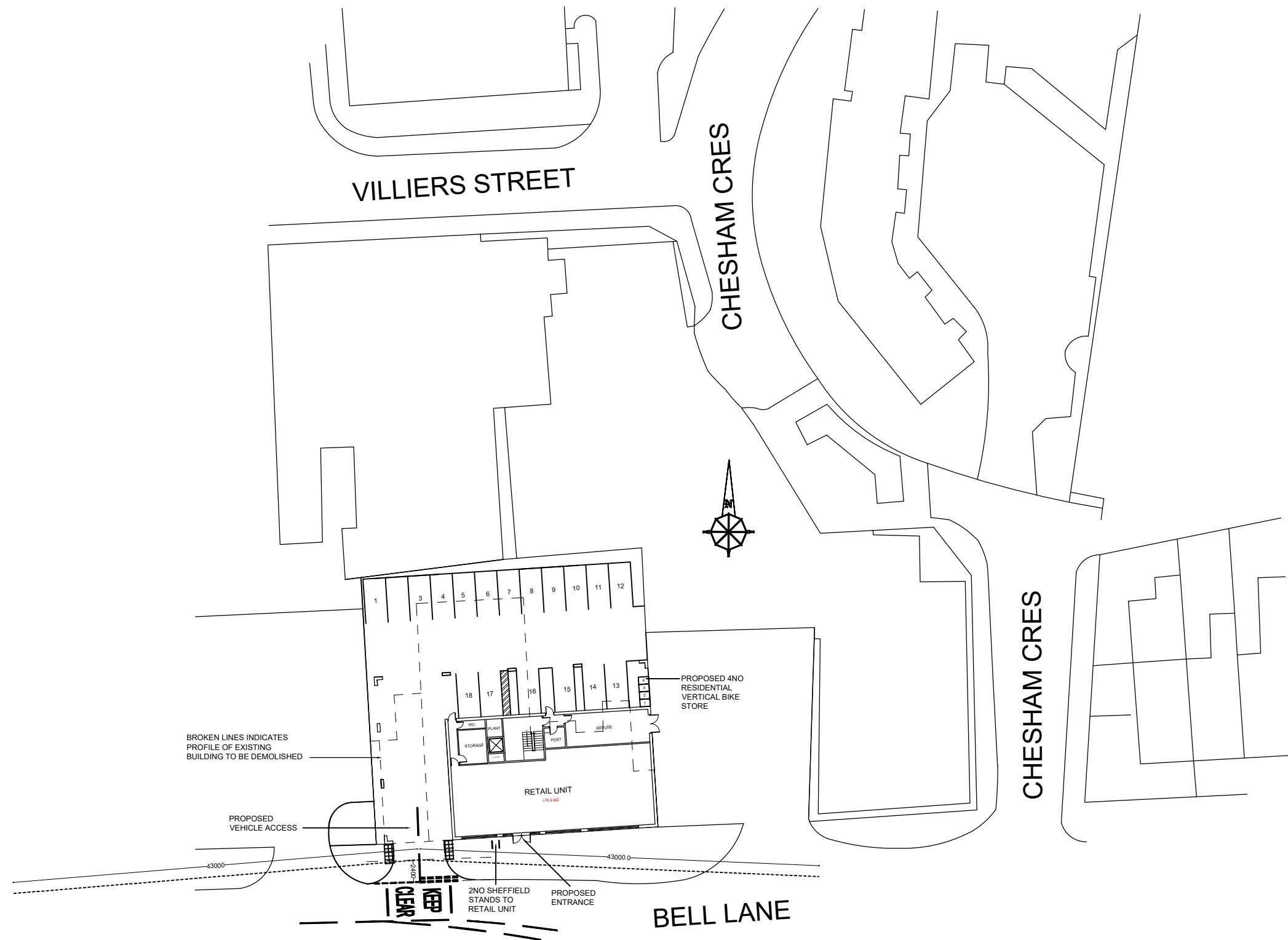
- 5.1 The scheme comprises the redevelopment of 121-131 Bell Lane to a food retail store on the ground floor with 21 flats on the first to third floors. The proposals include a new access and car park to serve the flats.
- 5.2 The Site is located north of Bell Lane and benefits from being in Bury's High Accessibility area with a good level of accessibility by walking, cycling and public transport infrastructure and services. The walking catchment includes large residential and employment areas in all directions.
- 5.3 Vehicular access to the car park would be via a new access off Bell Lane. This has been the subject of a Stage 1 Road Safety Audit which highlighted five problems and one observation. It is proposed that the recommendations to four of the problems are addressed as part of the development proposals and the fifth problem and observation are addressed by the LHA.
- 5.4 One slight incident has occurred on Bell Lane in the vicinity of the Site which involved a pedestrian. In consideration of the low number of incidents, it is concluded there are no highways safety issues in the vicinity of the Site.
- 5.5 Goods deliveries to the convenience store will be from Bell Lane outside of highway network peak periods. Refuse collection for the convenience store will be by the delivery vehicles, whilst refuse collection for the flats will be from Bell Lane.
- 5.6 Car, cycle and disabled parking for the proposed retail unit will be compliant with the requirements of the Council's parking standards document, 'Development Control Policy Guidance Note 11', dated May 2007. There will be no car parking for the convenience store which is expected to generate walk and cycle trips only from the local area. Two cycle parking spaces are proposed for customers of the convenience store whilst cycle parking for staff will be possible in the back of house area.
- 5.7 Eighteen car parking spaces will be provided for the flats including one disabled bay, less than the maximum of 27 calculated from the standards but is considered acceptable given the location of the Site in an area of High Accessibility. Sustainable travel by residents and visitors will be supported by the provision of four cycle parking spaces in a secure cycle store. The Site is in cycling distance of key facilities including the town centre and railway station.
- 5.8 The proposed change of use would result in a moderate increase in traffic generated by the Site. There is forecast to be a net increase in trips of three two-way trips in the morning peak hour and five two-

way trips in the evening peak hour. This is not considered to represent a material increase in traffic, which would fall within daily fluctuations on the surrounding highway network.

Conclusion

- 5.9 It is concluded that the proposed development is compliant with the principles, recommendations and prescriptions included in national, regional and local policies. Accordingly, there are no transport reasons why planning permission should not be granted.

