

**79 Windsor Road,
Prestwich**

TRANSPORT STATEMENT

Report prepared for
Debtal Architecture

November 2021

Report Reference 1774/1/A



ASHLEY HELME
ASSOCIATES



Transport Statement

79 Windsor Road, Prestwich

Client: Debtal Architecture

Report Ref: 1774/1/A

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Transport Statement

79 Windsor Road, Prestwich

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1 Introduction

- 1.1 Ashley Helme Associates Limited (AHA) are appointed by Debtal Architecture to prepare a Transport Statement (TS) to support the planning application for a proposed extension to the existing office building at 79 Windsor Road, Prestwich (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1.
- 1.2 The Site is currently occupied by a 68.9sm Gross Floor Area (GFA) office building. The proposed development comprises a two-storey extension to the office building to provide a total GFA of 121.2sm.
- 1.3 The issues addressed within this TS fall broadly into the following areas:
- Accessibility by non-car modes, and
 - The vehicular traffic impact on the operational performance of the local highway network.
- 1.4 The local highway network is described in Chapter 2. The proposed Site access arrangements are outlined in Chapter 3.
- 1.5 The accessibility of the Site by choice of mode is considered in Chapter 4.
- 1.6 The traffic impact of the proposed residential development is assessed in Chapter 5.
- 1.7 The summary and conclusions of the TS are presented in Chapter 6.



2 Highway Network

- 2.1 The location of the Site is indicated on Figure 1.1 in the context of the local highway network. The Site is located on Windsor Road, Prestwich.

2.2 Existing Conditions

- 2.2.1 Windsor Road is a single carriageway road and circa 6.8m wide in the vicinity of the Site. It is a predominantly residential road, with many residential properties having direct driveway access onto Windsor Road. It is subject to a 30mph speed limit in the vicinity of the Site, though a 20mph speed zone commences at the northeast end of the road, close to the junction with Meade Hill Road.
- 2.2.2 The Site is located within a row of shops and offices on the north side of Windsor Road. There are parking bays located on the north side of Windsor Road along the frontage of the shops. The bays are circa 3.2m wide. The parking bays are separated from the shop units by a footway. There is also a footway on the south side of Windsor Road.
- 2.2.3 There is an absence of waiting restrictions on the north side of Windsor Road along the frontage of the shops and offices, except at the junction with Downham Crescent. On the south side of the road, there are waiting restrictions in the vicinity of the junctions with Windsor Crescent.
- 2.2.4 Northeast of the Site, Windsor Road passes under the Metrolink line and forms a mini-roundabout junction with Meade Hill Road. Southwest of the Site, Windsor Road forms the minor arm of a priority-controlled T-junction with Park Road.
- 2.2.5 Windsor Road also provides vehicular links to other residential roads including Windsor Crescent, Edenfield Road, Downham Crescent and Belfield Road.

2.3 Accident History

- 2.3.1 The Crashmap website has been reviewed for the latest available five-year accident records for Windsor Road, between Park Road and Mead Hill Road. The accident data covers the five-year period from 2016 to 2020.
- 2.3.2 The Crashmap accident data shows that there were no recorded accidents on Windsor Road during the latest five year period. Furthermore, there are no recorded accidents on the other



residential roads in the vicinity of the site, including Downham Crescent, Windsor Crescent and Enfield Road.

- 2.3.3 There are two recorded accidents at/close to the Meade Hill Road/Windsor Road mini-roundabout junction. The first accident occurred in February 2016 and involved two vehicles. This accident is classified as slight. The second recorded accident occurred in 2019 and involved a single vehicle. This accident is also classified as slight.
- 2.3.4 It is concluded that there is no evidence of a recurring accident problem/pattern in the vicinity of the Site that raises concern or that gives rise to the need for accident remediation measures.



3 Proposed Site Access Arrangements

3.1 Access Arrangements

3.1.1 The Site is an end property of a row of shops and offices. It has a gated access on Windsor Road, which is located next to the existing building. The gate provides access to the area of land to the side and rear of the building. The previous occupier of the Site used this area for storage, but this is no longer required. Nevertheless, the presence of the gated access prevents vehicles parking along this part of the Site frontage. This area of land will be built on as part of the office extension.

