Robert Bowen Planning and Development Ltd

Transport Statement

Detached Industrial Building (Class B8- Storage and Distribution) with associated parking, drainage and Landscaping

Mardon Park
Baglan

April 2021

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1.0 Introduction

1.1 This report comprises a Transport Statement to accompany a full planning application for the construction the construction of a detached industrial building which will be used for storage and distribution (Class B8). The development will also provide parking, drainage and landscaping as shown in **Appendix A**.

1.2 The objective of this report is to provide the Planning Authority and local highway authority (LHA) with sufficient information to consider the highway implications of the proposal in the planning process.

1.3 The development is situated on the northern edge of Baglan Energy Park within a cluster of existing industrial units. The site has an area of approximately 10,281sqm and is currently vacant.

1.4 The proposed development will derive access to the site off the public highway to the northeast, Central Avenue, then via two private highways, Mardon Park or road Nos.3

1.5 As part of the proposal the development will seek to separate HGV and other large vehicles from motor cars, bicycles and pedestrians.

2.0 Scoping of the Assessment

2.1 Planning Policy Wales *Edition 10,December 2018*[1] states 3.12 "*Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel*

[1] *https://gov.wales/sites/default/files/publications/2019-02/planning-policy-wales-edition-10.pdf*

choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate."

2.2 TAN 18 Transport[2] states 9.2 "*Developers should be required by local authorities to submit transport assessments to accompany planning applications for developments that are likely to result in significant trip generation (see Annex D for suggested thresholds)."* In this case the proposed development does not exceed the thresholds set in Annex D and therefore a Transport assessment is not required

2.3 Policy TR2 of the Local Development Plan requires the submission of a TA and TP where developments are likely to create significant traffic generation. In this case it is unlikely that the development will generate significant traffic. Notwithstanding this the applicant is required to demonstrate that the development (5.4.22) *"will have no adverse effect on the existing highway network and traffic or congestion will not be increased to unacceptable levels".* This document has therefore been produced in support of the application to address those matters.

3.0 Description of the Existing Site and Proposed Development

3.1 The application site is a vacant piece of land within the Mardon Park Industrial Estate with private highways on three side as seen in ***Figure 1*** below.

[2] *http://gov.wales/docs/desh/publications/070301tan18en.pdf*

3.2 The proposed development is for the construction of a for a detached industrial building which will be used for storage and distribution (Class B8) with parking, drainage and landscaping

Figure 1

4.0 Description of the Existing Highway Network

4.1 Other than Central Avenue, the highway network that will serve the development will be private.

4.2 Highway A which bounds the site on the southern and eastern boundary

is 7.4m wide, is lit and has a 2m wide footway

4.3. Highway B which bounds the site on the western boundary is 8m wide, is lit and has a 2m wide footway

4.4 Highway C which bounds the site on the northern boundary is 6m wide, is lit and has a 2m wide footway

4.5 All highways are in in good state of repair

5.0 Proposed Access to the Highway Network

5.1 Access to the site will be derived off Central Avenue and then via the existing private highway network.

5.2 The proposal will seek to separate traffic. Pedestrians, cyclist and motor cars will enter and leave the site via Mardon Park (Highway B) and the northern access road (Highway C). All other vehicles will enter the site via Highway A on the southern side of the site

6.0 Accident Statistics

6.1 A search of the records held by *Crash Maps UK* for the last 10 years has been undertaken. There were no recorded accidents that for the period.

7.0 Site Generated Traffic

7.1 The proposed development will employ 20-30 number of staff

7.2 TRICS data is provided in **Appendix B**

8.0 Consideration of Capacity of the Adjacent Highway Network

8.1 The surrounding highway network has been designed in order to accommodate future development.

9.0 Parking Provision

9.1 The Council's adopted standards Parking Standards, *Supplementary Planning Guidance (October 2016)*[3] require parking as set out in ***Table 1*** below.

Table 1

Zones 2 to 4

Type of Development	Operational	Non-Operational
Small Industry (< 100m^2)	1 van space	1 space
Small Industry (< 235m^2)	1 van space	2 spaces
Industry	See Note 5	1 space per 120 m^2
Highly Technical Industry	See Note 5	1 space per 35 m^2
Industrial Warehouses	See Note 5	1 space per 140 m^2
Storage Warehouses	1 commercial space per 500 m^2	Nil
Distribution Centres (<1000 m^2)	35% of GFA	1 space per 120 m^2
Distribution Centres (>1000 m^2)	25% of GFA	1 space per 120 m^2

[3] *https://www.npt.gov.uk/PDF/spg_parking_standards_oct16.pdf*

Floor Area of 2118sqm	*Parking Area/ Spaces required*	*Area/Spaces Provides*
Operational	*529.5sqm*	*1284sqm*
Non operational	*18*	*32*

9.2 The proposed development will provide a total of 32 car parking spaces and an operational area of 1284qm. This is above the required standard.

