

**APPLICATION FOR NEW INDUSTRIAL UNITS -
BRYN LANE WREXHAM**

TRANSPORT STATEMENT



APPLICATION FOR NEW INDUSTRIAL UNITS, BRYN LANE, WREXHAM

TRANSPORT STATEMENT

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APPLICATION FOR NEW INDUSTRIAL UNITS - BRYN LANE, WREXHAM

TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement has been produced to support a planning application to create an industrial unit development on land to the east of Bryn Lane, Wrexham Industrial Estate.
- 1.2 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - a consideration of the relevant national and local policy;
 - an examination of the industrial unit scheme and plans;
 - an assessment of the traffic generating potential of the industrial unit development;
 - an assessment of the traffic and highway impact of the industrial unit scheme;
 - an assessment of the accessibility of the proposed development by public transport, walking and cycling.
- 1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location

- 2.1 The site of the proposed industrial unit development is located on the Wrexham Industrial Estate, which is approximately 6km east of Wrexham town centre. The development site is situated on the eastern side of Bryn Lane, Wrexham.
- 2.2 The development site is located on previously developed land for employment use and is located within an established industrial development area. The site is served by an existing industrial access from Bryn Lane.
- 2.3 The location of the development site is shown in Figure 1. **Appendix A** shows the existing site layout.

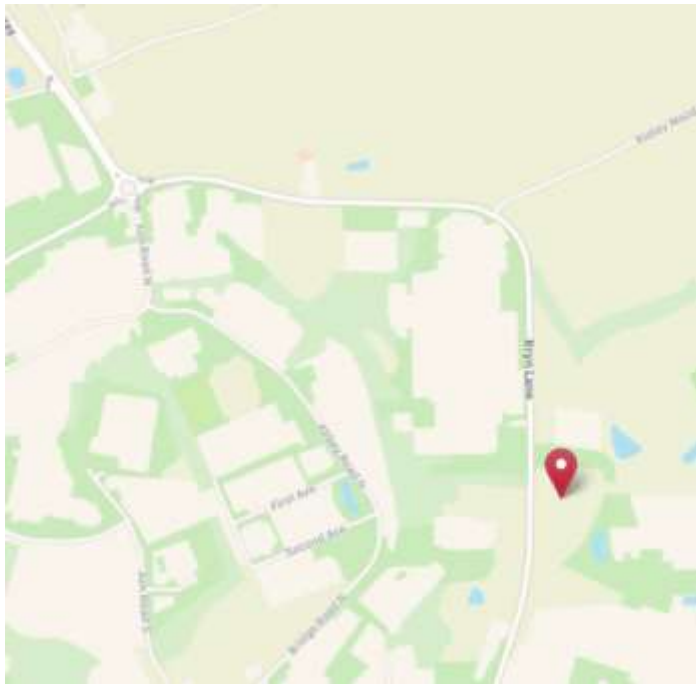


Figure 1 - Location of Development Site in the Context of the Local Road Network

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

- 3.2 The proposed development is located on the eastern side of Bryn Lane, Wrexham. The site is served by an existing, established access onto Bryn Lane. A new access is proposed to be created to serve the industrial unit located in the northerly part of the site. The road along the northerly boundary of the site is marked out with 10 mph speed roundels on the carriageway. From the point of the proposed new access onto the private road, traffic can only travel eastbound as there is a one way system in operation.
- 3.3 The proposed development site is located within the Wrexham Industrial Estate. Wrexham Industrial Estate has two orbital roads – the outer road formed by Coed Aben Road, Abenbury Way and Bryn Lane and the inner route formed by Bridge Road North, Abbey Road and Ash Road North which then connects into Coed Aben Road.
- 3.4 Bryn Lane is subject to a 40-mph speed limit and has street lighting present. Bryn Lane is constructed to industrial layout standard and the road generally has a single lane in each direction. The road does widen at localised points into the site accessed from Bryn Lane to facilitate right turn movements. The existing access into the site has an established right turn lane for traffic to turn into the site. The private road along the northerly boundary of the site has an existing, established access onto Bryn Lane and there is a right turn lane for traffic to turn into the private road.
- 3.5 Bryn Lane provides a link to the A534 Wrexham Road, located to the north. Bryn Lane, on its western side, has a shared use footway / cycleway for a considerable part of its length and in the vicinity of the site. At the southerly end of road, Bryn Lane connects into Oak Road at a priority junction.

- 3.6 The extent of the adopted highway network was examined on the Council's online mapping record. The extent of adopted highway is shown in Figure 2 below.

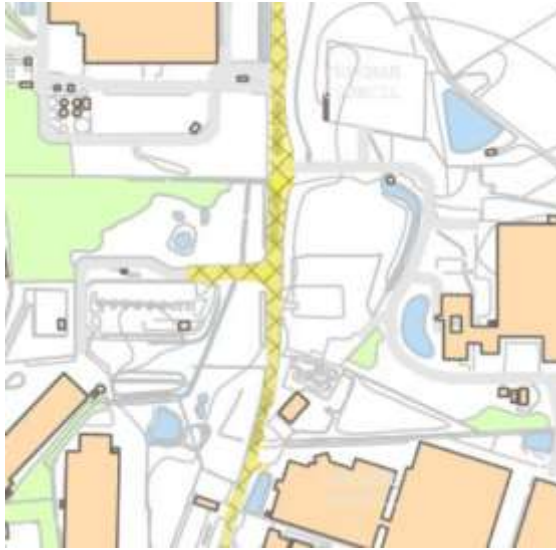


Figure 2 - Adopted Highway ([Adopted Roads Map - WCBC \(wrexham.gov.uk\)](http://wrexham.gov.uk))

3.7 Public Transport Access

- 3.8 The site is served by public transport with bus services passing along Bridge Road North and Bridge Road. The closest bus stops are located within 1450 metres of the proposed development on Bryn Lane. The bus stop on Bridge Road North, to the east of Ash Road South, has a bus shelter, with a seat and the stop has raised kerbs. The bus stop to the west of Ash Road South has a bus stop pole. There are footways where these two bus stops are located. The Figure below shows the bus service access to the proposed industrial units.

- 3.9 A bus service map for access to the site and the surrounding areas is shown in Figure 2.

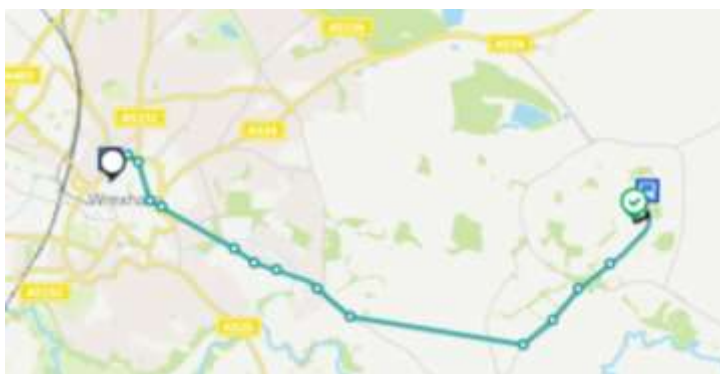


Figure 3 - Bus Map (Moovitapp.com)

- 3.10 Tables 1 and 2 show the bus services that travel along Bridge Road North. Tables 1 and 2 indicate that there is 1 bus service in each direction in the morning peak, off peak and evening peak periods passing along Bridge Road North.
- 3.11 The bus stop on Bridge Road North/Ash Road South is approximately 1450 metres away and would take around 18 minutes to walk to the closest bus stop. The bus stops

in Bridge Road North are comfortably located within the 2000-metre 'preferred maximum' distance recommended for commuting (CIHT, Providing for Journeys on Foot, 2000).

