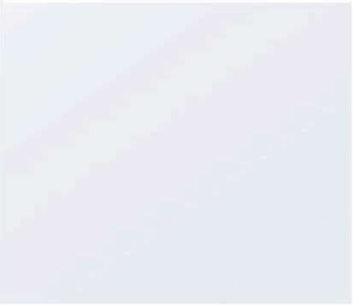
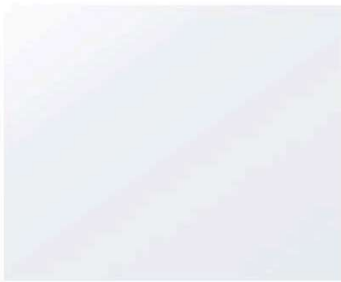


Ahmed Noor

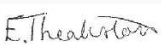
Buckley Road,
Rochdale

Transport Statement



Control Sheet

CLIENT: Ahmed Noor
PROJECT TITLE: Buckley Road,
 Rochdale
REPORT TITLE: Transport Statement
PROJECT REFERENCE: 159212
DOCUMENT NUMBER: 001
ISSUE NUMBER: 01
DATE: January 2024

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Issue Record	Issue	Date	Status	Description	Signature		
	02				Prepared		
					Checked		
					Approved		
	03				Prepared		
					Checked		
					Approved		

This document has been prepared in accordance with procedure OP/P02 of the Sanderson Associates Consulting Engineers Quality and Environmental Management System.

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Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates Consulting Engineers unless otherwise expressly stated within this report.

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Acknowledgements

Google My Maps has been used to generate figures included in this report for illustrative purposes only.

The Crashmap Pro Collision Analysis System v1.30 has been utilised to carry out a road traffic incident review.

OpenRouteService has been used to generate figures included in this report for illustrative purposes only.

Extract of CIHT 'Planning for Walking' (April 2015) has been included in this report.

An extract of OpenStreetMap has been used to generate figures included in this report for illustrative purposes only <https://www.openstreetmap.org/copyright>.

Extract of CIHT 'Buses in Urban Developments' (January 2018) has been included in this report.

The TRICS database v7.10.4 has been used in this report to calculate traffic generations.

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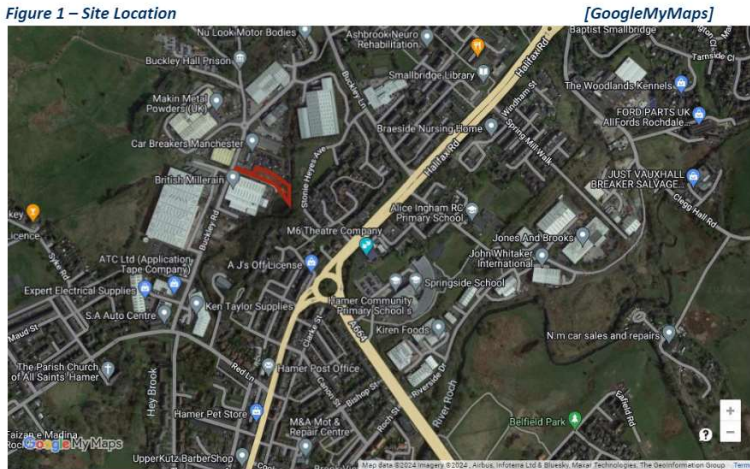
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1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been instructed by Ahmed Noor to prepare a Transport Statement to support a proposed industrial unit at Buckley Road, Rochdale, OL12 9RH. The site location is shown indicatively in **Figure 1** below and a copy of the proposed site layout is included at **Appendix A**.

Figure 1 – Site Location



- 1.2 In accordance with national guidance, this Transport Statement evaluates the potential transport impacts of the proposed development and contains:
- Review of national and local planning policies;
 - Information regarding the existing site and an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
 - Information regarding the proposed development, site layout, means of access across all modes of transport and parking requirements for the site;
 - Data about existing public transport provision, including provision/ frequency of services and ways of encouraging environmental sustainability;
 - Calculation of the number of trips which would be expected to be generated by the proposed site and comment on the transport impacts.
- 1.3 This Transport Statement seeks to demonstrate that the residual cumulative impacts on the local road network are not severe. As such, there are no transport reasons why planning should not be granted.

2. Planning Policy Context

2.1 National Planning Policy

2.1.1 The National Planning Policy Framework (NPPF), first published on 27 March 2012 and last updated on 20th December 2023 provides the most up-to-date national guidance on transport and its role within the planning system.

2.1.2 In considering development proposals, NPPF paragraph 114 states that;

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.1.3 NPPF paragraph 115 states:

"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."

