



Highways Note

Units 27 – 29 Abenbury Way, Wrexham Industrial Estate

Client: Body Tech Fitness Ltd



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1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Highways Note (HN) considers the highways and transportation implications associated with a full planning application seeking a change of use from industrial units to a gym (fitness club) facility (Planning Application P/2024/0231).
- 1.1.2 The application consists of 3 adjoining units, 27 – 29 Abenbury Way, Wrexham Industrial Estate (WIE). Wrexham County Borough Council (WCBC) is the Local Highway Authority (LHA) and the Local Planning Authority (LPA) for the area. Prime Transport Planning (Prime) has produced this HN on behalf of the applicant, Body Tech Fitness (BTF).
- 1.1.3 It is understood that the LHA have reviewed the planning application in detail and have expressed in principle that they have no objection to the proposal, although they do hold some concern regarding the amount of parking available for future users of the facility. Namely, the concern relates to overspill parking onto the adjacent Abenbury Way. This HN note will seek to address these concerns and follows additional car park design.
- 1.1.4 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates, from the applicant BTF and landlord FI Real Estate Management Ltd (FIREM).
- 1.1.5 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.6 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

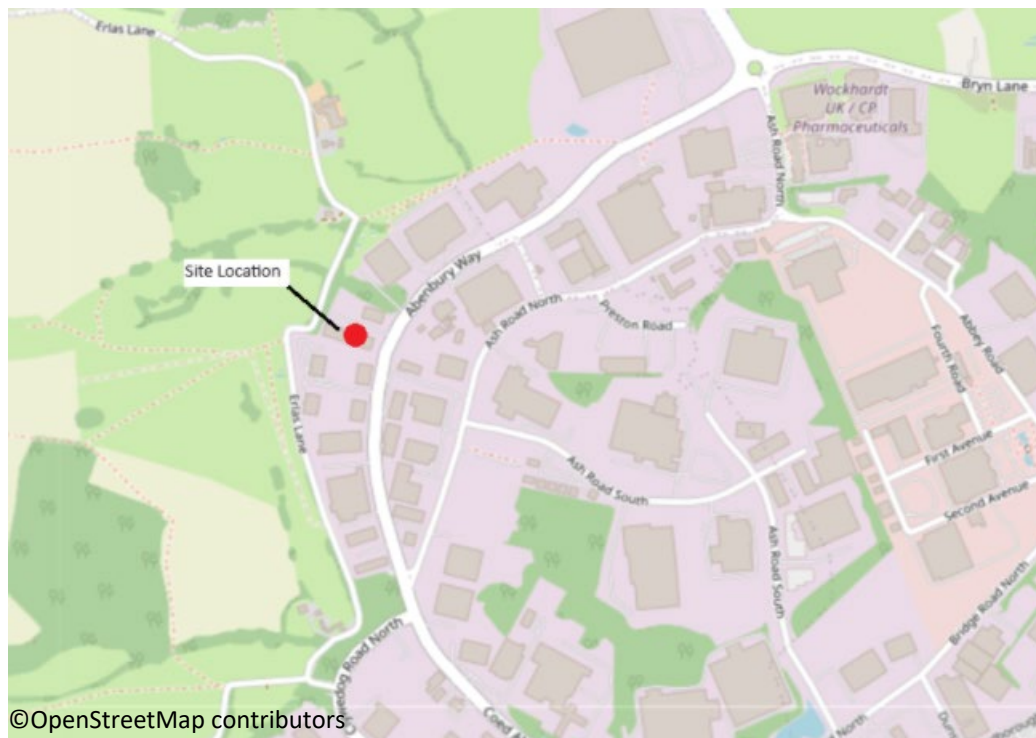
- 1.2.1 Following this Introduction, the rest of this report is structured as follows:
- Section 2 will describe the existing situation in terms of the local highway network;
 - Section 3 will outline the development proposals including the access strategy and the proposed level of parking;
 - Section 4 will determine the impact of the proposed use and suitability of parking; and
 - Section 5 the findings of the HN.

