



ttp consulting
transport planning specialists

SMARTPARC LTD

Norish, Wrexham

Transport Assessment

March 2024

TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

Contents

1	INTRODUCTION	1
2	EXISTING CONDITIONS.....	3
	Site and Surrounding Area.....	3
	Access on Foot	4
	Access by Bicycle	4
	Access by Public Transport	5
	Travel to Work Data	6
	Local Highway Network	6
	Accident History	7
3	PLANNING POLICY CONSIDERATIONS.....	8
	National Planning Policy	8
	Local Planning Policy	10
4	EFFECTS OF THE PROPOSED DEVELOPMENT	12
	The Proposed Development	12
	Access Arrangements.....	13
	Car Parking	13
	Cycle Parking	13
	Trip Generation	14
	Travel Plan	15
5	SUMMARY AND CONCLUSION	16
	Summary	16
	Conclusion.....	16

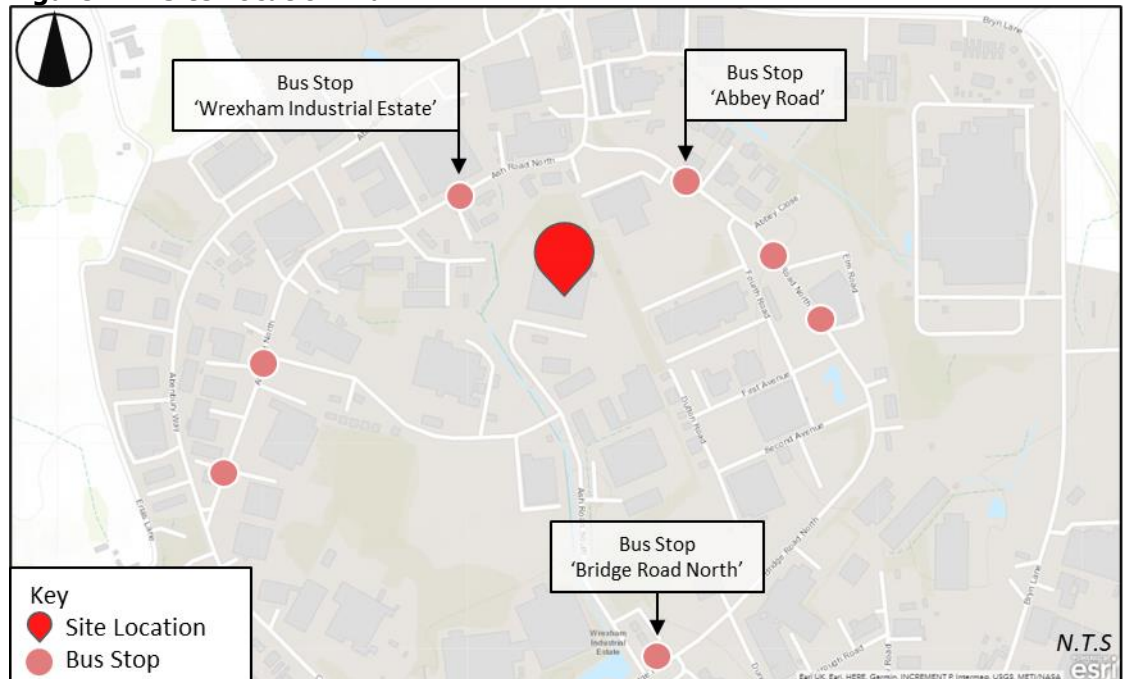
Appendices

- Appendix A - Application Plans
- Appendix B - Vehicle Tracking
- Appendix C - TRICS Data

1 INTRODUCTION

- 1.1 TTP Consulting has been appointed to provide highways and transport advice in relation to the proposals for Norish, Wrexham ("the Site"), which is located in the planning and highway jurisdiction of Wrexham County Borough Council, as shown at **Figure 1.1**.
- 1.2 The existing Site comprises a circa 9,580sqm cold store facility for Norish which is a third-party temperature-controlled storage and logistics provider. The Site is located within the Wrexham Industrial Estate and located along Ash Road South, to the south of Ash Road North. A site location plan is shown in **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.3 This report has been prepared to support an application for a 7,413sqm extension to the existing cold store facility, a car park for 39 cars (and an additional 14 overspill spaces). A second entrance to the Site is being created using the previously installed bellmouth access, which is adjacent to the existing access. Application plans are provided in **Appendix A** for reference.
- 1.4 The report also addressed the following pre-application comments received (as shown in **Figure 1.2** below), with relevant / applicable policy references including *Planning Policy Wales 12 (National)*, *TAN 18 Transport (National)*, *DM1 Development Management Considerations (Local Development Plan)*, *T1 Managing Transport Impacts (Local Development Plan)* and *T2 Active Travel (Local Development Plan)*. In addition, *LPGN16* advises on parking standards / requirements.

Figure 1.2: Pre-Application Feedback (Highways)

Highways: Whilst the proposed increase in floor area is less than 10,000 sq.m it is nevertheless recommended that a Transport Assessment (TA) be carried out. In addition to assessing the impact of additional traffic to/from the site, submitted plans should include swept paths for 16.5m long heavy goods vehicles in order to demonstrate that these can safely enter/leave the site.

In accordance LPGN16 guidelines the maximum parking provision for the site, as extended would be 150 spaces. The proposed parking area would provide 53 spaces. Whilst LPGN16 does not set minimum parking standards, it would nevertheless be necessary that the on-site parking provision will be adequate to cater for the proposed development. This is a matter that will also need to be considered in the TA.

- 1.5 It is pertinent to note that TAN 18 guidance states that a TA is only required for Warehousing and Distribution at a floor area above 10,000sqm. On this basis, whilst a TA has been prepared, a TIS has not been considered necessary / appropriate due to the transport impacts considered to not result in significant local impacts.
- 1.6 The application is supported by a Travel Plan.

2 EXISTING CONDITIONS

Site and Surrounding Area

- 2.1 The existing Site comprises a circa 9,580sqm cold storage / temperature-controlled facility for Norish, which is a third-party temperature-controlled storage and logistics provider. The Site is located on Ash Road South, within the Wrexham Industrial Estate, to the south of Ash Road North. Access is currently provided off Ash Road South to an existing car park to the front of the existing cold store facility.
- 2.2 It is understood from the operator that the existing operation has 45 members of staff on-Site, 5 additional contractors on-Site per day and a total of 40 – 50 HGV movements per day for both 'goods in' and 'goods out' resulting in roughly 80 – 90 two-way movements per day.

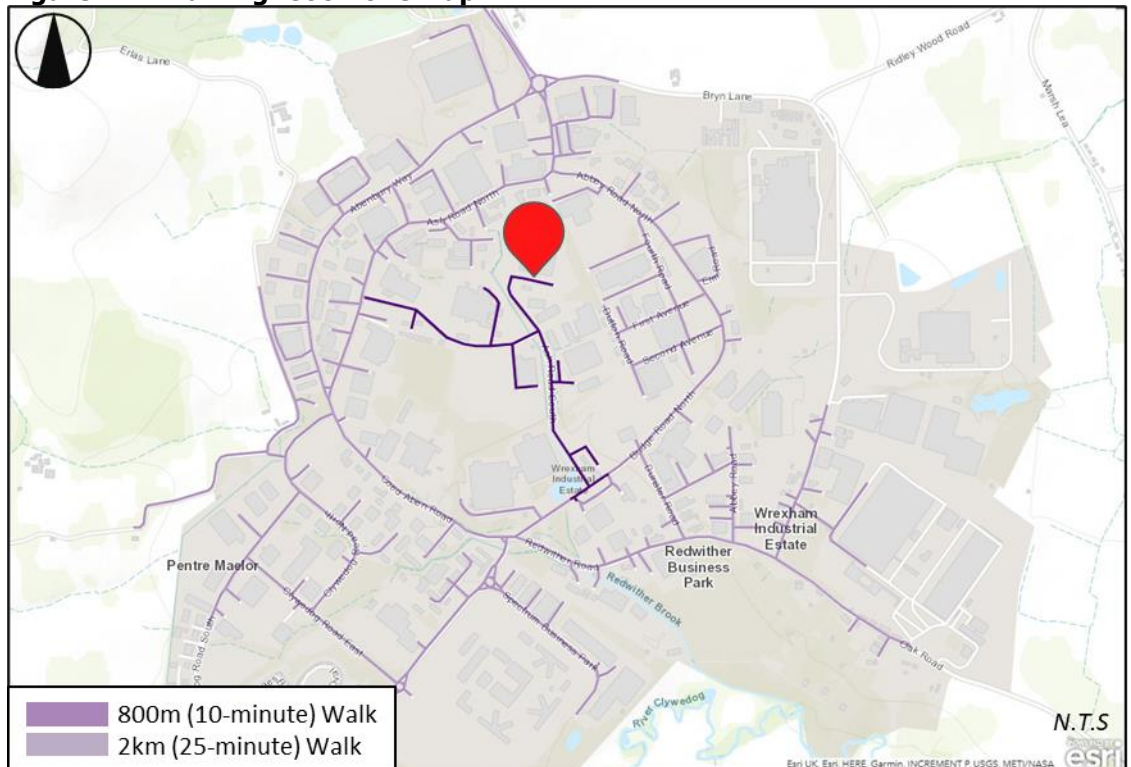
Figure 2.1: Existing Layout



Access on Foot

- 2.3 Walking is considered to be a suitable mode of transport to replace short car and public transport journeys up to distances of circa 2km with factors such as health, weather, facilities and access to a car or van, along with journey purpose, influencing a person's choice to walk.
- 2.4 **Figure 2.2** provides details of an 800m (10-minute walk) and 2km (25-minute walk) catchment zone surrounding the Site. Within the 2km walking distance there are a number of commercial premises within the Industrial Estate. The Estate provides footways and crossing points at intermittent locations. Although walking is possible within the Estate, there are no footways located along parts of Ash Road South.

