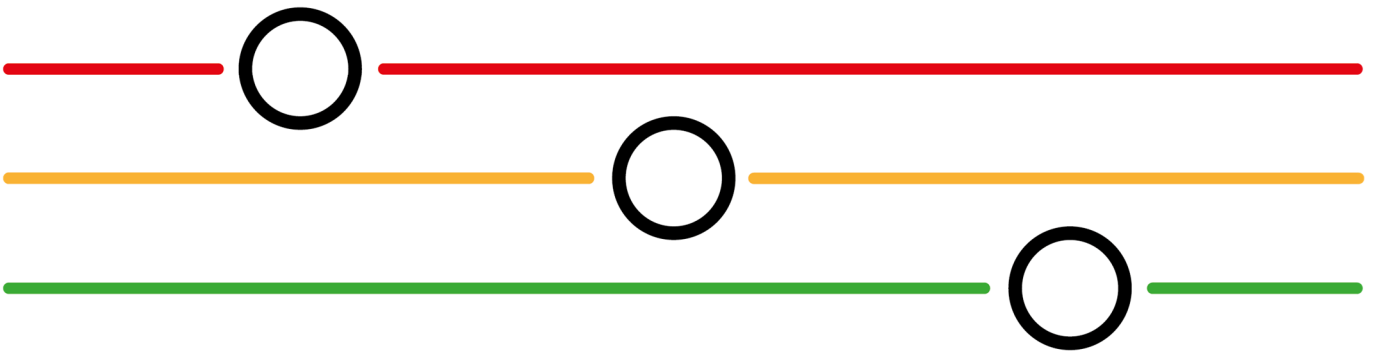




EG On The Move Ltd

Proposed Petrol Filling Station Redevelopment,
A58 Manchester Road, Rochdale

Transport Statement

3704423



JUNE 2026

Report Details

Report Number:	DTP-3704423-TS
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Client:	EG On The Move Ltd
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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by EG On The Move Ltd to report on the highways and transportation considerations related with the proposed redevelopment of an existing Petrol Filling Station (PFS) off A58 Manchester Road, Rochdale.

The proposals comprise the redevelopment and modernisation of the existing PFS and associated convenience store, to provide a larger retail unit and updated parking facilities

This Transport Statement (TS) has been produced to advise Rochdale Metropolitan Borough Council (RMBC) as the Local Planning and Highway Authority on the transport planning issues associated with the proposed redevelopment.

1.2 Site Location

The existing service station is located off A58 Manchester Road, situated approximately 1.5km south-west of Rochdale Town Centre. The site is also located around 8km east of Bury Town Centre and 14km north-east of Manchester City Centre. The location of the site is illustrated at **Figure 1.1**:

Figure 1.1 – Site Location Plan



1.3 Purpose and Structure of Report

The purpose of this report is to examine the redevelopment proposals in the context of the application site, review the layout proposals including swept-path analysis, calculate the trip generating potential of the proposed redevelopment and review the accessibility of the site by all modes of transport.

In accordance with best practice, this TS has been prepared in reference to the Department for Transport's (DfTs) "*Guidance on Transport Assessment*" and is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a description of the proposed redevelopment;
- Section 4 provides an appraisal of the site's accessibility by non-car modes of transport;
- Section 5 assesses the trip generating potential of the proposed redevelopment; and
- Section 6 presents the summary and conclusion.

2 Existing Conditions

2.1 General

The existing service station is located off A58 Manchester Road, approximately 1.5km south-west of Rochdale Town Centre. The site is currently comprised of an eight-filling bay PFS, with an associated convenience retail unit of approximately 315m² Gross Floor Area (GFA), alongside a 173m² GFA drive-thru coffee shop unit to the eastern corner of the site.

The site is bounded to the north by A58 Manchester Road and Cheltenham Street to the east, with a parcel of undeveloped land located to the south-west of the existing site. The southern boundary of the site is defined by a hillside retaining wall with residential developments situated to the further south. A signalised cross-junction is also located to the western corner of the site at Manchester Road.

The surrounding area of the site is generally of residential use, with residential dwellings occupying the immediate areas to the north, north-east and west of the site. A superstore outlet is positioned to the south-west of the site across the Rochdale Bypass, with additional commercial developments located to the further south.

The service station provides formalised car parking in the form of approximately 18 standard bays and one to mobility-impaired standard, with parking positioned to the north-eastern edge and rear of the site as well as at the frontage of the existing drive-thru unit. Vehicular access to the site is provided via separate access and egress points off Manchester Road to the north and north-west of the existing forecourt of the site.