2.1.4 Furthermore, NPPF paragraph 116 states:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2 Rochdale Borough Council Core Strategy (October 2016)

- 2.2.1 Policy SO5 – To improve accessibility and deliver sustainable transport which states a focus on *'Directing development to the most accessible locations or those that can be made more accessible by public transport;'*
- 2.2.2 Policy SD1 – Delivering sustainable development *'When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.'*
- 2.2.3 Policy T2 – Improving accessibility states the need for Transport Statements for smaller developments and also *'We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need to travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities.'*
- 2.2.4 Parking standards are set out in Appendix 5 of Rochdale Borough Councils Core Strategy which states for use class B2 General Industry 1 car parking space per 60m² is required. For cycle parking 1 space per 700m² is required with a minimum of 2 spaces and for Powered Two Wheeled Vehicle parking provision 1 space per 2,800m² with a minimum of 2 spaces is required.
- 2.2.5 For mobility spaces the standards state that for 12 to 200 parking spaces 3 bays or 6% of total capacity is required, whichever is greater.

3. Existing Situation

3.1 Site and Surrounding Area

- 3.1.1 The site is currently a vacant area of land with pedestrian and vehicular access from Buckley Road. The extent of the site is shown indicatively in **Figure 2** below.

Figure 2 – Extent of the site

[GoogleMyMaps]



- 3.1.2 The site is bound by the following:
- North: A Car Breakers business
 - South: Warehouse containing a used car parts business and a textiles manufacturer
 - East: Vegetation
 - West: Buckley Road

3.2 Highway Network

- 3.2.1 The site will take access from an existing access point from Buckley Road at the west of the site. Buckley Road is a single carriageway approximately 6m wide with footways approximately 2m wide on both sides of the carriageway.
- 3.2.2 Buckley Road is subject to a 30mph speed limit and has street lighting. There are no waiting restriction and some on-street parking does take place. Buckley Road forms a priority T junction with Foxholes Lane in the south and provides access to many industrial buildings.

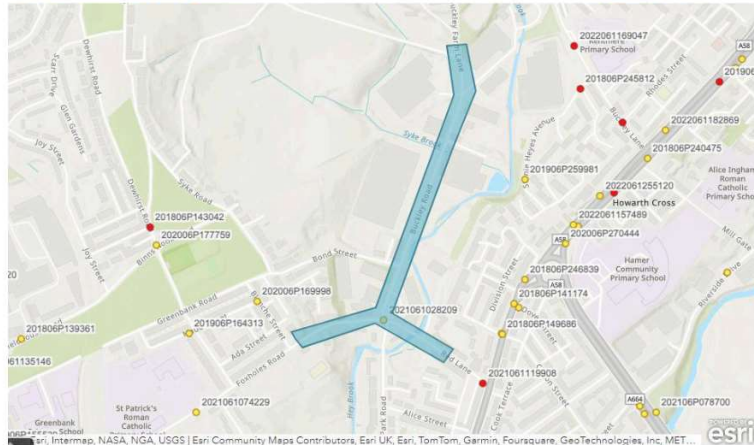
- 3.2.3 Travelling east on Foxholes/Red Lane leads to the strategic road network of the A58, A664 and A6193 which can be used to access the M62 in both directions. The M62 is approximately 5km south east of the site meaning it is well located being close to the strategic road network.

3.3 Accident Analysis

- 3.3.1 The Crashmap Pro collision analysis system has been utilised to identify all recorded personal injury accidents that have occurred in relative proximity to the site during the latest available 5-year period (2018-2022). **Figure 3** is an extract from Crashmap Pro which identifies both the location and severity of all recorded incidents in proximity to the site during this time period. The full Crashmap Pro report is included at **Appendix B**.

Figure 3 – Crashmap Pro Extract

[CrashmapPro]



- 3.3.2 As shown in **Figure 3** above within the past 5 years of available data a single incident of slight severity has occurred within the study area.
- 3.3.3 This slight incident reference 2021061028209 occurred on 3rd March 2021 at 18:15 in dark conditions with street lights present and lit. The incident occurred at a T junction of Buckley Road and Foxholes Lane. A vehicle proceeding normally along the carriageway, not on a bend hit a motorcycle of unknown engine capacity proceeding normally along the carriageway, not on a bend. The driver of the motorcycle sustained slight injury.
- 3.3.4 It can be concluded that the frequency of incidents within the study area is low and that the single incident that has occurred is likely to be due to individual driver error as opposed to deficiencies in the local highway network. There are no accident trends in proximity to the site which are likely to be adversely affected by the proposal.

4. Proposed Development

4.1 Overview

- 4.1.1 The proposed development comprises the construction of an industrial building with a total floor area of 823m² and associated parking. The site layout plan is attached at **Appendix A**. Operating hours are likely to be 0800 to 1800 Monday to Friday with the potential for some Saturday use. There are likely to be around 3 to 4 staff on the site at any one time.

4.2 Access

- 4.2.1 A shared vehicle, pedestrian and cyclist access is proposed from the existing access point which has a 6.5m carriageway width and 2m junction radii. The existing access is provided with a gate.