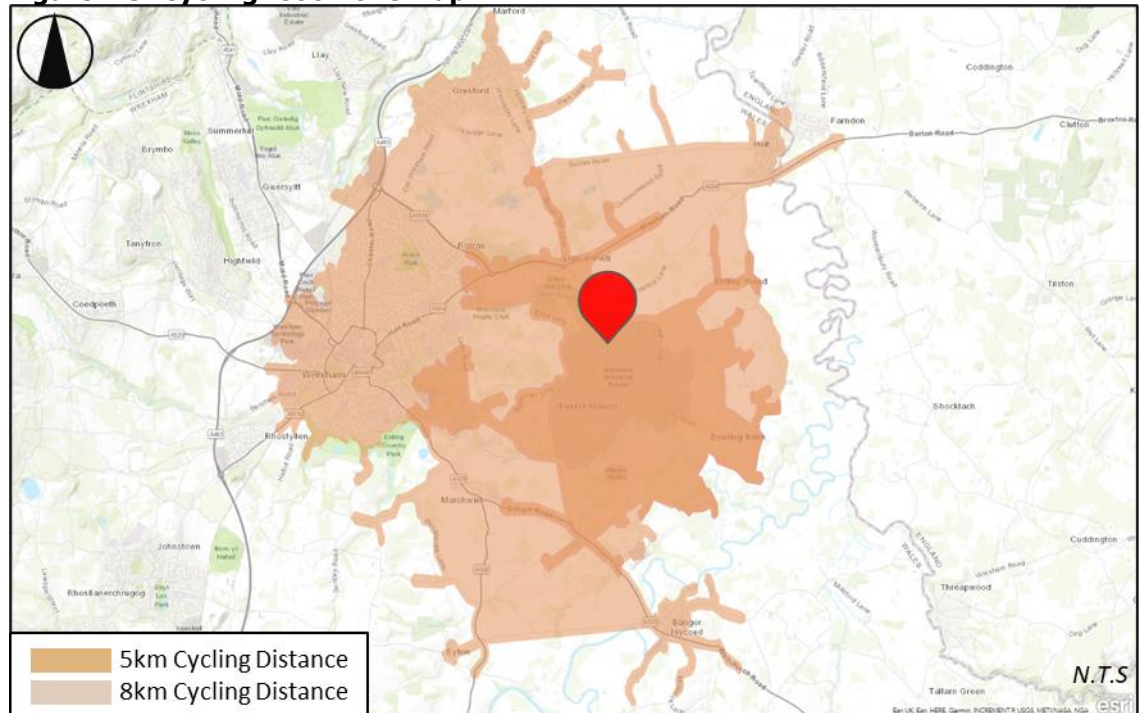
Figure 2.2: Walking Isochrone Map



Access by Bicycle

- 2.5 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, with factors such as health, weather, facilities and access to a car or van along with journey purpose influencing a person's choice to cycle. **Figure 2.3** shows a 5km and 8km cycling catchment from the Site; the map shows that the Site is accessible by bicycle from Wrexham and surrounding residential areas / villages.

Figure 2.3: Cycling Isochrone Map



Access by Public Transport

Bus Services

- 2.6 There are a number of bus stops in the local area including along Bridge Road North, Ash Road South and Coed Aben Road. These stops are located within 600 – 900m of the Site and provide access to bus routes 41 and 42 between Wrexham and Redwinter Business Park. Services operate Monday to Saturday throughout the morning, afternoon and evening periods. The services offer connections to Wrexham Central and Wrexham General.

Rail Services

- 2.7 The closest train stations are Wrexham General and Wrexham Central located circa 5km west of the Site, which are accessible by bus or bike. The stations provide access to services to Bidston, Birmingham International, Holyhead and Cardiff Central.

Travel to Work Data

- 2.8 The 2011 Census has been examined to establish the method of journey to work taken for the workplace population. Where 2021 Census travel to work data is available, it is not considered representative given that many people were either working at home or on furlough at the time due to the ongoing COVID-19 pandemic. **Table 2.1** provides a summary for the super output area – middle layer (Wrexham 020) in which the site is located.

Table 2.1: 2011 Method of Travel to Work (Wrexham 020)		
Mode	Number	Percentage
Metro	9	0%
Train	54	0%
Bus	479	3%
Taxi	61	0%
Motorcycle	143	1%
Car Driver	11,105	79%
Car Passenger	1,421	10%
Bicycle	307	2%
Walking	415	3%
Total	13,994	100%

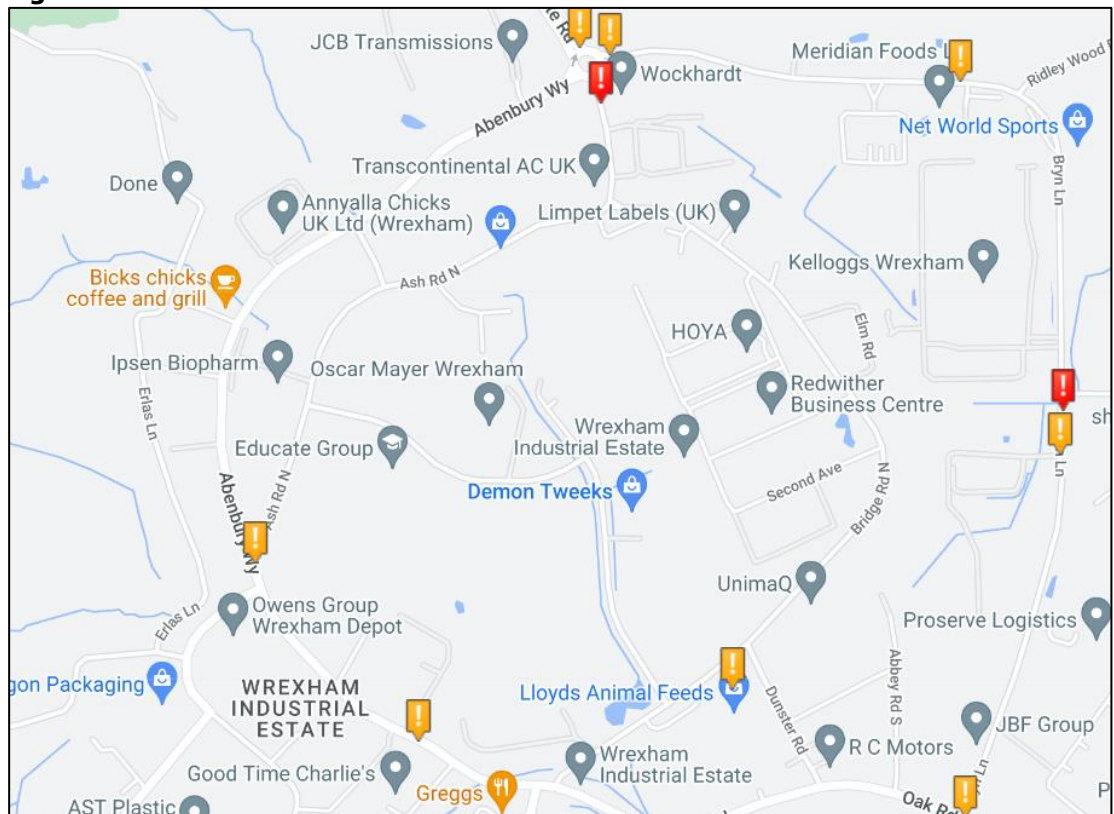
Local Highway Network

- 2.9 Ash Road South is located to the south of the Site and provides access to the existing warehouse, the staff car park and HGV yard. It runs between the Site in the north, Bridge Road North in the south and Ash Road North in the west. It is a two-way road providing one lane in each direction and with areas of intermittent footways with street lighting provided at regular intervals. A bellmouth has been created adjacent to the existing site access for a future secondary vehicle access to be provided from Ash Road South.
- 2.10 There are a number of roads that serve the Industrial Estate including Ash Road North, Abenbury Way, Bridge Road North and Abbey Road, amongst others. These roads provide access to other roads serving the Estate as well as providing direct access to the industrial units on the estate. The roads are two-way, providing one lane in each direction and provide street lighting at regular intervals.
- 2.11 Industrial Estate Road is located to the north of the Site and provides access to the A534 which runs between Nantwich / Crewe in the east and Wrexham in the west; it also connects to the A41 and A483 providing strategic links north and south.

Accident History

- 2.12 The verified accident history for the 5-year period through to the end of 2022 has been obtained from Crashmap; the study area covered the roads in the vicinity of the Site as illustrated on **Figure 2.4**.

Figure 2.4: Road Accident Plot



- 2.13 Over the latest five-year period, there has been a total of 12 incidents in the surrounding area, 10 of which were classed as slight and two were classed as serious. Of these incidents, none were located along Ash Road South within the vicinity of the Site access.
- 2.14 Two accidents involved HGVs; one serious incident involved a pedestrian at the Bryn Lane / Littlewoods access junction, which is circa 1km east of the Site.
- 2.15 On this basis, the existing accident record surrounding the Site does not suggest any existing highway concerns that require remedial measures.

3 PLANNING POLICY CONSIDERATIONS

National Planning Policy

Planning Policy Wales Edition 12 (February 2024)

3.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales. PPW, the TANs, MTANs and policy clarification letters comprise national planning policy. With regards to Transport Assessments, the document states that:

- *"Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately."*
- *"Planning applications for developments, including changes of use, falling into the categories identified in TAN 18: Transport must be accompanied by a Transport Assessment. In addition, in areas where the transport network is particularly sensitive, planning authorities should consider requiring Transport Assessments for developments which fall outside of the thresholds set out in TAN 18. Transport Assessments can be required for any proposed development if the planning authority considers that there is a justification or specific need. Transport Assessments provide the basis for negotiation on scheme details, including the level of parking, and measures to improve walking, cycling, and public transport access, as well as measures to limit or reduce levels of air and noise pollution. They should cover the transport impacts during the construction phase of the development, as well as when built and in use. Transport Assessments also provide an important basis for the preparation of Travel Plans. Further guidance on Transport Assessments and Travel Plans is contained in TAN 18."*

3.2 With regards to car and cycle parking, the following text is relevant:

- *"New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities."*
- *"A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including"*

public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised, and adequate parking provided for them."

Technical Advice Note (TAN) 18: Transport (2007)

- 3.3 This document works in conjunction with Planning Policy Wales which sets out the land use planning policies of the Welsh Assembly Government (WAG). Local planning authorities are required to take TAN 18 into account when preparing their development plans.
- 3.4 TAN 18 highlights the importance of integrating land use and transport planning as a means of helping to achieve WG's wider sustainable development objectives.
- 3.5 TAN 18 states that, *"planning authorities should set out in their development plans the circumstances in which TA will be required to accompany planning applications. They may also include policies relating to specific land use types where evidence shows movement patterns are likely to result in significant local impacts"*.
- 3.6 With regards to Transport Assessment, it states that, *"the transport assessment process should include the production of a 'Transport Implementation Strategy' (TIS) for the development. This should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites."*
- 3.7 It is pertinent to note that TAN18 guidance states that a TA is only required for Warehousing and Distribution at a floor area above 10,000sqm. On this basis, whilst a TA has been prepared, a TIS has not been considered necessary / appropriate due to the transport impacts considered to not result in significant local impacts. The application is supported by a Travel Plan.
- 3.8 With regards to Parking TAN 18 also states that, *"in determining maximum car parking standards for new development, regard should be given to:*
- public transport accessibility and opportunities or proposals for enhancement;*
 - targets and opportunities for walking and cycling;*
 - objectives for economic development including tourism;*
 - the availability in the general area of safe public on- and off- street parking provision;*
 - and,*

- *potential for neighbouring or mixed-use developments sharing parking spaces, for example at different times of the day or week."*

Local Planning Policy

The Wrexham LDP

- 3.9 This document was adopted by the Council on 20th December 2023 and contains the following relevant policies as provided within the pre-application feedback:

Policy DM1 Development Management Considerations

- 3.10 Where development must *"Prioritise walking, cycling and public transport use ahead of travel by car"* and *"not give rise to highway safety, pedestrian safety or parking problems on site or in the locality"*.

Policy T1 Managing Transport Impacts

- 3.11 Proposals for new development will be supported where they:
- *"Facilitate increased journeys by more sustainable modes of travel first by walking and cycling, then by public transport and finally by private motor vehicle;*
 - *Mitigate any significant adverse effects upon the transport network that arise from the proposed development including improvements to transport infrastructure where required;*
 - *Do not compromise the safe, effective and efficient use of the highway network and do not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*
 - *Provide appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring;*
 - *Make provision for people with restricted mobility including those with characteristics as defined by the Equality Act 2010."*

- 3.12 Developments that would generate significant amounts of movement should be accompanied by a Transport Assessment and Travel Plan.