10.0 Pedestrian Access to the Site

10.1 The site is accessible by pedestrians using the existing footway along Central Avenue and Mardon Park.

11.0 Access to the site for Cyclists

11.1 The site is accessible for cyclists using the existing footway/carriageways along Central Avenue and Mardon Park.

12.0 Conclusions

12.1 The proposed development is located in the close to local services and bus routes.

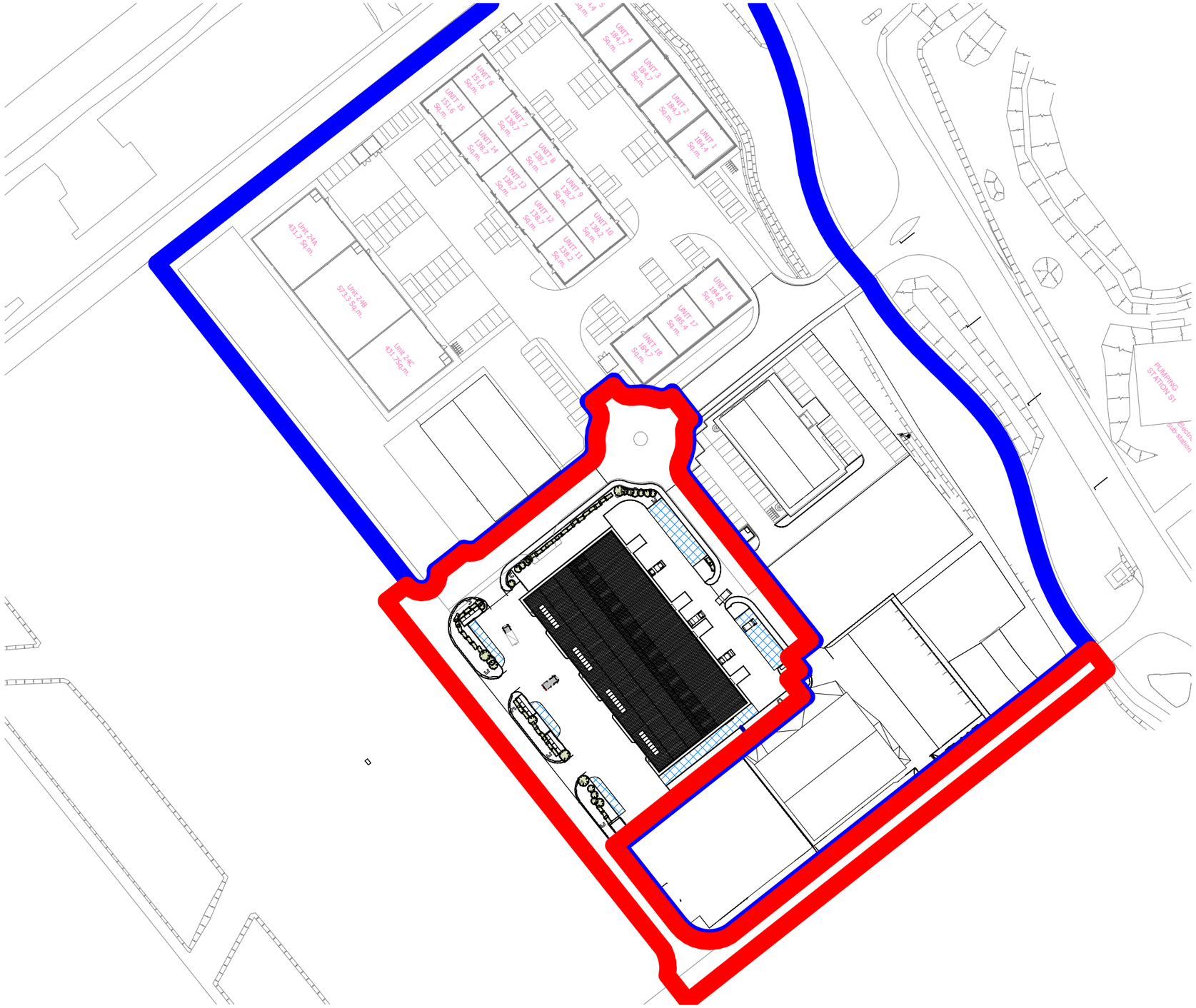
12.2 The local highway network provides good, safe access for motorists, cyclist and pedestrians.

12.3 From the available accident statistics, the highway network in the vicinity of proposed development does not have an accident problem.

12.4 The proposed operational and non-operational parking on the site is as required by the adopted standard.

12.5 The proposed development will not result in a significant increase in traffic to the detriment of highway safety

Appendix A



LOCATION PLAN

1 : 1250

Rev	Description	Date
A	Vision splays altered, fence lines altered, car parking widths increased, car park layout amended, refuse areas amended, boundary line amended	April 21

i.m. Design Studio

27 Park Avenue, Skewen, SA106RU

CIAT Registered Practice

Project:

GBV Properties Ltd
Mardon Park
Baglan Energy Park,
South Wales

Title:

MARDON PARK -
LOCATION PLAN

Project number	Project Number	A3 - A502	REV A
Date	FEB 2021		
Drawn by	JM		
Checked by	JR	Scale	1 : 1250

Appendix B

Calculation Reference: AUDIT-81

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES

TOTAL VEHICLES

Selected regions and areas:

07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	RI	EAST RIDING OF YORKSHIRE	1 days
14	**LEINSTER**		
	WT	WESTMEATH	1 days
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	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: 2700 to 28981 (units: sqm)
Range Selected by User: 763 to 28981 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 26/04/19

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:

Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 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:

Edge of Town	2
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1

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

Secondary Filtering selection:

Use Class:

B8	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included
Population within 1 mile:
1,001 to 5,000 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

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

Car ownership within 5 miles:
1.1 to 1.5 2 days
1.6 to 2.0 1 days

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

Travel Plan:
No 3 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 3 days

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

LIST OF SITES relevant to selection parameters

1 **AN-02-G-01** **YODEL** **ANTRIM**

CARRICKFERGUS
CARRICKFERGUS IND. E.
Edge of Town
Industrial Zone
Total Gross floor area: 28981 sqm
Survey date: FRIDAY *11/10/13* *Survey Type: MANUAL*

2 **RI-02-G-01** **UK MAIL** **EAST RIDING OF YORKSHIRE**
YORK ROAD
NEAR POCKLINGTON
ALLERTHORPE BUS. PARK
Free Standing (PPS6 Out of Town)
Commercial Zone
Total Gross floor area: 2700 sqm
Survey date: WEDNESDAY *19/12/12* *Survey Type: MANUAL*

3 **WT-02-G-01** **DISTRIBUTION CENTRE** **WESTMEATH**
DUBLIN ROAD
ATHLONE

Edge of Town
Industrial Zone
Total Gross floor area: 6482 sqm
Survey date: FRIDAY *30/11/12* *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/G - PARCEL DISTRIBUTION CENTRES