4.3 Parking

- 4.3.1 Cycle parking at the development is proposed to be in line with the councils' standards of a minimum of 2 sheltered cycle parking spaces.
- 4.3.2 Vehicle parking is proposed at 13 spaces for staff and visitors which is in line with standards. Based on the parking standards within the Rochdale Core Strategy document maximum parking provision should be 14 spaces for B2 General Industry use class.
- 4.3.3 The 13 vehicle parking spaces will include 3 mobility spaces which is in line with the parking standards set in the Rochdale Core Strategy.
- 4.3.4 Parking provision for 2 Powered Two Wheeled Vehicles will be provided at the development in line with the council's standards.

4.4 Servicing

- 4.4.1 All servicing activities will take place from within the site with a medium sized refuse vehicle being able to access and egress the site in forward gear.

4.5 Construction Phase

- 4.5.1 The construction phase of the development is transient and will not have a lasting impact on highway conditions. Planning conditions are anticipated that will restrict and limit the impact of construction related traffic on the site and public highway.

5. Accessibility by Sustainable Modes of Travel

5.1 Overview

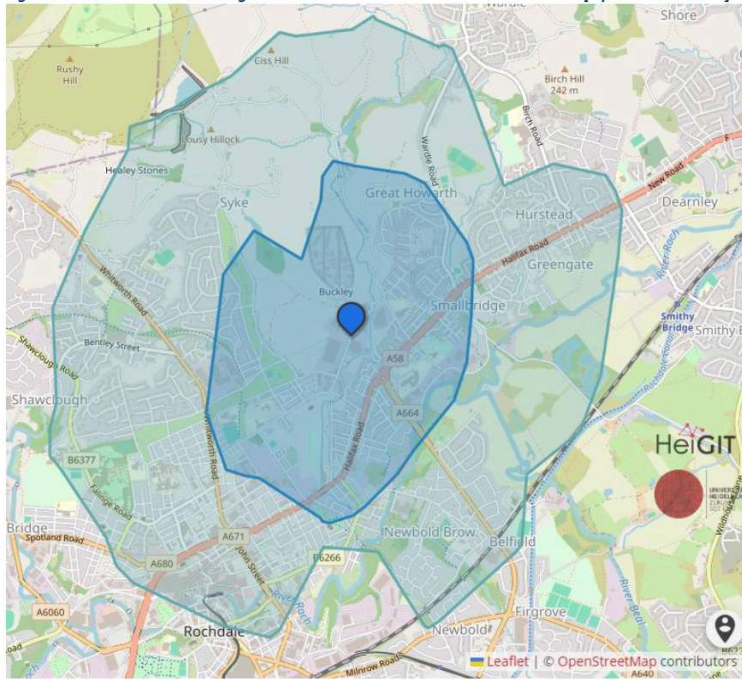
- 5.1.1 This section of the report considers the accessibility of the development by active travel modes (walking and cycling) and public transport (bus and rail) in order to review the opportunities that will exist for staff to travel to the site sustainably.

5.2 Accessibility on Foot

- 5.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that *“Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012).”*
- 5.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication *“Providing for Journeys on Foot,”* (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (25-minute walk).
- 5.2.3 It is also important to consider the routes that would be taken to get to these locations. 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). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”*
- 5.2.4 **Figure 4** identifies the 1000m and 2000m walking isochrone from the site which indicates areas that should be easily accessible to the site on foot.

Figure 4 – 1km and 2km Walking Isochrone

[OpenRouteService]



5.2.5 Withing a 1km walking distance from the site the following amenities can be reached:

- Bus stops (Foxholes Road / Red Lane and A58)
- Church and Mosque
- Primary and special education schools
- Pharmacy
- Pub

5.2.6 Within a 2km walking distance from the site the following amenities are available:

- Doctors
- Wheatsheaf shopping centre
- Supermarkets
- Post Office
- Banks
- Rochdale Leisure Centre
- Hospital
- Parks

- 5.2.7 It is therefore demonstrated that a range of facilities are available within an acceptable walking distance of the site that can accommodate the typical daily needs of staff who work in the development.
- 5.2.8 The roads surrounding the site are street lit with footways present meaning the surrounding infrastructure should encourage staff to walk.

5.3 Accessibility by Cycle

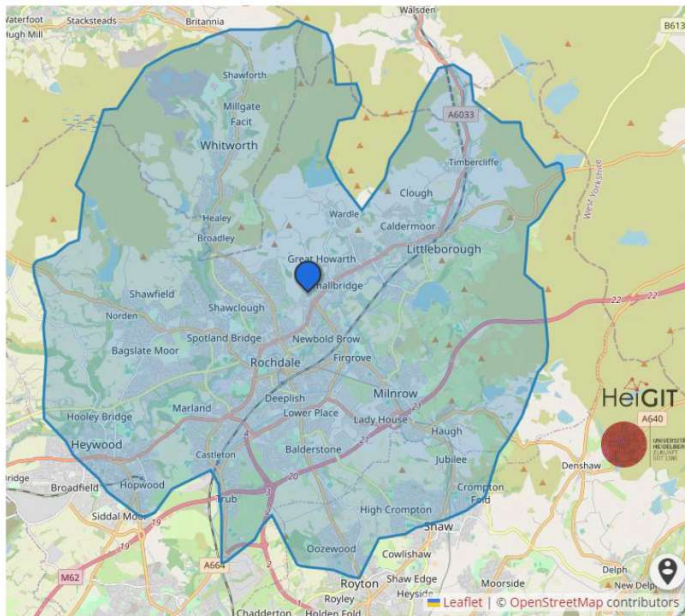
- 5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

- 5.3.2 **Figure 5** identifies destinations that lie within an 8km cycling distance of the site.