2.2 Surrounding Highway Network

2.2.1 A58 Manchester Road

A58 Manchester Road is a dual carriageway, routing in a north-east/south-west orientation along the northern boundary of the site, connecting to Rochdale Town Centre to the north-east of the site. The road continues to the south-west of the site providing connections towards Bury Town Centre.

Within the vicinity of the site, each carriageway has an approximate width of 7m with a kerbed central reservation. A three-lane westbound approach is provided towards a signalised cross-junction to the west of the site where Manchester Road intersects with the Rochdale Bypass and B6452 Roch Valley Way. The road is subject to a 40mph speed limit and is supported by street-lighting provision within the vicinity of the site.

A pedestrian footway with guard-railing, is provided on the southern side of the carriageway within the vicinity of the site, with dropped-kerbs provided at the existing site access and egress points to the site. A PUFFIN crossing point, with tactile paving and a central refuge island, is also provided to the immediate east of the site access across Manchester Road, enabling connections to the residential developments to the north of the site.

2.3 Road Safety

Accident data was obtained for the local highway network in the vicinity of the application site for the latest available three years of data covering 2022 to 2024 from the Department for Transport (DfT) website.

A review of the highway accident data has been undertaken and confirmed that there were no recorded incidents at or within the vicinity of the site.

Due to the absence of any recorded accidents, it is clear that there are no pre-existing patterns or trends of incidents in the vicinity of the proposed development.

3 Proposed Development

3.1 General

The proposals for the site involve the demolition of the existing eight-filling bay PFS and retail unit with construction of a new eight-filling bay PFS. An associated 414m² GFA retail unit will also be constructed to the west of the PFS forecourt as part of the proposed redevelopment. The proposals do not include any modifications to the existing drive-thru unit.

The redevelopment proposals would see an overall modernisation of the existing forecourt and associated retail store with an uplift in floorspace provision of approximately 100m². Additional formal car parking will also be provided as part of the proposals together with Electric Vehicle (EV) charging bay provision.

The proposed layout of the site can be found at **Appendix 1** of this report.

3.2 Site Access and Internal Arrangements

The existing vehicular access and egress points to the site will be retained to serve the proposed redevelopment. An internal access road will be constructed to the south of the redeveloped retail unit for access to an associated car parking area within the south-western extent of the site.

The existing pedestrian links that run within the south-western half of the redevelopment site will be re-routed as part of the redevelopment proposals. A zebra-style crossing point will also be provided at the internal access road to retain connection of the existing pedestrian route that links to the south of the site.

A swept-path assessment has been undertaken of the site access/egress and internal arrangements for an oil tanker, as the worst-case servicing vehicle, which will continue to access the site, as shown in **Appendix 2**.

3.3 Parking Provision

The proposals will involve the removal of seven existing parking spaces to accommodate construction of the internal access road. A total of 20 new demarcated parking spaces will be constructed within the eastern portion of the site including two bays to mobility-impaired standard. A formalised car parking area, accessed via the internal access road to the south of the proposed retail unit, will also be constructed to the south-western extent of the site, comprising 21 demarcated spaces inclusive of a six-bay EV charging hub (with one to mobility-impaired standard).

The redevelopment will subsequently result in a provision of 46 standard bays, with additional EV and mobility-impaired bay provision.

Local parking standards are provided in the RMBC *Adopted Core Strategy* (2016) document. Although no local parking standards are provided for PFS with retail developments, standards do stipulate a maximum provision of one space per 25m² for food retail units of less than 900m² GFA. No standards are provided for drive-thru coffee shops, however the standards do suggest one space per 8.5m² for fast-food drive-thru developments.

For the proposed redevelopment, this would result in the total provision of 37 spaces for the PFS and drive-thru elements of the site. Therefore, the parking provision broadly aligns with the local standards, with additional EV and mobility-impaired provision.

Parking standards also stipulate a minimum provision of one cycle space per 100m² for food retail units of less than 900m² GFA. Cycle parking will therefore be provided in the form of Sheffield stands to cater for customer and staff access by bike.