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30	3	12721	0.016	0.000	3	12721	0.021	0.000	3	12721	0.037	0.000
05:30 - 06:00	3	12721	0.021	0.000	3	12721	0.010	0.000	3	12721	0.031	0.000
06:00 - 06:30	3	12721	0.042	0.000	3	12721	0.016	0.000	3	12721	0.058	0.000
06:30 - 07:00	3	12721	0.031	0.000	3	12721	0.024	0.000	3	12721	0.055	0.000
07:00 - 07:30	3	12721	0.026	0.000	3	12721	0.018	0.000	3	12721	0.044	0.000
07:30 - 08:00	3	12721	0.050	0.000	3	12721	0.034	0.000	3	12721	0.084	0.000
08:00 - 08:30	3	12721	0.058	0.000	3	12721	0.042	0.000	3	12721	0.100	0.000
08:30 - 09:00	3	12721	0.060	0.000	3	12721	0.047	0.000	3	12721	0.107	0.000
09:00 - 09:30	3	12721	0.079	0.000	3	12721	0.039	0.000	3	12721	0.118	0.000
09:30 - 10:00	3	12721	0.045	0.000	3	12721	0.034	0.000	3	12721	0.079	0.000
10:00 - 10:30	3	12721	0.026	0.000	3	12721	0.016	0.000	3	12721	0.042	0.000
10:30 - 11:00	3	12721	0.016	0.000	3	12721	0.016	0.000	3	12721	0.032	0.000
11:00 - 11:30	3	12721	0.024	0.000	3	12721	0.026	0.000	3	12721	0.050	0.000
11:30 - 12:00	3	12721	0.021	0.000	3	12721	0.018	0.000	3	12721	0.039	0.000
12:00 - 12:30	3	12721	0.037	0.000	3	12721	0.039	0.000	3	12721	0.076	0.000
12:30 - 13:00	3	12721	0.018	0.000	3	12721	0.071	0.000	3	12721	0.089	0.000
13:00 - 13:30	3	12721	0.039	0.000	3	12721	0.031	0.000	3	12721	0.070	0.000
13:30 - 14:00	3	12721	0.037	0.000	3	12721	0.026	0.000	3	12721	0.063	0.000
14:00 - 14:30	3	12721	0.031	0.000	3	12721	0.021	0.000	3	12721	0.052	0.000
14:30 - 15:00	3	12721	0.026	0.000	3	12721	0.026	0.000	3	12721	0.052	0.000
15:00 - 15:30	3	12721	0.034	0.000	3	12721	0.029	0.000	3	12721	0.063	0.000
15:30 - 16:00	3	12721	0.047	0.000	3	12721	0.042	0.000	3	12721	0.089	0.000
16:00 - 16:30	3	12721	0.042	0.000	3	12721	0.045	0.000	3	12721	0.087	0.000
16:30 - 17:00	3	12721	0.026	0.000	3	12721	0.060	0.000	3	12721	0.086	0.000
17:00 - 17:30	3	12721	0.076	0.000	**3**	**12721**	**0.102**	**0.000**	**3**	**12721**	**0.178**	**0.000**
17:30 - 18:00	3	12721	0.037	0.000	3	12721	0.084	0.000	3	12721	0.121	0.000
18:00 - 18:30	3	12721	0.031	0.000	3	12721	0.052	0.000	3	12721	0.083	0.000
18:30 - 19:00	3	12721	0.042	0.000	3	12721	0.037	0.000	3	12721	0.079	0.000
19:00 - 19:30	3	12721	0.047	0.000	3	12721	0.021	0.000	3	12721	0.068	0.000
19:30 - 20:00	**3**	**12721**	**0.107**	**0.000**	3	12721	0.026	0.000	3	12721	0.133	0.000
20:00 - 20:30	3	12721	0.018	0.000	3	12721	0.021	0.000	3	12721	0.039	0.000
20:30 - 21:00	3	12721	0.024	0.000	3	12721	0.021	0.000	3	12721	0.045	0.000
21:00 - 21:30	3	12721	0.026	0.000	3	12721	0.024	0.000	3	12721	0.050	0.000
21:30 - 22:00	3	12721	0.010	0.000	3	12721	0.013	0.000	3	12721	0.023	0.000
22:00 - 22:30	1	28981	0.000	0.000	1	28981	0.000	0.000	1	28981	0.000	0.000
22:30 - 23:00	1	28981	0.003	0.000	1	28981	0.000	0.000	1	28981	0.003	0.000
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			1.273	0.000			1.152	0.000			2.425	0.000

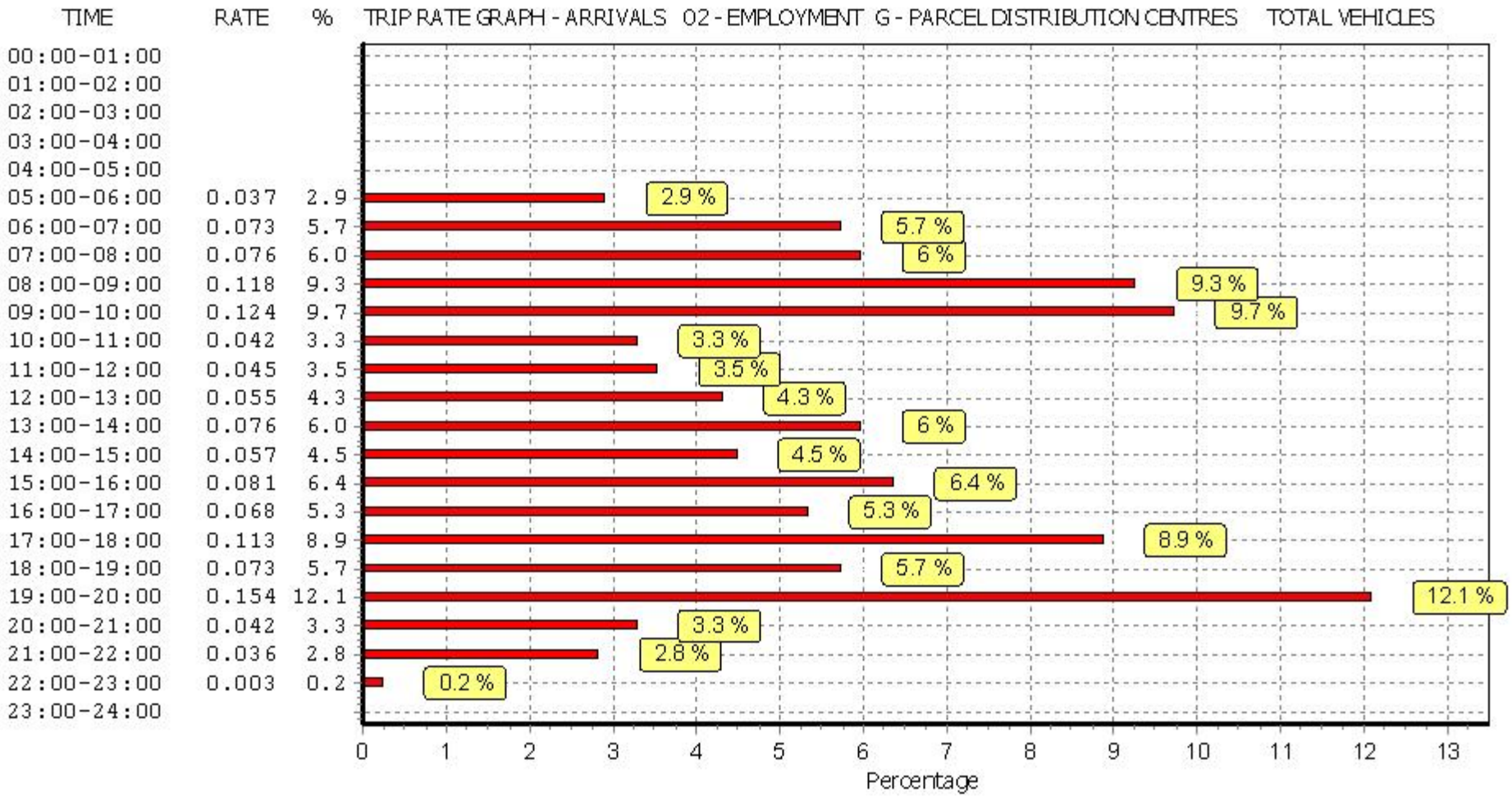
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