3.1.2 Vehicular access to the Site will continue to rely on the existing parking bays on the north side of Windsor Road. This is exactly the same access/parking arrangements that all of the other shops and offices on the north side of Windsor Road have.

3.1.3 Parking Standards

3.1.3.1 The development comprises a 52.3sm GFA office extension. The Bury MBC SPD on parking dates back to 2007 and is not really applicable to situations such as this. Nevertheless, the maximum parking standard for new office developments is 1 space per 35sm. On this basis, the office extension should provide an additional car park space.

3.1.3.2 As set out in Chapter 2, there are existing parking bays on the north side of Windsor Road along the frontage of the shops. These provide parking opportunities for the owners and visitors to the shops and offices. It was noted during the Site visit that people often use these bays to park perpendicular to the footway, rather than parallel to the buildings. This increases the number of vehicles that can be accommodated along the frontage of the shops and offices, though it also means that vehicles extend further out into the carriageway. This type of parking appears to have happened organically, rather than by design, but it should be noted that this arrangement has been promoted by highway authorities on some residential roads as a type of traffic calming feature. Therefore, this arrangement is not without precedent.

3.1.3.3 Windsor Road is 6.8m wide along the frontage of the buildings and the parking bays are 3.2m wide, meaning the road has a total width of 10m in this location. A typical estate car is about 4.7m in length, so even a fairly long vehicle parked in this manner should leave about a 5.3m width of usable carriageway. MfS suggests that a 4.8m road width allows a car to pass a HGV and vice versa.



- 3.1.3.4 It is acknowledged that vehicles parking on the south side of Windsor Road would reduce the effective width of the road further and this would likely result in one-way working. However, there are waiting restrictions on Windsor Road near to both junctions with Windsor Crescent and also two further locations where there are H bar markings across driveways. These restrict the locations where vehicles can park on the south side of Windsor Road opposite the shops and offices. Windsor Road is also straight and vehicles needing to pass a parked vehicle on the south side of the road would have a clear line of sight to a vehicle travelling in the opposite direction. Windsor Road is also unlikely to be heavily trafficked.
- 3.1.3.5 Given the above, it is concluded that the parking arrangements on Windsor Road are unlikely to result in highway safety issues. The removal of the gate at the side of the existing building will also free up some space along the Site frontage to allow additional parking. Therefore, it is considered that the parking demand generated by the office extension can be suitably accommodated in this location.
- 3.1.3.6 Secure cycle parking will be available at the rear of the office building.

3.2 Refuse Storage

- 3.2.1 Bins are currently stored at the side of the existing building, but this will not be possible after the extension is built. Therefore, bins will be kept at the rear of the building after the works are complete. Access to the rear of the Site is available from Downham Crescent. However, there is no gate at the rear of the property at present. Therefore, a gate(s) will be provided at the rear of the property as part of the development. This will allow the occupiers to take the bins from around the back of the property for collection.



4 Accessibility By Non-Car Modes

4.1 Walk

- 4.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.
- 4.1.2 The National Travel Survey (NTS) of 2019 confirms that 26% of **all** trips are undertaken on foot. However, for trips up to 1 mile (1.6km), 80% of journeys are carried out on foot.
- 4.1.3 The NTS establishes that:
- (i) 80% of all trips under 1 mile (1.6km) are made by foot,
 - (ii) The average walk trip is 17 minutes which equates to a distance of about 1.36km,
 - (iii) Walking accounts for 26% of all trips and 3% of distance travelled,
 - (iv) Education and Shopping trips account for 39% of all walk trips,
 - (v) 71% of people undertake a walk of 20 minutes or more at least once a week,
 - (vi) The average shopping trip is 16 minutes and 25% of shopping trips are made by foot.
- 4.1.4 The Site is located within a large residential area. There is footway on both sides of Windsor Road and most roads in the vicinity of the Site also have footways.
- 4.1.5 There are assisted pedestrian crossing facilities on the wider highway network in the vicinity of the Site, including at the following locations:
- Sheepfoot Lane/Bury Old Road traffic signal junction: Pedestrian crossings,
 - Bury Old Road: Pedestrian islands,
 - Bury Old Road: Pelican crossing (near junction with Castle Hill Road),
 - Sheepfoot Lane/Meade Hill Road: Pedestrian islands,
 - Meade Hill Road/Windsor Road: Pedestrian islands,
 - Meade Hill Road/Middleton Road: Pedestrian crossings,
 - Middleton Road: Pelican crossing (near junction with Brooklands Road).
- 4.1.6 There is a large residential catchment within walking distance of the Site and an extensive network of pedestrian infrastructure, including crossing facilities, to provide assistance in walking



to/from the Site. This provides good opportunity for employees and visitors of the development to walk to/from the Site.