4 Access by Non-Car Modes

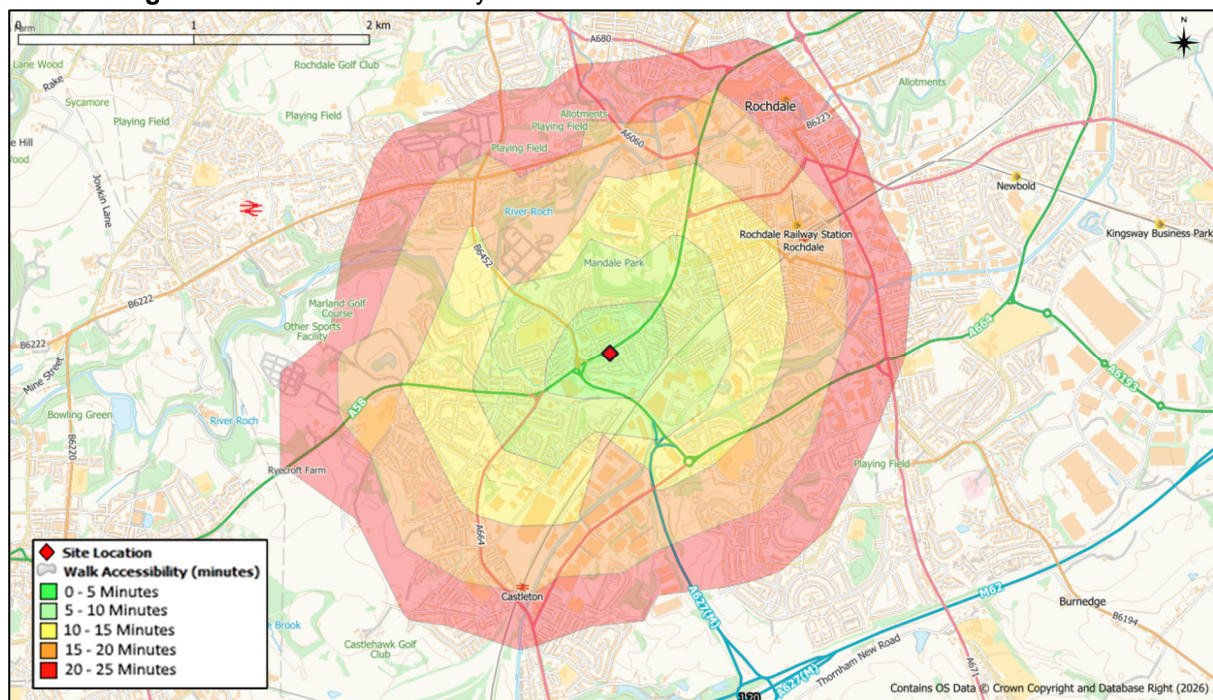
4.1 General

Notwithstanding the nature and the location of the proposed redevelopment, in accordance with planning policy a review of access by all modes of travel has been undertaken. The options for accessing the site by sustainable modes are discussed in more detail below.

4.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km. A walk accessibility plan provided at **Figure 4.1** highlights the accessible walking area within a 2km catchment of the site, equivalent to 25 minutes.

Figure 4.1 – Walk Accessibility Plan



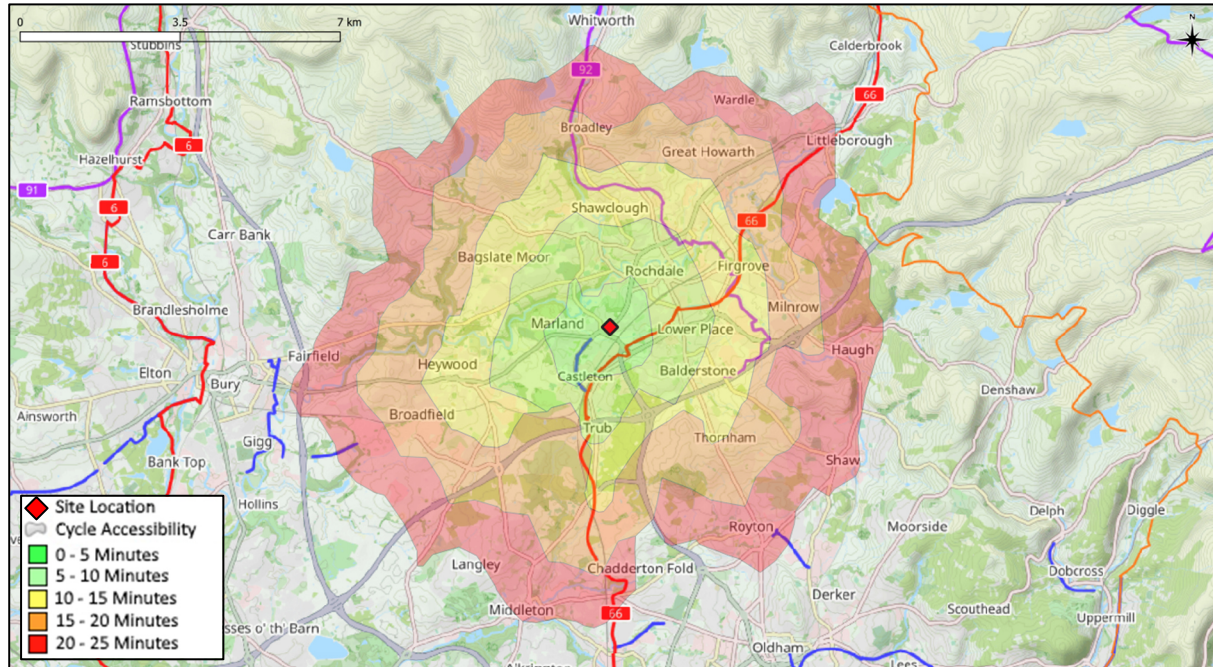
The plan indicates that the nearest residential developments to the site are accessible within a 5- to 10-minute walking journey. Rochdale Railway Station is also accessible within a 20-minute walking journey as the nearest station to the site, in addition to the Rochdale Metrolink Tram Stop. The residential area of Castleton Moor, as well as part of Rochdale Town Centre is also located within the catchment.