2 EXISTING SITUATION

2.1 Site Description

- 2.1.1 The application site is located adjacent to Abenbury Way, within the northwest corner of WIE. Approximately 3.5km east from the centre of Wrexham.
- 2.1.2 The site is located within an industrial cul-de-sac which, in its totality, consists of 9 separate units (to which this application encompasses 3) and is accessed via an existing standard priority-controlled T junction from Abenbury Way. The landlord of the premises is FIREM, they are also the freeholder owner of the site and adjacent units, with all operated under their tenancy.
- 2.1.3 The site in the context of the local highway network is illustrated below in **Image 2.1**.

Image 2.1: Site Location Plan



Source: <https://www.openstreetmap.org/search?query=tockwith%20lane#map=17/53.04663/-2.93599>

2.2 Highway Network

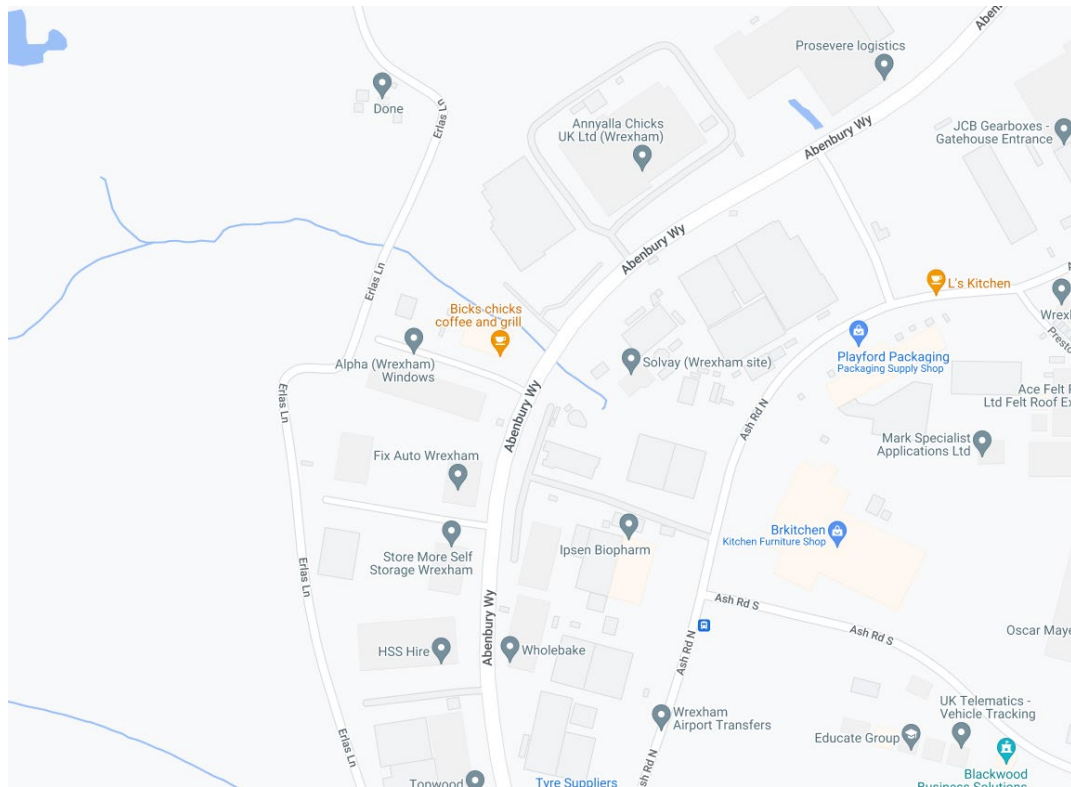
Abenbury Way

- 2.2.1 Abenbury Way is a single carriageway road which connects at its northern tip to the Ash Road North / Bryn Lane / Industrial Estate Road roundabout. At its southern tip the road transitions to Coed Aben Road in the vicinity of its junction with Clywedog Road North. The extent of the road is circa 1.3km

and is subject to a 40mph speed limit. The carriageway remains at a circa 9m width and has footway consistently along at least one edge for its length.