Figure 5 – 8km Cycling Isochrone

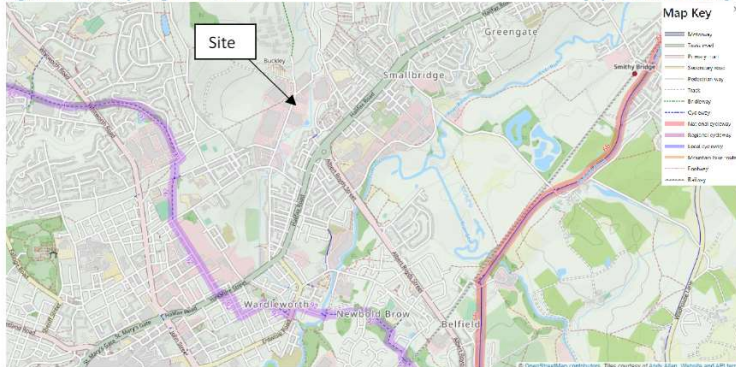
[OpenRouteService]



- 5.3.3 As shown in **Figure 5**, within an 8km cycling distance from the site areas such as the centre of Rochdale, Heywood, Littleborough and Whitworth can all be reached. This means that staff may live within cycling distance of the site in one of these residential areas.
- 5.3.4 Where cycle infrastructure is in place such as on and off carriageway cycle paths it is likely to encourage individuals to cycle more. **Figure 6** shows the cycle paths in vicinity to the site.

Figure 6 – 8km Cycling Isochrone

[OpenRouteService]



- 5.3.5 As shown in **Figure 6** the regional cycleway 92 and National cycleway 66 run close to the site providing on and off carriageway cycle paths which may be used by staff.

5.4 Accessibility by Public Transport

Bus Services

- 5.4.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, "the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas." **Figure 7**, an extract from the guidance outlines the maximum walking distance for different situations.

Figure 7 – Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

5.4.2 The closest bus stops to the site are located on Foxholes/Red Lane approximately 450/500m from the site. Further bus services are available from the bus stops on Halifax Road (A58), at a distance approximately 680m from the site. **Figure 8** shows the location of the nearest bus stops.

Figure 8 – Location of bus stops

[GoogleMyMaps]



5.4.3 A summary of the services available from these stops is shown in **Table 1** below.

Table 1 – Bus Services

Number		Route	Approximate Peak Frequency		
			Mon – Sat Daytime	Mon- Sat Evening	Sunday
Foxholes / Red Lane					
862	Buersil Head – Rochdale – Buckley - Syke	Monday - Friday 15:29			
Halifax Road					
456	Rochdale – Low Hill – Caldermoor - Stansfield	60 mins	No Service	No Service	
457	Rochdale – Littleborough – Shore - Stansfield	60 mins	60 mins	60 mins	
458	Rochdale – Wardle – Littleborough - Stansfield	60 mins	60 mins	60 mins	
587	Halifax – Ripponden – Littleborough - Rochdale	60 mins	No Service	120 mins	
590	Halifax – Hebden Bridge – Todmorden - Rochdale	30 mins	60 mins	60 mins	

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
885	Low Hill – Smallbridge – Rochdale - Shawclough		Monday – Friday 07:58	

5.4.4 These bus services available close to the site have a moderate level of frequency and may be used by staff to travel to and from work.

5.5 Rail Services

5.5.1 Rochdale train station is located approximately 3km south of the site which is outside of the recommended acceptable walking distance but is within cycling distance of the site. Rochdale station is managed by Northern Rail and has the following facilities:

- Step-free access to all platforms
- CCTV
- Waiting rooms and seating
- Toilets
- Sheltered cycle stands with CCTV for 16 cycles

5.5.2 Some members of staff at the site may use combined cycle and rail journeys to travel to and from the site.

5.5.3 This station provides regular services to places such as Leeds, Headbolt Lane, Manchester Victoria, Blackburn, Clitheroe and Wigan Wallgate.

5.5.4 Rochdale Town Centre Tram Stop is located 2.1km walking distance from the site which is just outside of the recommended acceptable walking distance. This tram stop is located on the Pink Line and provides regular services approximately every 12 minutes to places through to the centre of Manchester and terminating at East Didsbury.

5.5.5 Folding bikes which can be covered can be taken on Trams within Manchester and so combined tram and cycle journeys may be carried out by staff.