Pedestrian access into the site is supported by the existing infrastructure associated with Manchester Road and the surrounding residential developments within the vicinity of the site.

4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys. The areas reachable within a 25-minute cycle journey are identified within **Figure 4.2**:

Figure 4.2 – Cycle Accessibility Plan



The plan indicates that the town of Rochdale and its constituent residential areas are accessible within a 10-minute cycling journey of the site, including the railway stations of Rochdale and Castleton. Other residential areas, such as those within the towns of Littleborough, Heywood and Middleton, are also indicated to be accessible within a 25-minute cycling journey of the site.

National Cycle Route (NCN) No. 66 is located south of the site and is accessible within a five-minute cycle journey. NCN Route 66 runs in a general south/north-east orientation within the catchment area, providing off-road connections to Middleton to the south and Littleborough to the north-east of the site. The cycle route also connects to NCN Route 92 within the cycle catchment, providing additional links to Rochdale Town Centre.

4.4 Public Transport Access

4.4.1 Bus

The nearest bus stops to the site are located along Manchester Road, approximately 85m west and 260m east of the site, equivalent to a two-minute and five-minute walking journey, respectively. Both bus stops are supported by timetable information, a bus shelter and marked lay-bys, providing access to services 17, 17A and 471.

A summary of the bus routes which operate from these bus stops are provided in **Table 4.1**.

Table 4.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
17	Manchester – Rochdale	Every 10-minutes
17A	Manchester – Rochdale	One service @ 05:41
471	Bolton – Rochdale	Every 15-minutes

Source: Traveline

As the table demonstrates, two frequent bus services operate in close proximity of the site, providing access to destinations including Bolton, Manchester and areas within Rochdale. The above services therefore provide some opportunities, particularly for staff, to travel to the site by bus.

4.4.2 Rail Access

The nearest railway station is Rochdale Railway Station, located approximately 1.3km north-east of the site, equivalent to an 18-minute walking or a seven-minute cycling journey. The station acts as a multi-modal transport hub, with the station connecting with the local light rail and bus networks.

The station sits on the Calderdale Line, with services operated by Northern. One train runs to Manchester Victoria every 10-minutes, with other hourly services to Kirkby, Wigan and Chester. Three trains per hour also operate to Leeds, with two half-hourly services to Blackburn.

The light rail/tram infrastructure in Rochdale can also be accessed at Rochdale Railway Station. The Rochdale Town Centre tram stop sits on the Metrolink's Oldham and Rochdale line, where trams are scheduled to run every 12-minutes between Oldham and Manchester Victoria, continuing to East Didsbury.

4.5 Accessibility Summary

Overall, it can be summarised that the site provides a genuine choice for journeys to be undertaken by modes other than car, particularly for customers and staff.

5 Development Trip Generation

5.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the proposed development on the adjacent highway network. The retail store element of the site has only been assessed, as its increased GFA is the only material change of the redevelopment that is considered to constitute a potential uplift in associated traffic at the site

5.2 Trip Generation

5.2.1 Proposed Retail Unit

The TRICS Database has been used to estimate the number of trips associated with the proposed increase in GFA of the convenience retail unit. The selection criteria for the comparative sites are listed below:

- Land use – ‘Retail’, Sub land use – ‘Convenience Store’;
- All London and Ireland sites excluded;
- Weekday surveys only;
- Town Centre, Edge of Town Centre and Free-Standing Sites Removed; and
- Selection by number GFA.

A summary of the peak-hour trip rates is shown below in **Table 5.1**, with the full TRICS outputs included at **Appendix 3**.