- 2.2.2 CrashMap data covering the last five years i.e. 2018 to 2022 (the latest data available) has been reviewed within the vicinity of the existing site access along Abenbury Way. As can be seen from an extract of CrashMap (seen below in **Image 2.2**), the highway network is devoid of collisions.

Image 2.2: CrashMap Plot and Accident Study Area



Source: <https://www.crashmap.co.uk/>

2.3 Accessibility by Sustainable Modes

Walking

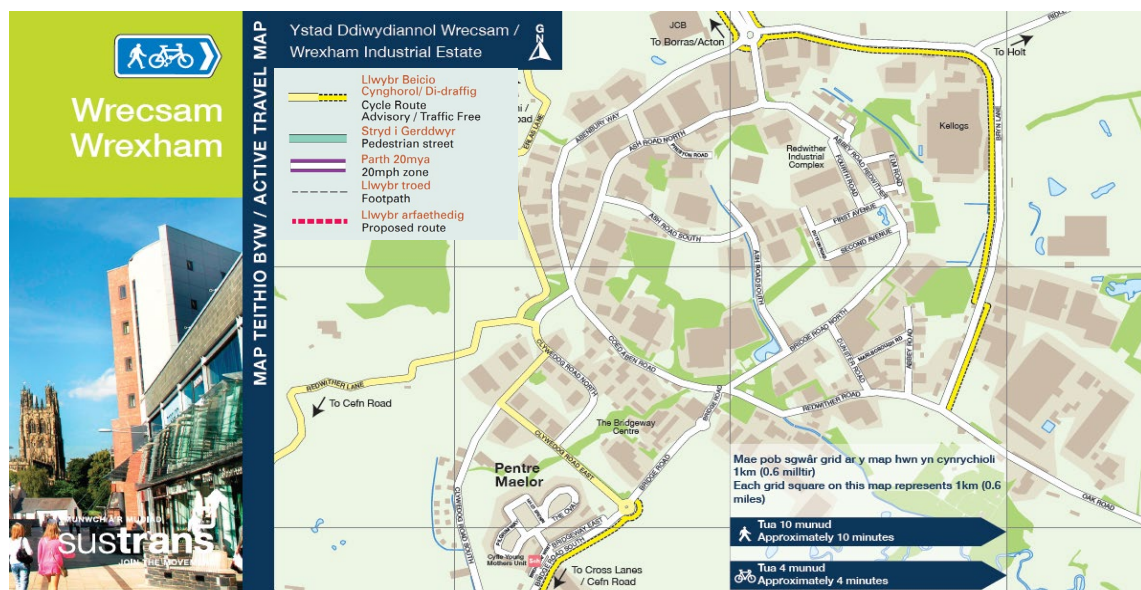
- 2.3.1 As mentioned previously, Abenbury Way has a consistent footway running for its length. The footway provides a specific connection to Ash Road North, which in turn facilitates a route for future staff / gym attendees to access the bus stops here. Abenbury Way allows for access to WIE in its entirety, permitting the site to be easily accessed from the wider businesses of the estate on foot.

Cycling

- 2.3.2 Local Transport Note 1/20 *Cycle Infrastructure Design* states that 8km is 'an achievable distance to cycle for most people'.

- 2.3.3 In reference to the above, there are both on-road and off-road/ traffic-free cycle routes within WIE, these being highlighted on **Image 2.3** below. There is an on-road/ advisory cycle route running from the north, along the western side of WIE (depicted in pale yellow on **Image 2.3**) which runs via Erlas Lane, onto Redwither Lane leading south to Cefn Road. There is also an on-road / advisory route from Erlas Lane, via Clywedog Road South and Clywedog Road East towards Cefn Road and Cross Lanes. This route then meets with the traffic-free route on Bridge Road South (shown in bright yellow, with dotted black edges in **Image 2.3**). On the eastern edge of WIE, there is a traffic-free route on Byrn Lane which leads to the roundabout junction of Bryn Lane and Abenbury Way to the west. This route then leads towards Borrass/ Acton to the north, towards Wrexham.