- 3.12 The review of bus services demonstrates that the proposed site is accessible by bus services.

Table 1 Bus Services along Bridge Road North (Northbound)

Service No	Route	Services per Hour		
		AM	Off Peak	PM
41/41A	Wrexham Industrial Estate – Wrexham	1	1	1
Total		1	1	1

Table 2 Bus Services along Bridge Road North (Southbound)

Service No	Route	Services per Hour		
		AM	Off Peak	PM
41/41A	Wrexham– Wrexham Industrial Estate	1	1	1
Total		1	1	1

3.13 Rail Access

- 3.14 Wrexham General and Wrexham Central Rail Stations are located approximately 5.9km away to the west of the proposed industrial development off Bryn Lane, Wrexham. The Table below sets out the weekday rail service frequency from Wrexham General Station.

Table 3 Frequency of Rail Services from Wrexham General Station

Route	AM Peak	Off-Peak	PM Peak
Wrexham General to Cardiff	1 per hour	1 per hour	1 per hour
Wrexham General to Shrewsbury	1 per hour	1 per hour	1 per hour
Wrexham General to Holyhead	1 per hour	1 per hour	1 per hour
Wrexham Central to Bidston	1 per hour	1 per hour	1 per hour

3.15 Cycle Access

- 3.16 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations

that can be accessed within a 5km cycle ride from the proposed industrial development. The analysis is illustrated below in Figure 4.



Figure 4 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)

- 3.17 There are dedicated cycle facilities in the vicinity of the site in the form of shared use cycle / walking facilities along Bryn Lane and advisory cycle routes in the area, as shown on the local cycle map. The proposed development will provide secure cycle parking facilities for staff. A map of the local routes is shown in Figure 5 below.



Figure 5 - Cycle Map of Routes

- 3.18 The cycle facilities in the area provide scope for travel to and from the proposed site by cycling.
- 3.19 **Walking Access**
- 3.20 The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.
- 3.21 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 6 below.



Figure 6 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

- 3.22 There is a footway located on the western side of Bryn Lane in the vicinity of the site. There are tactile paving and dropped crossings located at the entrance to a site accessed from Bryn Lane.
- 3.23 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. A walking distance of up to 2000 metres to a bus stop is generally considered to represent the preferred maximum. As described above, the nearest bus stops are located on Bridge Road North and these are located within 1450 metres of the site. These bus stops are considered to be an acceptable walking distance to access bus services.
- 3.24 Furthermore, Manual for Streets in 6.3.1 advises :
'The propensity to walk is influenced not only by distance, but also by the quality of the walking experience.'
- 3.25 The infrastructure in the vicinity of the proposed development and the surrounding road network are conducive to encouraging walking journeys.
- 3.26 **Access to Services**
- 3.27 There are hot food establishments / public houses selling food located on the complex near the junction of Bridge Road / Coed Aben Road and in close proximity to the proposed industrial development to allow walking trips to be made by staff during their lunch break. These facilities are approximately 1900 metres away from the site, which is around a 23 minute walk. There is a take-away located 650 metres from site in Bryn Lane, which would take around 7 minutes to walk to.
- 3.28 The distances to facilities and services set out above and the access by walking (Figure 5) and cycling (Figure 3) demonstrate is accessible by sustainable transport.
- 3.29 **Road Safety Record**
- 3.30 The crashmap (www.crashmap.co.uk) database has been interrogated to assess the road safety record for Bryn Lane and the surrounding road network in the vicinity of the

development site. The output from the accident interrogation is shown in Figure 7 below.



Figure 7 - Road Safety Record near the Development Site (www.crashmap.co.uk)

- 3.31 There has been one recorded slight injury accident on Bryn Lane in the vicinity of the existing site access during the five-year period of the accident analysis. There have been four other slight injury accidents : two at the junction with Oak Road to the south and two accidents north of the site.
- 3.32 Whilst it is regrettable when there are injury accidents in the road network, the scale of the proposed scheme and anticipated traffic generation should not result in any worsening of the road safety record. The road safety record for the location should not represent a material concern in the context of the proposed development.
- 3.33 **Summary**
- 3.34 The local road network has demonstrated a good road safety record in the recent road safety analysis. The local environment is conducive to encouraging journeys by bus, on foot and by cycling. The proposed development is located within an established industrial estate and is considered to be a suitable and sustainable location for the type of development proposed.

4.0 **Transport Policy Context**

4.1 **National Policy**

4.2 **Planning Policy Wales (2018)**

Active and Social Places – Moving within and Between Places - Transport

4.3 **The Planning Policy Wales in 4.1 Transport indicates :-**

'The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:-

- Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and*
- Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.'*

Productive and Enterprising Places

4.4 The Planning Policy Wales in 5.3 Transport Infrastructure indicates :-

4.5 *'The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle climate change, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales. The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.'*

4.6 [Technical Advisory Note 18 : Transport](#)

4.7 Tan 18 in 2.3 indicates :-

'Integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development, in particular climate change and the outcomes identified in the Assembly Government's Environment Strategy . Integration can help the Assembly Government achieve these environmental outcomes, together with its wider sustainable development policy objectives by:

- promoting resource and travel efficient settlement patterns;*
 - ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;*
 - managing parking provision;*
 - ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing; encouraging the location of development near other related uses to encourage multi-purpose trips;*
 - promoting cycling and walking;*
 - supporting the provision of high quality, inclusive public transport;*
 - supporting provision of a reliable and efficient freight network;*
 - promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;*

- *encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and*
- *ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.'*

4.8 TAN in 4.13 indicates :

'Maximum parking standards should not be applied so rigidly that they become minimum standards. Maximum standards should allow developers the discretion to reduce parking levels. However, a particular concern with reduced on-site parking is the potential for problems associated with 'over-spill' parking.'

4.9 [Local Policy](#)

4.10 [Wrexham Unitary Development Plan 1196-2011](#)

Policy T8 Parking

'Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate:-

- a) the availability of public transport nearby,*
- b) proximity to public car parking,*
- c) proximity to local services and facilities,*
- d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.*

Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport.'

Policy T9 Walking, Cycling and Horse Riding Routes

'Development proposals will be required to provide walking and cycling routes, where feasible and appropriate, that link with existing or proposed walking and cycling routes, and integrate with the public transport system. Opportunities for horse riding along these routes will be secured where appropriate.'

4.11 [Local Planning Guidance Note 16 – Parking Standards](#)

4.12 The document indicates that the Council operates maximum parking standards for car parking and that no minimum parking standards are applied. The document goes on to explain that :

'In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access.'