Table 5.1: Convenience Store (per 100m² GFA)

TRICS Trip Rates	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	7.867	7.900	9.333	10.100

The above trip rates have been applied to the increase in GFA of the proposed convenience retail unit which would total 99m², resulting in the following estimated vehicle movements, as shown in **Table 5.2**:

Table 5.5: Additional Convenience Store Trip Generation (99m² GFA)

Trip Generation	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	8	8	9	10

The above data shows that during the traditional AM and PM peak hour periods the proposed uplift in convenience store provision has the potential to generate around 16 and 19 two-way trips. This equates to less than one vehicle either accessing or egressing the site every three minutes during the busiest peak hour.

It is noted that the site will now provide for EV charging facilities and therefore the proposed redevelopment will cater for the uptake in no/low emission vehicles, in line with national and local policy.

Therefore, it is considered that the proposed development will not lead to an increase in vehicle trips to the site, where given the nature and location of the existing and proposed site, customer demand is based on necessity where drivers will stop as required and the introduction of EV bays would cater for the changing vehicle fleet with a transfer from fuel trips rather than new vehicle trips.

It is also noted that given the type of redevelopment proposed and its location, the majority of traffic would be drawn from vehicles already passing at or near to the site.

5.3 Summary

Overall, based on the above trip generation assessment, it is considered that the proposed development would not have any significant impact on the operation of the wider highway network.

6 Summary and Conclusions

Dynamic Transport Planning is instructed by EG On The Move to report on the highways and transportation considerations related to the proposed redevelopment of an existing Petrol Filling Station (PFS) off the A58 Manchester Road, Rochdale.

The proposals comprise the redevelopment and modernisation of the existing Petrol Filling Station (PFS) and its associated convenience store, to provide a larger retail unit with enhanced convenience provision and updated parking facilities.

It is proposed that the existing service station access arrangements into the site will be retained with access and egress provided off Manchester Road.

A review of the highway accident data for the site access point and adjacent highway has been reviewed and identified no pre-existing patterns or trends of incidents that could be impacted by the redevelopment proposals.

The accessibility of the site for non-car modes of travel has been assessed, and it is considered that the site is located to allow good potential for journeys by walk, cycle, and public transport to be undertaken.

A total of 46 parking bays will be provided at the site, inclusive of two mobility impaired bays. The proposals also include additional demarcated car parking provision with EV bays which are indicated to align with local parking standards. Additionally, given the developer's experience of operating similar sites in comparable locations across the country it is considered that the proposed parking provision is suitable to cater for the anticipated demand at the site. Cycle parking will also be provided in the form of Sheffield stands across the site.

A swept-path assessment has been undertaken, which demonstrates that an oil tanker (as the largest vehicle associated with the PFS unit), is able to access and egress the site.

The TRICS database has been used to assess the trip generating potential of the proposed site. The trip rates have been applied to the proposed increased quantum of development where it is anticipated that the development will result in around 16 and 19 additional two-way trips during the busiest peak hour, compared to the existing situation at the site.

It is noted that developments of this nature draw the majority of movements from vehicles already routing along the local highway network. As such, the proposals would result in relatively low numbers of 'new' trips.

Overall, on the basis of the above assessment it is concluded that there are no outstanding reasons why the proposed redevelopment of the site should not be granted planning permission on highways grounds.