5.6 Accessibility Summary

5.6.1 It is considered that the site has a moderate level of accessibility by sustainable transport modes. Many amenities' staff are likely to need are available in walking and cycling distance of the site and the moderate frequency of the bus services available may be used by staff at the site.

6. Vehicular Trip Generation

6.1 Trip Generations

6.1.1 Multimodal trip rates for the proposed development have been estimated using the TRICS v7.10.4 database. The search parameters chosen are summarised in **Table 2** below.

Table 2 – TRICS Search Parameters

Land Use	Trip Rate Selection Criteria
Employment	→ Land Use Category: 'Employment – Industrial Unit'; → Multimodal trip rate surveys; → Gross floor area: 690 to 1976; → The region of Greater London was excluded; → Saturday and Sunday surveys were excluded; and, → Free Standing sites were excluded.

6.1.2 The multimodal trip generations from the proposed development are summarised in **Table 3** below. The full TRICS report can be found at **Appendix C**.

Table 3 – Multimodal Trip Generations

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.047	4.6%	0
	Cyclists	0.071	7.0%	1
	Public Transport Users	0.000	0.0%	0
	Vehicle Occupants	0.905	88.6%	7
	Total People Trips	1.021	100.0%	8
PM Peak 17:00-18:00	Pedestrians	0.035	4.4%	0
	Cyclists	0.047	6.0%	0
	Public Transport Users	0.000	0.0%	0
	Vehicle Occupants	0.705	89.6%	6
	Total People Trips	0.787	100.0%	6

6.1.3 Based on the TRICS data the proposed development could be expected to generate 11.6% of trips by sustainable modes of travel in the AM peak and 10.4% in the PM peak hour period. The demand for walking, cycling and public transport can be easily accommodated within the existing infrastructure provision.

6.1.4 The total vehicle generations estimated for the proposed development are summarised in **Table 4**.

Table 4 – Vehicle Trip Generations

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.611	0.223	5	2	7
PM Peak 17:00-18:00	0.094	0.540	1	4	5

- 6.1.5 The table above shows that the proposed development is estimated to generate a total of 7 vehicles in the AM peak period and 5 vehicles in the PM peak period. This would lead to one vehicle movement every 8/9 minutes in the AM period and one vehicle movement every 12 minutes in the PM period.
- 6.1.6 Due to the moderate trip generations estimated for the proposed site it is considered unlikely that the proposed development will have a detrimental impact on Buckley Road and the surrounding highway network.

7. Summary and Conclusions

- 7.1 Sanderson Associates Consulting Engineers has been instructed by Ahmed Noor to prepare a Transport Statement to support a proposed industrial unit at Buckley Road, Rochdale, OL12 9RH.
- 7.2 The site is currently a vacant area of land with an existing access from Buckley Road and access to the proposed development will be from this existing access point.
- 7.3 The proposed development comprises the construction of an industrial building with a total floor area of 823m². Cycle parking is proposed at to accord with the councils standards (minimum of 2 spaces) and vehicle parking is proposed at 13 parking spaces for staff and visitors which includes 3 mobility spaces. Two parking spaces for powered two wheelers can be provided.
- 7.4 Accident analysis has been carried out and has shown that there are no accident trends or clusters in proximity to the site which are likely to be adversely affected by the proposal.
- 7.5 It is considered that the site has a moderate level of accessibility by sustainable transport modes. Many amenities that staff are likely to need are available in walking and cycling distance of the site and the moderate frequency of the bus services available may be used by staff at the site.
- 7.6 The predicted traffic generation from the proposed site has been calculated using the TRICS database which has been estimated as 7 vehicle trip in the AM peak period and 5 vehicles trips in the PM peak period. This would lead to one vehicle movement every 8/9 minutes in the AM period and one vehicle movement every 12 minutes in the PM period. Due to the moderate trip generations estimated for the proposed site it is considered unlikely that the proposed development will have a detrimental impact on Buckley Road and the surrounding highway network.
- 7.7 This Transport Statement demonstrates that the development will not have an unacceptable impact on highway safety and that residual cumulative impacts of the development are not severe in transport terms, consequently the planning application should be supported by the Local Authority on transport grounds.