4.13 [Assessment of the Proposed Industrial Development Scheme Against Existing Policy](#)

4.14 Accessibility to the proposed industrial development has been examined in this Transport Statement and it concluded that the development site is accessible by bus

services, walking and cycling. Car parking for the development is considered to comply with the Council's parking policy. Analysis has been undertaken on parking accumulation and this has concluded that the proposed parking is adequate for the anticipated parking demands from the development. The proposed development is not considered to have the potential to result in any network operational issue or highway safety issue.

- 4.15 The proposed industrial development scheme is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 Development Proposals

5.1 Land Uses

- 5.2 The proposed development application is for the approval of 2 industrial units with a total combined floor area of 9045 square metres. The scheme will create a new access onto a private road to the north of the site, which will then use an established access onto Bryn Lane. The industrial unit to be located in the southerly part of the site will be served by an existing access onto Bryn Lane. Each of the industrial units will provide parking and turning facilities within the curtilage of the site. Cycling parking will also be provided within the development site.

- 5.3 The proposed site layout for the development is shown in **Appendix B**.

- 5.4 The proposed development is set out below in Table 4.

Table 4 Proposed Development Use

Land Use	Floor Area (square metres)
Unit 1 Industrial Unit	4080
Unit 2 Industrial Unit	4965
Total	9045

5.5 Vehicular Access

- 5.6 Access into the northerly part of development site will be served from a new access on the private road which then has an established access onto Bryn Lane. The unit located in the southerly part of the site will be served by an existing, established access onto Bryn Lane. The existing site access is an industrial road with 15m radii at the junction. The layout of the site access for the new site access will provide a 7.3m wide access road with 12.5 metre radii at the junction.

5.7 Visibility Splay

- 5.8 Planning Policy Technical Advice Note 18 : Transport (TAN 18) has been considered in the assessment of the visibility splays for the site access into the proposed industrial development. TAN 18 advises in Appendix B (8.2 and 8.3) :

‘Stopping sight distance (SSD) is defined as the minimum distance that drivers need to be able to see ahead of themselves, in order to stop if confronted by a hazard. SSD is usually related to the actual (for existing streets) or design (for new streets) 85th percentile wet weather speed of vehicles on the major link. Recommended SSD are included in Tables A and B.’

- 5.9 For the existing access Table A has been used with the known speed limit of 40 mph to provide visibility splays of 120 metres.
- 5.10 For the new access a speed limit of 30 mph is assumed although there are 10mph speed roundels marked out on the road. Table B was used to determine the visibility splays. Visibility splays of 40 metres were derived from Table B.
- 5.11 The proposed visibility splays to the left and right comply with the requirements of TAN 18 Table A for the existing access. The new access visibility splays comply with Table B of TAN 18.
- 5.12 Visibility splay drawings are shown in **Appendix C**.
- 5.13 [Servicing to the Development](#)
- 5.14 Swept path analysis has been undertaken to show how delivery and service vehicles would access and negotiate within the proposed development site. Swept path analysis has been performed for an articulated vehicle. The swept paths demonstrate that an articulated vehicle is able to access and leave the site in forward gear. Swept path analysis is contained in **Appendix D**. The servicing to the site is anticipated by smaller vehicles (eg panel vans) and some visits by articulated vehicles. The servicing vehicles will undertake drop-offs / pick-ups and then leave the site.
- 5.15 [Parking Strategy](#)
- 5.16 Wrexham Council sets out parking standards within Local Planning Guidance Note 16. Maximum parking standards are quoted for cars and minimum standards are quoted for disabled car parking spaces and cycle parking.
- 5.17 [Car Parking](#)
- 5.18 The Table below provides the car parking standards of the Council and the proposed car parking provision for the proposed industrial development.

Table 5 Car Parking Standards and Proposed Car Parking

Land Use	Area	Parking Standard	Parking Standard for the Development
B2	9045	1 space per 100 square metres	180 total
Total			180 total

- 5.19 The proposed industrial development scheme will provide a total of 104 car parking spaces. Two spaces will be allocated as electric vehicle charging points.
- 5.20 TAN 18 in 4.13 indicates :
‘Maximum parking standards should not be applied so rigidly that they become minimum standards. Maximum standards should allow developers the discretion to reduce parking levels. However, a particular concern with reduced on-site parking is the potential for problems associated with ‘over-spill’ parking.’
- 5.21 The Local Planning Guidance Note 16 indicates :
‘In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access.
- New Development*
Some on-site parking is likely to be required for most new developments. Developers should clearly demonstrate that the amount of parking provided will be sufficient to meet likely demand and show they have taken account of how close a site is to employment, local facilities such as shops and frequency of public transport.’
- Changes of Use*
 Changes of use will be judged on their own merits. Additional spaces may be required where the demand for parking arising from a new use is likely to be greater than that from the existing use, particularly where this is likely to cause highway problems in the locality.’
- 5.22 The development will provide car parking spaces dimensioned at 4.8 by 2.4 metres which is compliant with the parking policy of the Council.
- 5.23 In order to demonstrate that the parking provision is robust, an assessment has been made of the anticipated parking accumulation for the proposed development using the estimated traffic generation for the industrial use planned for the site derived from the TRICS database. This assessment determined that the 104 car parking spaces would meet the anticipated parking demand for the proposed development use. Refer to **Appendix E** for Parking Accumulation analysis.
- 5.24 The Transport Statement has demonstrated that the development is well located for convenient access by bus, cycling and walking. The development is proposed to be located within an existing, established industrial estate. With the development located in a sustainable location and with the level of parking proposed then the proposed scheme does not have the potential to result in any highway operational problems or highway safety issues.
- 5.25 **Disabled Parking**
- 5.26 The Council require 10% of parking provision to be mobility spaces (ie for people with mobility difficulties and young children). Disabled parking spaces are proposed within

the scheme. These spaces are proposed to be 6.0 metres x 2.4 metres but with a shared buffer strip of 1.2 metres between the spaces and at the end of the space, which complies with the Council's parking policy.

5.27 **Cycle Parking**

5.28 The Council requires cycle parking to be provide at 1 space per 500m² for general industry, which would require stands for 18 bicycles. The scheme proposes to provide cycle parking spaces for each unit within the scheme. The two cycle stores will provide space for a total of 10 bicycles each.

5.29 **Motorcycle Parking**

5.30 The Council's parking standards does not have a requirement for motorcycle parking stands to be provided.

5.31 **Public Transport Access**

5.32 Earlier in this Transport Statement the existing bus service frequency and the walking distances to bus stops was described. The public transport access to the development site is considered to be acceptable and no improvements are deemed necessary.

5.33 **Cycle Access**

5.34 The report earlier discussed the cycle access and provided a diagram showing the locations that could be accessed within a 30-minute cycle journey (equivalent to 5km at average cycling speeds). The report has also set out the proximity of local services and amenities in relation to the proposed development site.

5.35 It was concluded that the infrastructure in the vicinity of the development has the potential to encourage journeys to be made by cycling.

5.36 **Walking Access**

5.37 There is a footway along the opposite side of Bryn and there are footways located in other roads nearby including Bridge Road North. The report has earlier set out the destinations that could be reached within a 2km walking distance and the close proximity of local facilities and amenities to the proposed industrial development.

5.38 The accessibility by walking is considered to be good and no additional pedestrian infrastructure is deemed necessary.