Appendix 1

Proposed Site Layout Plan



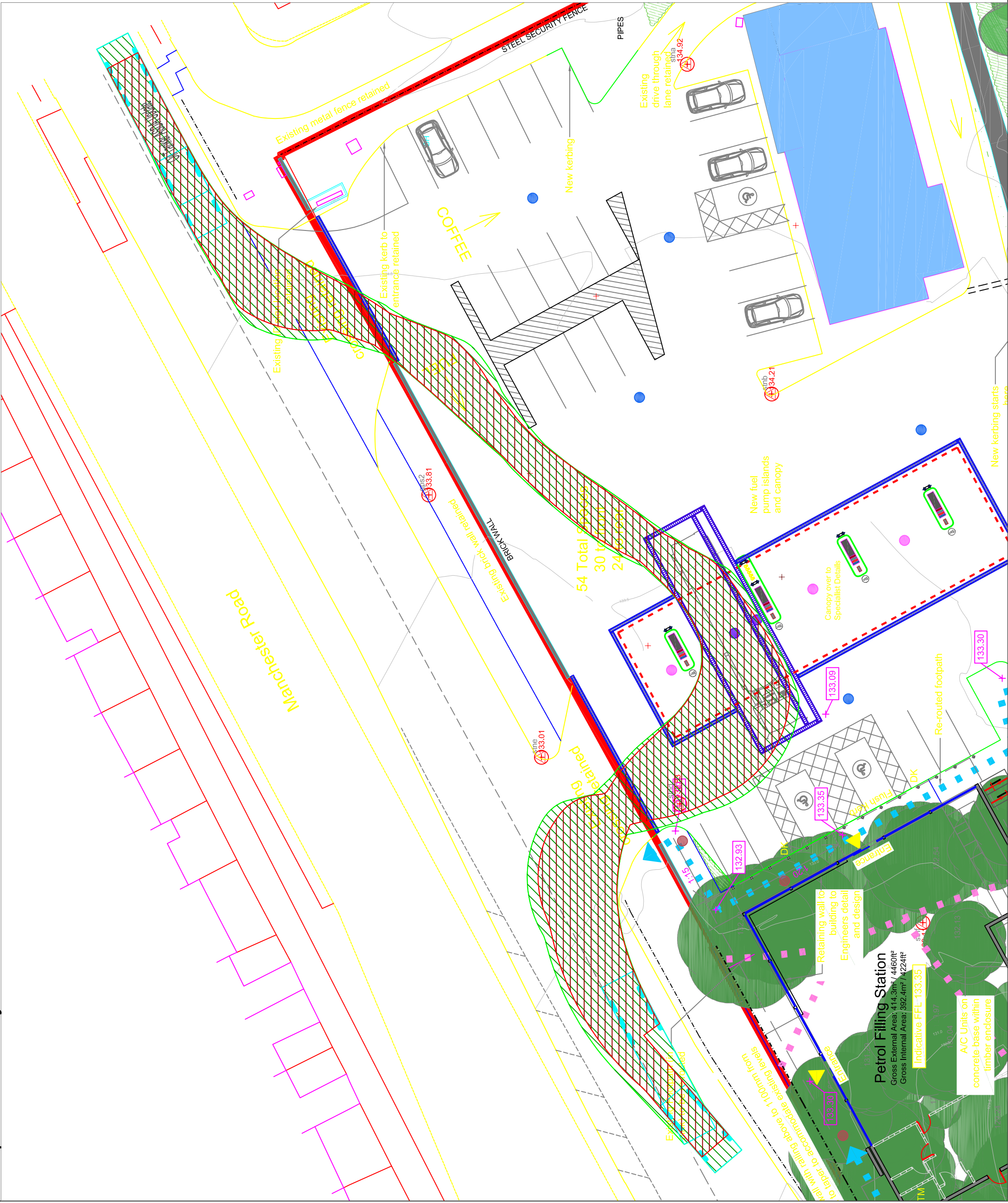
Appendix 2