Policy T2 Active Travel

- 3.13 To enable people to access employment, education, healthcare and other essential services, new development will be supported where:

- *"Walking and cycling infrastructure is an integral part of the overall design of the scheme and makes a positive contribution to the distinctiveness of communities and places;*
- *Facilities that encourage and promote Active Travel including but not limited to appropriate signing, lighting, secure and convenient cycle parking and where appropriate shower and changing facilities are provided;*
- *The development and enhancement of the Active Travel routes identified on the Integrated Network Map connecting communities to essential services including public transport, employment and education opportunities;*
- *Provision of appropriate travel choice information including reference to the benefits of cycling and walking for all or part of journeys is made available;*
- *Measures that work to reduce the dominance and speed of vehicles affording increased priority to pedestrians and cycle movements."*

3.14 Car Parking and cycle parking requirements are set out in *LPGN16* for the use class B8 Storage and Distribution.

4 EFFECTS OF THE PROPOSED DEVELOPMENT

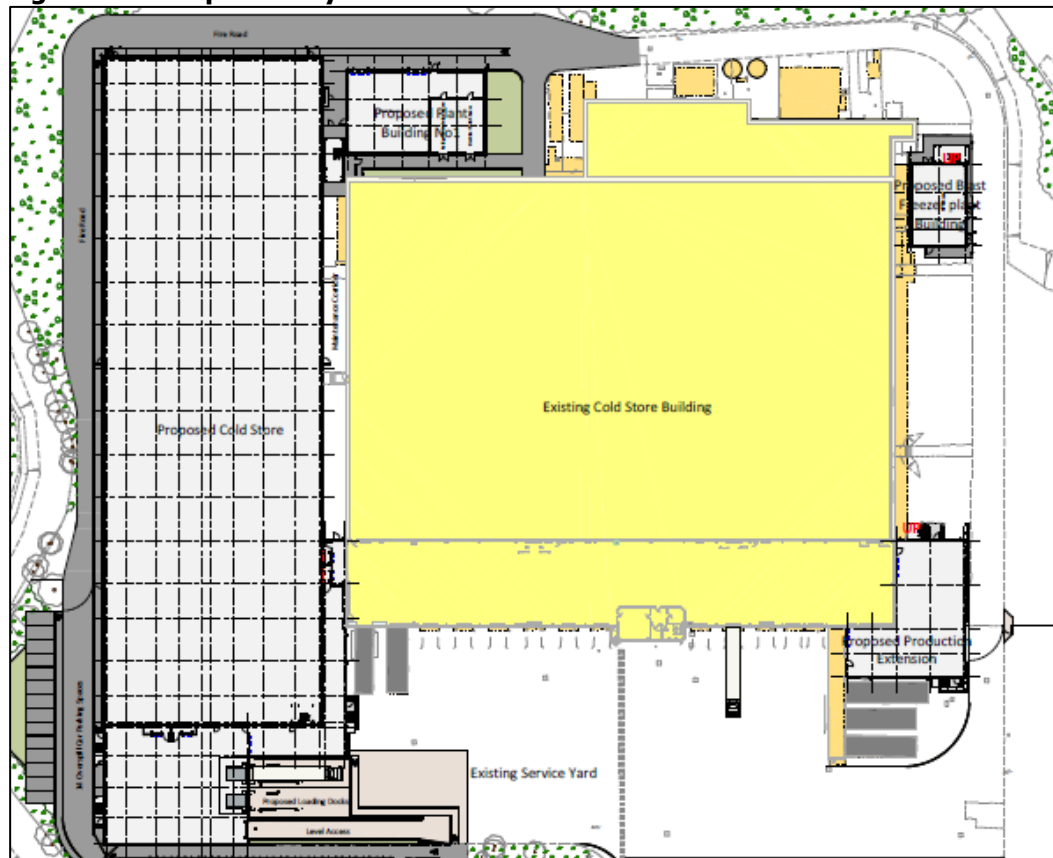
The Proposed Development

- 4.1 This Transport Statement supports an application for a 7,413sqm extension to the existing cold store facility with a car park for 53 cars (39 in the main car park and 14 overspill) and a second entrance to the Site being created adjacent to the existing access from Ash Road South using the previously installed bellmouth junction. The existing and proposed gross external areas are set out in **Table 4.1**. The total combined Gross External Area will be 16,086sqm.

Table 4.1 – Existing and Proposed Floor Areas (GEA)			
Existing	SQM	Proposed	SQM
Office	310	Main extension	6,235
Office	310	Plant building 1	540
Main freezer building	8,960	Plant building 2	227
		Production Extension	411
Total	9,580	Total	7,413

- 4.2 Application plans are provided in **Appendix A** for reference with an extract showing parking areas provided in **Figure 4.1**.

Figure 4.1: Proposed Layout



Access Arrangements

- 4.3 Access is to be provided at two locations. The staff car park will continue to be served by the existing access and the extended warehouse will now be served by a new access formed from the existing bellmouth from Ash Road South located behind the existing office building.
- 4.4 Vehicle tracking drawings for both accesses are shown in **Appendix B** for reference.
- 4.5 Ash Road South is public highway and works to connect the site to the bellmouth will require S278 agreement with the Council.

Car Parking

- 4.6 The Council's adopted standards (LPGN16 B8 Storage and Distribution) allow a maximum provision of 1 car space per 100m² gross floor space, which based on a total floorspace of 16,993sqm would be a maximum provision of 169 spaces allowed.
- 4.7 A total of 53 spaces are to be provided which is considered both reasonable and appropriate for the proposals on the basis that not all staff will be on-site at any one time due to shift patterns. This also makes an allowance for contractor parking. The proposals would not result in any overspill / on-street parking impact outside of the Site boundary.
- 4.8 The provision will be as follows:

Main Car Park

- 34 standard bays
- 3 disabled bays with EV charge facilities
- 2 disabled bays

Overspill Car Park

- 14 standard bays

Cycle Parking

- 4.9 Cycle parking is required at a rate of a minimum of 1 cycle space per 1,000sqm gross floor space (LPGN16 B8 Storage and Distribution) which based on a total floorspace of 16,086sqm would require a total minimum provision of 16 spaces.
- 4.10 The proposals will provide two bike shelters located adjacent to the existing office with a total of 16 spaces provided through Sheffield stands.

Trip Generation

- 4.11 The trip generation proposal is based on the floor area for the main extension (6,235sqm) and production extension (411sqm) as set out in **Table 4.1**, excluding plant buildings 1 and 2.
- 4.12 The potential number of trips associated with the proposals has been based on a combination of the TRICS database and information provided by the existing operator on what additional vehicle trips the extension of the Site is likely to generate.
- Proposed Use – Employment (Warehouse – Commercial) sites in England and Wales outside of London between 1,000sqm to 10,000sqm from January 2015. The search returned a total of 14 sites surveyed between Monday to Friday.

- 4.13 **Table 4.2** shows the trip rates from TRICS, with outputs provided at **Appendix C** for reference.

Table 4.2: Vehicle Trip Rates (Warehouse)						
	AM Peak		PM Peak		Daily	
	(0800 – 0900)		(1700 – 1800)		(0700 – 1900)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Total Vehicles	0.279	0.139	0.105	0.286	2.059	2.033
Car	0.172	0.030	0.05	0.206	0.884	1.113
LGV Movements	0.062	0.046	0.025	0.023	0.515	0.522
OGV Movements	0.041	0.030	0.062	0.057	0.509	0.473

- 4.14 **Table 4.3** provides a summary of the resultant trips based on a TRICS assessment.

Table 4.3: Vehicle Trips by Mode (Proposed Warehouse Use) – 6,646sqm						
	AM Peak		PM Peak		Daily	
	(0800 – 0900)		(1700 – 1800)		(0700 – 1900)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Total Vehicles	+19	+9	+7	+19	+137	+135
Car	+11	+2	+3	+14	+59	+74
LGV Movements	+4	+3	+2	+2	+34	+35
OGV Movements	+3	+2	+4	+4	+34	+31

- 4.15 The above would suggest that the proposals could generate in the region of 26-28 additional two-way vehicle movements in the morning and evening peak hours, with 5 – 8 movements by HGV's. This is however considered not to be representative of the proposals on the basis that the additional floorspace is an extension to an already operating facility.

- 4.16 Information from the operator has been obtained which indicates that there would be an additional 5 members of staff, 2 contractors and a doubling in the number of 'goods in' / 'goods out' trips over an entire day. In terms of peak hours and daily vehicle trips, this would suggest the following additional vehicle trip impact as a worst-case as shown in **Table 4.4**.

Table 4.4: Vehicle Trips by Mode (Proposed Warehouse Use) – 6,646sqm						
	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Daily (0700 – 1900)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Total Vehicles	+9	+4	+4	+9	+49	+47
Car	+7	0	0	+7	+5	+6
LGV Movements	0	0	0	0	0	0
OGV Movements	+2	+4	+4	+2	+44	+41

- 4.17 As shown above, the operator data indicates that the proposals are likely to generate in the region of 13 additional two-way trips during the morning and evening peak hours, which is circa 13 – 15 vehicle trips less than the TRICS database predicted. It is pertinent to note that the operator data is more specific and therefore more reflective of conditions that would be experienced, and, in addition, the proposals is an extension not a new facility and on this basis the number of trips are expected to be lower.
- 4.18 With specific regard to the Abenbury Way / Ash Rd North / Bryn Lane roundabout a review of 2023 surveyed flows from the P/2023/0497 planning application has been undertaken. Even if, as a worst-case scenario all of the additional trips were routed to / from this roundabout (which they would not in reality), the impact is expected to be less than 1% of the total existing surveyed traffic flows during both weekday morning and evening peak periods.
- 4.19 This level of vehicle trip increase is not considered to result in significant impacts on the local road network and therefore detailed junction modelling has not been undertaken.

Travel Plan

- 4.20 Even though it is considered that the Site does not generate a significant level of trips, a Travel Plan has been prepared and submitted as part of the application.