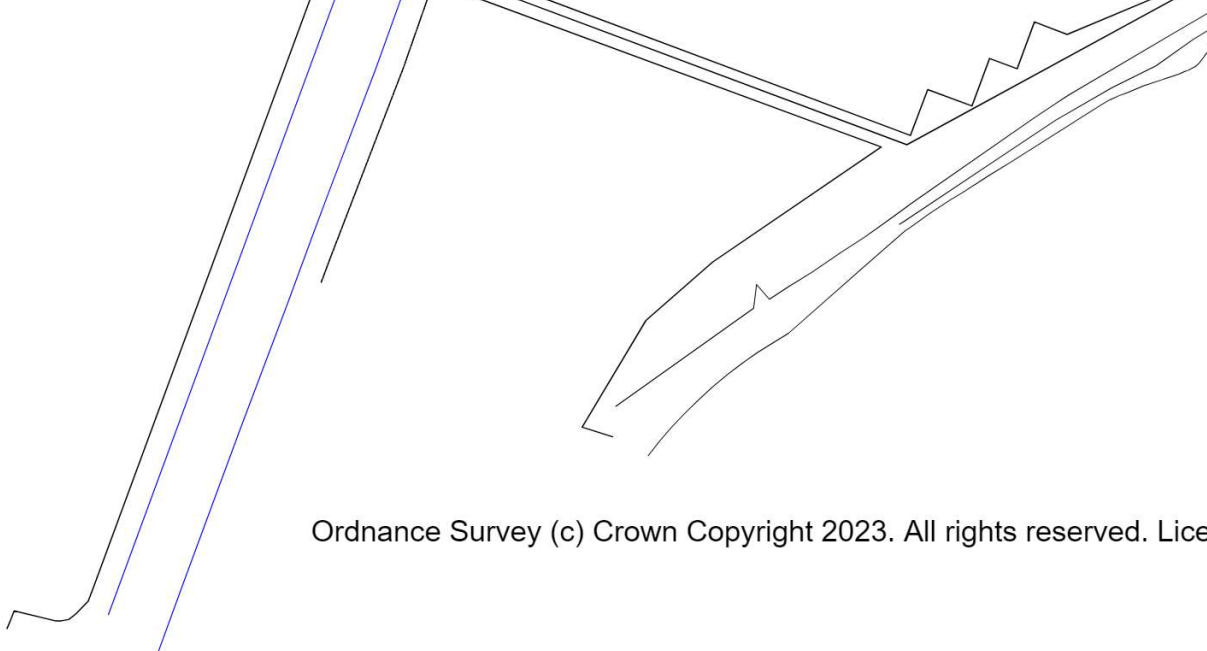


Appendix A

Site Layout Plan



Park Mill



Ordnance Survey (c) Crown Copyright 2023. All rights reserved. Licence

PROP

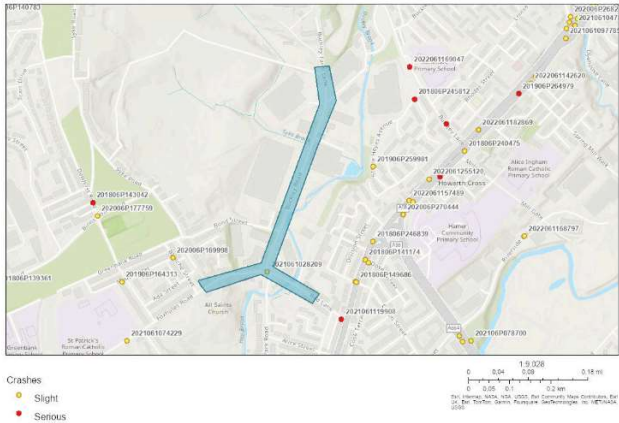


Appendix B
Crashmap Pro Report

Area of Interest (AOI) Information

Area : 25,603.1 m²

Jan 25 2024 15:34:40 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	1	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_Date Time	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	March 3, 2021	2021	2	1	390495

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	414629	Rochdale	U0	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	1	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021061028209	1

Report produced from CrashMap Pro



Validated Data

Crash Date:	Wednesday, March 03, 2021	Time of Crash:	6:15:00 PM	Crash Reference:	2021061028209
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Rochdale			Number of Vehicles:	2
Local Authority:	Rochdale Metropolitan Borough			OS Grid Reference:	390495 414629
Weather Description:	Fine without high winds			The request failed with HTTP status 401: Unauthorized. 	
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None
2	Motorcycle of unknown engine capacity	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Appendix C

TRICS Output

Calculation Reference: AUDIT-109307-240129-0126

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 days
10	WALES		
	CF	CARDIFF	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: 690 to 1976 (units: sqm)
Range Selected by User: 690 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 14/11/19

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

Selected survey days:

Monday 1 days
Tuesday 3 days
Thursday 2 days

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

Selected survey types:

Manual count 6 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) 4
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 5
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 6 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

<u>Population within 1 mile:</u>	
5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	4 days

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

<u>Population within 5 miles:</u>	
5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

<u>Car ownership within 5 miles:</u>	
0.6 to 1.0	2 days
1.1 to 1.5	4 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.

<u>Travel Plan:</u>	
No	6 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.