Swept Path Analysis

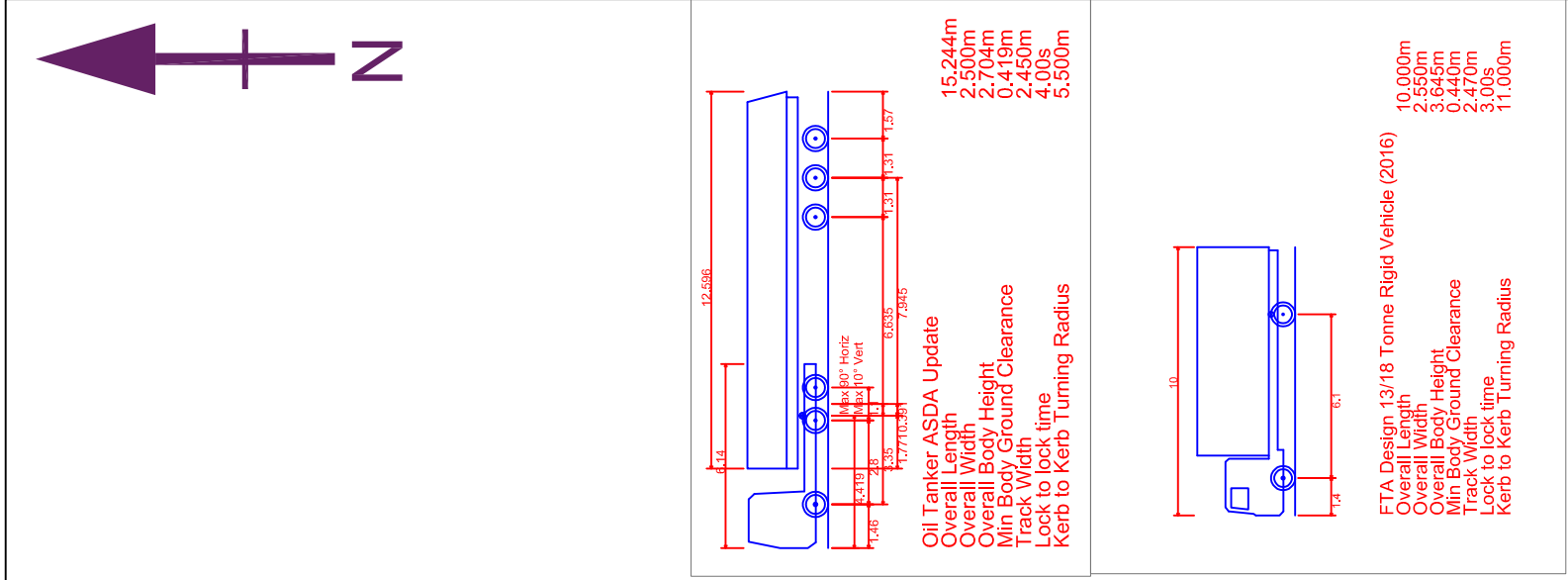
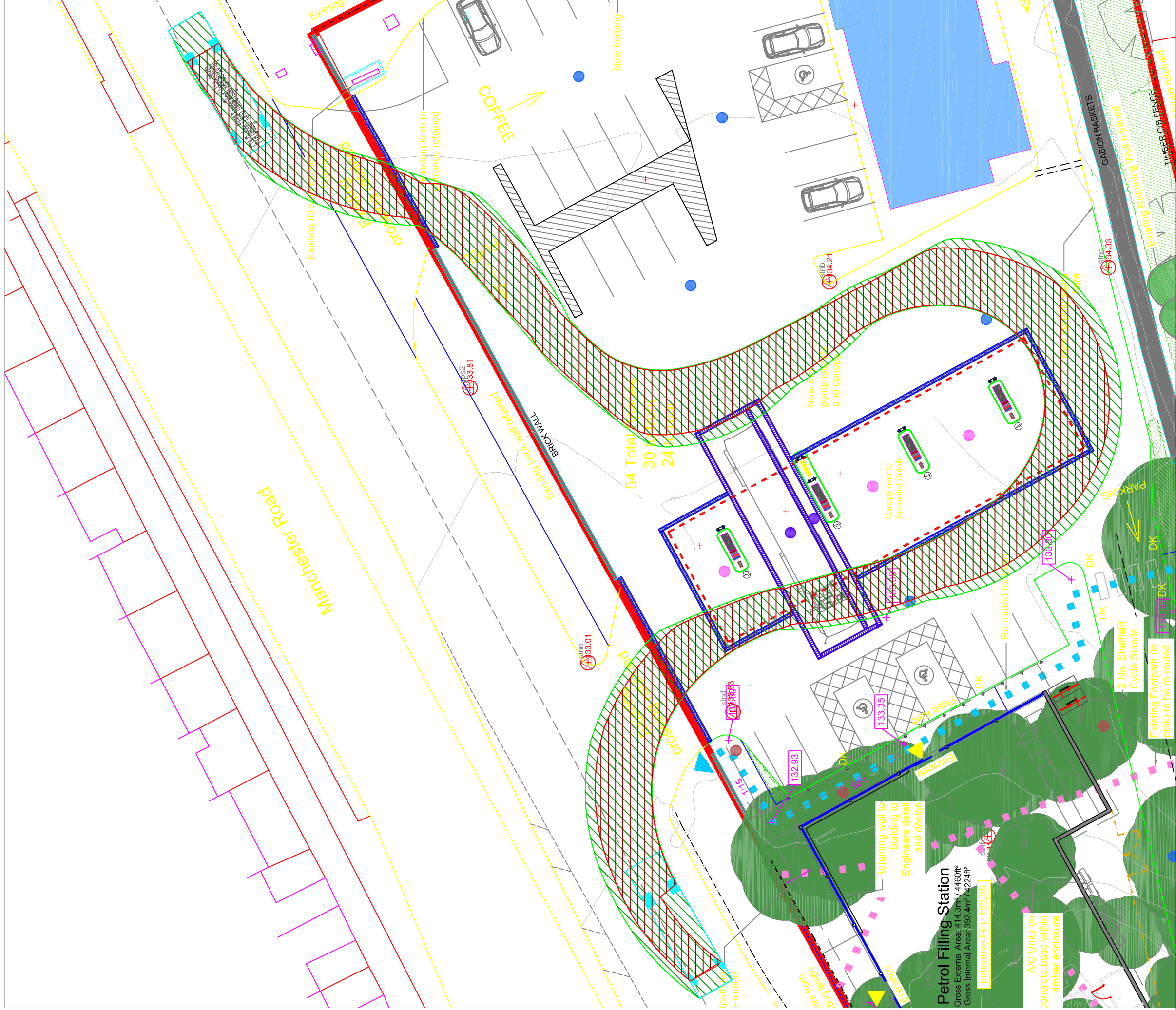