5 SUMMARY AND CONCLUSION

Summary

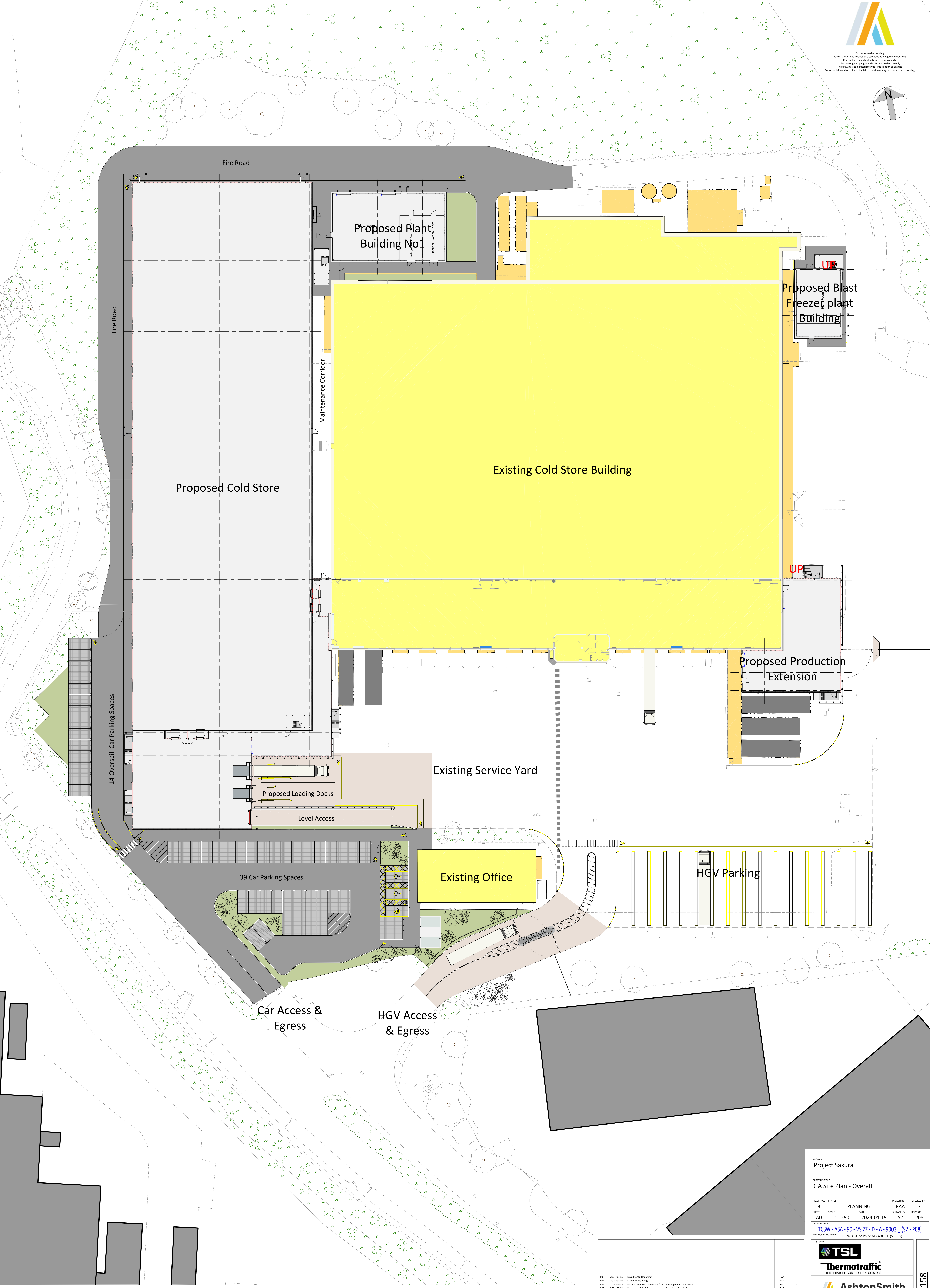
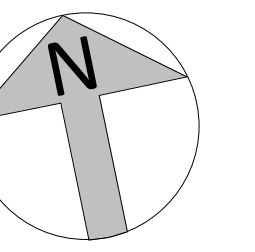
- 5.1 TTP Consulting has been appointed to provide highways and transport advice in relation to the proposals for Norish, Wrexham ("the Site") which is located in the planning and highway jurisdiction of Wrexham County Borough Council.
- 5.2 The existing Site comprises a circa 9,580sqm cold store facility for Norish which is a third-party temperature-controlled storage and logistics provider.
- 5.3 The proposals include redeveloping the Site to provide a 7,413sqm extension to the existing cold store facility with car parking for up to 53 cars through a main and overspill parking arrangement. There will be disabled parking and EV charge facilities.
- 5.4 A second entrance to the Site will be created adjacent to the existing access from Ash Road South using the previously installed bellmouth junction. Any works to the public highway will be secured through an S278 agreement with the Council.
- 5.5 The potential number of trips associated with the proposed use has been quantified using a combination of TRICS and existing operator data. The existing operator data is considered to be a more reflective assessment of vehicle trips and indicates that the proposed uplift in floor area could result in 13 additional two-way vehicle trips during weekday peak hours. This level of vehicle trip increase is not considered to result in significant impacts on the local road network and therefore detailed junction modelling has not been undertaken.
- 5.6 A Travel Plan has been prepared and submitted as a standalone document, that will be implemented at the building to promote sustainable travel by staff and visitors.

Conclusion

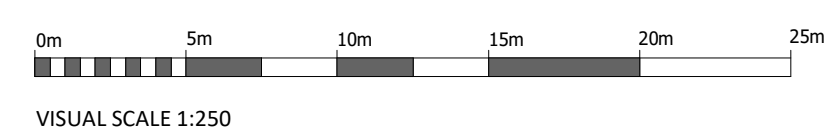
- 5.7 The proposals would not result in any unacceptable impact on the local highway network and as such should not be refused on highways and transport grounds.

Appendix A

(Application Plans)



1 GA Site Plan - Overall



REV	DATE	DESCRIPTION	DRAWN BY	CHECK BY
P08	2024-01-15	Issued for Full Planning	RAA	
P07	2024-02-16	Issued for Planning	RAA	
P06	2024-03-15	Updated for comments from meeting dated 2024-02-14	RAA	
P05	2024-03-12	Updated with building survey and minor alterations to fences	RAA	
P04	2024-02-05	Refined, services and additional details added	RAA	
P03	2024-01-30	Site layout updated	RAA	
P02	2024-01-19	Site layout updated	RAA	
P01	2024-01-19	Initial Drawing Issue	RAA	

PROJECT TITLE
Project Sakura

DRAWING TITLE
GA Site Plan - Overall

3	STATUS	PLANNING	DRAWN BY	CHECKED BY
A0	SCALE	1 : 250	DATE	2024-01-15
S2	SECURITY	P08	REVISION	

DRAWING NO.
TCSW - ASA - 90 - VS.ZZ - D - A - 9003 (S2 - P08)

REVISION NUMBER
TCSW-ASA-22-VS.ZZ-M3-A-0001 (S0-P05)

TSL
Thermotrafic
TEMPERATURE CONTROLLED LOGISTICS

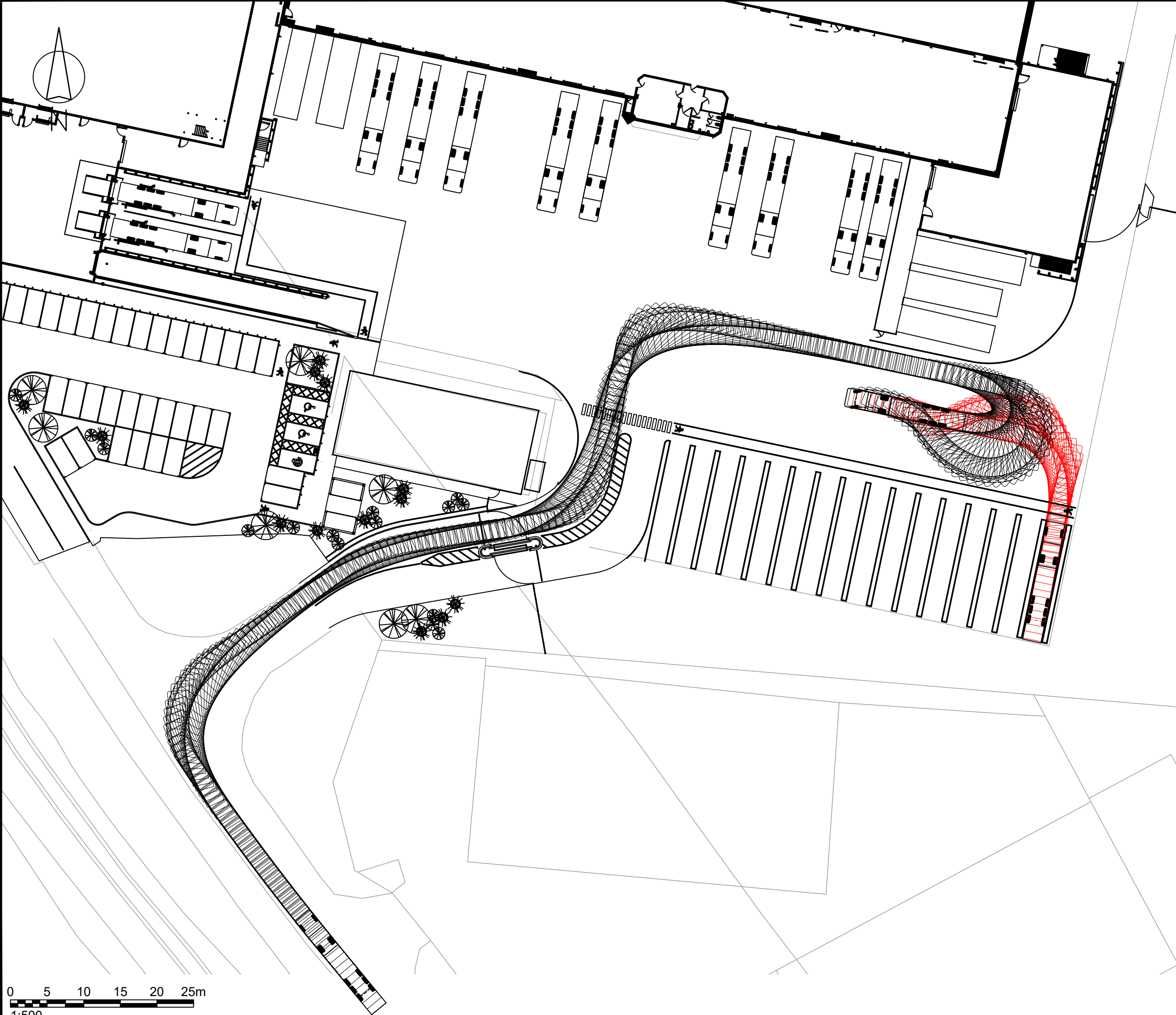
AshtonSmith
Beyond Design

Ashton Smith, Solihull House, 316 Victoria Avenue, Birmingham, North Yorkshire, HG2 1EL
Tel: 01423 52882 Fax: 01423 56554
www.ashton-smith.co.uk

JOB NO.
21158

Appendix B

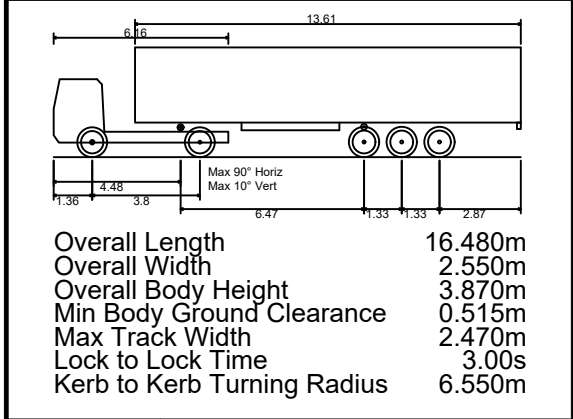
(Vehicle Tracking)



Rev	Details	Drawn	Checked	Date
A	Site layout and access updated.	DW	JP	04.02.2024
B	Site layout updated.	DW	JP	05.02.2024
C	Site layout updated.	DW	AH	20.02.2024
D	Site layout updated.	DW	AH	27.03.2024

- NOTES :**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client

...