6.0 **Trip Rates and Traffic Generation**

6.1 **Trip Generation Methodology (TRICS Database)**

6.2 The Trip Rate Information Computer System, known more commonly as the TRICS database, is a database that contains travel survey information to a range of development types and sizes. The database is nationally recognised and widely used as a tool to estimate the future traffic generation of new development by utilising the database to forecast traffic based on a range of factors including size of development, location, parking, etc.

6.3 The TRICS database has been interrogated for the future traffic generation of the proposed development on land off Bryn Lane, Wrexham Industrial Estate.

6.4 Version 7.8.2 of the TRICS database has been used in the traffic generation forecasting. The land use category used in the analysis is as follows :-

Proposed Use

- 02 Employment - (C) Industrial Unit

6.5 A trip forecasting model has been developed to cover the peak hour periods in the network :-

- Weekday 8:00-9:00; and
- Weekday 16:00-17:00.

6.6 The output from the TRICS database analysis is provided in **Appendix F**.

6.7 The vehicular trip rates produced through the TRICS database have been estimated for the proposed industrial units. The Table below shows the forecast trip rates and traffic generation for the proposed new industrial units.

Table 6 Vehicular Trip Rates & Traffic Generation – New Units

		Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (16.00-17.00)			AM Peak (8.00-9.00)			PM Peak (16.00-17.00)		
Land Use	Area	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Gen Industry	9045	0.258	0.054	0.312	0.035	0.288	0.323	23	5	28	3	26	29
Total Traffic Generation								23	5	28	3	26	29

7.0 Traffic Impact

7.1 The traffic generation analysis of the application for the new industrial development on the land on the easterly side of Bryn Lane, forecasts a total anticipated traffic level of 23 vehicles in the morning peak and 29 vehicles in the evening peak hours respectively. This anticipated traffic flow equates to around one vehicle every 2 minutes in the morning peak and one vehicle every 2 minutes in the evening peak hours. This anticipated traffic level is expected to have a negligible impact on the local road network.

7.2 This Transport Statement has undertaken a review of the infrastructure in the surrounding road network and it is considered is conducive to encouraging access by public transport, cycling and walking to and from the development site.

7.3 The scheme proposes 104 car parking spaces, which includes disabled persons spaces. The Council's parking standards in Local Guidance Note 16 indicates that a

proposed development needs to clearly demonstrate that the proposed level of car parking would be adequate to meet the proposed car parking demands. TAN 18 encourages flexibility in the assessment of parking provision for development but does recognise the importance of avoiding overspill parking. Parking accumulation analysis has been undertaken and this demonstrated that the maximum parking demand would not exceed the proposed 104 car parking spaces and therefore the proposed 104 car parking spaces are considered adequate to meet the parking demands of the proposed scheme. This level of parking provision is considered to meet the Council's parking standards.

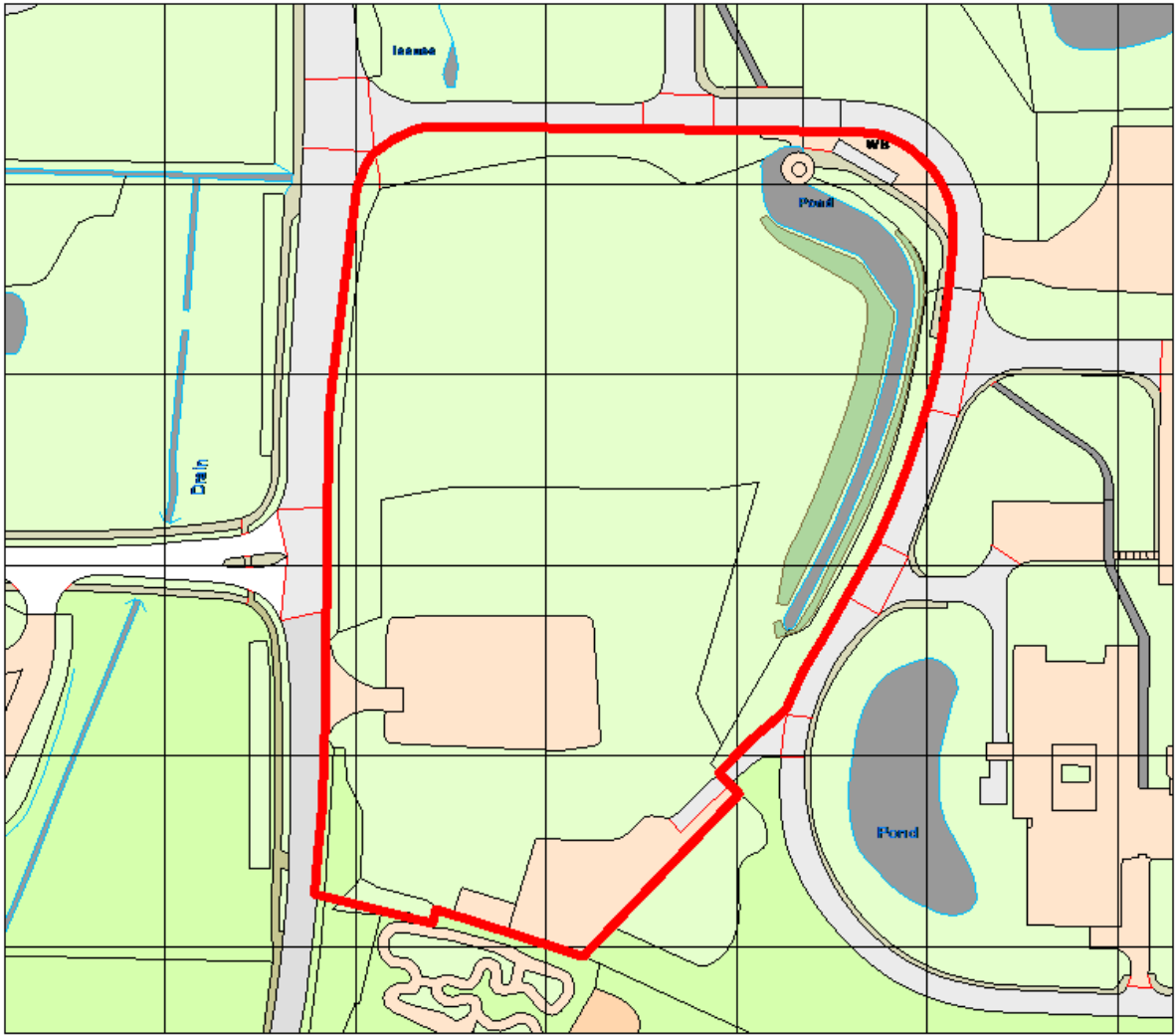
- 7.4 Within Section 3 of this report, the road safety record for Bryn Lane, Wrexham, the road that provides access to the development site, and the surrounding road network were investigated. The analysis concluded that Bryn Lane and the surrounding road network can be considered to have a good road safety record. The development proposal is not anticipated to worsen the road safety record and there should be no road safety grounds to refuse the development. Swept path analysis shows that delivery and servicing vehicles are able to turn around in the site and leave the site in forward gear.