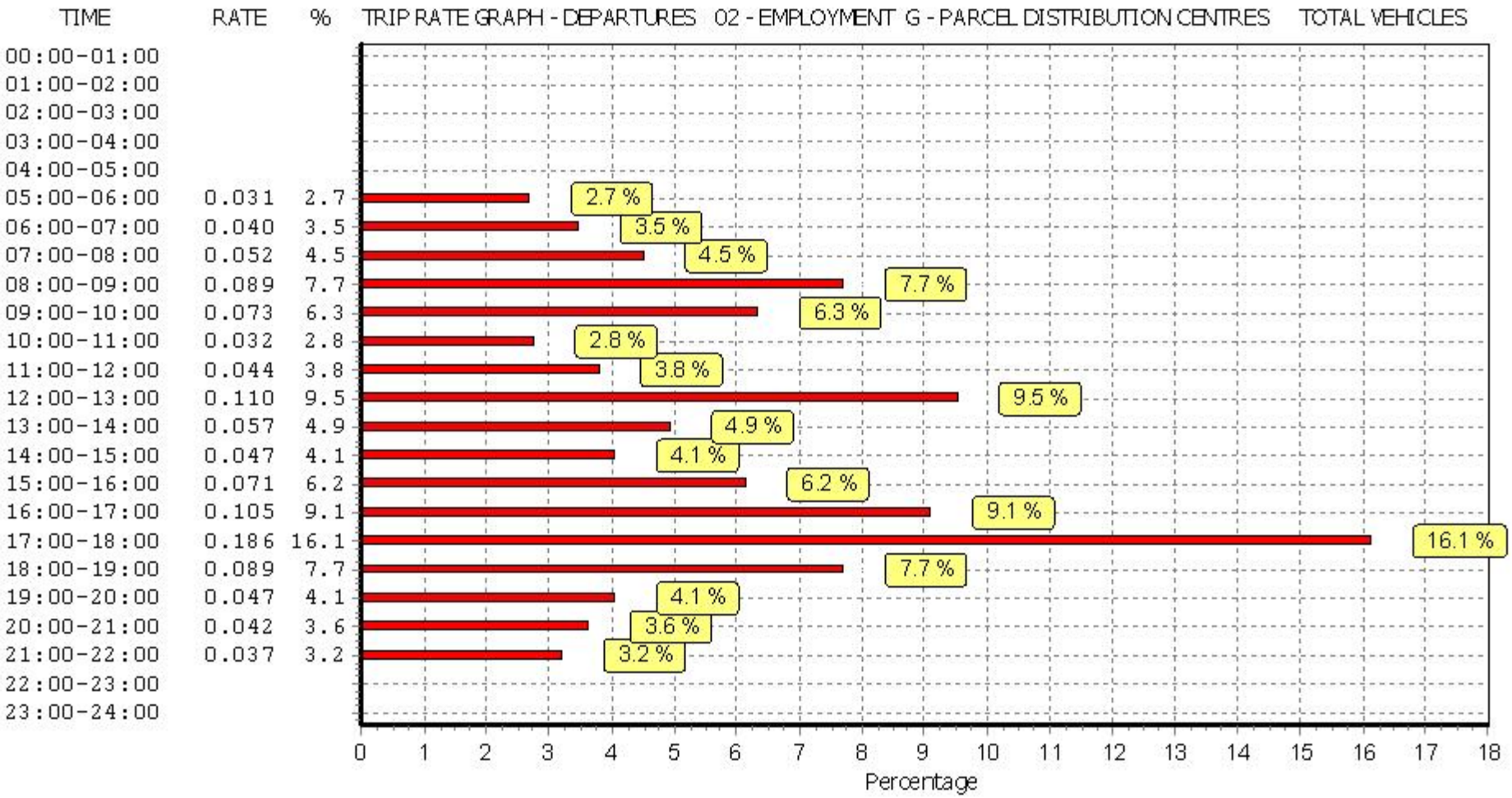
Parameter summary

Trip rate parameter range selected:	2700 - 28981 (units: sqm)
Survey date date range:	01/01/12 - 26/04/19
Number of weekdays (Monday-Friday):	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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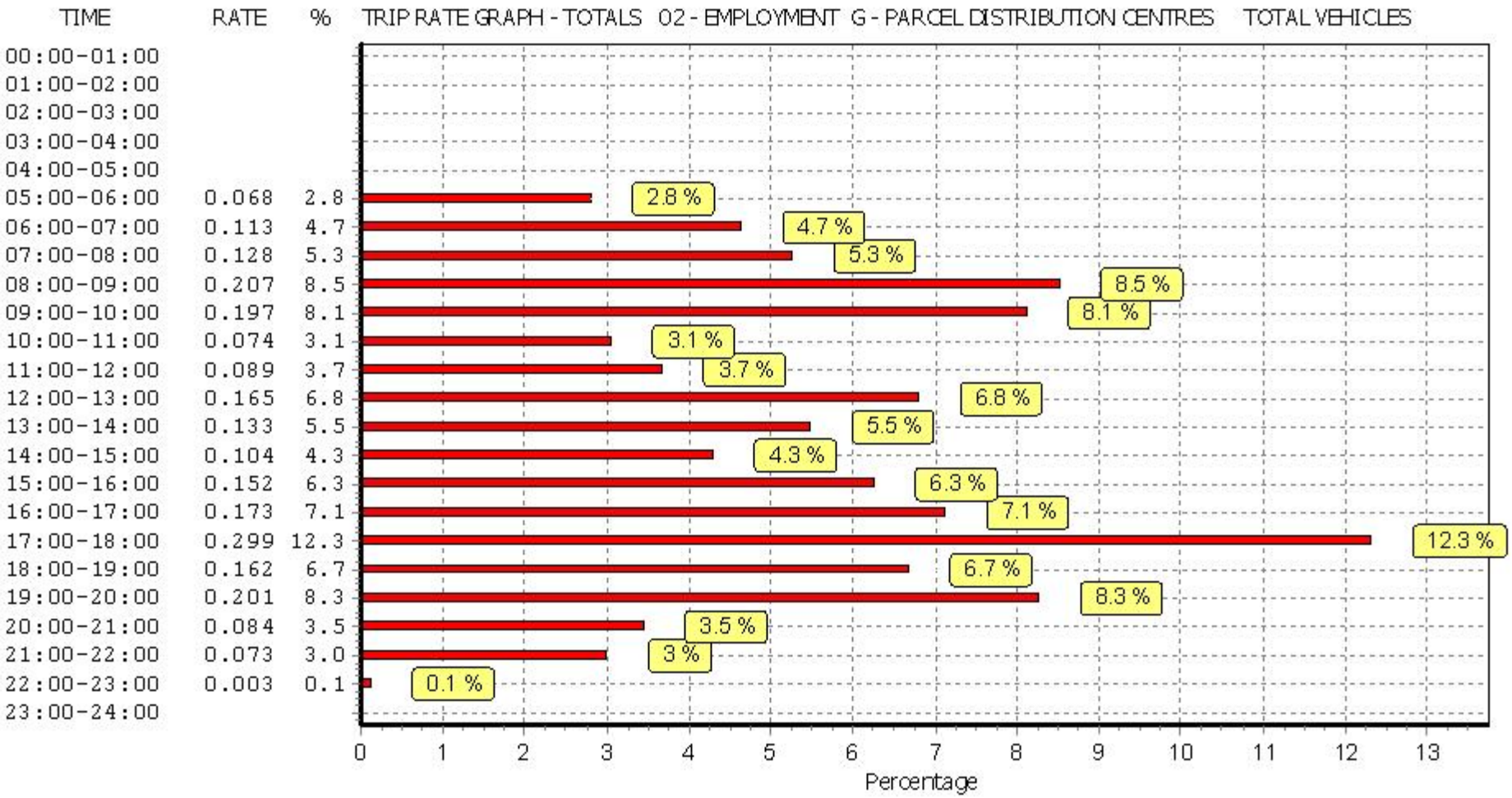