Image 2.3: Cycling map / route within WIE



Source: www.sustrans.co.uk

- 2.3.4 Within an 8km cycling distance (a circa 30-minute cycle time) the entirety of Wrexham becomes accessible by use of the local highway network, which allows for the residential areas of Coed-Y-Glyn, Hightown, Rhosnesni, Acton and Wrexham Town Centre to be cycled to.
- 2.3.5 On-site cycle parking will be provided as part of the development proposals as detailed in Section 3.3.

Public Transport – Bus Services

- 2.3.6 The nearest bus stop is located on Ash Road North, an approximate 7-minute walk from the site. It can be accessed by the previously discussed footway network. The bus stop consists of seating and shelter to protect from inclement weather, with an accompanying raised boarding area. The stop is served by the 41 and 42W services. Collectively these routes facilitate access between the development site and Wrexham.
- 2.3.7 Bus services are available and accessible for visitors and staff to utilise should they wish to.

3 DEVELOPMENT PROPOSAL

3.1 Development Description

- 3.1.1 As discussed, the application consists of 3 separate units (27 – 29 Abenbury Way) which are to be amalgamated into 1 unit (NIA 13,440 sqft). The permission will be for a change of use from industrial units to that of a gym (fitness club) facility (Planning Application P/2024/0231).
- 3.1.2 In relation to the sought permission, the landlord (FIREM) will be undertaking landlord works within the site to include the removal of ramps to maximise available space for vehicular parking. The remainder of **Section 3** will further outline the scheme proposal.

3.2 Access Strategy

- 3.2.1 The development proposal will continue to utilise the existing access arrangement to Abenbury Way. The access is wide and is otherwise suited to cater for industrial type vehicles, which are of a far larger nature than what could typically be expected for a gym facility, i.e. standard size vehicles. The LHA have expressed no concerns as to this proposal and have stated that they accept the change of use in principle, subject to appeasement in relation to parking proposals.

3.3 Parking

Car Parking Provision

- 3.3.1 To appease the concerns raised by the LHA a new parking scheme has been derived for the site, with the layout being in accordance with the landlord works and removal of ramps internally to maximise all available space. The parking layout can be viewed within **Appendix A** and **Drawing P24052-001**. The proposal will also better the adjacent Unit 30 parking area.
- 3.3.2 The proposal will see a total of 32 parking spaces provided (including 2 accessible spaces) for the gym facility. This number is the greatest number of spaces that can be provided within the demise of the units. The car parking spaces will be 5.0m length x 2.5m width and will be benefited by 6.0m aisle widths, which meets with nationally accepted car parking design standards. As seen on **Drawing P24052-001**, a swept path for a large standard car (5.0m length) is achievable.
- 3.3.3 It should be noted that the two existing lighting columns within the car park will not be moved. Both columns are to be protected from collisions by kerbed islands and bollards. They also restrict the available area for 2 potential parking spaces, and as such the most eastern lighting column space has been hatched out in its entirety to mitigate its use. The western column allows for a greater volume of parking space to be available and as such it is proposed that this area remain available for motorcycle parking (it should be noted that neither of these areas have been included in the 32-

parking space count). To provide this quantum of parking, a minor narrowing of the access track through the cul-de-sac will be required, although a healthy 6.4m width will remain available.

- 3.3.4 The tenant of Unit 30 has confirmed that they are satisfied for users of the newly proposed facility to utilise their parking area and so this small quantum has been included in the 32 parking spaces discussed.
- 3.3.5 The tenant of Unit 33 is also satisfied for their parking area to be utilised by users of the proposed gym facility after their closure time of 1700 during the working week which coincides with the anticipated peak period of the gym. The parking spaces for Unit 33 would allow for an additional 20 spaces to be available during peak periods for the gym to prevent / mitigate the risk of overspill to the adjacent Abenbury Way. Appropriate signage will be provided to inform gym members of the overspill parking arrangements.
- 3.3.6 The suitability of the above parking is discussed in further detail in Section 4.