8.0 Summary and Conclusions

- 8.1 This Transport Statement has been prepared to support an application for a proposed industrial scheme of 2 units on land located on the eastern side of Bryn Lane, Wrexham Industrial Estate.
- 8.2 The Transport Statement demonstrates that Bryn Lane and the surrounding road network experienced a good road safety record. The proposed development is not anticipated to worsen the road safety record.
- 8.3 The Transport Statement has undertaken a robust analysis of the anticipated traffic generation from the proposed industrial development and the traffic impact has been deemed to be negligible on the local road network. The traffic and highway impact of the proposed development can not be considered to produce any significant road network impacts so there should be no highway or traffic grounds to oppose the development.
- 8.4 The scheme proposes car parking and cycle parking that complies with the Council's parking standards.
- 8.5 Parking accumulation analysis has demonstrated that the proposed parking provision would be adequate to meet the parking demand forecast for the scheme. This parking provision and the parking accumulation analysis demonstrates that the scheme should not result in any off-site parking demands and therefore, the scheme does not have the potential to create any highway safety issues through displaced car parking.

- 8.6 The scheme proposes to allocate two car parking spaces for electric vehicle charging points.
- 8.7 The proposed development is located in an accessible location for walking trips to local amenities and is located in a sustainable location that is served by bus services and local walking and cycling infrastructure. This Transport Statement has concluded that no improvements to walking, cycling and public transport are deemed necessary to make the development acceptable.
- 8.8 The Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed industrial development scheme should be approved.

Appendix A



Appendix B

1 Proposed Site Plan
1 : 500



ECOLOGY MITIGATION AREAS

PLOT 1	Area (m2)	Percentage
Gross Plot Area	15639	100
Unit Footprint	4200	0.27
Hardstanding	2571	0.16
Mitigation	8868	0.57
PLOT 2	Area (m2)	Percentage
Gross Plot Area	12425	100
Unit Footprint	5097	0.41
Hardstanding	2610	0.21
Mitigation	4718	0.38

PARKING REQUIREMENT - (MAXIMUM STANDARDS)

UNIT 1	
Currently Provided	51 Total spaces
Gross Internal Area	4080m2 / 43,900 sq.ft
Required Maximum Provision	
B8 Warehouse	48 spaces
B2 Gen. Industrial	81 spaces
Required Minimum Provision	
Disabled Bays	2 spaces
Cycles	5 spaces

UNIT 2	
Currently Provided	53 Total spaces
Gross Internal Area	4,965m2 / 53,420 sq.ft
Required Maximum Provision	
B8 Warehouse	49 spaces
B2 Gen. Industrial	99 spaces
Required Minimum Provision	
Disabled Bays	2 spaces
Cycles	5 spaces

Type of Development	Parking Standard	Cycle Parking Standard
B1 Business and light industry	1 car space per 30m² gross floor space	1 cycle space per 300m² gross floor space
B2 General industry	1 car space per 50m² gross floor space	1 cycle space per 500m² gross floor space
B8 Storage and Distribution	1 car space per 100m² gross floor space	1 cycle space per 1000m² gross floor space
An area suitable for HGVs to load/unload and turn within the site will normally be required for B2 and B8 uses, particularly for sites accessed from a classified road. Any extensions to industrial or warehouse premises should not result in the loss of HGV loading/unloading/turning spaces unless an adequate alternative can be provided within the site.		