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

OGVS

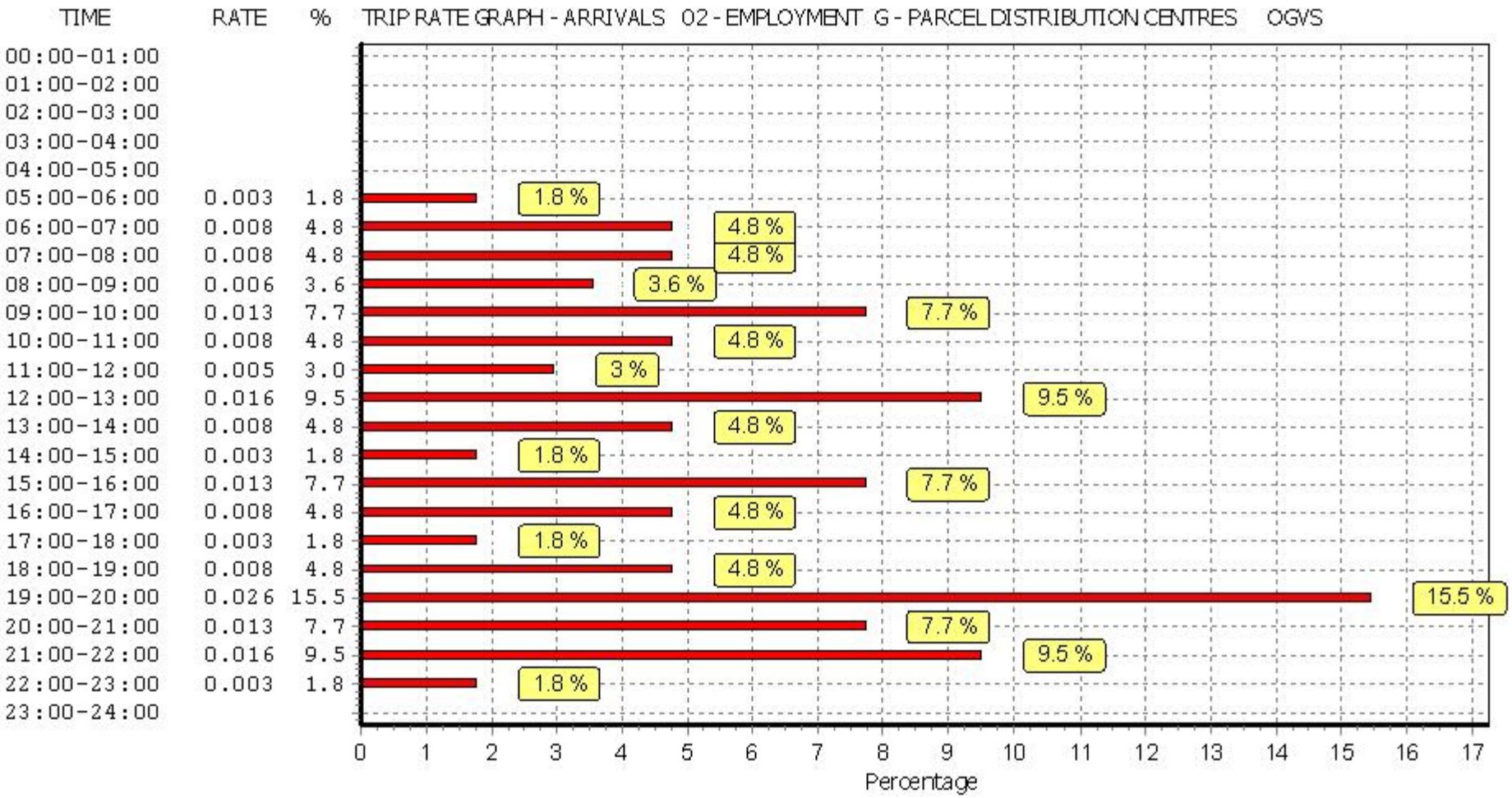
Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