Project

Project Sakura, Wrexham

Drawing Title

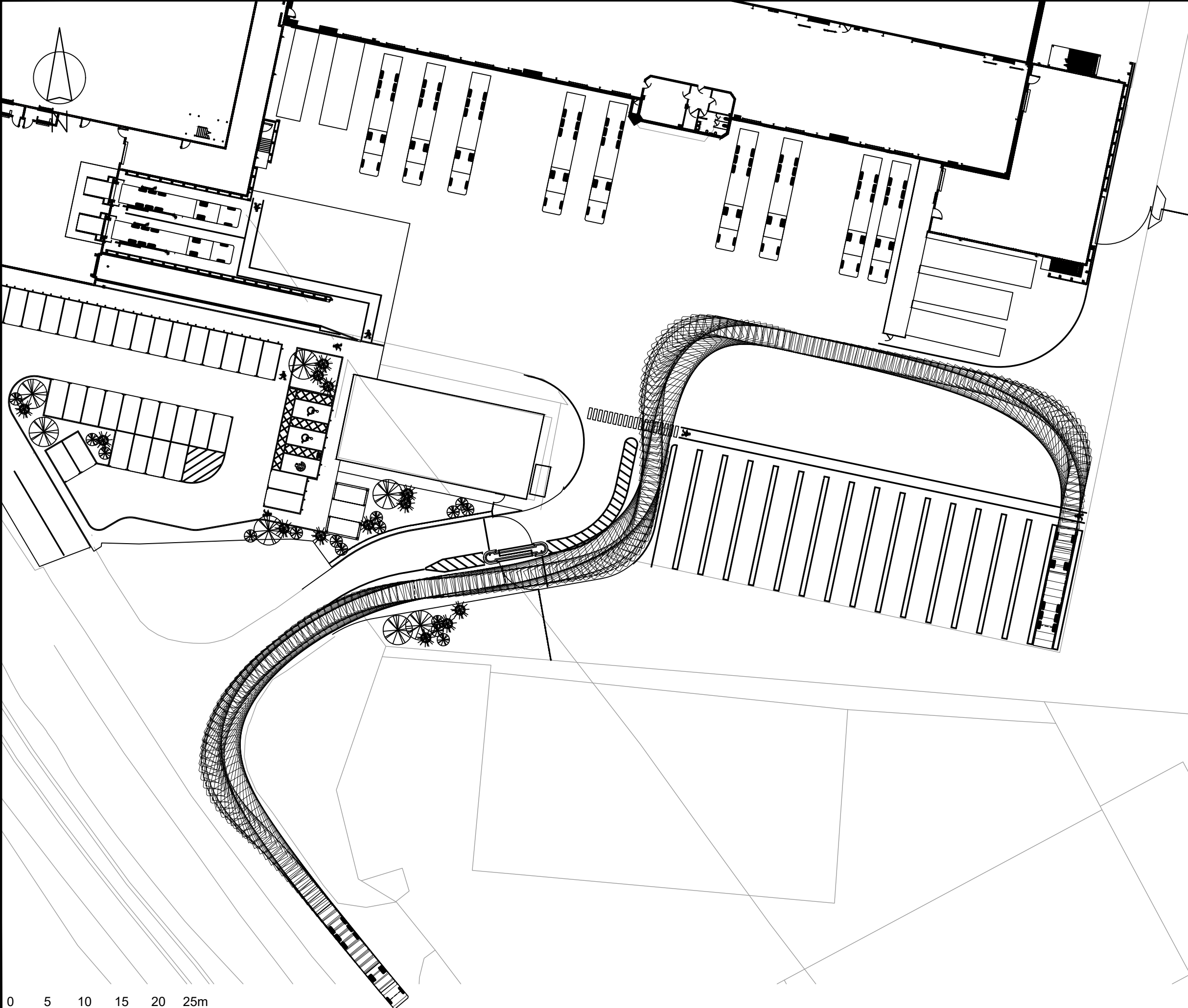
Vehicular Swept Paths
Analysis using FTA Design
Articulated Vehicle
(Sheet 1 of 4)

Scale	1:500	Size	A3
Drawn	DW	22.01.2024	
Checked	AH	22.01.2024	



111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

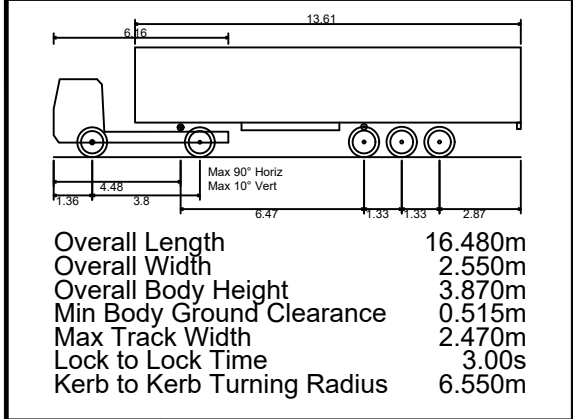
Drawing Number	Rev
2024-4983-TR01 (1)	D



Rev	Details	Drawn	Checked	Date
A	Site layout and access updated.	DW	JP	04.02.2024
B	Site layout updated.	DW	JP	05.02.2024
C	Site layout updated.	DW	AH	20.02.2024
D	Site layout updated.	DW	AH	27.03.2024

- NOTES :**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



	FORWARD MOVEMENTS <i>(design speed - 5kph)</i>
	REVERSE MOVEMENTS <i>(design speed - 2.5kph)</i>

Client

...

Project

Project Sakura, Wrexham

Drawing Title

Vehicular Swept Paths
Analysis using FTA Design
Articulated Vehicle
(Sheet 2 of 4)

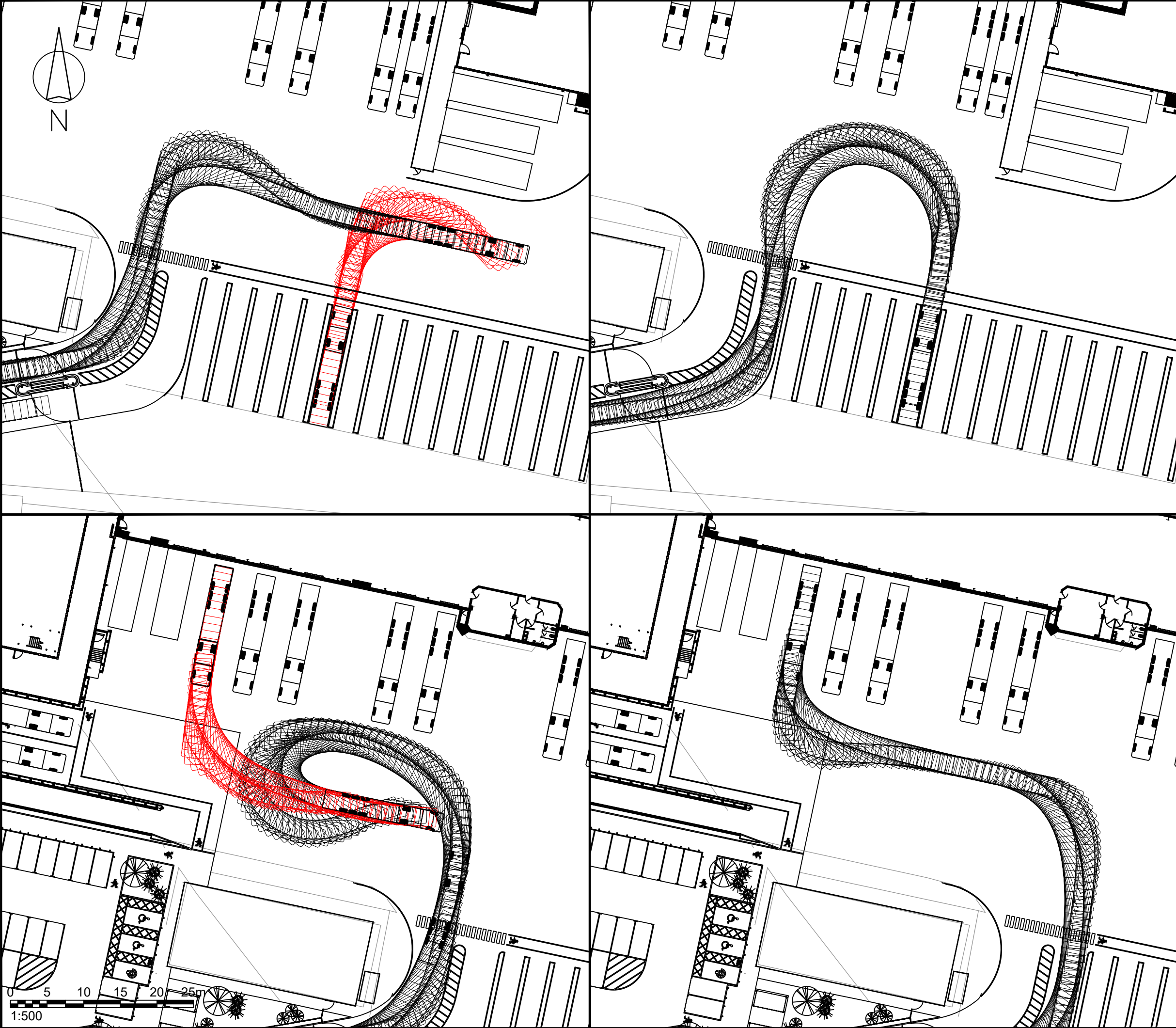
Scale	1:500	Size	A3
Drawn	DW	22.01.2024	
Checked	AH	22.01.2024	



111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-4983-TR01 (2)	D

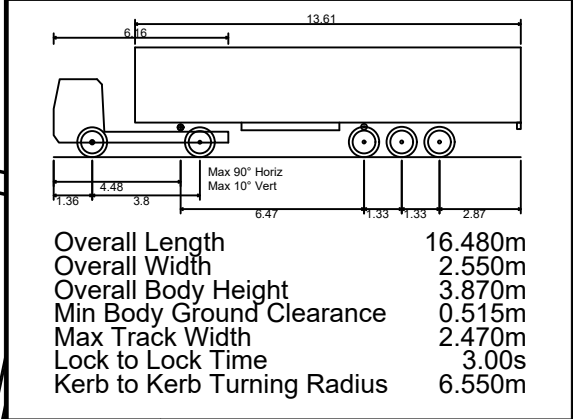
2024-4983-TR01_D - V.S.P.A. USING FTA DESIGN ARTICULATED VEHICLE.DWG



Rev	Details	Drawn	Checked	Date
A	Site layout and access updated.	DW	JP	04.02.2024
B	Site layout updated.	DW	JP	05.02.2024
C	Site layout updated.	DW	AH	20.02.2024
D	Site layout updated.	DW	AH	27.03.2024

- NOTES :**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client

...