PURPOSE OF ISSUE
Project Status

PACE | ARCHITECTURE
www.pace-architecture.co.uk

PROJECT
BRYN LANE

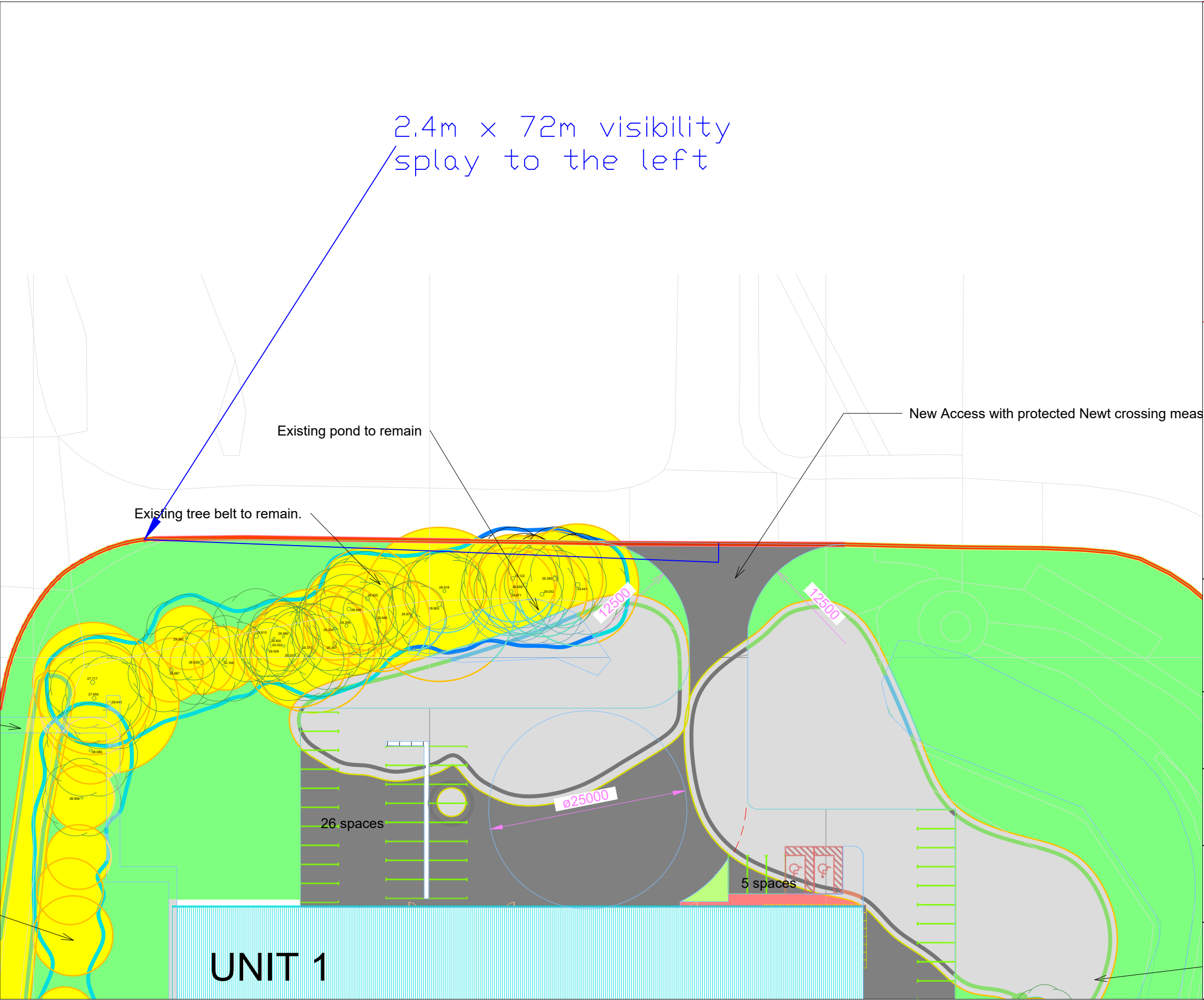
ADDRESS
Bryn Lane, Wrexham Ind. Estate

TITLE
PROPOSED SITE PLAN

CLIENT
Portal Construction NW Ltd

DRAWN BY nc	CHECKED BY client	DATE 11.02.21
SCALE (@ A1) 1 : 500		PROJECT NUMBER 1175
DRAWING NUMBER 1175 . P . 003		REV

Appendix C



Revisions
A - revised site layout 16.11.2021

Client

Portal



Scheme

Bryn Lane, Wrexham

Title

Visibility Splay

Drawn

N.Peet

Checked

M.Peet

Date

13.07.2021

Project

214-21

Drawing No

214-21-2A

Scale

1:500 @
A3

Visibility Splay to the Left

Link to Existing FW

Existing Highway access to Unit 2

28 bays

9 bays

ø25000

2.4m x 120m visibility
splay to the left

Visibility Splay to the Right

Link to Existing FW

Existing tree belt to remain

UN

2.4m x 120m visibility
splay to the right

Link to Existing FW

Existing Highway access to Unit 2

28 bays

ø25000

Revisions
A - revised site layout 16.11.2021

Client
Portal



Scheme
Bryn Lane, Wrexham

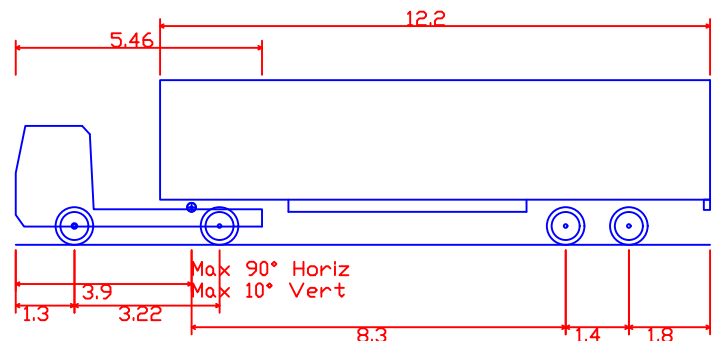
Title
Visibility Splay

Drawn	Checked	Date
N.Peet	M.Peet	13.07.2021
Project	Drawing No	Scale
214-21	214-21-3A	1:500 @ A2

Appendix D



Vehicle Used in the Swept Path Analysis



Large Articulated Vehicle	15.400m
Overall Length	2.500m
Overall Width	3.652m
Overall Body Height	0.406m
Min Body Ground Clearance	2.377m
Max Track Width	6.00s
Lock to lock time	6.610m
Kerb to Kerb Turning Radius	

Revisions
A - revised site layout 16.11.2021

Client

Portal



Scheme

Bryn Lane, Wrexham

Title

Swept Paths - Large Articulated Vehicle

Drawn	Checked	Date
N.Peet	M.Peet	07.07.2021
Project	Drawing No	Scale
214-21	214-21-1A	1:500 @ A1

Appendix E

Bryn Lane Wrexham Proposed Industrial Development
Industrial Unit Parking Accumulation Using Trip Rates

Time	IN	Industrial Unit		Accumulation	Capacity
		OUT			
				0	104
07:00-8:00	20	3	23	17	87
8:00-9:00	23	5	28	36	68
9:00-10:00	13	9	23	40	64
10:00-11:00	13	10	23	43	61
11:00-12:00	7	10	18	40	64
12:00-13:00	11	12	23	39	65
13:00-14:00	10	9	18	40	64
14:00-15:00	7	8	14	39	65
15:00-16:00	7	15	22	32	72
16:00-17:00	3	26	29	9	95
17:00-18:00	7	15	22	1	103
18:00-19:00	4	10	14		
19:00-20:00	27	27	55		
20:00-21:00	14	18	32		

Appendix F

Calculation Reference: AUDIT-756701-210503-0533

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	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: 150 to 14125 (units: sqm)
Range Selected by User: 150 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 22/10/20

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
Tuesday	4 days
Wednesday	1 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	13 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)	6
Edge of Town	7

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	11
Commercial Zone	1
Development Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known 13 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	6 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	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days
500,001 or More	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	5 days
1.1 to 1.5	8 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 13 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 13 days

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

LIST OF SITES relevant to selection parameters

1	CB-02-C-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
2	CF-02-C-02	BAKERY	CARDIFF
	MAES-Y-COED ROAD		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	14125 sqm	
	Survey date: THURSDAY	06/10/16	Survey Type: MANUAL
3	CH-02-C-02	INDUSTRIAL MATERIALS	CHESHIRE
	JUPITER DRIVE		
	CHESTER		
	CHESTER W. EMP. PARK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	8100 sqm	
	Survey date: WEDNESDAY	19/11/14	Survey Type: MANUAL
4	CH-02-C-03	OFFICE FURNITURE	CHESHIRE
	BRUNEL ROAD		
	MACCLESFIELD		
	LYME GREEN BUS. PARK		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	6658 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
5	DS-02-C-02	ENGINEERED PRODUCTS	DERBYSHIRE
	PONTEFRAC STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
6	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
	COLLEGE ROAD		
	HEREFORD		
	BURCOTT		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1880 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
7	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
8	LC-02-C-04	POWDER COATINGS	LANCASHIRE
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
9	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	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	Survey Type: MANUAL
11	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
12	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
13	WY-02-C-02	FLUID SYSTEMS	WEST YORKSHIRE
	BROWN LANE WEST		
	LEEDS		
	HOLBECK		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13350 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NR-02-C-02	COVID
TV-02-C-02	COVID

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.152	1	1976	0.000	1	1976	0.152
06:00 - 06:30	2	7663	0.189	2	7663	0.000	2	7663	0.189
06:30 - 07:00	2	7663	0.235	2	7663	0.007	2	7663	0.242
07:00 - 07:30	13	4325	0.094	13	4325	0.011	13	4325	0.105
07:30 - 08:00	13	4325	0.130	13	4325	0.023	13	4325	0.153
08:00 - 08:30	13	4325	0.167	13	4325	0.018	13	4325	0.185
08:30 - 09:00	13	4325	0.091	13	4325	0.036	13	4325	0.127
09:00 - 09:30	13	4325	0.075	13	4325	0.034	13	4325	0.109
09:30 - 10:00	13	4325	0.071	13	4325	0.069	13	4325	0.140
10:00 - 10:30	13	4325	0.066	13	4325	0.052	13	4325	0.118
10:30 - 11:00	13	4325	0.082	13	4325	0.055	13	4325	0.137
11:00 - 11:30	13	4325	0.052	13	4325	0.068	13	4325	0.120
11:30 - 12:00	13	4325	0.030	13	4325	0.046	13	4325	0.076
12:00 - 12:30	13	4325	0.062	13	4325	0.050	13	4325	0.112
12:30 - 13:00	13	4325	0.057	13	4325	0.087	13	4325	0.144
13:00 - 13:30	13	4325	0.076	13	4325	0.071	13	4325	0.147
13:30 - 14:00	13	4325	0.034	13	4325	0.023	13	4325	0.057
14:00 - 14:30	13	4325	0.044	13	4325	0.041	13	4325	0.085
14:30 - 15:00	13	4325	0.032	13	4325	0.043	13	4325	0.075
15:00 - 15:30	13	4325	0.046	13	4325	0.085	13	4325	0.131
15:30 - 16:00	13	4325	0.036	13	4325	0.080	13	4325	0.116
16:00 - 16:30	13	4325	0.023	13	4325	0.187	13	4325	0.210
16:30 - 17:00	13	4325	0.012	13	4325	0.101	13	4325	0.113
17:00 - 17:30	13	4325	0.032	13	4325	0.125	13	4325	0.157
17:30 - 18:00	13	4325	0.048	13	4325	0.039	13	4325	0.087
18:00 - 18:30	13	4325	0.027	13	4325	0.096	13	4325	0.123
18:30 - 19:00	13	4325	0.016	13	4325	0.014	13	4325	0.030
19:00 - 19:30	1	1976	0.253	1	1976	0.152	1	1976	0.405
19:30 - 20:00	1	1976	0.051	1	1976	0.152	1	1976	0.203
20:00 - 20:30	1	1976	0.051	1	1976	0.051	1	1976	0.102
20:30 - 21:00	1	1976	0.101	1	1976	0.152	1	1976	0.253
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.435			1.968			4.403