4.2 Cycle

4.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

4.2.2 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that:

"Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

4.2.3 There is a large residential population within a reasonable cycle ride of the Site. There are also cycle facilities on the wider highway network in the vicinity of the Site, including at the following locations:

- Sheepfoot Lane/Bury Old Road traffic signal junction: Cycle lanes and advance stop lines,
- Meade Hill Road/Middleton Road: Advanced cycle stop lines,
- Bury Old Road/Middleton Road: Advanced cycle stop lines.

4.2.4 The Greater Manchester Bee Network also includes schemes in the vicinity to the Site. Cycle parking is proposed along the Bury Line including at the nearby Bowker Vale Metrolink stop. The works are due to be completed by November 2021. There is also a large active neighbourhood scheme to the northwest of the Site. The scheme aims to prioritise walking and cycling and is due to be complete in March 2022.

4.2.5 There is a large residential catchment within cycling distance of the Site and the existing/proposed cycle infrastructure provides assistance in cycling to/from the Site. This provides good opportunity for employees and customers of the development to cycle to/from the Site. Secure cycle parking will be provided at the rear of the office buildings.

4.3 Public Transport

4.3.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus and Metrolink.



4.3.2 Bus

- 4.3.2.1 There are existing bus stops on Middleton Road and Blackley New Road that are within a circa 450m walk of the Site. There are also stops on Bury Old Road that are within a circa 840m walk. Table 4.1 presents a summary of the services calling at these stops.
- 4.3.2.2 The 59 bus service operates between Oldham and Manchester, calling at the stops on Middleton Road. It has a 10 minute frequency Monday to Saturday during the daytime and an hourly service in the evenings. On Sundays, the 59 bus service has a 20 minute frequency.
- 4.3.2.3 The 41 bus service operates between Middleton and Sale and calls at stops on Blackley New Road. It has a 30 minute frequency Monday to Saturday during the daytime and an hourly service in the evenings. On Sundays, the 41 bus service has an hourly frequency.
- 4.3.2.4 The 135 bus service operates between Bury and Manchester, calling at stops on Bury Old Road. The 135 has a 10 minute frequency Monday to Saturday during the daytime and a 20 minute frequency in the evenings. It has a 10 minute frequency on Sundays.
- 4.3.2.5 It is demonstrated that the Site is accessible by bus from a range of destinations.

4.3.3 Metrolink

- 4.3.3.1 The Bowker Vale Metrolink stop is a circa 320m walk from the Site (platform for trams towards Bury). There is a path off Windsor Road with a direct route to the Metrolink stop and there is a footbridge that allows access to the platform for trams towards Manchester.
- 4.3.3.2 Bowker Vale Metrolink stop is located on the Bury Line. The Bury Line has services between Bury and Altrincham and also Bury and Piccadilly, operating with a 12 minute frequency.
- 4.3.3.3 Additional Metrolink services to other parts of the network can be accessed from the Bowker Vale stop by changing trams at various locations, including Victoria, Piccadilly and Cornbrook.
- 4.3.3.4 The Bowker Vale Metrolink stop is located a short walk from the Site and provides good opportunity to travel to the Site from a range of destinations in Greater Manchester.



4.4 **Summary**

- 4.4.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and the existing infrastructure provides opportunity for journeys to and from the Site to be undertaken by sustainable modes.



5 Generated Traffic

5.1 Peak Periods

- 5.1.1 The times when the combination is greatest of traffic generated by the proposed office development and existing highway network traffic are the weekday AM and PM peak hours. These are typically 0800-0900 and 1700-1800.