APPENDIX A



SITE PLAN

1 SHOP UNIT

24 APARTMENTS

- 15 TWO BEDS
- 9 ONE BED

18 CAR PARKING SPACES

- WITH 1 DISABLED PARKING SPACE

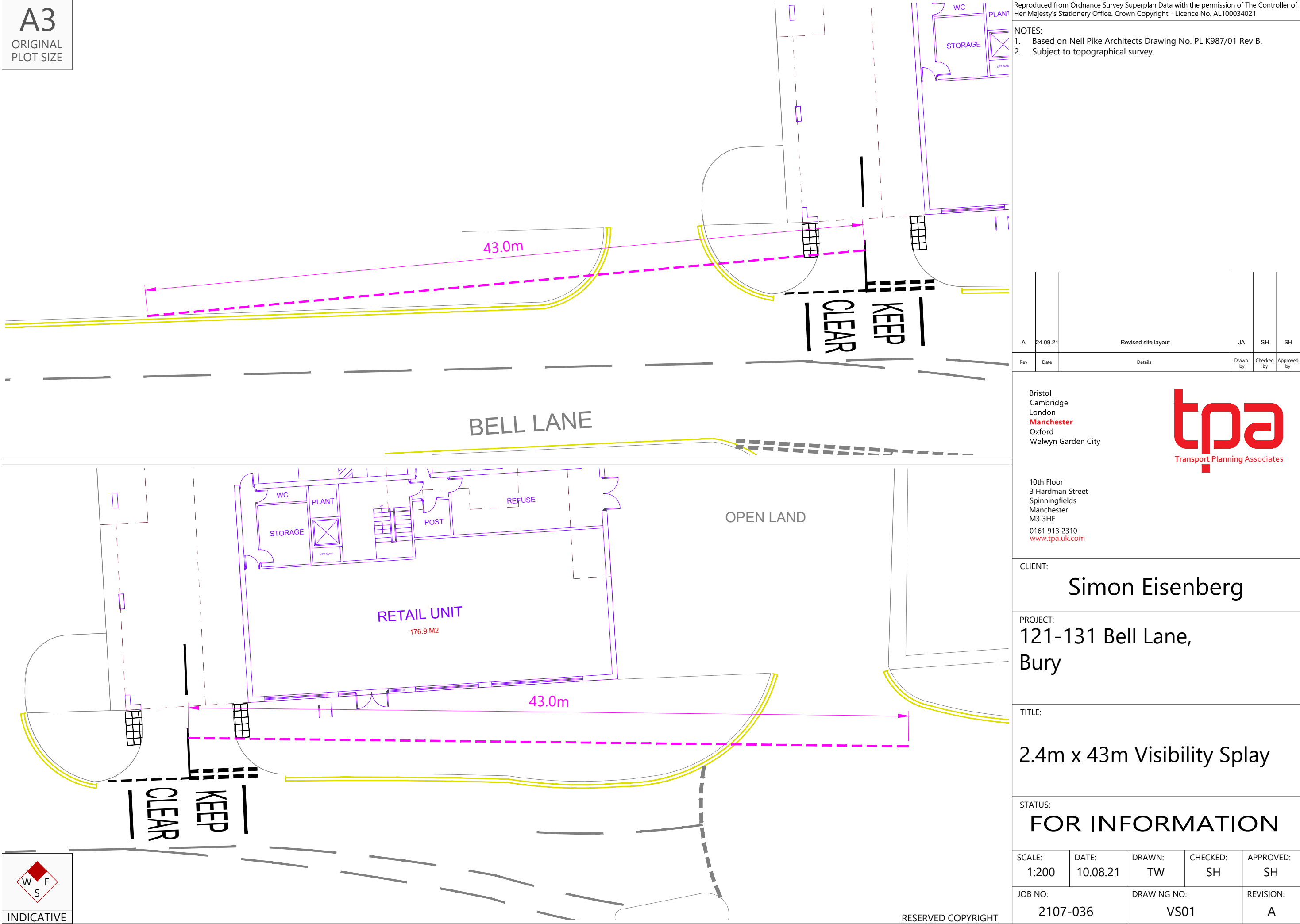
4 RESIDENTIAL CYCLE SPACE

2 RETAIL UNIT CYCLE SPACE

REV	DESCRIPTION
A	NUMBER OF APARTMENTS REDUCED TO 24 AND GENERAL AMENDMENTS TO THE SIZE AND MASSING OF THE BUILDING 09.07.21
B	CAR PARKING REVISED, CYCLE SPACES ADDED TO RETAIL UNIT AND RESIDENTIAL APARTMENTS 21.09.21 D.D.
PROPOSED SITE PLAN	
PROPOSED RESIDENTIAL DEVELOPMENT 121-131 BELL LANE, BURY, BL9 6BB	
CLIENT:	SIMON EISENBERG
DWG NO:	PL K987/01
SCALE:	1/500 @ A3
DRAWN BY:	R.S.P.
DATE:	08/02/21
REV:	B
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APPENDIX B



APPENDIX C



safer roads for everyone

121-131 Bell Lane, Bury, BL9 6BB

Road Safety Audit Stage 1

on behalf of
Transport Planning Associates

(Simon Eisenberg c/o Brickman Yale Ltd)

TMS reference no: 16501

Date: 19th August 2021

121-131 Bell Lane, Bury BL9 6BB

Road Safety Audit Stage 1

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out 121-131 Bell Lane, Bury BL9 6BB, on behalf of Transport Planning Associates (Simon Eisenberg c/o Brickman Yale Ltd). The audit was carried out on Thursday 19th August 2021 in the offices of TMS Consultancy

1.2 The audit team members were as follows:

Audit Team Leader

Richard Marriott – CertEd, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

Audit Team Member

Neal Roderick – BEng (Hons)
Engineer, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Susan Haslam of TPA.

1.4 The site was visited by the Audit Team on Wednesday 18th August 2021 at 13:20 hrs. The weather was overcast and dry. Traffic flows were high. Pedestrian and cycle flows were low.

1.5 The terms of reference of the Road Safety Audit are as described in GG 119. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

1.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

- 1.8 The scheme consists of a new access to serve residential car park. Re-development of site to provide a convenience store at ground floor and three floors of flat above.

1.9 **Road Safety Audit Response Report**

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location – Footway adjacent to new access

Summary: Increased risk of trip and fall type injuries to pedestrians

The existing footway adjacent to the new development is substantially deteriorated and there is evidence of ponding, which could freeze over in the winter months. Pedestrian footfall will increase with the introduction of the new development however poor condition of the footway surface and existence of ponding will increase the risk of pedestrian trip and fall hazards, particularly for visually and mobility impaired pedestrians.



Deteriorated footway in vicinity of new development with evidence of ponding

RECOMMENDATION

The footway levels should be surveyed, and the footway should be resurfaced in the vicinity of the new development and tied in with the new footway to the west of the development.

2.2 PROBLEM

Location – Lamp column in centre of footway adjacent to new development

Summary: Risk of pedestrians striking lamp column, resulting in injury, particularly visually impaired pedestrians.

The Lamp column adjacent to the development on the northern side of Bell Lane is situated in the middle of the footway. Pedestrians could inadvertently strike the lamp column, resulting in injury, particularly visually impaired pedestrians.



Lamp column in centre of footway

RECOMMENDATION

The lamp column should be relocated to the back of the footway.

2.3 PROBLEM

Location – Pedestrian guard railing adjacent to new development

Summary: Risk of pedestrians entering carriageway at inappropriate location and being struck by traffic

A section of pedestrian guard railing is missing adjacent to the new development and bordering the mini roundabout. Pedestrians may decide to cross the carriageway at this inappropriate location and be struck by traffic, particularly visually impaired pedestrians.

RECOMMENDATION

The missing section of pedestrian guard railing should be replaced.

2.4 PROBLEM

Location – Bell Lane carriageway – service / utility covers

Summary: Potential skid / loss of control type collisions all road users

There are two metal service / utility covers located in the new access junction turning area, with evidence of localised deteriorated carriageway. Where metal covers are located in critical braking and turning areas, they may pose as a potential skid hazard to vehicles, particularly to two wheeled vehicles. This issue may be exacerbated during wet or icy conditions.