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:	150 - 14125 (units: sqm)
Survey date date range:	01/01/13 - 22/10/20
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	7663	0.000	2	7663	0.000	2	7663	0.000
06:30 - 07:00	2	7663	0.000	2	7663	0.000	2	7663	0.000
07:00 - 07:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
07:30 - 08:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
08:00 - 08:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
08:30 - 09:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
09:00 - 09:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
09:30 - 10:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
10:00 - 10:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
10:30 - 11:00	13	4325	0.002	13	4325	0.002	13	4325	0.004
11:00 - 11:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
11:30 - 12:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
12:00 - 12:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
12:30 - 13:00	13	4325	0.002	13	4325	0.002	13	4325	0.004
13:00 - 13:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
13:30 - 14:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
14:00 - 14:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
14:30 - 15:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
15:00 - 15:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
15:30 - 16:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
16:00 - 16:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
16:30 - 17:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
17:00 - 17:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
17:30 - 18:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
18:00 - 18:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
18:30 - 19:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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 - 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	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	7663	0.007	2	7663	0.000	2	7663	0.007
06:30 - 07:00	2	7663	0.007	2	7663	0.000	2	7663	0.007
07:00 - 07:30	13	4325	0.011	13	4325	0.002	13	4325	0.013
07:30 - 08:00	13	4325	0.005	13	4325	0.011	13	4325	0.016
08:00 - 08:30	13	4325	0.012	13	4325	0.005	13	4325	0.017
08:30 - 09:00	13	4325	0.020	13	4325	0.007	13	4325	0.027
09:00 - 09:30	13	4325	0.025	13	4325	0.011	13	4325	0.036
09:30 - 10:00	13	4325	0.025	13	4325	0.012	13	4325	0.037
10:00 - 10:30	13	4325	0.025	13	4325	0.009	13	4325	0.034
10:30 - 11:00	13	4325	0.032	13	4325	0.011	13	4325	0.043
11:00 - 11:30	13	4325	0.020	13	4325	0.020	13	4325	0.040
11:30 - 12:00	13	4325	0.005	13	4325	0.011	13	4325	0.016
12:00 - 12:30	13	4325	0.012	13	4325	0.005	13	4325	0.017
12:30 - 13:00	13	4325	0.005	13	4325	0.007	13	4325	0.012
13:00 - 13:30	13	4325	0.020	13	4325	0.007	13	4325	0.027
13:30 - 14:00	13	4325	0.007	13	4325	0.004	13	4325	0.011
14:00 - 14:30	13	4325	0.007	13	4325	0.005	13	4325	0.012
14:30 - 15:00	13	4325	0.005	13	4325	0.009	13	4325	0.014
15:00 - 15:30	13	4325	0.005	13	4325	0.009	13	4325	0.014
15:30 - 16:00	13	4325	0.011	13	4325	0.007	13	4325	0.018
16:00 - 16:30	13	4325	0.007	13	4325	0.007	13	4325	0.014
16:30 - 17:00	13	4325	0.000	13	4325	0.004	13	4325	0.004
17:00 - 17:30	13	4325	0.002	13	4325	0.002	13	4325	0.004
17:30 - 18:00	13	4325	0.002	13	4325	0.000	13	4325	0.002
18:00 - 18:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
18:30 - 19:00	13	4325	0.002	13	4325	0.002	13	4325	0.004
19:00 - 19:30	1	1976	0.000	1	1976	0.152	1	1976	0.152
19:30 - 20:00	1	1976	0.000	1	1976	0.152	1	1976	0.152
20:00 - 20:30	1	1976	0.000	1	1976	0.051	1	1976	0.051
20:30 - 21:00	1	1976	0.000	1	1976	0.101	1	1976	0.101
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.279			0.623			0.902

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

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	7663	0.000	2	7663	0.000	2	7663	0.000
06:30 - 07:00	2	7663	0.000	2	7663	0.000	2	7663	0.000
07:00 - 07:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
07:30 - 08:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
08:00 - 08:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
08:30 - 09:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
09:00 - 09:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
09:30 - 10:00	13	4325	0.002	13	4325	0.002	13	4325	0.004
10:00 - 10:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
10:30 - 11:00	13	4325	0.002	13	4325	0.000	13	4325	0.002
11:00 - 11:30	13	4325	0.000	13	4325	0.002	13	4325	0.002
11:30 - 12:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
12:00 - 12:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
12:30 - 13:00	13	4325	0.002	13	4325	0.002	13	4325	0.004
13:00 - 13:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
13:30 - 14:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
14:00 - 14:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
14:30 - 15:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
15:00 - 15:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
15:30 - 16:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
16:00 - 16:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
16:30 - 17:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
17:00 - 17:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
17:30 - 18:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
18:00 - 18:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
18:30 - 19:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.006			0.006			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

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 - 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	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	7663	0.000	2	7663	0.000	2	7663	0.000
06:30 - 07:00	2	7663	0.020	2	7663	0.000	2	7663	0.020
07:00 - 07:30	13	4325	0.005	13	4325	0.004	13	4325	0.009
07:30 - 08:00	13	4325	0.004	13	4325	0.000	13	4325	0.004
08:00 - 08:30	13	4325	0.005	13	4325	0.000	13	4325	0.005
08:30 - 09:00	13	4325	0.002	13	4325	0.000	13	4325	0.002
09:00 - 09:30	13	4325	0.002	13	4325	0.000	13	4325	0.002
09:30 - 10:00	13	4325	0.002	13	4325	0.000	13	4325	0.002
10:00 - 10:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
10:30 - 11:00	13	4325	0.000	13	4325	0.002	13	4325	0.002
11:00 - 11:30	13	4325	0.002	13	4325	0.000	13	4325	0.002
11:30 - 12:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
12:00 - 12:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
12:30 - 13:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
13:00 - 13:30	13	4325	0.005	13	4325	0.002	13	4325	0.007
13:30 - 14:00	13	4325	0.002	13	4325	0.000	13	4325	0.002
14:00 - 14:30	13	4325	0.000	13	4325	0.007	13	4325	0.007
14:30 - 15:00	13	4325	0.000	13	4325	0.002	13	4325	0.002
15:00 - 15:30	13	4325	0.000	13	4325	0.004	13	4325	0.004
15:30 - 16:00	13	4325	0.000	13	4325	0.002	13	4325	0.002
16:00 - 16:30	13	4325	0.000	13	4325	0.007	13	4325	0.007
16:30 - 17:00	13	4325	0.000	13	4325	0.007	13	4325	0.007
17:00 - 17:30	13	4325	0.009	13	4325	0.014	13	4325	0.023
17:30 - 18:00	13	4325	0.002	13	4325	0.000	13	4325	0.002
18:00 - 18:30	13	4325	0.000	13	4325	0.007	13	4325	0.007
18:30 - 19:00	13	4325	0.000	13	4325	0.002	13	4325	0.002
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.060			0.060			0.120