Proposed Site Layout - Scale 1/500

Swept Path Analysis - Oil Tanker - Scale 1/250



Swept Path Analysis - 10m Rigid - Scale 1/250



Notes

Rev.	A	28.04.23	Minor Site Layout Update	JB	Drawn
	-	29.03.23		JB	
			Revisions		

DYNAMIC

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PLANNING

+44 (0) 7411 751 693

www.dynamictransportplanning.co.uk

enquiries@dynamictransportplanning.co.uk

Client
EG Group Ltd

Project
Proposed Petrol Filling Station
Redevelopment, Manchester Road,
Rochdale

Drawing Title Proposed Site Layout Swept Path Analysis Oil Tanker & 10m Rigid	
Date March 2023	Scale As Specified @ A1
Drawn JB	Approved GS
Drawing Number DTP/3704423/ATR001	
Rev. A	

Appendix 3

TRICS Outputs

Calculation Reference: AUDIT-262601-230327-0335

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	SD SWINDON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	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: 275 to 539 (units: sqm)
 Range Selected by User: 100 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/05/22

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:

Monday	2 days
Wednesday	2 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	8 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)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	4

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:

Residential Zone	6
High Street	2

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

Secondary Filtering selection:

Use Class:

E(a)	7 days
F2(a)	1 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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	3 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
25,001 to 50,000	1 days
125,001 to 250,000	4 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	4 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AS-01-O-01 REDCLOAK DRIVE STONEHAVEN	CO-OP		ABERDEENSHIRE
	Edge of Town Residential Zone Total Gross floor area:		275 sqm	
	Survey date: WEDNESDAY		20/04/22	Survey Type: MANUAL
2	CF-01-O-02 HEOL-Y-DERI CARDIFF RHIWBINA Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	CO-OPERATIVE	350 sqm	CARDIFF
	Survey date: FRIDAY		07/10/16	Survey Type: MANUAL
3	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		305 sqm	
	Survey date: MONDAY		19/09/16	Survey Type: MANUAL
4	SD-01-O-01 THE CIRCLE SWINDON	ONE STOP		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		292 sqm	
	Survey date: FRIDAY		23/09/16	Survey Type: MANUAL
5	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	CO-OPERATIVE	330 sqm	TYNE & WEAR
	Survey date: FRIDAY		07/04/17	Survey Type: MANUAL
6	WS-01-O-01 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area:	CO-OP	500 sqm	WEST SUSSEX
	Survey date: THURSDAY		12/05/22	Survey Type: MANUAL
7	WS-01-O-02 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area:	SAINSBURY 'S LOCAL	409 sqm	WEST SUSSEX
	Survey date: WEDNESDAY		11/05/22	Survey Type: MANUAL
8	WY-01-O-02 AINSTY ROAD WETHERBY	CO-OPERATIVE		WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		539 sqm	
	Survey date: MONDAY		26/09/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

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	1	500	1.200	1	500	0.800	1	500	2.000
06:00 - 07:00	5	421	2.378	5	421	2.330	5	421	4.708
07:00 - 08:00	8	375	6.267	8	375	6.033	8	375	12.300
08:00 - 09:00	8	375	7.867	8	375	7.900	8	375	15.767
09:00 - 10:00	8	375	6.400	8	375	5.867	8	375	12.267
10:00 - 11:00	8	375	6.067	8	375	5.767	8	375	11.834
11:00 - 12:00	8	375	6.433	8	375	6.533	8	375	12.966
12:00 - 13:00	8	375	7.700	8	375	7.333	8	375	15.033
13:00 - 14:00	8	375	5.967	8	375	5.900	8	375	11.867
14:00 - 15:00	8	375	7.033	8	375	7.067	8	375	14.100
15:00 - 16:00	8	375	7.567	8	375	7.167	8	375	14.734
16:00 - 17:00	8	375	8.567	8	375	7.733	8	375	16.300
17:00 - 18:00	8	375	9.333	8	375	10.100	8	375	19.433
18:00 - 19:00	8	375	8.933	8	375	8.867	8	375	17.800
19:00 - 20:00	8	375	7.067	8	375	6.867	8	375	13.934
20:00 - 21:00	7	387	3.619	7	387	4.394	7	387	8.013
21:00 - 22:00	6	406	2.672	6	406	3.042	6	406	5.714
22:00 - 23:00	2	455	0.880	2	455	0.550	2	455	1.430
23:00 - 24:00	2	455	0.000	2	455	0.330	2	455	0.330
Total Rates:			105.950				104.580	210.530	

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:	275 - 539 (units: sqm)
Survey date range:	01/01/14 - 22/05/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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