Service covers within new access junction turning area, with localised carriageway deterioration

RECOMMENDATION

The carriageway surrounding the metal covers should be resurfaced and covers located in critical areas should feature a surface with similar skid resistance to the surrounding carriageway.

2.5 PROBLEM

Location – Bell Lane carriageway – Drainage gulley adjacent to new development access

Summary: Increased risk of skid / loss of control type collisions

Site observations discovered evidence of a blocked gulley. A blocked gulley could lead to localised flooding which could increase the risk of skid and loss of control type collisions, particularly for powered two wheeled vehicles.



Site visit observed evidence of a blocked gulley

RECOMMENDATION

The gulley's should be surveyed and unblocked if necessary.

2.6 OBSERVATION

Location – Carriageway adjacent to newly reinstated footway west of new development access

Site observations noted that the edge of the carriageway, adjacent to the newly reinstated footway and previous access arrangement, has not been reinstated properly. This could pose a slip and fall type hazard to cyclists and other two wheeled vehicles.

Secondly, the Traffic Regulation Order (TRO) covering the double yellow lines will be rendered redundant as the double yellow lines have been left incomplete and in other areas faded and worn. Errant parking for the new development could result from this omission and faded lining.



Edge of carriageway not reinstated and double yellow lines incomplete and faded.

RECOMMENDATION

It is recommended that the carriageway surface be reinstated correctly, and the double yellow lines be joined and paint reapplied where the lines are faded and the TRO amended accordingly.

3. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119.

Audit Team Leader

Richard Marriott – CertEd, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

Signed



Date 19th August 2021

Audit Team Member

Neal Roderick – BEng (Hons)
Engineer, TMS Consultancy

Signed



Date 19th August 2021

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Appendix A

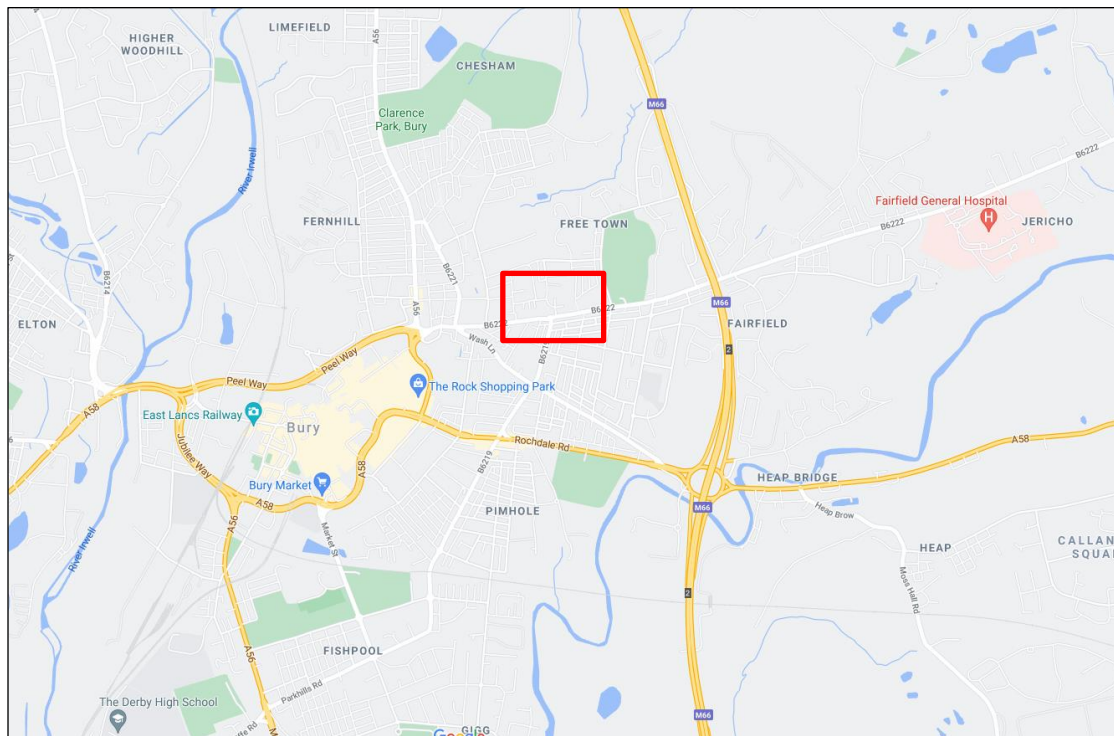
Documents Examined:

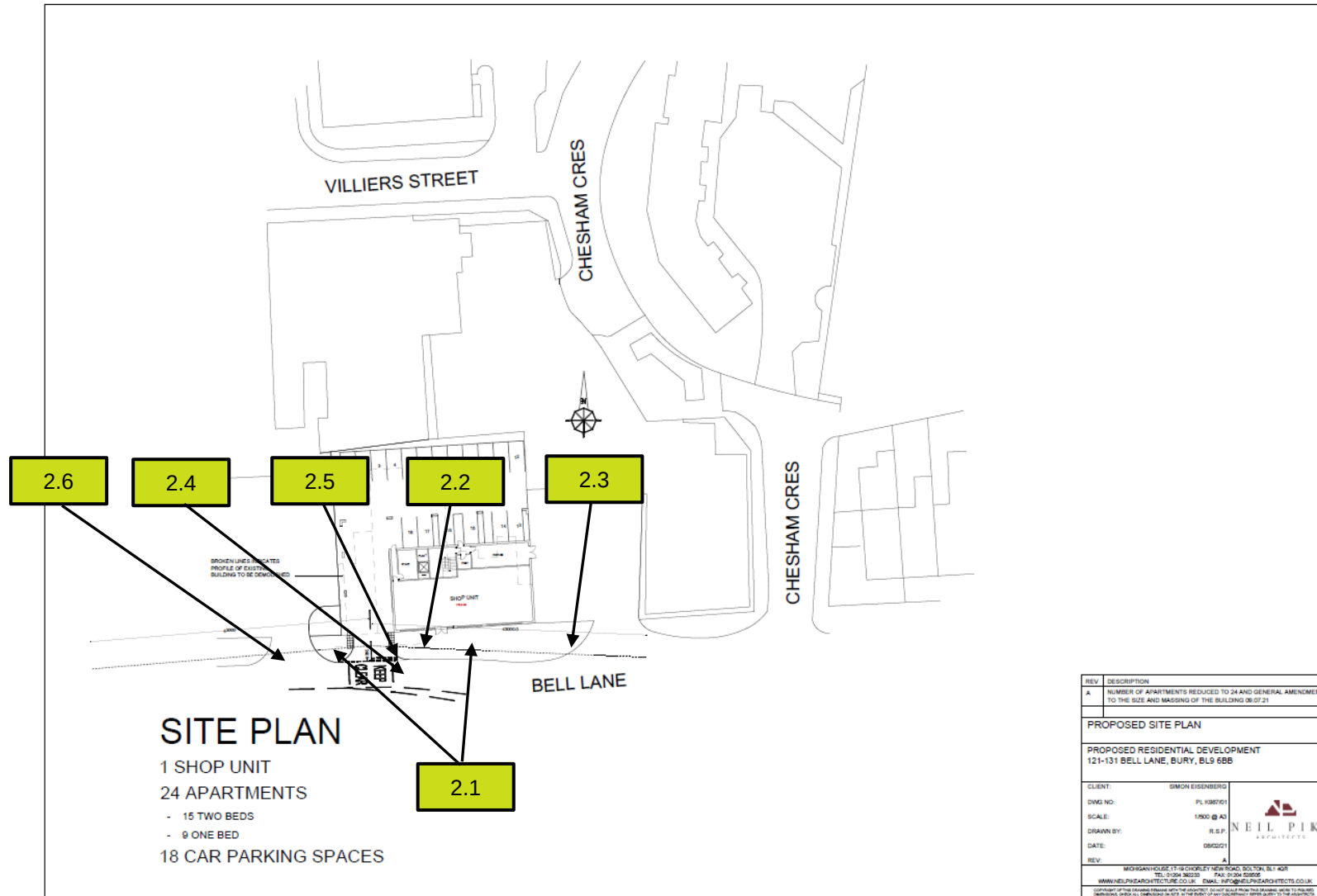
-  A3 PL SITE HIGHWAYS
-  MAR_21_-_Transport
-  RSA1 - Checklist of Information Required

Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

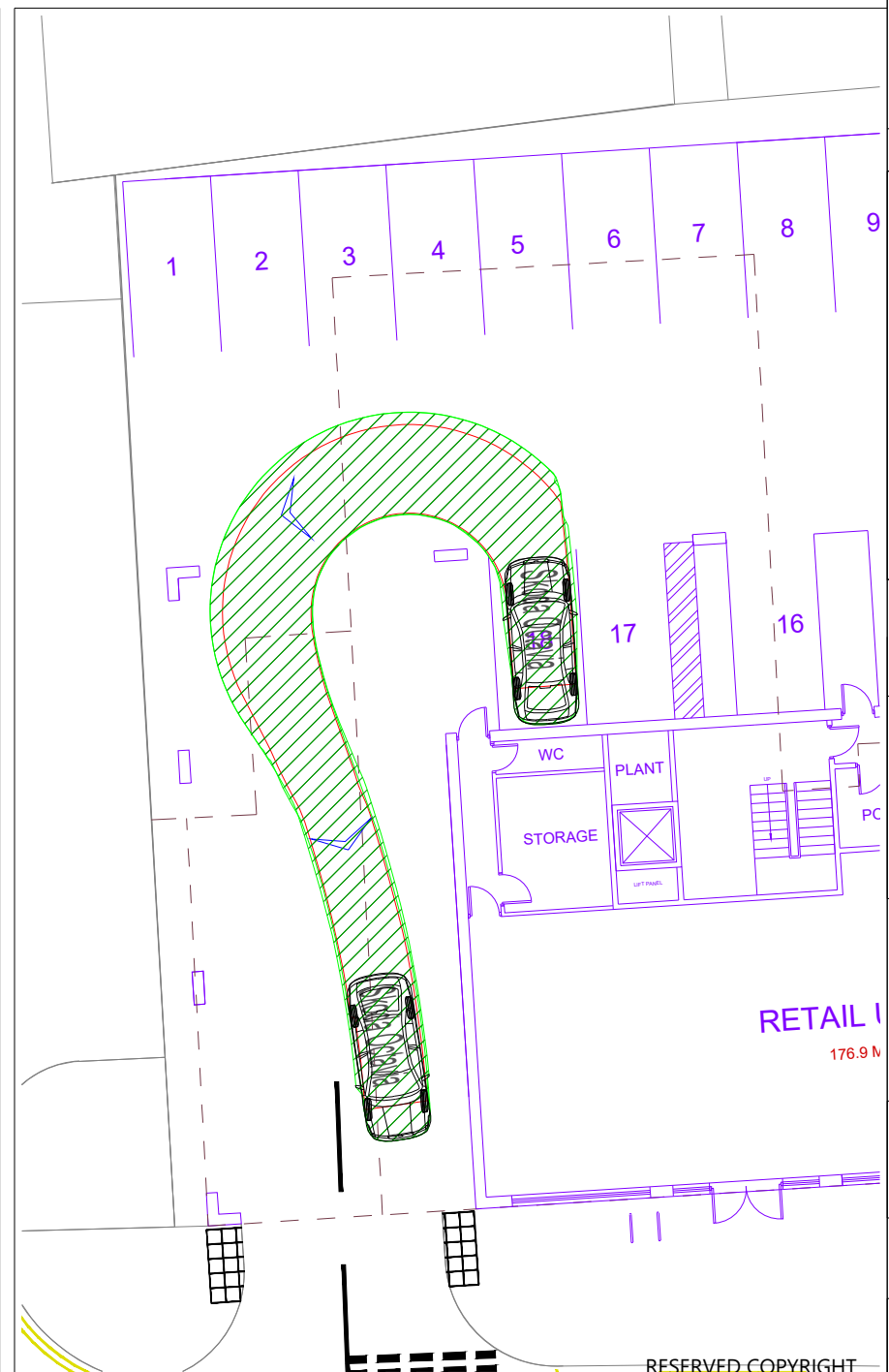