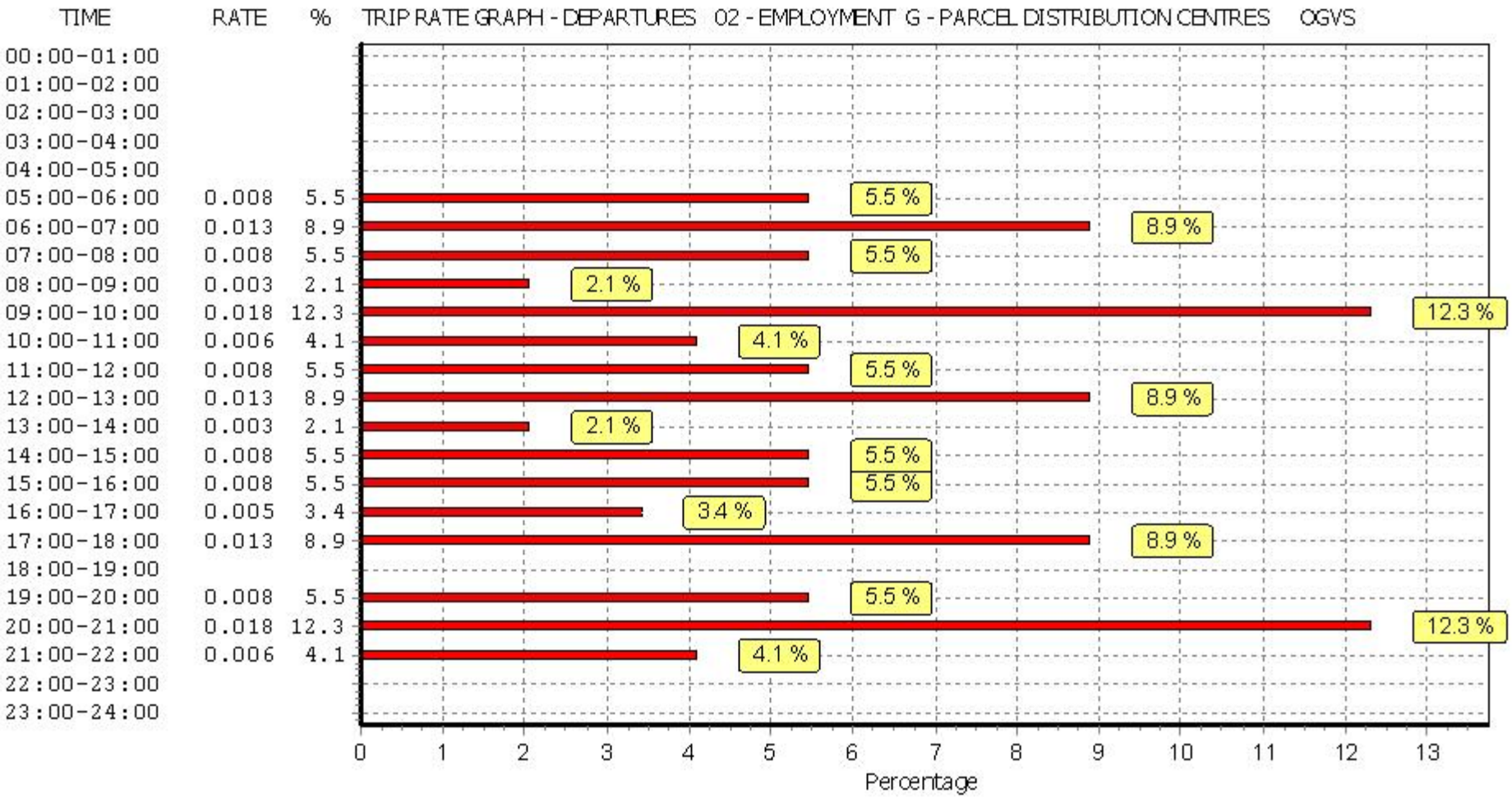
	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30	3	12721	0.000	0.000	3	12721	0.005	0.000	3	12721	0.005	0.000
05:30 - 06:00	3	12721	0.003	0.000	3	12721	0.003	0.000	3	12721	0.006	0.000
06:00 - 06:30	3	12721	0.003	0.000	3	12721	0.005	0.000	3	12721	0.008	0.000
06:30 - 07:00	3	12721	0.005	0.000	3	12721	0.008	0.000	3	12721	0.013	0.000
07:00 - 07:30	3	12721	0.003	0.000	3	12721	0.005	0.000	3	12721	0.008	0.000
07:30 - 08:00	3	12721	0.005	0.000	3	12721	0.003	0.000	3	12721	0.008	0.000
08:00 - 08:30	3	12721	0.003	0.000	3	12721	0.003	0.000	3	12721	0.006	0.000
08:30 - 09:00	3	12721	0.003	0.000	3	12721	0.000	0.000	3	12721	0.003	0.000
09:00 - 09:30	3	12721	0.005	0.000	**3**	**12721**	**0.010**	**0.000**	3	12721	0.015	0.000
09:30 - 10:00	3	12721	0.008	0.000	3	12721	0.008	0.000	3	12721	0.016	0.000
10:00 - 10:30	3	12721	0.008	0.000	3	12721	0.003	0.000	3	12721	0.011	0.000
10:30 - 11:00	3	12721	0.000	0.000	3	12721	0.003	0.000	3	12721	0.003	0.000
11:00 - 11:30	3	12721	0.005	0.000	3	12721	0.005	0.000	3	12721	0.010	0.000
11:30 - 12:00	3	12721	0.000	0.000	3	12721	0.003	0.000	3	12721	0.003	0.000
12:00 - 12:30	3	12721	0.013	0.000	3	12721	0.003	0.000	3	12721	0.016	0.000
12:30 - 13:00	3	12721	0.003	0.000	3	12721	0.010	0.000	3	12721	0.013	0.000
13:00 - 13:30	3	12721	0.003	0.000	3	12721	0.003	0.000	3	12721	0.006	0.000
13:30 - 14:00	3	12721	0.005	0.000	3	12721	0.000	0.000	3	12721	0.005	0.000
14:00 - 14:30	3	12721	0.003	0.000	3	12721	0.003	0.000	3	12721	0.006	0.000
14:30 - 15:00	3	12721	0.000	0.000	3	12721	0.005	0.000	3	12721	0.005	0.000
15:00 - 15:30	3	12721	0.005	0.000	3	12721	0.005	0.000	3	12721	0.010	0.000
15:30 - 16:00	3	12721	0.008	0.000	3	12721	0.003	0.000	3	12721	0.011	0.000
16:00 - 16:30	3	12721	0.005	0.000	3	12721	0.000	0.000	3	12721	0.005	0.000
16:30 - 17:00	3	12721	0.003	0.000	3	12721	0.005	0.000	3	12721	0.008	0.000
17:00 - 17:30	3	12721	0.003	0.000	3	12721	0.010	0.000	3	12721	0.013	0.000
17:30 - 18:00	3	12721	0.000	0.000	3	12721	0.003	0.000	3	12721	0.003	0.000
18:00 - 18:30	3	12721	0.003	0.000	3	12721	0.000	0.000	3	12721	0.003	0.000
18:30 - 19:00	3	12721	0.005	0.000	3	12721	0.000	0.000	3	12721	0.005	0.000
19:00 - 19:30	3	12721	0.008	0.000	3	12721	0.000	0.000	3	12721	0.008	0.000
19:30 - 20:00	**3**	**12721**	**0.018**	**0.000**	3	12721	0.008	0.000	**3**	**12721**	**0.026**	**0.000**
20:00 - 20:30	3	12721	0.003	0.000	3	12721	0.008	0.000	3	12721	0.011	0.000
20:30 - 21:00	3	12721	0.010	0.000	3	12721	0.010	0.000	3	12721	0.020	0.000
21:00 - 21:30	3	12721	0.013	0.000	3	12721	0.003	0.000	3	12721	0.016	0.000
21:30 - 22:00	3	12721	0.003	0.000	3	12721	0.003	0.000	3	12721	0.006	0.000
22:00 - 22:30	1	28981	0.000	0.000	1	28981	0.000	0.000	1	28981	0.000	0.000
22:30 - 23:00	1	28981	0.003	0.000	1	28981	0.000	0.000	1	28981	0.003	0.000
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.168	0.000			0.146	0.000			0.314	0.000

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.