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	7663	0.137	2	7663	0.000	2	7663	0.137
06:30 - 07:00	2	7663	0.183	2	7663	0.000	2	7663	0.183
07:00 - 07:30	13	4325	0.062	13	4325	0.004	13	4325	0.066
07:30 - 08:00	13	4325	0.096	13	4325	0.009	13	4325	0.105
08:00 - 08:30	13	4325	0.141	13	4325	0.007	13	4325	0.148
08:30 - 09:00	13	4325	0.048	13	4325	0.007	13	4325	0.055
09:00 - 09:30	13	4325	0.030	13	4325	0.011	13	4325	0.041
09:30 - 10:00	13	4325	0.027	13	4325	0.037	13	4325	0.064
10:00 - 10:30	13	4325	0.020	13	4325	0.020	13	4325	0.040
10:30 - 11:00	13	4325	0.025	13	4325	0.021	13	4325	0.046
11:00 - 11:30	13	4325	0.016	13	4325	0.032	13	4325	0.048
11:30 - 12:00	13	4325	0.014	13	4325	0.018	13	4325	0.032
12:00 - 12:30	13	4325	0.025	13	4325	0.032	13	4325	0.057
12:30 - 13:00	13	4325	0.034	13	4325	0.052	13	4325	0.086
13:00 - 13:30	13	4325	0.028	13	4325	0.034	13	4325	0.062
13:30 - 14:00	13	4325	0.020	13	4325	0.012	13	4325	0.032
14:00 - 14:30	13	4325	0.023	13	4325	0.020	13	4325	0.043
14:30 - 15:00	13	4325	0.007	13	4325	0.020	13	4325	0.027
15:00 - 15:30	13	4325	0.016	13	4325	0.046	13	4325	0.062
15:30 - 16:00	13	4325	0.009	13	4325	0.048	13	4325	0.057
16:00 - 16:30	13	4325	0.011	13	4325	0.148	13	4325	0.159
16:30 - 17:00	13	4325	0.007	13	4325	0.071	13	4325	0.078
17:00 - 17:30	13	4325	0.030	13	4325	0.103	13	4325	0.133
17:30 - 18:00	13	4325	0.044	13	4325	0.027	13	4325	0.071
18:00 - 18:30	13	4325	0.018	13	4325	0.085	13	4325	0.103
18:30 - 19:00	13	4325	0.005	13	4325	0.005	13	4325	0.010
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.076			0.869			1.945

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	7663	0.046	2	7663	0.000	2	7663	0.046
06:30 - 07:00	2	7663	0.033	2	7663	0.000	2	7663	0.033
07:00 - 07:30	13	4325	0.016	13	4325	0.004	13	4325	0.020
07:30 - 08:00	13	4325	0.007	13	4325	0.002	13	4325	0.009
08:00 - 08:30	13	4325	0.007	13	4325	0.005	13	4325	0.012
08:30 - 09:00	13	4325	0.018	13	4325	0.014	13	4325	0.032
09:00 - 09:30	13	4325	0.014	13	4325	0.007	13	4325	0.021
09:30 - 10:00	13	4325	0.011	13	4325	0.014	13	4325	0.025
10:00 - 10:30	13	4325	0.018	13	4325	0.016	13	4325	0.034
10:30 - 11:00	13	4325	0.020	13	4325	0.018	13	4325	0.038
11:00 - 11:30	13	4325	0.016	13	4325	0.012	13	4325	0.028
11:30 - 12:00	13	4325	0.007	13	4325	0.012	13	4325	0.019
12:00 - 12:30	13	4325	0.023	13	4325	0.011	13	4325	0.034
12:30 - 13:00	13	4325	0.011	13	4325	0.018	13	4325	0.029
13:00 - 13:30	13	4325	0.018	13	4325	0.023	13	4325	0.041
13:30 - 14:00	13	4325	0.004	13	4325	0.004	13	4325	0.008
14:00 - 14:30	13	4325	0.014	13	4325	0.016	13	4325	0.030
14:30 - 15:00	13	4325	0.014	13	4325	0.012	13	4325	0.026
15:00 - 15:30	13	4325	0.020	13	4325	0.025	13	4325	0.045
15:30 - 16:00	13	4325	0.014	13	4325	0.016	13	4325	0.030
16:00 - 16:30	13	4325	0.005	13	4325	0.028	13	4325	0.033
16:30 - 17:00	13	4325	0.005	13	4325	0.005	13	4325	0.010
17:00 - 17:30	13	4325	0.000	13	4325	0.005	13	4325	0.005
17:30 - 18:00	13	4325	0.002	13	4325	0.004	13	4325	0.006
18:00 - 18:30	13	4325	0.002	13	4325	0.000	13	4325	0.002
18:30 - 19:00	13	4325	0.000	13	4325	0.002	13	4325	0.002
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.051	1	1976	0.051
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.345			0.324			0.669

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	7663	0.000	2	7663	0.000	2	7663	0.000
06:30 - 07:00	2	7663	0.007	2	7663	0.000	2	7663	0.007
07:00 - 07:30	13	4325	0.002	13	4325	0.000	13	4325	0.002
07:30 - 08:00	13	4325	0.005	13	4325	0.000	13	4325	0.005
08:00 - 08:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
08:30 - 09:00	13	4325	0.002	13	4325	0.002	13	4325	0.004
09:00 - 09:30	13	4325	0.002	13	4325	0.000	13	4325	0.002
09:30 - 10:00	13	4325	0.002	13	4325	0.002	13	4325	0.004
10:00 - 10:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
10:30 - 11:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
11:00 - 11:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
11:30 - 12:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
12:00 - 12:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
12:30 - 13:00	13	4325	0.002	13	4325	0.002	13	4325	0.004
13:00 - 13:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
13:30 - 14:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
14:00 - 14:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
14:30 - 15:00	13	4325	0.000	13	4325	0.000	13	4325	0.000
15:00 - 15:30	13	4325	0.000	13	4325	0.004	13	4325	0.004
15:30 - 16:00	13	4325	0.002	13	4325	0.002	13	4325	0.004
16:00 - 16:30	13	4325	0.000	13	4325	0.004	13	4325	0.004
16:30 - 17:00	13	4325	0.000	13	4325	0.004	13	4325	0.004
17:00 - 17:30	13	4325	0.000	13	4325	0.002	13	4325	0.002
17:30 - 18:00	13	4325	0.000	13	4325	0.002	13	4325	0.002
18:00 - 18:30	13	4325	0.000	13	4325	0.000	13	4325	0.000
18:30 - 19:00	13	4325	0.000	13	4325	0.002	13	4325	0.002
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.024			0.026			0.050

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.