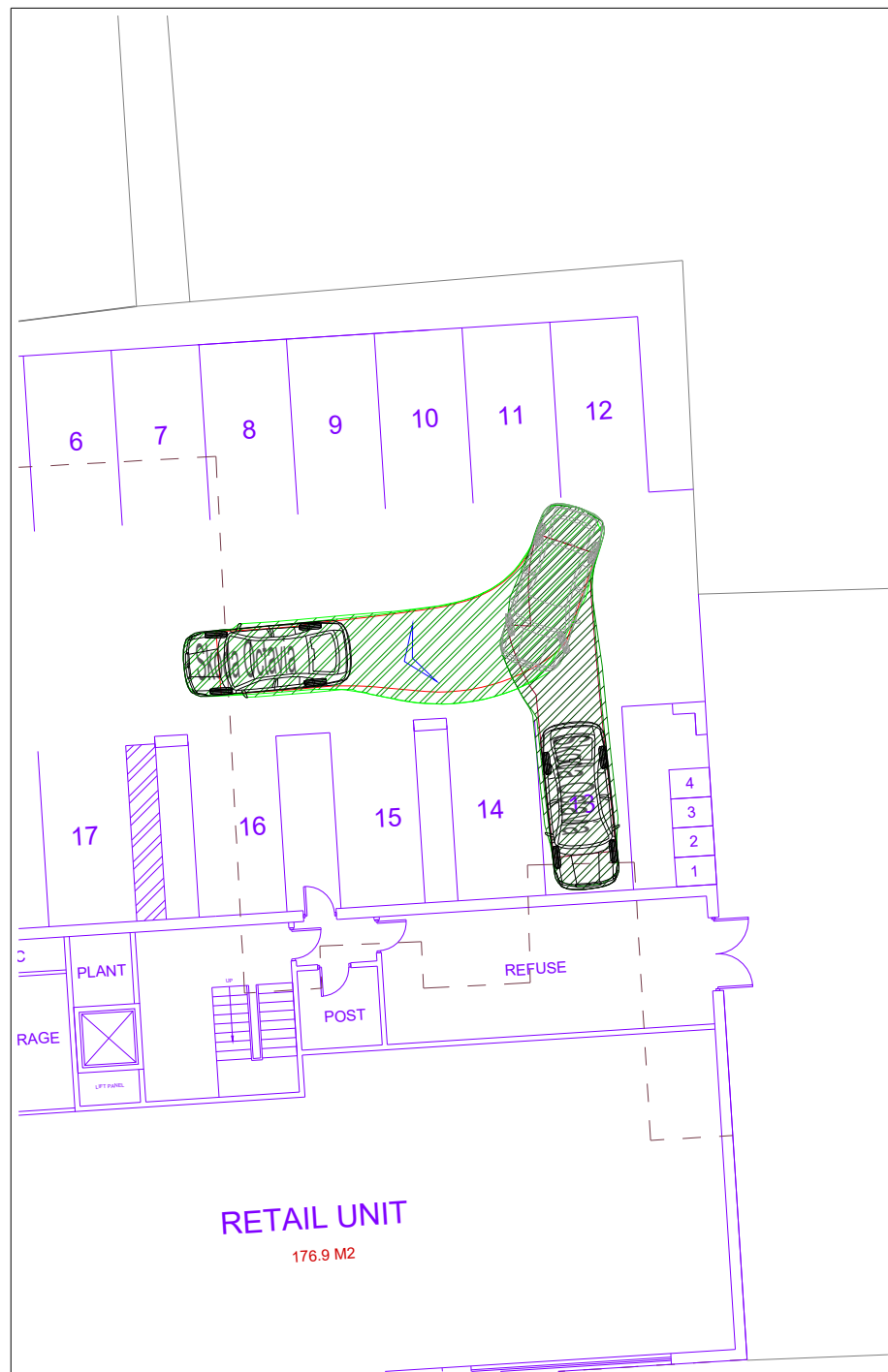
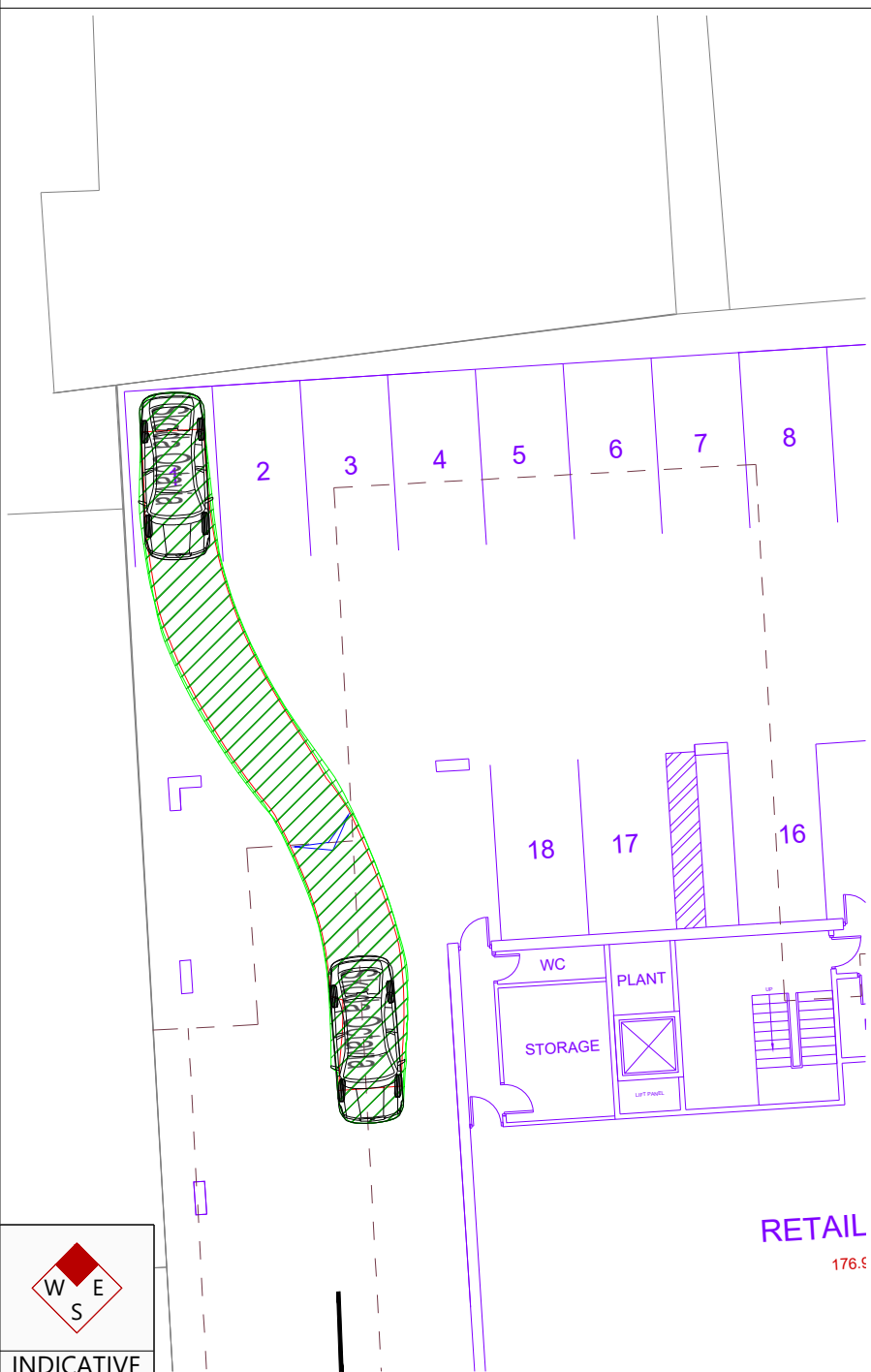