<u>PTAL Rating:</u>	
No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1	BR-02-C-01 NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1100 sqm Survey date: MONDAY 19/10/09	MECH. ENGINEERS	BRISTOL CITY Survey Type: MANUAL
2	CF-02-C-01 PARC-TY-GLAS CARDIFF LLANISHEN Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1068 sqm Survey date: TUESDAY 24/10/06	PLASTICS COMPANY	CARDIFF Survey Type: MANUAL
3	FU-02-C-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 2950 sqm Survey date: TUESDAY 10/06/14	DOMINO'S PIZZA	WESTMORLAND & FURNESS Survey Type: MANUAL
4	HE-02-C-02 COLLEGE ROAD HEREFORD BURCOTT Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: TUESDAY 22/10/13	THERMAL PROCESSING	HEREFORDSHIRE Survey Type: MANUAL
5	HF-02-C-01 BRIDGE ROAD EAST WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1800 sqm Survey date: THURSDAY 17/07/08	INDUSTRIAL UNIT	HERTFORDSHIRE Survey Type: MANUAL
6	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm Survey date: THURSDAY 14/11/19	EXHIBITION DESIGN & MANUF.	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.24

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	1	1976	0.152	1	1976	0.000	1	1976	0.152
06:00 - 07:00	1	1976	0.202	1	1976	0.051	1	1976	0.253
07:00 - 08:00	6	1419	0.258	6	1419	0.047	6	1419	0.305
08:00 - 09:00	6	1419	0.611	6	1419	0.223	6	1419	0.834
09:00 - 10:00	6	1419	0.352	6	1419	0.294	6	1419	0.646
10:00 - 11:00	6	1419	0.258	6	1419	0.258	6	1419	0.516
11:00 - 12:00	6	1419	0.211	6	1419	0.282	6	1419	0.493
12:00 - 13:00	6	1419	0.176	6	1419	0.235	6	1419	0.411
13:00 - 14:00	6	1419	0.305	6	1419	0.188	6	1419	0.493
14:00 - 15:00	6	1419	0.117	6	1419	0.106	6	1419	0.223
15:00 - 16:00	6	1419	0.258	6	1419	0.305	6	1419	0.563
16:00 - 17:00	6	1419	0.141	6	1419	0.376	6	1419	0.517
17:00 - 18:00	6	1419	0.094	6	1419	0.540	6	1419	0.634
18:00 - 19:00	6	1419	0.117	6	1419	0.176	6	1419	0.293
19:00 - 20:00	1	1976	0.304	1	1976	0.304	1	1976	0.608
20:00 - 21:00	1	1976	0.152	1	1976	0.202	1	1976	0.354
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.708			3.587			7.295

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:	690 - 1976 (units: sqm)
Survey date date range:	01/01/01 - 14/11/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL OGVS
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	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 07:00	1	1976	0.101	1	1976	0.000	1	1976	0.101
07:00 - 08:00	6	1419	0.023	6	1419	0.023	6	1419	0.046
08:00 - 09:00	6	1419	0.117	6	1419	0.047	6	1419	0.164
09:00 - 10:00	6	1419	0.035	6	1419	0.047	6	1419	0.082
10:00 - 11:00	6	1419	0.070	6	1419	0.059	6	1419	0.129
11:00 - 12:00	6	1419	0.082	6	1419	0.106	6	1419	0.188
12:00 - 13:00	6	1419	0.035	6	1419	0.035	6	1419	0.070
13:00 - 14:00	6	1419	0.023	6	1419	0.023	6	1419	0.046
14:00 - 15:00	6	1419	0.000	6	1419	0.012	6	1419	0.012
15:00 - 16:00	6	1419	0.023	6	1419	0.012	6	1419	0.035
16:00 - 17:00	6	1419	0.012	6	1419	0.000	6	1419	0.012
17:00 - 18:00	6	1419	0.047	6	1419	0.023	6	1419	0.070
18:00 - 19:00	6	1419	0.012	6	1419	0.012	6	1419	0.024
19:00 - 20:00	1	1976	0.000	1	1976	0.304	1	1976	0.304
20:00 - 21:00	1	1976	0.000	1	1976	0.152	1	1976	0.152
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.580			0.855			1.435

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL CYCLISTS

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	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 07:00	1	1976	0.051	1	1976	0.000	1	1976	0.051
07:00 - 08:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
08:00 - 09:00	6	1419	0.059	6	1419	0.012	6	1419	0.071
09:00 - 10:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
10:00 - 11:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
11:00 - 12:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
12:00 - 13:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
13:00 - 14:00	6	1419	0.023	6	1419	0.023	6	1419	0.046
14:00 - 15:00	6	1419	0.000	6	1419	0.012	6	1419	0.012
15:00 - 16:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
16:00 - 17:00	6	1419	0.000	6	1419	0.012	6	1419	0.012
17:00 - 18:00	6	1419	0.000	6	1419	0.047	6	1419	0.047
18:00 - 19:00	6	1419	0.000	6	1419	0.012	6	1419	0.012
19:00 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.133			0.118			0.251