Project

Project Sakura, Wrexham

Drawing Title

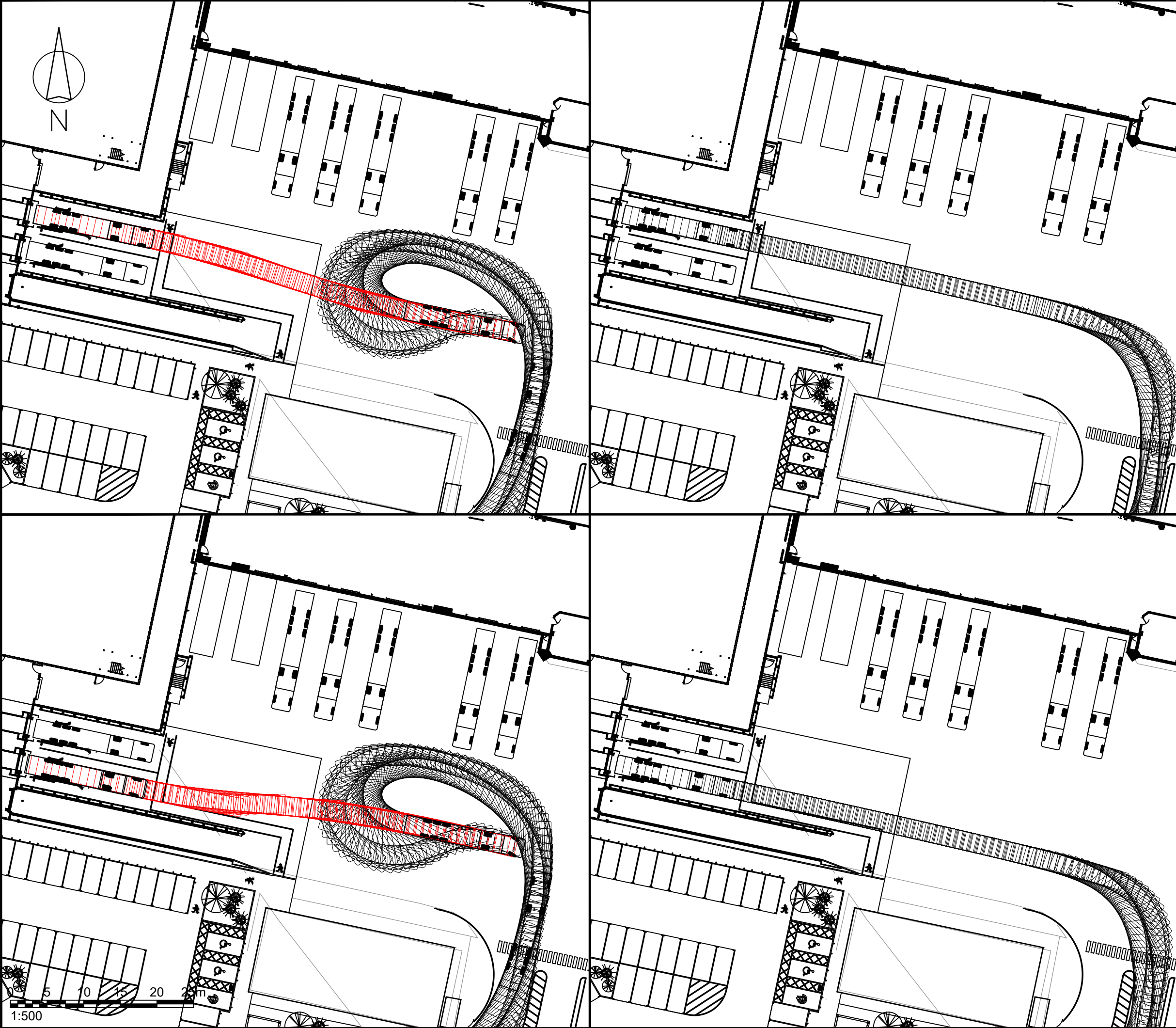
Vehicular Swept Paths
Analysis using FTA Design
Articulated Vehicle
(Sheet 3 of 4)

Scale	1:500	Size	A3
Drawn	DW	22.01.2024	
Checked	AH	22.01.2024	



111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

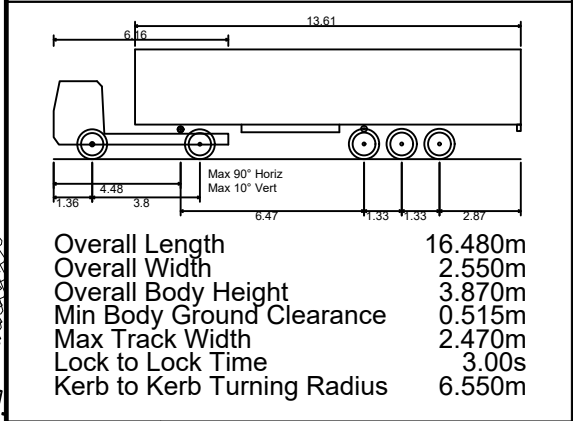
Drawing Number	2024-4983-TR01 (3)	Rev	D
----------------	--------------------	-----	---

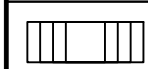


Rev	Details	Drawn	Checked	Date
A	Site layout and access updated.	DW	JP	04.02.2024
B	Site layout updated.	DW	JP	05.02.2024
C	Site layout updated.	DW	AH	20.02.2024
D	Site layout updated.	DW	AH	27.03.2024

- NOTES :**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
...

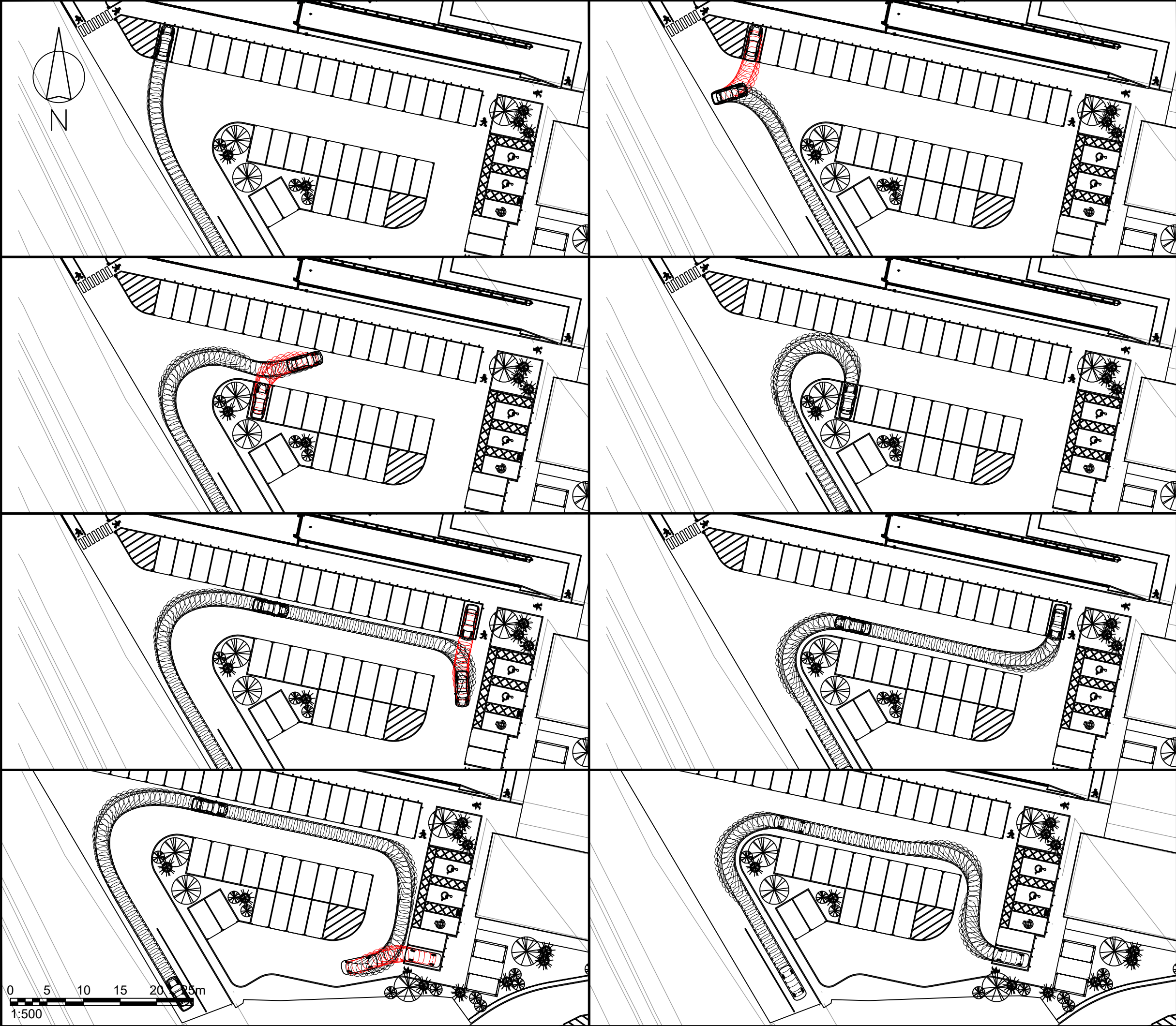
Project
Project Sakura, Wrexham

Drawing Title
Vehicular Swept Paths
Analysis using FTA Design
Articulated Vehicle
(Sheet 4 of 4)

Scale	1:500	Size	A3
Drawn	DW	22.01.2024	
Checked	AH	22.01.2024	



111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753	
Drawing Number	Rev
2024-4983-TR01 (4)	D



Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	JP	04.02.2024
B	Site layout updated.	DW	JP	05.02.2024
C	Site layout updated.	DW	AH	20.02.2024
D	Site layout updated.	DW	AH	27.03.2024

NOTES :

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

LARGE SIZE CAR (Jaguar S-Type)

Overall Length 4.939m
Overall Width 1.878m
Overall Body Height 1.474m
Min Body Ground Clearance 0.259m
Max Track Width 1.544m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.000m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client