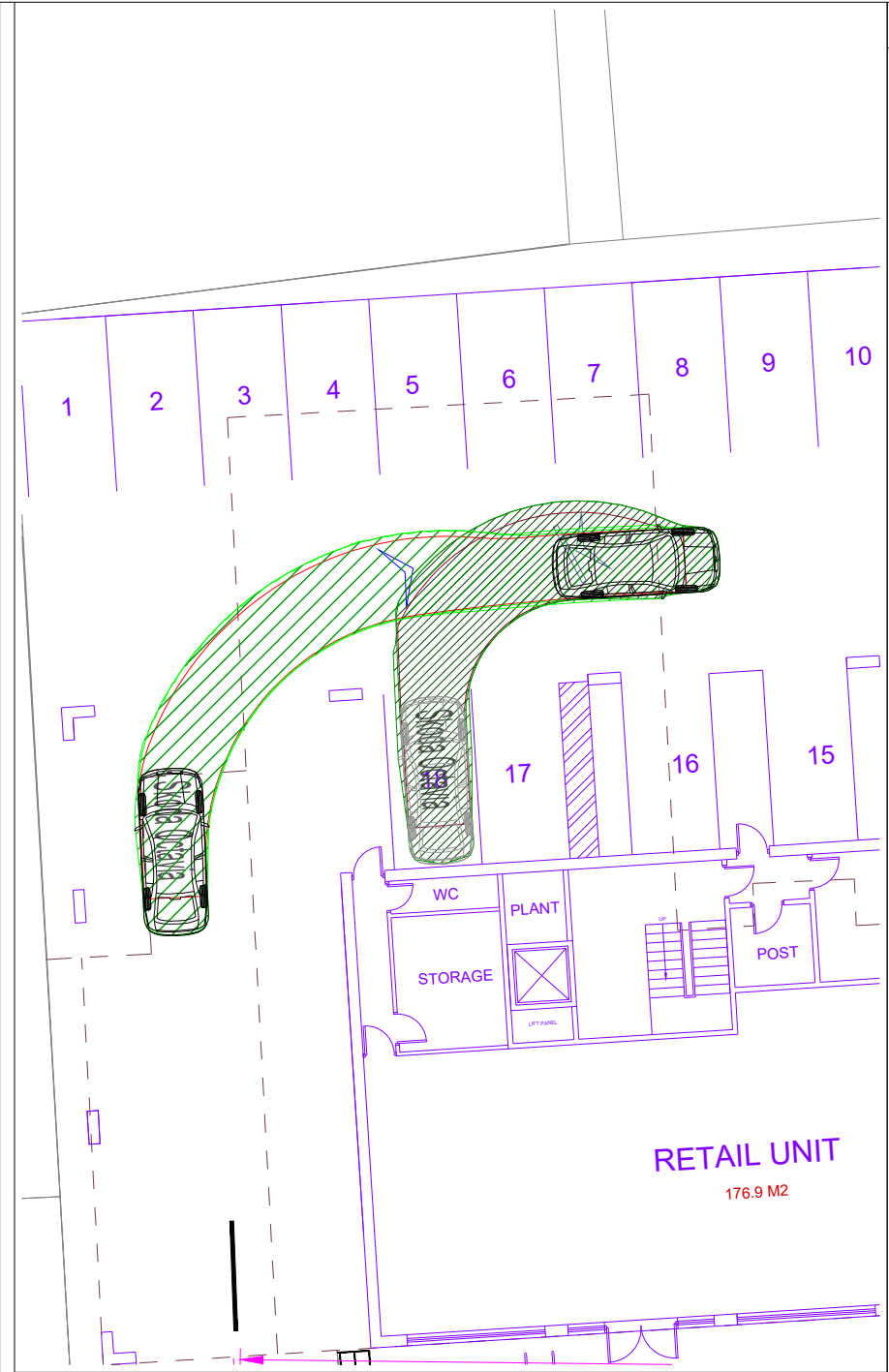
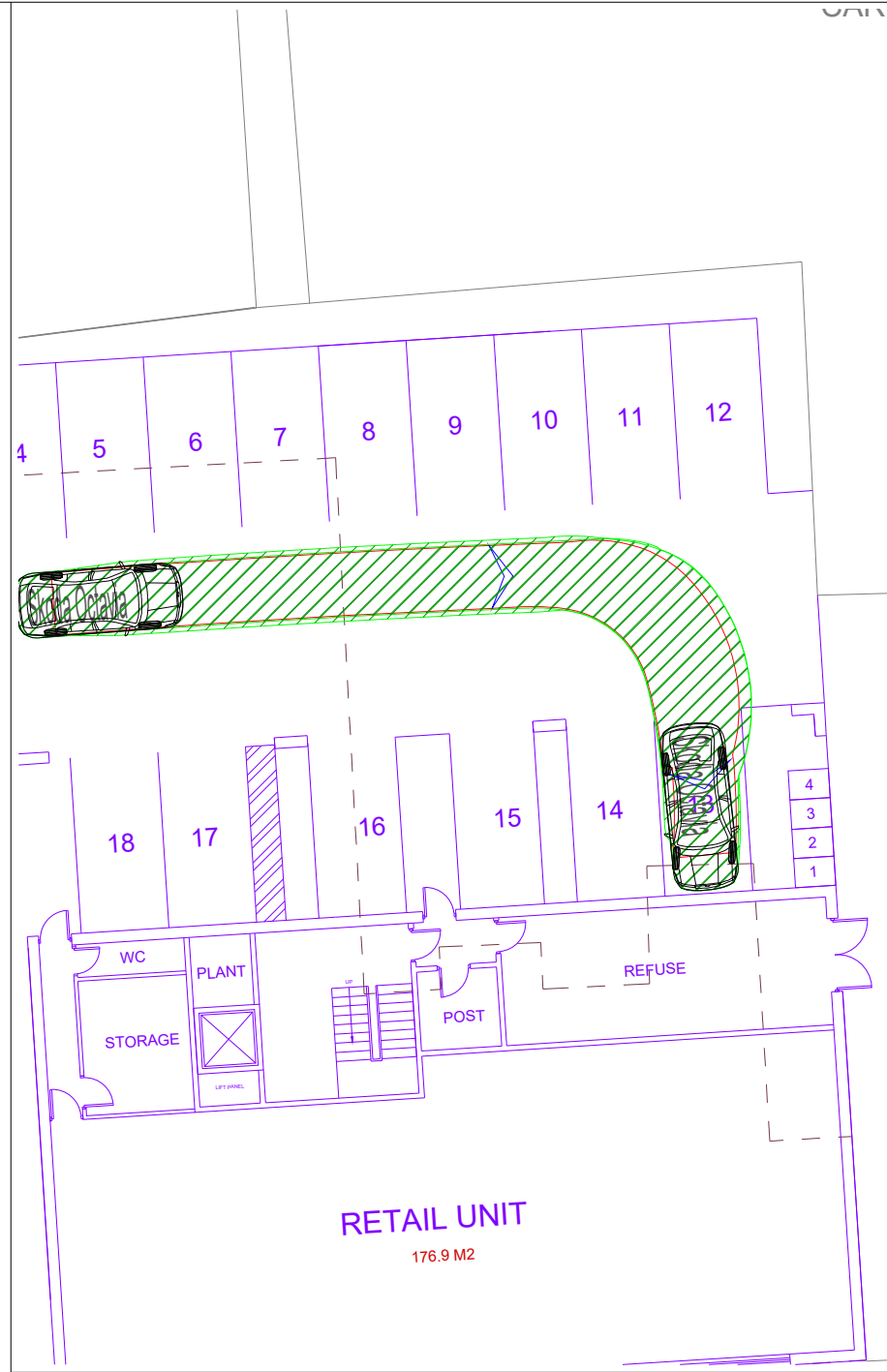
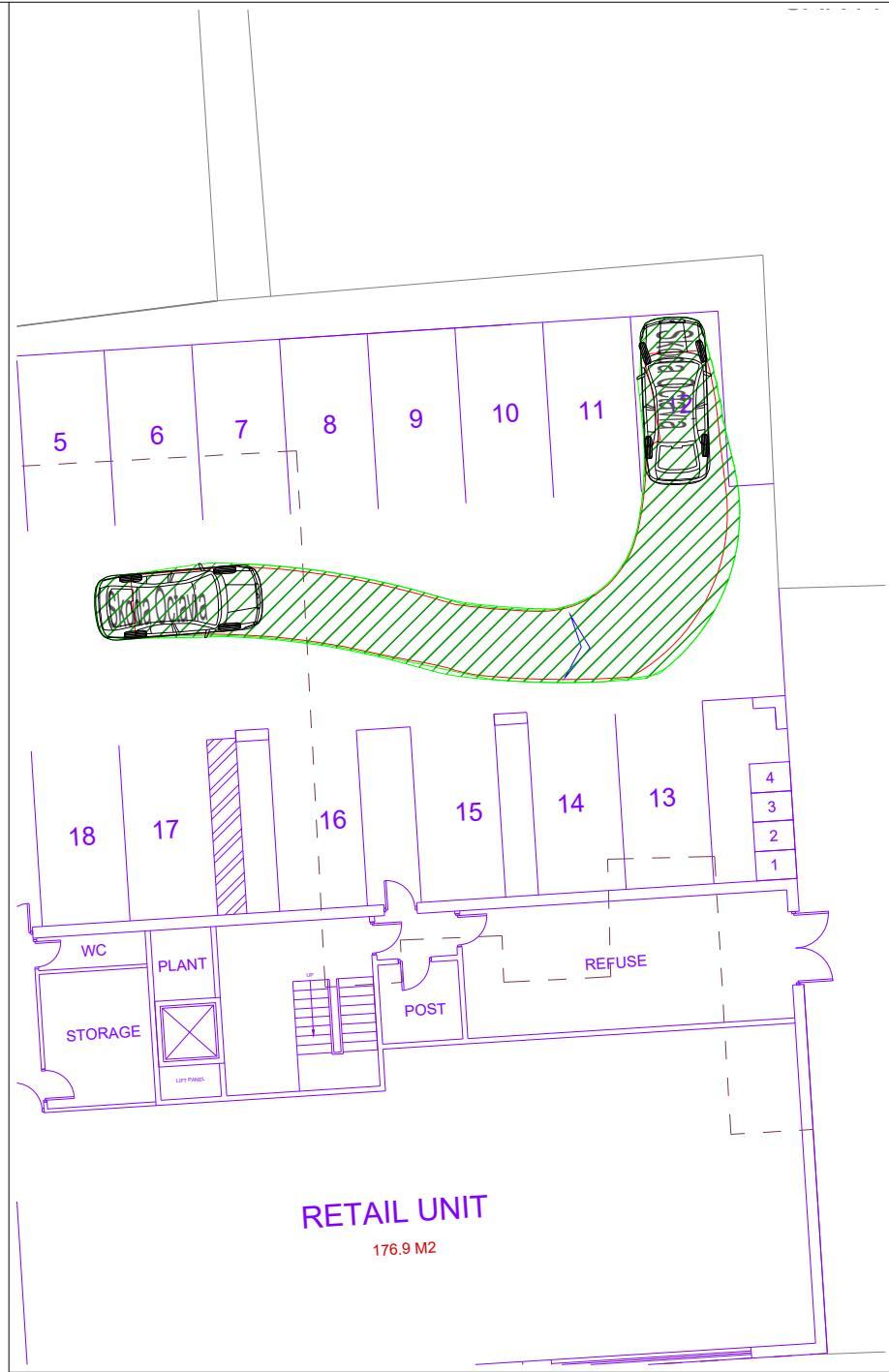