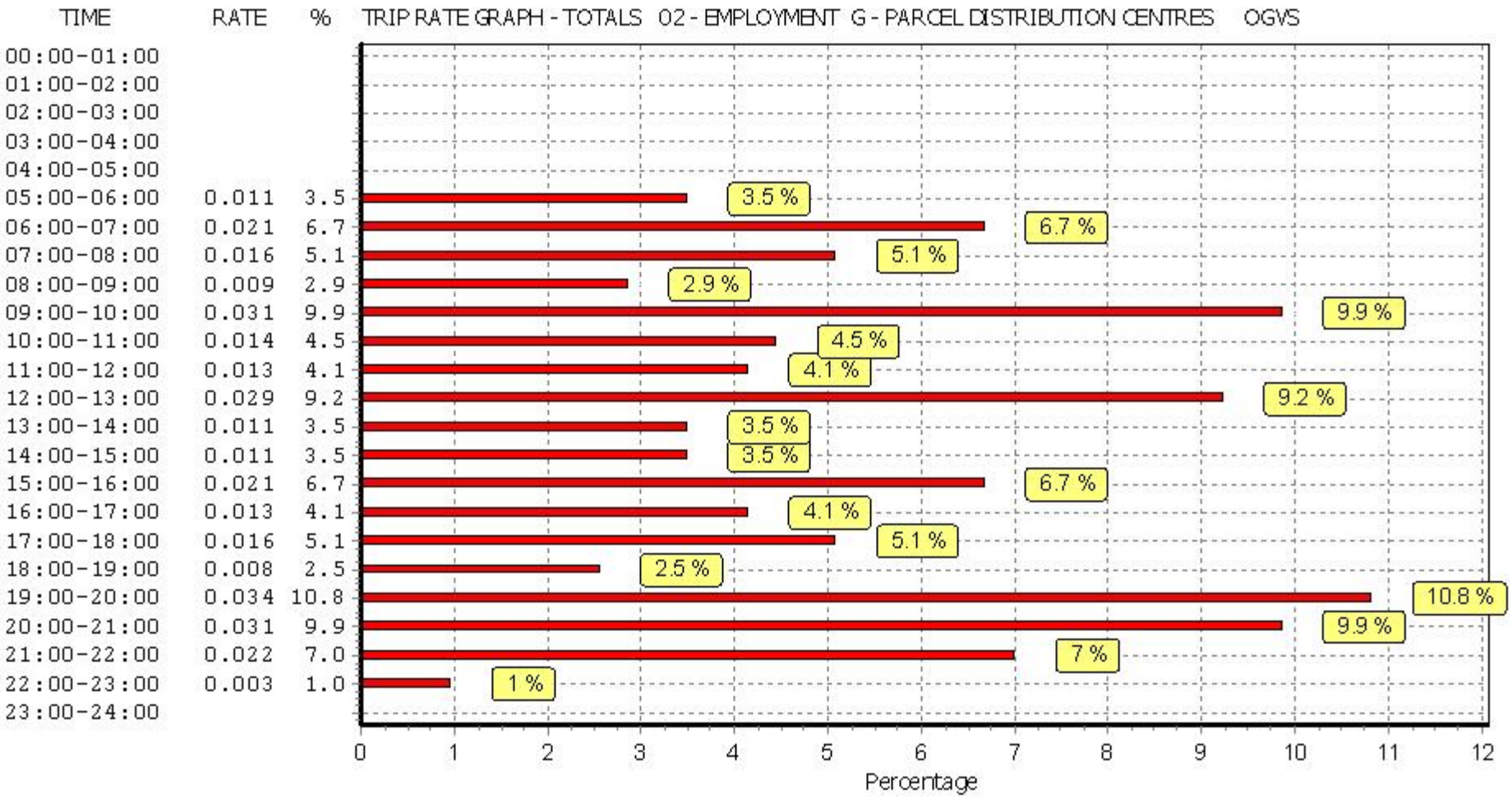
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
05:30 - 06:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
06:00 - 06:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
06:30 - 07:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
07:00 - 07:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
07:30 - 08:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
08:00 - 08:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
08:30 - 09:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
09:00 - 09:30	**3**	**12721**	**0.003**	**0.000**	3	12721	0.000	0.000	**3**	**12721**	**0.003**	**0.000**
09:30 - 10:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
10:00 - 10:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
10:30 - 11:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
11:00 - 11:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
11:30 - 12:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
12:00 - 12:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
12:30 - 13:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
13:00 - 13:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
13:30 - 14:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
14:00 - 14:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
14:30 - 15:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
15:00 - 15:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
15:30 - 16:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
16:00 - 16:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
16:30 - 17:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
17:00 - 17:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
17:30 - 18:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
18:00 - 18:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
18:30 - 19:00	3	12721	0.000	0.000	**3**	**12721**	**0.003**	**0.000**	3	12721	0.003	0.000
19:00 - 19:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
19:30 - 20:00	3	12721	0.003	0.000	3	12721	0.000	0.000	3	12721	0.003	0.000
20:00 - 20:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
20:30 - 21:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
21:00 - 21:30	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
21:30 - 22:00	3	12721	0.000	0.000	3	12721	0.000	0.000	3	12721	0.000	0.000
22:00 - 22:30	2	17732	0.000	0.000	2	17732	0.000	0.000	2	17732	0.000	0.000
22:30 - 23:00	1	28981	0.000	0.000	1	28981	0.000	0.000	1	28981	0.000	0.000
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.006	0.000			0.003	0.000			0.009	0.000

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.