SMARTPARC LTD

Project

Project Sakura, Wrexham

Drawing Title

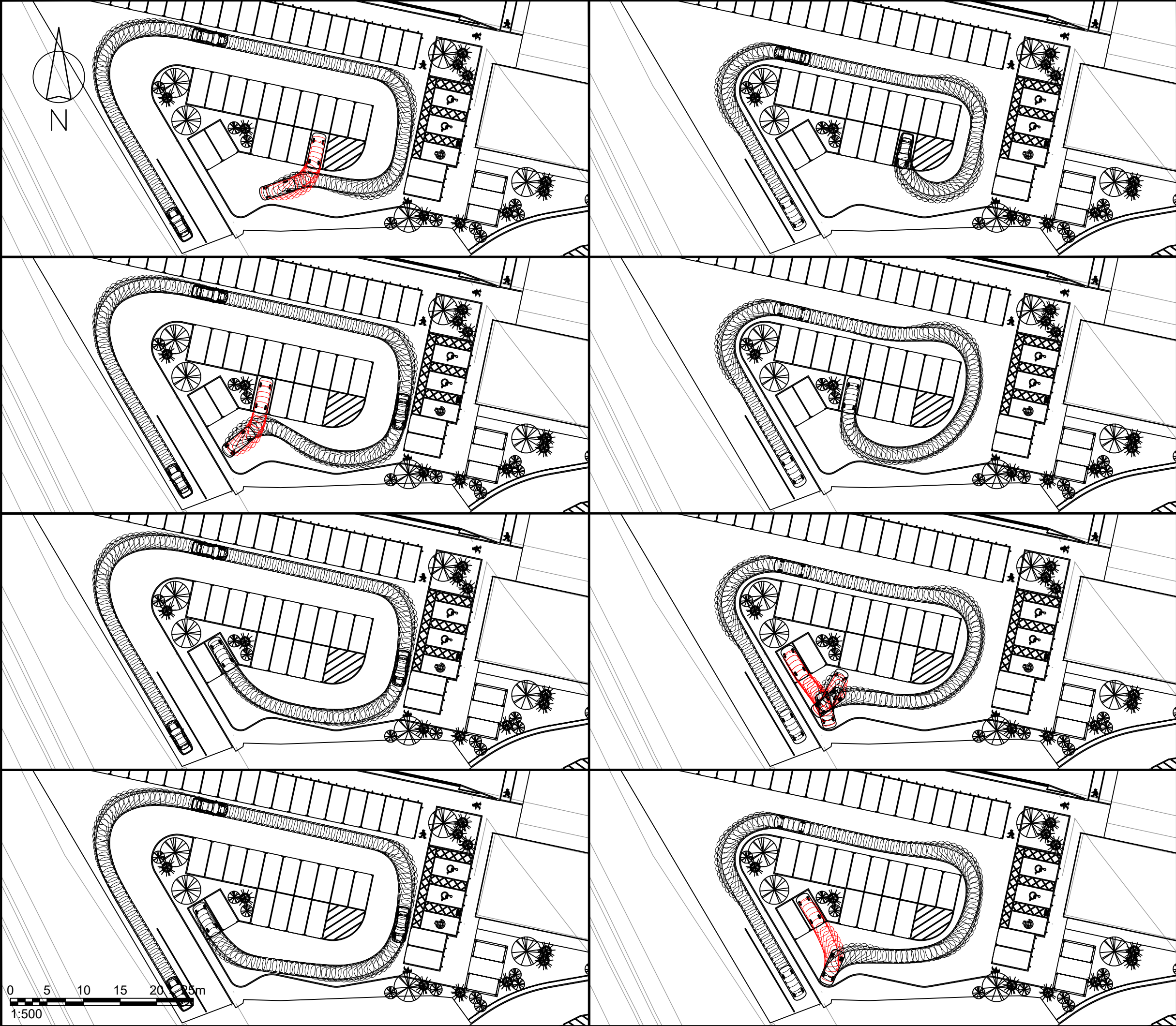
Vehicular Swept Paths
Analysis using Large Size Car
(Sheet 1 of 2)

Scale	1:500	Size	A3
Drawn	DW	22.01.2024	
Checked	AH	22.01.2024	

transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	2024-4983-TR02 (1)	Rev	D
----------------	--------------------	-----	---



Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	JP	04.02.2024
B	Site layout updated.	DW	JP	05.02.2024
C	Site layout updated.	DW	AH	20.02.2024
D	Site layout updated.	DW	AH	27.03.2024

NOTES :

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

LARGE SIZE CAR (Jaguar S-Type)

Overall Length 4.939m
Overall Width 1.878m
Overall Body Height 1.474m
Min Body Ground Clearance 0.259m
Max Track Width 1.544m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.000m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client

SMARTPARC LTD

Project

Project Sakura, Wrexham

Drawing Title

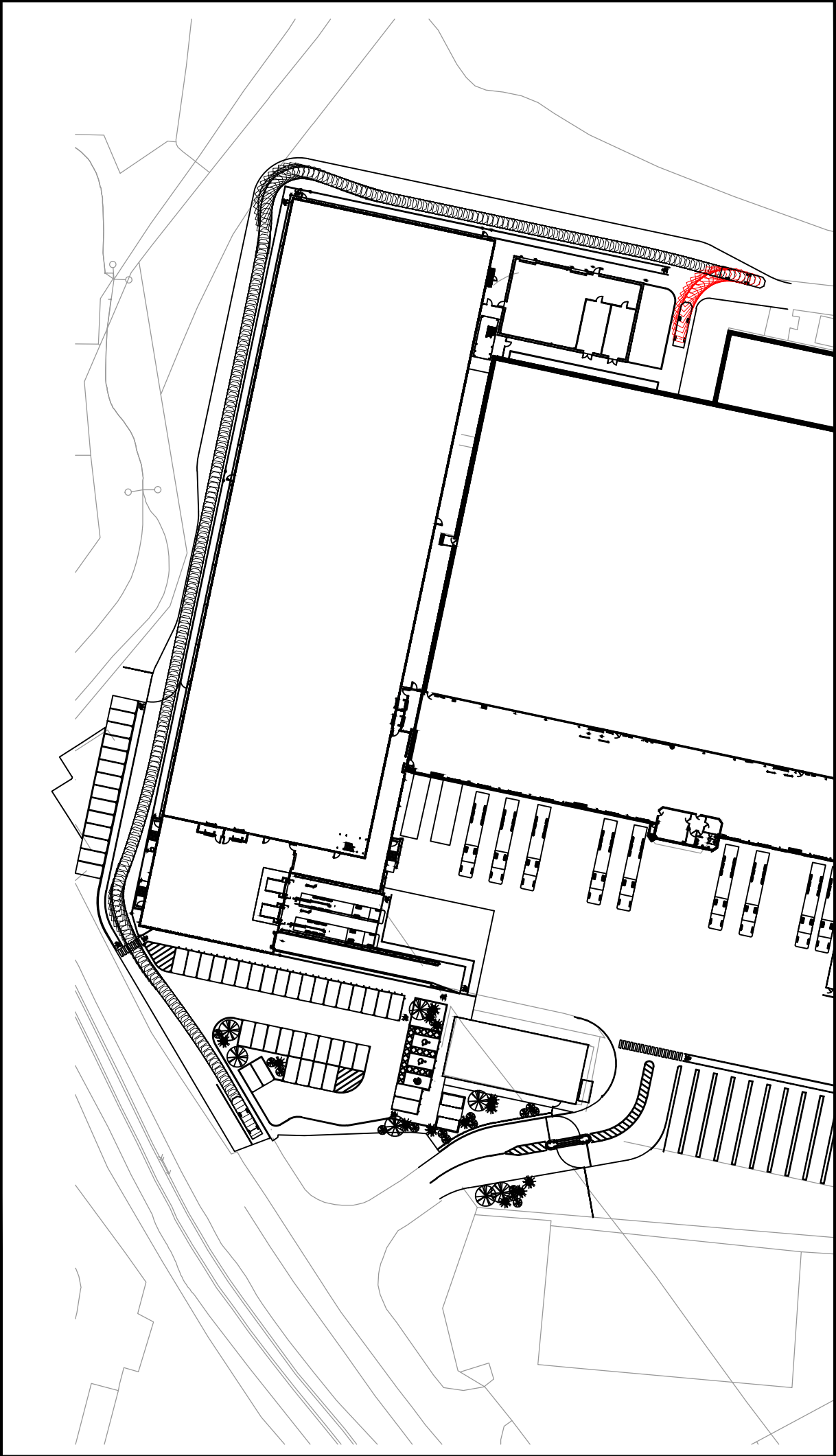
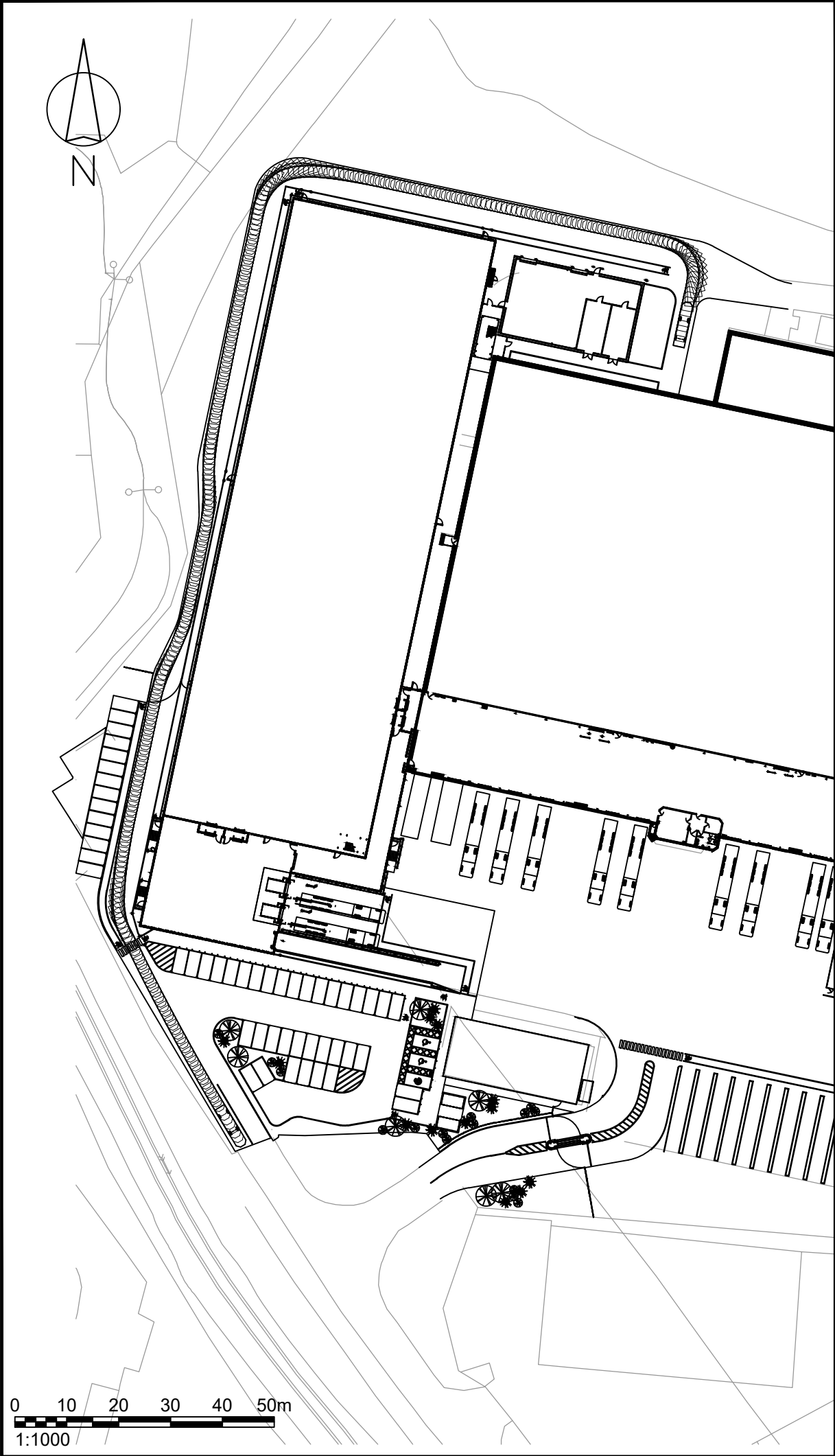
**Vehicular Swept Paths
Analysis using Large Size Car
(Sheet 2 of 2)**

Scale	1:500	Size	A3
Drawn	DW		22.01.2024
Checked	AH		22.01.2024

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-4983-TR02 (2)	D



Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	AH	27.03.2024

NOTES :

1. Do not scale from this drawing.

2. This drawing to be read & printed in colour.

3. This drawing is for illustrative purposes only, and not for construction.

DB32 FIRE APPLIANCE

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

8.680m

2.180m

3.452m

0.337m

2.121m

6.00s

7.910m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

Client

...