5.2 Generated Traffic

- 5.2.1 The proposed development comprises an extension to an existing office building. The existing building is currently occupied by a 68.9sm Gross Floor Area (GFA) office unit. The proposed development comprises a 52.3sm GFA two storey extension, to provide a total GFA of 121.2sm.
- 5.2.2 TRICS is interrogated for information about trip generation rates for Offices. Criteria adopted for this interrogation include:
- Offices,
 - Sites between 186 and 500sm (186sm is the smallest office in TRICS),
 - All surveys 2013 or more recent,
 - Sites in Ireland, Northern Ireland and Greater London excluded on the basis that they may have significantly different travel characteristics,
 - If a site has multiple survey date entries, include only the most recent survey used within the identified TRICS sample, (to avoid statistical bias in the trip rates identified for use in the analysis),
 - Town centre sites excluded,
 - Surveys undertaken during the Covid restrictions excluded.
- 5.6.3 Most of the office buildings in TRICS are much larger than the Site and consequently, even including buildings up to 500sm, only two sites are identified. A copy of the TRICS output data is included in Appendix A.
- 5.6.4 Review of the TRICS data shows that the trip rates for the AM period 0830-0930 are greater than for 0800-0900. Therefore, for robustness the 0830-0930 trip rates are adopted. The following AM and PM peak hour trip generation rates (per 100sm) are derived from the TRICS database:



	ARR	DEP	2-WAY
AM (0830-0930)	3.061	0.000	3.061
PM (1700-1800)	0.000	3.790	3.790.

- 5.6.5 The consequent estimate of the additional traffic generated by the proposed 52.3sm office extension in the AM & PM peak hours and the 12-hour period is:

	ARR	DEP	2-WAY
AM Peak Hour	2	0	2
PM Peak Hour	0	2	2
12-Hour	5	4	9

- 5.6.6 Review of the above shows that the proposed development is estimated to generate **2** arrivals in the AM peak hour and **2** departure movements in the PM peak hour. Given the modest scale of the development and the accessible location of the Site, this seems a fairly robust estimate of the additional traffic generated by the proposed extension in the peak hours. Over the course of a 12-hour day, the proposed extension is estimated to generate a total of **9** two-way movements. This is likely to be made up of the employees, deliveries and perhaps a few visitors.

- 5.6.7 It is concluded that the traffic generated by the proposed office extension will not have a material impact on the local highway network. Furthermore, it is also considered that the existing parking provision on the north side of Windsor Road can suitably accommodate the likely demand for parking.