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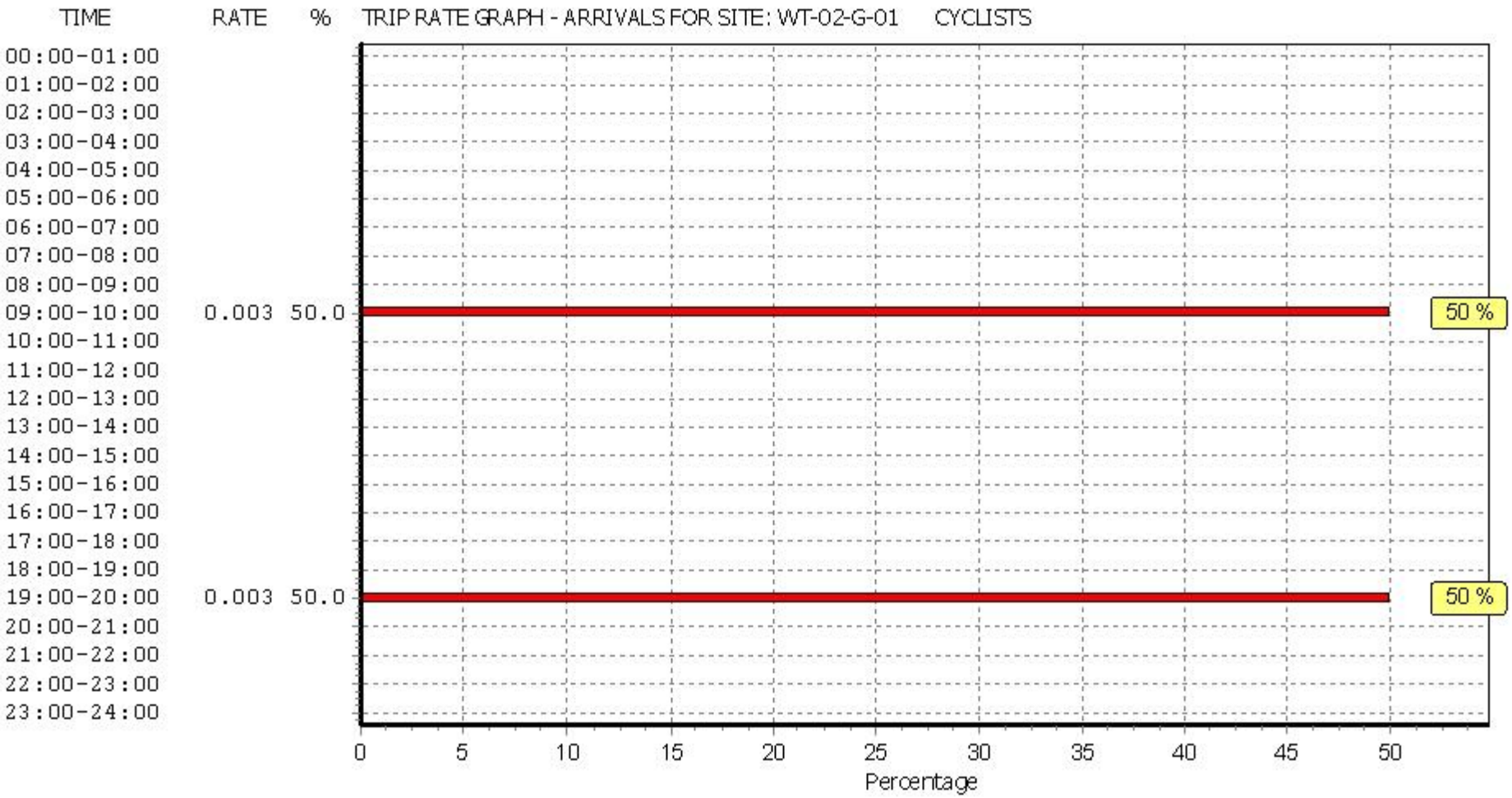

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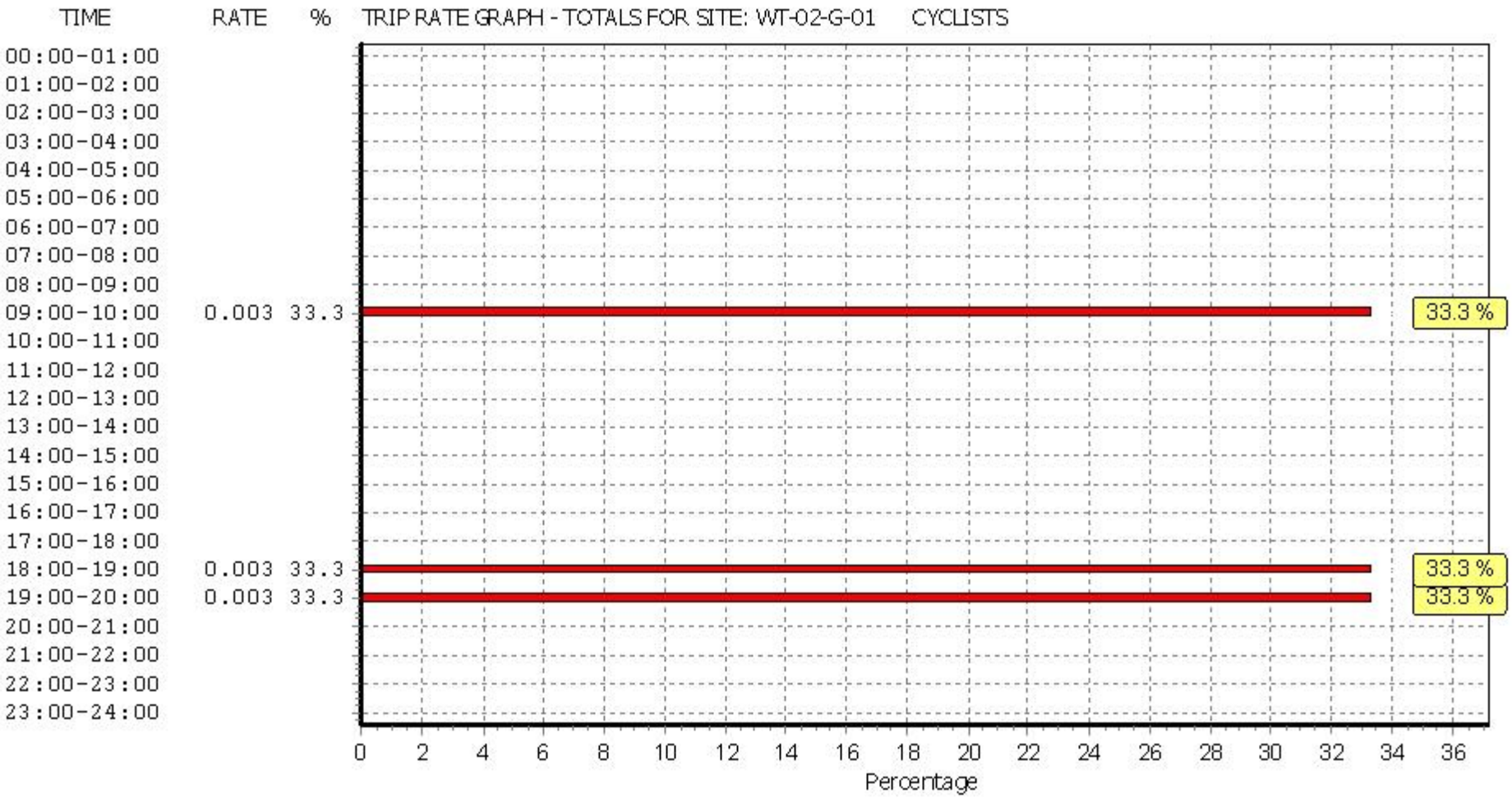

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