Cycle Parking Provision

- 3.3.7 5 Sheffield-style cycle stands allowing for 10 bicycles will be provided, as seen on **Drawing P24052-001** in **Appendix A**.

4 VEHICULAR TRIP GENERATION & PARKING ACCUMULATION

4.1 Introduction

- 4.1.1 As mentioned previously, the LHA has expressed concerns regarding vehicular parking provision and the risk of any subsequent overspill to the adjacent Abenbury Way.
- 4.1.2 The improvements to parking on the site and subsequent removal of ramps to maximise space has been discussed within **Section 3**. This chapter will highlight the future operators expectations, suitability of the parking proposals by use of TRICS data. This data is used to derive trip rates to forecast the likely number of vehicle trips associated with the proposed use and thus the appropriateness of the parking levels proposed.

4.2 Trip Generation

- 4.2.1 To determine the traffic generation associated with the proposed development, the future operator's expectations for the site, as well as the TRICS 7.11.1 database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.

Future Operators Expectations

- 4.2.2 The future operator for the site, BTF, has provided its expectations in terms of attendance / staffing levels.
- 4.2.3 The gym will operate on a 24/7 basis and is anticipated to accommodate 10 permanent staff, with the remainder of staff to be self-employed personal fitness trainers, who would operate on an ad hoc basis. BTF has estimated that during peak periods the gym could accommodate 50 attendees, with average attendance to be around 30 people throughout the day.
- 4.2.4 Generally speaking, many gymgoers choose to visit the gym on their way to or from work. The anticipation is that the gym will largely be attended by staff of the surrounding businesses within the wider WIE. As such, a large proportion of the gymgoers and subsequent trip generation for the site could likely already exist on the highway network. In such a scenario, implementing the development would result in a diversion of existing vehicles, rather than freshly generated 'new' traffic. In a similar fashion, many of the attendees could likely choose to utilise the pedestrian and cycle network of the estate to walk or cycle to/from the gym from/to their place of work. The same can be said for those staff which utilise the local buses, with attending the gym forming part of a wider trip to/from work.

TRICS

4.2.5 Average trip rates have been derived by interrogating the TRICS database to derive a sample of sites with somewhat similar characteristics to the proposed development. A summary of the key selections applied in order to derive the sample is as follows:

- Land use category – Leisure – Fitness Club;
- Regions excluded – London, Northern Ireland and Eire;
- Gross Floor Area range selection – 404 sqm to 3000 sqm (404 sqm to 1600 sqm actual);
- Date range – 20/11/12 to 19/11/22;
- Weekend surveys excluded;
- Selected locations – Edge of town & Suburban Area; and
- Location sub categories – industrial zone, development zone, residential zone & no sub category.

4.2.6 The above selections returned a sample of 4 applicable sites. Full reports of the TRICS data and selection process are included in **Appendix B**. The derived trips rates were then applied to the floor area of the development site (13,440 sqft or 1,248 sqm), resulting in a trip generation calculated between the hours of 06:00 – 22:00. This trip generation can be viewed below in **Table 4.1**, with the peak hour highlighted in bold. The subsequent parking accumulation that could be expected with this trip generation is also provided.

Table 4.1: 16 hour TRICS Derived Trip Rates / Trip Generation and Parking Accumulation

Time	Trip Rates			Trip Generation			Parking Accumulation
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	
06:00-07:00	0.793	0.074	0.867	10	1	11	9
07:00-08:00	0.446	0.645	1.091	6	8	14	7
08:00-09:00	0.744	0.372	1.116	9	5	14	11
09:00-10:00	1.611	0.744	2.355	20	9	29	22
10:00-11:00	1.116	1.165	2.281	14	15	29	21
11:00-12:00	0.645	0.744	1.389	8	9	17	20
12:00-13:00	0.768	0.793	1.561	10	10	20	20
13:00-14:00	0.917	0.818	1.735	11	10	21	21
14:00-15:00	0.917	0.669	1.586	11	8	19	24
15:00-16:00	0.942	1.19	2.132	12	15	27	21
16:00-17:00	1.463	1.463	2.926	18	18	36	21
17:00-18:00	2.454	1.487	3.941	31	19	50	33
18:00-19:00	1.611	2.157	3.768	20	27	47	26
19:00-20:00	1.041	1.834	2.875	13	23	36	16
20:00-21:00	0.372	1.215	1.587	5	15	20	6
21:00-22:00	0.025	0.446	0.471	0	6	6	0
16-hour	15.865	15.816	31.681	198	197	395	-