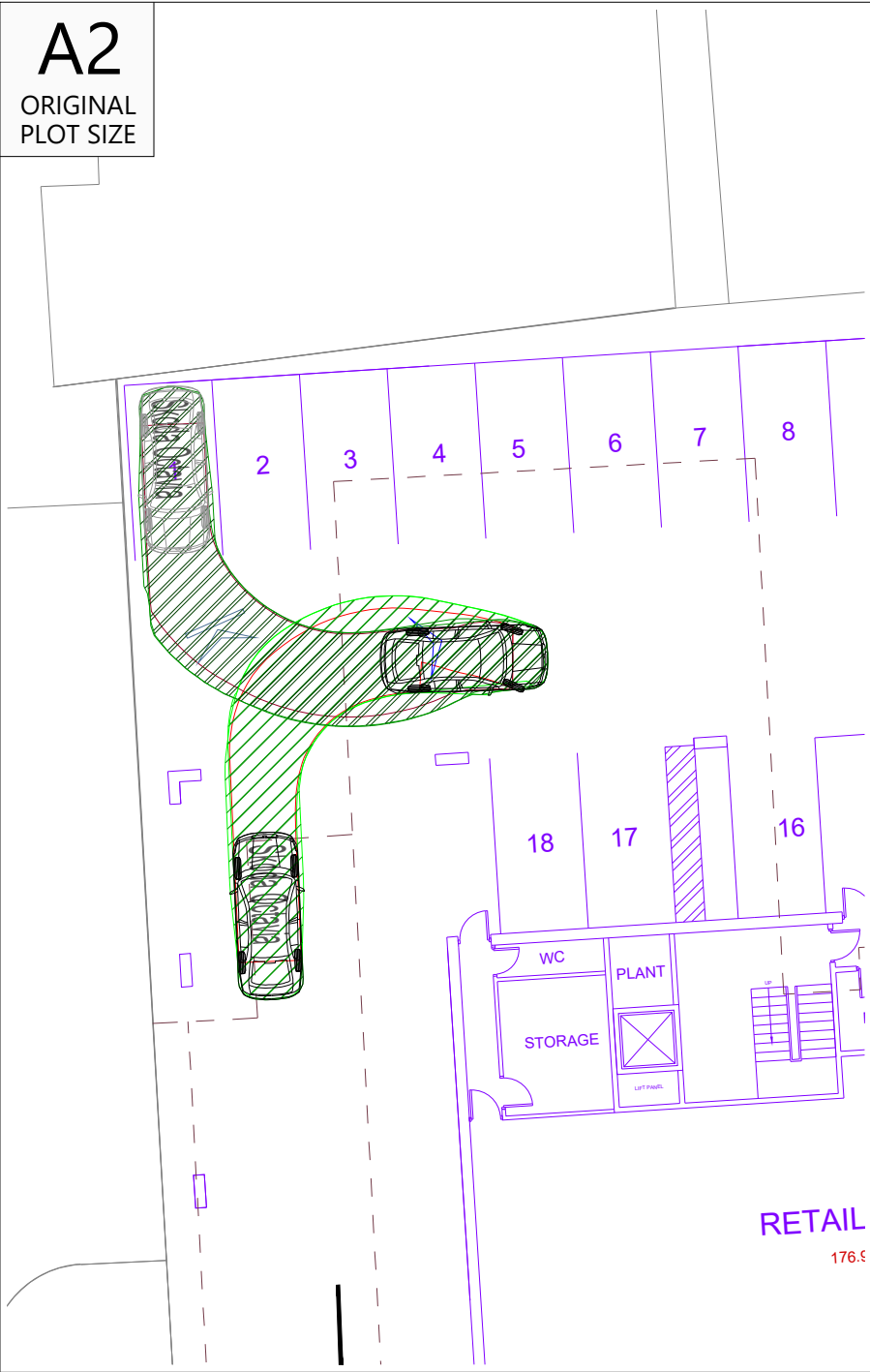
The location of the scheme is shown below:





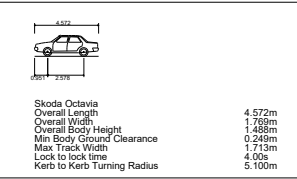
APPENDIX D

A2
ORIGINAL
PLOT SIZE



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- NOTES:
1. Based on Neil Pike Architects Drawing No. PL K987/01 Rev B.
 2. Subject to topographical survey.
 3. Swept Path Analysis of a Skoda Octavia Car (AutoTrack Vehicle Reference No. N/A).



- Swept Path KEY
- Swept path - Wheel Pathway.
 - Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



10th Floor
3 Hardman Street
Spinningfields
Manchester
M3 3HF
0161 913 2310
www.tpa.uk.com

CLIENT:
Simon Eisenberg

PROJECT:
**121-131 Bell Lane,
Bury**

TITLE:
**Swept Path Analysis of a
Skoda Octavia Car -
Parking Bays**

STATUS:
FEASIBILITY

SCALE: 1:200	DATE: 24.09.21	DRAWN: JA	CHECKED: SH	APPROVED: SH
JOB NO: 2107-036	DRAWING NO: SP03	REVISION: -		



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APPENDIX E

Calculation Reference: AUDIT-219602-210810-0836

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : L - BUILDER'S MERCHANTS
TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS
 LN LINCOLNSHIRE 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: 12966 to 12966 (units: sqm)
 Range Selected by User: 600 to 12966 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 11/06/13

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 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

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

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:

E(a) 1 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000 1 days

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

Population within 5 miles:

50,001 to 75,000 1 days

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 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.

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	LN-01-L-02	JACKSON BUILDING CENTRE	LINCOLNSHIRE
	SOUTH PARADE		
	GRANTHAM		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	13051 sqm	
	Survey date: TUESDAY	11/06/13	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 01 - RETAIL/L - BUILDER'S MERCHANTS
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	1	12966	0.069	1	12966	0.000	1	12966	0.069
07:00 - 08:00	1	12966	0.285	1	12966	0.216	1	12966	0.501
08:00 - 09:00	1	12966	0.393	1	12966	0.278	1	12966	0.671
09:00 - 10:00	1	12966	0.270	1	12966	0.270	1	12966	0.540
10:00 - 11:00	1	12966	0.347	1	12966	0.293	1	12966	0.640
11:00 - 12:00	1	12966	0.324	1	12966	0.308	1	12966	0.632
12:00 - 13:00	1	12966	0.285	1	12966	0.324	1	12966	0.609
13:00 - 14:00	1	12966	0.255	1	12966	0.270	1	12966	0.525
14:00 - 15:00	1	12966	0.270	1	12966	0.308	1	12966	0.578
15:00 - 16:00	1	12966	0.231	1	12966	0.255	1	12966	0.486
16:00 - 17:00	1	12966	0.139	1	12966	0.285	1	12966	0.424
17:00 - 18:00	1	12966	0.008	1	12966	0.062	1	12966	0.070
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.876			2.869			5.745

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:	12966 - 12966 (units: sqm)
Survey date range:	01/01/13 - 11/06/13
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 shown. 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-219602-210810-0838

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	ES EAST SUSSEX	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	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: No of Dwellings
Actual Range: 6 to 184 (units:)
Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 16/10/20

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	4 days
Tuesday	11 days
Wednesday	4 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	25 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

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	2
Residential Zone	14
Built-Up Zone	5
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.

Secondary Filtering selection:

Use Class:

C3	25 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:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	6 days
25,001 to 50,000	11 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
50,001 to 75,000	6 days
125,001 to 250,000	8 days
250,001 to 500,000	8 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:

0.5 or Less	1 days
0.6 to 1.0	9 days
1.1 to 1.5	15 days

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

Travel Plan:

Yes	2 days
No	23 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	25 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
5	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
6	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
7	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
8	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-C-01	BLOCK OF FLATS	EAST SUSSEX
	OLD SHOREHAM RD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL
10	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
11	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
12	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
13	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
14	LE-03-C-01	BLOCK OF FLATS	LEICESTERSHIRE
	NEW STREET		
	LEICESTER		
	OADBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: FRIDAY	16/10/20	Survey Type: MANUAL
15	MS-03-C-02	BLOCKS OF FLATS	MERSEYSIDE
	SOUTH FERRY QUAY		
	LIVERPOOL		
	BRUNSWICK DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: Survey date: TUESDAY	BLOCK OF FLATS 9 13/11/18	MERSEYSIDE Survey Type: MANUAL
17	NF-03-C-01 PAGE STAIR LANE KING'S LYNN Edge of Town Centre Built-Up Zone Total No of Dwellings: Survey date: THURSDAY	BLOCKS OF FLATS 51 11/12/14	NORFOLK Survey Type: MANUAL
18	NF-03-C-02 HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: MONDAY	MIXED FLATS & HOUSES 82 18/11/19	NORFOLK Survey Type: MANUAL
19	NT-03-C-01 LAWRENCE WAY NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: Survey date: TUESDAY	HOUSES (SPLIT INTO FLATS) 56 08/11/16	NOTTINGHAMSHIRE Survey Type: MANUAL
20	NT-03-C-02 CASTLE MARINA ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: Survey date: WEDNESDAY	HOUSES (SPLIT INTO FLATS) 135 09/11/16	NOTTINGHAMSHIRE Survey Type: MANUAL
21	SF-03-C-01 STATION HILL BURY ST EDMUNDS Edge of Town Centre Built-Up Zone Total No of Dwellings: Survey date: THURSDAY	BLOCKS OF FLATS 85 18/12/14	SUFFOLK Survey Type: MANUAL
22	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 30 03/12/14	SUFFOLK Survey Type: MANUAL
23	SF-03-C-04 SAINT MARY'S ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 56 16/09/20	SUFFOLK Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	SY-03-C-01 HEELIS STREET BARNLEY	BLOCKS OF FLATS		SOUTH YORKSHIRE
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:	112		
	Survey date: TUESDAY	08/09/20	Survey Type: MANUAL	
25	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	55		
	Survey date: FRIDAY	11/11/16	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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	25	72	0.045	25	72	0.140	25	72	0.185
08:00 - 09:00	25	72	0.053	25	72	0.172	25	72	0.225
09:00 - 10:00	25	72	0.066	25	72	0.087	25	72	0.153
10:00 - 11:00	25	72	0.064	25	72	0.082	25	72	0.146
11:00 - 12:00	25	72	0.067	25	72	0.075	25	72	0.142
12:00 - 13:00	25	72	0.089	25	72	0.086	25	72	0.175
13:00 - 14:00	25	72	0.068	25	72	0.081	25	72	0.149
14:00 - 15:00	25	72	0.071	25	72	0.075	25	72	0.146
15:00 - 16:00	25	72	0.091	25	72	0.062	25	72	0.153
16:00 - 17:00	25	72	0.114	25	72	0.074	25	72	0.188
17:00 - 18:00	25	72	0.156	25	72	0.080	25	72	0.236
18:00 - 19:00	25	72	0.158	25	72	0.087	25	72	0.245
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.042			1.101			2.143

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: 6 - 184 (units:)
 Survey date range: 01/01/13 - 16/10/20
 Number of weekdays (Monday-Friday): 25
 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.