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL VEHICLE OCCUPANTS
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	1	1976	0.202	1	1976	0.000	1	1976	0.202
06:00 - 07:00	1	1976	0.304	1	1976	0.051	1	1976	0.355
07:00 - 08:00	6	1419	0.282	6	1419	0.047	6	1419	0.329
08:00 - 09:00	6	1419	0.658	6	1419	0.247	6	1419	0.905
09:00 - 10:00	6	1419	0.411	6	1419	0.294	6	1419	0.705
10:00 - 11:00	6	1419	0.258	6	1419	0.270	6	1419	0.528
11:00 - 12:00	6	1419	0.223	6	1419	0.294	6	1419	0.517
12:00 - 13:00	6	1419	0.200	6	1419	0.247	6	1419	0.447
13:00 - 14:00	6	1419	0.341	6	1419	0.211	6	1419	0.552
14:00 - 15:00	6	1419	0.129	6	1419	0.106	6	1419	0.235
15:00 - 16:00	6	1419	0.282	6	1419	0.352	6	1419	0.634
16:00 - 17:00	6	1419	0.153	6	1419	0.423	6	1419	0.576
17:00 - 18:00	6	1419	0.106	6	1419	0.599	6	1419	0.705
18:00 - 19:00	6	1419	0.153	6	1419	0.211	6	1419	0.364
19:00 - 20:00	1	1976	0.354	1	1976	0.304	1	1976	0.658
20:00 - 21:00	1	1976	0.152	1	1976	0.202	1	1976	0.354
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.208			3.858			8.066

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PEDESTRIANS
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	1	1976	0.101	1	1976	0.000	1	1976	0.101
06:00 - 07:00	1	1976	0.101	1	1976	0.000	1	1976	0.101
07:00 - 08:00	6	1419	0.047	6	1419	0.000	6	1419	0.047
08:00 - 09:00	6	1419	0.047	6	1419	0.000	6	1419	0.047
09:00 - 10:00	6	1419	0.047	6	1419	0.000	6	1419	0.047
10:00 - 11:00	6	1419	0.000	6	1419	0.012	6	1419	0.012
11:00 - 12:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
12:00 - 13:00	6	1419	0.012	6	1419	0.023	6	1419	0.035
13:00 - 14:00	6	1419	0.094	6	1419	0.106	6	1419	0.200
14:00 - 15:00	6	1419	0.012	6	1419	0.059	6	1419	0.071
15:00 - 16:00	6	1419	0.012	6	1419	0.000	6	1419	0.012
16:00 - 17:00	6	1419	0.012	6	1419	0.094	6	1419	0.106
17:00 - 18:00	6	1419	0.000	6	1419	0.035	6	1419	0.035
18:00 - 19:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
19:00 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.485			0.329			0.814

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PUBLIC TRANSPORT USERS
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	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 07:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
07:00 - 08:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
08:00 - 09:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
09:00 - 10:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
10:00 - 11:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
11:00 - 12:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
12:00 - 13:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
13:00 - 14:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
14:00 - 15:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
15:00 - 16:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
16:00 - 17:00	6	1419	0.000	6	1419	0.012	6	1419	0.012
17:00 - 18:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
18:00 - 19:00	6	1419	0.000	6	1419	0.000	6	1419	0.000
19:00 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.012			0.012

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.24

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	1	1976	0.304	1	1976	0.000	1	1976	0.304
06:00 - 07:00	1	1976	0.455	1	1976	0.051	1	1976	0.506
07:00 - 08:00	6	1419	0.329	6	1419	0.047	6	1419	0.376
08:00 - 09:00	6	1419	0.763	6	1419	0.258	6	1419	1.021
09:00 - 10:00	6	1419	0.458	6	1419	0.294	6	1419	0.752
10:00 - 11:00	6	1419	0.258	6	1419	0.282	6	1419	0.540
11:00 - 12:00	6	1419	0.223	6	1419	0.294	6	1419	0.517
12:00 - 13:00	6	1419	0.211	6	1419	0.270	6	1419	0.481
13:00 - 14:00	6	1419	0.458	6	1419	0.341	6	1419	0.799
14:00 - 15:00	6	1419	0.141	6	1419	0.176	6	1419	0.317
15:00 - 16:00	6	1419	0.294	6	1419	0.352	6	1419	0.646
16:00 - 17:00	6	1419	0.164	6	1419	0.540	6	1419	0.704
17:00 - 18:00	6	1419	0.106	6	1419	0.681	6	1419	0.787
18:00 - 19:00	6	1419	0.153	6	1419	0.223	6	1419	0.376
19:00 - 20:00	1	1976	0.354	1	1976	0.304	1	1976	0.658
20:00 - 21:00	1	1976	0.152	1	1976	0.202	1	1976	0.354
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.823			4.315			9.138

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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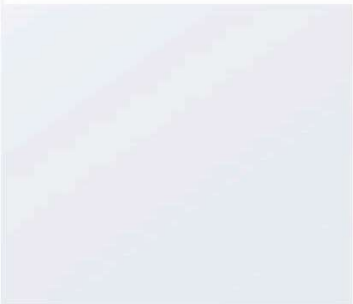
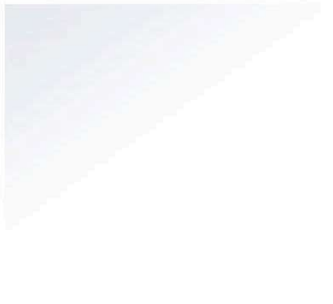


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