4.3 Parking Accumulation

- 4.3.1 As can be seen from **Table 4.1** above the peak time associated with the proposed gym facility is likely to be between 17:00 and 18:00, with 31 vehicle arrivals and 19 vehicle departures. These figures would result in a maximum accumulation of 33 vehicles on site. The derived TRICs information of 50 two-way peak trips corresponds with the BTF expectation of a 50-person max occupancy during peak periods. The geographic nature of the proposed site, i.e. being located within WIE and accessible via walking by many of the local businesses should be kept in mind, in that not all attendees for the gym would require a parking space. The footway network within WIE would support gymgoers in accessing the facility by foot in this context. It is also expected that some staff and visitors will liftshare.
- 4.3.2 In consideration of **Table 4.1** above however, it is noted that the proposed 32 vehicle parking spaces could fall short by 1 vehicle during the gym's peak hour. However, as discussed previously, Unit 33 has confirmed that the parking area to the side of their unit is available to accommodate any overspill parking that may occur during busier periods. The additional 20 spaces which would be available from 17:00 onwards will easily be able to accommodate the potential overspill of 1 vehicle. The other 19 parking spaces would remain available for overspill adjacent to Unit 33 should they be required.
- 4.3.3 Even when considering a worst-case scenario, such as Unit 33's car parking being closed or full, overspill parking on the cul-de-sac's access road would unlikely lead to a highway safety issue, particularly as the peak period will predominantly occur outside of typical working hours. The 24-hour operation of the gym will also provide users with greater ability to avoid peak periods than other non-24-hour gyms. The development sites included as part of this assessment, derived from the TRICs database, do not operate on a 24-hour basis and as such their trip generations can be considered more concentrated (contributing towards an additionally robust assessment).
- 4.3.4 The proposed 32 spaces will be able to accommodate all other demand throughout the day and evening. As the TRICS data includes all vehicle arrivals and departures it will also account for staff vehicles.

Summary

- 4.3.5 This section has explained that the expected trip generation would be negligible and the parking spaces available on site should be able to accommodate the anticipated number of vehicles. Therefore, in accordance with NPPF Paragraph 115, the impact of the development on the highway network cannot be considered 'severe' and cannot be prevented or refused on highway grounds.