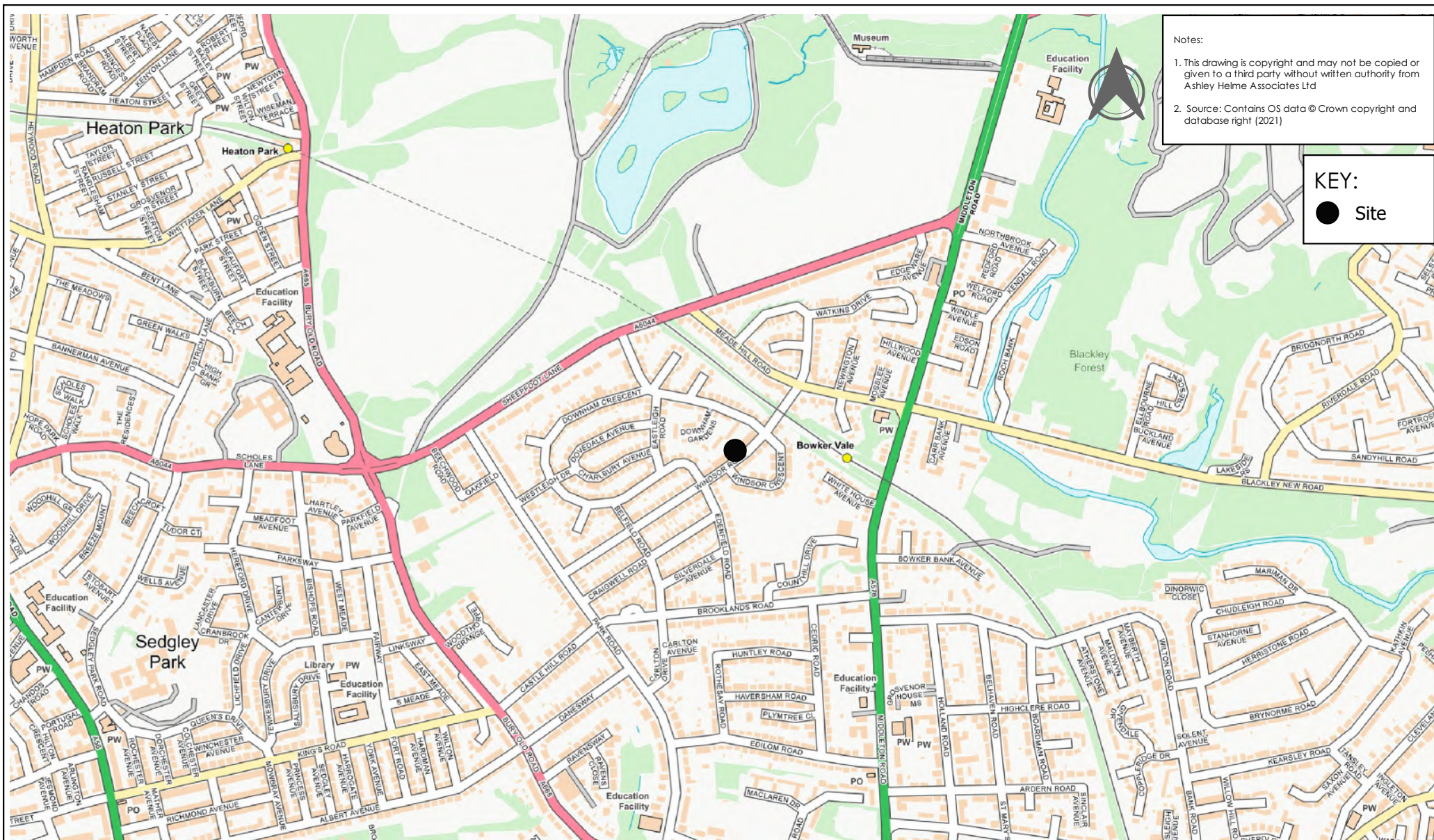
6 Summary & Conclusions

- 6.1 Ashley Helme Associates Ltd (AHA) are appointed by Debtal Architecture to prepare a Transport Statement to support the planning application for a proposed office extension at 79 Windsor Road, Prestwich. The location of the Site is indicated on Figure 1.1, in the context of the local highway network.
- 6.2 The Site is currently occupied by a 68.9sm Gross Floor Area (GFA) office unit. The proposed development comprises a two-storey extension to the office unit to provide a total GFA of 121.2sm.
- 6.3 Vehicular access to the Site will continue to rely on the existing parking bays on the north side of Windsor Road. This is exactly the same access arrangements that all of the other shops and offices on the north side of Windsor Road have.
- 6.4 The development comprises a 52.3sm GFA office extension. The Bury MBC SPD on parking dates back to 2007 and is not really applicable to situations such as this. Nevertheless, the maximum parking standard for new office developments is 1 space per 35sm. On this basis, the office extension should provide an additional car park space.
- 6.5 The existing parking arrangements on Windsor Road have been reviewed and it is concluded that the existing parking arrangements on Windsor Road are unlikely to result in highway safety issues and that the parking demand generated by the office extension can be suitably accommodated in this location.
- 6.6 A bin storage area will be provided at the rear of the building and new gates will be introduced at the rear of the property as part of the development, to allow access from Downham Close. This will allow the occupiers to take the bins from around the back of the property for collection.
- 6.7 The accessibility of the Site by non-car modes is reviewed and it is demonstrated that there is opportunity for employees and visitors to the Site to undertake trips on foot, by cycle and by public transport. This is fully in accordance with national and local policy aims and objectives.
- 6.8 The proposed office extension is estimated to generate **2** arrivals in the AM peak hour and **2** departure movements in the PM peak hour. Over the course of a 12-hour day, the proposed extension is estimated to generate a total of **9** two-way movements. This is likely to be made up of the employees, deliveries and perhaps a few visitors.



- 6.9 It is concluded that the traffic generated by the proposed office extension will not have a material impact on the local highway network. The removal of the gate at the side of the existing building will also free up some space along the Site frontage to allow additional parking. Therefore, it is considered that the parking demand generated by the office extension can be suitably accommodated in this location.
- 6.10 An appraisal of the transport impacts of the proposed development is undertaken. It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

Figures



Project: WINDSOR ROAD, PRESTWICH	Title: LOCATION PLAN	FIGURE 1.1	
Client: DEBTAL ARCHITECTURE		Date: OCTOBER 2021	Scale: NTS

Tables

BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY- SATURDAY DAY	EVE	SUN	

Services calling on A576 Middleton Road (within a circa 450m walk of Site)

59	Oldham – Chadderton – Middleton – Bowker Vale - Manchester	10 mins	60 mins	20 mins	FM
----	---	---------	---------	---------	----

Services calling on Blackley New Road (within a circa 450m walk of Site)

41	Middleton – North Manchester General Hospital – Manchester – Northenden - Sale	30 mins	60 mins	60 mins	GNW
----	---	---------	---------	---------	-----

Services calling on A665 Bury Old Road (within a circa 840m walk of Site)

135	Bury – Whitefield – Heaton Park – Cheetham Hill - Manchester	10 mins	20 mins	10 mins	GNW
-----	---	---------	---------	---------	-----

Key:

FM First Manchester
GNW Go North West

Source:

www.tfgm.com

Table 4.1 Bus Services & Frequencies

Calculation Reference: AUDIT-733101-211027-1022

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX
		1 days
04	EAST ANGLIA	
	NF	NORFOLK
		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: 186 to 500 (units: sqm)
 Range Selected by User: 178 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 06/05/21

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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
Residential 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:

Not Known	2 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
------------	--------

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

Travel Plan:

Yes	1 days
No	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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|---|--|---------------------|
| 1 | ES-02-A-11
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 186 sqm
Survey date: TUESDAY 17/11/15 | HOUSING COMPANY

EAST SUSSEX | Survey Type: MANUAL |
| 2 | NF-02-A-04
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 13/11/19 | BUILDING CONSULTANT

NORFOLK | 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BG-02-A-01	Survey during Covid restrictions

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	343	0.000	2	343	0.000	2	343	0.000
07:30 - 08:00	2	343	1.020	2	343	0.000	2	343	1.020
08:00 - 08:30	2	343	0.875	2	343	0.000	2	343	0.875
08:30 - 09:00	2	343	1.020	2	343	0.000	2	343	1.020
09:00 - 09:30	2	343	2.041	2	343	0.000	2	343	2.041
09:30 - 10:00	2	343	0.437	2	343	0.146	2	343	0.583
10:00 - 10:30	2	343	0.146	2	343	0.000	2	343	0.146
10:30 - 11:00	2	343	0.000	2	343	0.292	2	343	0.292
11:00 - 11:30	2	343	0.000	2	343	0.000	2	343	0.000
11:30 - 12:00	2	343	0.437	2	343	0.437	2	343	0.874
12:00 - 12:30	2	343	0.729	2	343	0.729	2	343	1.458
12:30 - 13:00	2	343	0.000	2	343	0.146	2	343	0.146
13:00 - 13:30	2	343	0.292	2	343	0.000	2	343	0.292
13:30 - 14:00	2	343	0.146	2	343	0.437	2	343	0.583
14:00 - 14:30	2	343	0.146	2	343	0.146	2	343	0.292
14:30 - 15:00	2	343	0.583	2	343	0.437	2	343	1.020
15:00 - 15:30	2	343	0.146	2	343	0.437	2	343	0.583
15:30 - 16:00	2	343	0.146	2	343	0.000	2	343	0.146
16:00 - 16:30	2	343	0.146	2	343	0.437	2	343	0.583
16:30 - 17:00	2	343	0.292	2	343	0.583	2	343	0.875
17:00 - 17:30	2	343	0.000	2	343	1.749	2	343	1.749
17:30 - 18:00	2	343	0.000	2	343	2.041	2	343	2.041
18:00 - 18:30	2	343	0.437	2	343	1.020	2	343	1.457
18:30 - 19:00	2	343	0.000	2	343	0.000	2	343	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.039			9.037			18.076

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:	186 - 500 (units: sqm)
Survey date date range:	01/01/13 - 06/05/21
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:	1

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.