5 SUMMARY AND CONCLUSION

5.1 Summary

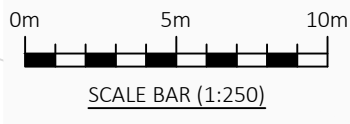
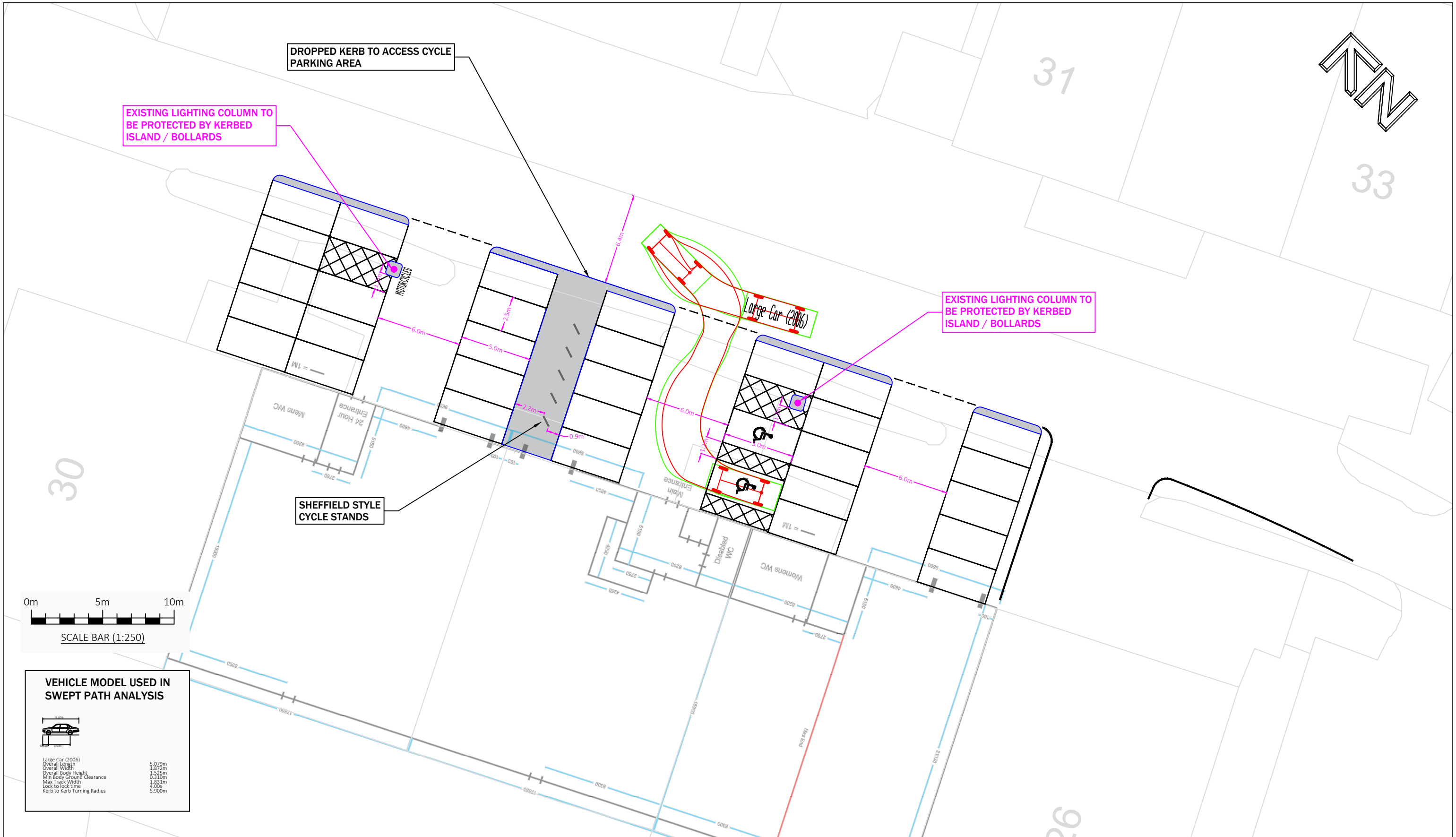
- 5.1.1 This HN considers the highways and transportation implications associated with a full planning application seeking a change of use from industrial units to a gym facility (Planning Application P/2024/0231).
- 5.1.2 A review of accident data for the adjacent highway network has been undertaken for the most recent five years available. The data shows that no accidents have occurred within the study area in the last five years. The existing access for the development site has operated without issue for many years and has been deemed as acceptable by the LHA for its continued use to serve the proposal.
- 5.1.3 Vehicular parking improvements for the development, facilitated through undertaking landlord works to remove ramps to maximise available space, have been shown to be suitable (32 spaces) to accommodate expected demand. On the rare occurrence that any overspill parking is necessary, the parking area adjacent to Unit 33 has been shown to be available.
- 5.1.4 Cycle parking for 10 bicycles is to be provided in the form of Sheffield stands should they be required.

5.2 Conclusion

- 5.2.1 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network.
- 5.2.2 There are no highways or transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns, we would be happy to consult further with them.

APPENDIX A

TECHNICAL DRAWINGS



VEHICLE MODEL USED IN SWEEP PATH ANALYSIS

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.90s
Kerb to Kerb Turning Radius 5.900m



9 Hurricane Court
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	*	*	*	*
Rev	Date	By	Revision notes	
Status				
INFORMATION				

Project	UNITS 27-29 ABENBURY WAY, WREXHAM	
Title	CAR PARK ARRANGEMENT	

Drawn by RO	Issue date 06 JUNE 2024
Scale(s) 1:250 @ A3	
Drawing No P24052-001	

APPENDIX B

TRICS

Calculation Reference: AUDIT-753001-240604-0643

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:

Gross floor area

Actual Range:

404 to 1600 (units: sqm)

Range Selected by User:

404 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 20/11/12 to 19/11/22

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

Selected survey days:

Tuesday

2 days

Wednesday

1 days

Thursday

1 days

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

Selected survey types:

Manual count

4 days

Directional ATC Count

0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)

2

Edge of Town

2

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

Selected Location Sub Categories:

Industrial Zone

1

Development Zone

1

Residential Zone

1

No Sub Category

1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included

1 days - Selected

Servicing vehicles Excluded

5 days - Selected

Secondary Filtering selection:

Use Class:

n/a

1 days

E(d)

3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 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:

5,001 to 25,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	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
1.1 to 1.5	2 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	BH-07-K-01 ORCHARD ROAD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: Survey date: WEDNESDAY	CORAL FITNESS 1600 sqm 27/09/17	BRIGHTON & HOVE Survey Type: MANUAL
2	FU-07-K-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: Survey date: TUESDAY	FITNESS CLUB 650 sqm 10/06/14	WESTMORLAND & FURNESS Survey Type: MANUAL
3	NY-07-K-01 RIVER VIEW ROAD RIPON Edge of Town No Sub Category Total Gross floor area: Survey date: TUESDAY	FITNESS CLUB 404 sqm 27/09/16	NORTH YORKSHIRE Survey Type: MANUAL
4	TW-07-K-01 TIMBER BEACH ROAD SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: Survey date: THURSDAY	DW SPORTS FITNESS 1380 sqm 06/04/17	TYNE & WEAR 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
NM-07-K-01	Low trip rates
PS-07-K-01	Low trip rates

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	1009	0.793	4	1009	0.074	4	1009	0.867
07:00 - 08:00	4	1009	0.446	4	1009	0.645	4	1009	1.091
08:00 - 09:00	4	1009	0.744	4	1009	0.372	4	1009	1.116
09:00 - 10:00	4	1009	1.611	4	1009	0.744	4	1009	2.355
10:00 - 11:00	4	1009	1.116	4	1009	1.165	4	1009	2.281
11:00 - 12:00	4	1009	0.645	4	1009	0.744	4	1009	1.389
12:00 - 13:00	4	1009	0.768	4	1009	0.793	4	1009	1.561
13:00 - 14:00	4	1009	0.917	4	1009	0.818	4	1009	1.735
14:00 - 15:00	4	1009	0.917	4	1009	0.669	4	1009	1.586
15:00 - 16:00	4	1009	0.942	4	1009	1.190	4	1009	2.132
16:00 - 17:00	4	1009	1.463	4	1009	1.463	4	1009	2.926
17:00 - 18:00	4	1009	2.454	4	1009	1.487	4	1009	3.941
18:00 - 19:00	4	1009	1.611	4	1009	2.157	4	1009	3.768
19:00 - 20:00	4	1009	1.041	4	1009	1.834	4	1009	2.875
20:00 - 21:00	4	1009	0.372	4	1009	1.215	4	1009	1.587
21:00 - 22:00	4	1009	0.025	4	1009	0.446	4	1009	0.471
22:00 - 23:00	2	1002	0.050	2	1002	0.200	2	1002	0.250
23:00 - 24:00									
Total Rates:			15.915			16.016			31.931

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: 404 - 1600 (units: sqm)
 Survey date range: 20/11/12 - 19/11/22
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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.