Project

Project Sakura, Wrexham

Drawing Title

Vehicular Swept Paths Analysis
using DB32 Fire Appliance

Scale

1:1,000

Size

A3

Drawn

DW

20.02.2024

Checked

AH

20.02.2024

ttp consulting
transport planning specialists

111 - 113 Great Portland Street

London

W1W 6QQ

Tel. No. 0207 1000 753

Drawing Number

2024-4983-TR03

Rev

A

Appendix C

(TRICS Data)

Calculation Reference: AUDIT-752101-240201-0227

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
10	WALES	
	NW NEWPORT	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	1 days
13	MUNSTER	
	CR CORK	1 days
14	LEINSTER	
	LU LOUTH	1 days
	WX WEXFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	2 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: 190 to 7881 (units: sqm)
Range Selected by User: 190 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 20/04/23

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 2 days
Wednesday 2 days
Thursday 4 days
Friday 4 days

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

Selected survey types:
Manual count 14 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 2
Edge of Town 11
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 10
Commercial Zone 1
Residential Zone 1
No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 14 days - Selected

Secondary Filtering selection:

Use Class:
n/a 3 days
B8 11 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	2 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	7 days
1.1 to 1.5	7 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	14 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	14 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

1	AN-02-F-05	SEAFOOD DISTRIBUTION	ANTRIM
	BLACKSTAFF ROAD		
	BELFAST		
	ANDERSONSTOWN		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	26/11/20	Survey Type: MANUAL
2	BO-02-F-01	DRINKS WHOLESALER	BEDFORD
	CAMBRIDGE ROAD		
	BEDFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
3	CR-02-F-03	FURNITURE DISTRIBUTION	CORK
	POULADUFF ROAD		
	CORK		
	SOUTHSIDE IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4800 sqm	
	Survey date: TUESDAY	15/10/19	Survey Type: MANUAL
4	DL-02-F-03	BATHROOM TILES & TIMBER	DUBLIN
	MAPLE AVENUE		
	DUBLIN		
	SANDYFORD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	650 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
5	DL-02-F-04	LOGISTICS COMPANY	DUBLIN
	SWORDS ROAD		
	DUBLIN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3990 sqm	
	Survey date: WEDNESDAY	19/05/21	Survey Type: MANUAL
6	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
8	LO-02-F-01	LOGISTICS SERVICE	WEST LoTHIAN
	BATHGATE ROAD		
	ARMADALE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	5855 sqm	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LU-02-F-01	PACKAGING COMPANY	LOUTH
	MATTHEWS LANE		
	DROGHEDA		
	LAGAVOOREN		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5350 sqm	
	Survey date: FRIDAY	19/06/15	Survey Type: MANUAL
10	NW-02-F-02	AMAZON DEPOT	NEWPORT
	LLANWERN WORKS		
	NEWPORT		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	4836 sqm	
	Survey date: WEDNESDAY	25/11/20	Survey Type: MANUAL
11	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
12	TB-02-F-01	OPTICS WAREHOUSE	TORBAY
	ALDERS WAY		
	PAIGNTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
13	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
14	WX-02-F-01	WAREHOUSING & DISTRIBUTION	WEXFORD
	ROSSLARE ROAD		
	NEAR WEXFORD		
	DRINAGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7881 sqm	
	Survey date: THURSDAY	20/04/23	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
AN-02-F-03	Excl.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	8	3446	0.007	8	3446	0.007	8	3446	0.014
05:30 - 06:00	8	3446	0.025	8	3446	0.004	8	3446	0.029
06:00 - 06:30	9	3600	0.056	9	3600	0.043	9	3600	0.099
06:30 - 07:00	9	3600	0.080	9	3600	0.025	9	3600	0.105
07:00 - 07:30	14	4022	0.089	14	4022	0.046	14	4022	0.135
07:30 - 08:00	14	4022	0.123	14	4022	0.050	14	4022	0.173
08:00 - 08:30	14	4022	0.124	14	4022	0.052	14	4022	0.176
08:30 - 09:00	14	4022	0.155	14	4022	0.087	14	4022	0.242
09:00 - 09:30	14	4022	0.115	14	4022	0.064	14	4022	0.179
09:30 - 10:00	14	4022	0.094	14	4022	0.075	14	4022	0.169
10:00 - 10:30	14	4022	0.094	14	4022	0.085	14	4022	0.179
10:30 - 11:00	14	4022	0.114	14	4022	0.091	14	4022	0.205
11:00 - 11:30	14	4022	0.098	14	4022	0.099	14	4022	0.197
11:30 - 12:00	14	4022	0.082	14	4022	0.096	14	4022	0.178
12:00 - 12:30	14	4022	0.080	14	4022	0.096	14	4022	0.176
12:30 - 13:00	14	4022	0.083	14	4022	0.101	14	4022	0.184
13:00 - 13:30	14	4022	0.096	14	4022	0.114	14	4022	0.210
13:30 - 14:00	14	4022	0.105	14	4022	0.076	14	4022	0.181
14:00 - 14:30	14	4022	0.087	14	4022	0.091	14	4022	0.178
14:30 - 15:00	14	4022	0.105	14	4022	0.099	14	4022	0.204
15:00 - 15:30	14	4022	0.080	14	4022	0.123	14	4022	0.203
15:30 - 16:00	14	4022	0.076	14	4022	0.101	14	4022	0.177
16:00 - 16:30	14	4022	0.091	14	4022	0.101	14	4022	0.192
16:30 - 17:00	14	4022	0.064	14	4022	0.099	14	4022	0.163
17:00 - 17:30	14	4022	0.053	14	4022	0.144	14	4022	0.197
17:30 - 18:00	14	4022	0.052	14	4022	0.142	14	4022	0.194
18:00 - 18:30	14	4022	0.041	14	4022	0.133	14	4022	0.174
18:30 - 19:00	14	4022	0.039	14	4022	0.053	14	4022	0.092
19:00 - 19:30	8	3446	0.004	8	3446	0.033	8	3446	0.037
19:30 - 20:00	8	3446	0.011	8	3446	0.007	8	3446	0.018
20:00 - 20:30	8	3446	0.004	8	3446	0.033	8	3446	0.037
20:30 - 21:00	8	3446	0.000	8	3446	0.004	8	3446	0.004
21:00 - 21:30	1	5855	0.017	1	5855	0.000	1	5855	0.017
21:30 - 22:00	1	5855	0.017	1	5855	0.017	1	5855	0.034
22:00 - 22:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:30 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.361			2.391			4.752

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	190 - 7881 (units: sqm)
Survey date date range:	01/01/15 - 20/04/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	8	3446	0.000	8	3446	0.000	8	3446	0.000
05:30 - 06:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
06:00 - 06:30	9	3600	0.000	9	3600	0.000	9	3600	0.000
06:30 - 07:00	9	3600	0.000	9	3600	0.000	9	3600	0.000
07:00 - 07:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
07:30 - 08:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
08:00 - 08:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
08:30 - 09:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
09:00 - 09:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
09:30 - 10:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
10:00 - 10:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
10:30 - 11:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
11:00 - 11:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
11:30 - 12:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
12:00 - 12:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
12:30 - 13:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
13:00 - 13:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
13:30 - 14:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
14:00 - 14:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
14:30 - 15:00	14	4022	0.002	14	4022	0.002	14	4022	0.004
15:00 - 15:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
15:30 - 16:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
16:00 - 16:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
16:30 - 17:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
17:00 - 17:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
17:30 - 18:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
18:00 - 18:30	14	4022	0.002	14	4022	0.002	14	4022	0.004
18:30 - 19:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
19:00 - 19:30	8	3446	0.000	8	3446	0.000	8	3446	0.000
19:30 - 20:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
20:00 - 20:30	8	3446	0.000	8	3446	0.000	8	3446	0.000
20:30 - 21:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
21:00 - 21:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
21:30 - 22:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:00 - 22:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:30 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
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/F - WAREHOUSING (COMMERCIAL)
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	8	3446	0.004	8	3446	0.000	8	3446	0.004
05:30 - 06:00	8	3446	0.000	8	3446	0.004	8	3446	0.004
06:00 - 06:30	9	3600	0.000	9	3600	0.006	9	3600	0.006
06:30 - 07:00	9	3600	0.006	9	3600	0.009	9	3600	0.015
07:00 - 07:30	14	4022	0.009	14	4022	0.023	14	4022	0.032
07:30 - 08:00	14	4022	0.011	14	4022	0.018	14	4022	0.029
08:00 - 08:30	14	4022	0.018	14	4022	0.018	14	4022	0.036
08:30 - 09:00	14	4022	0.023	14	4022	0.044	14	4022	0.067
09:00 - 09:30	14	4022	0.011	14	4022	0.030	14	4022	0.041
09:30 - 10:00	14	4022	0.025	14	4022	0.032	14	4022	0.057
10:00 - 10:30	14	4022	0.025	14	4022	0.028	14	4022	0.053
10:30 - 11:00	14	4022	0.030	14	4022	0.020	14	4022	0.050
11:00 - 11:30	14	4022	0.027	14	4022	0.028	14	4022	0.055
11:30 - 12:00	14	4022	0.016	14	4022	0.023	14	4022	0.039
12:00 - 12:30	14	4022	0.028	14	4022	0.021	14	4022	0.049
12:30 - 13:00	14	4022	0.018	14	4022	0.014	14	4022	0.032
13:00 - 13:30	14	4022	0.018	14	4022	0.016	14	4022	0.034
13:30 - 14:00	14	4022	0.034	14	4022	0.012	14	4022	0.046
14:00 - 14:30	14	4022	0.021	14	4022	0.009	14	4022	0.030
14:30 - 15:00	14	4022	0.028	14	4022	0.014	14	4022	0.042
15:00 - 15:30	14	4022	0.034	14	4022	0.021	14	4022	0.055
15:30 - 16:00	14	4022	0.032	14	4022	0.014	14	4022	0.046
16:00 - 16:30	14	4022	0.034	14	4022	0.032	14	4022	0.066
16:30 - 17:00	14	4022	0.034	14	4022	0.021	14	4022	0.055
17:00 - 17:30	14	4022	0.014	14	4022	0.018	14	4022	0.032
17:30 - 18:00	14	4022	0.016	14	4022	0.039	14	4022	0.055
18:00 - 18:30	14	4022	0.012	14	4022	0.009	14	4022	0.021
18:30 - 19:00	14	4022	0.011	14	4022	0.007	14	4022	0.018
19:00 - 19:30	8	3446	0.000	8	3446	0.004	8	3446	0.004
19:30 - 20:00	8	3446	0.007	8	3446	0.000	8	3446	0.007
20:00 - 20:30	8	3446	0.004	8	3446	0.007	8	3446	0.011
20:30 - 21:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
21:00 - 21:30	1	5855	0.017	1	5855	0.000	1	5855	0.017
21:30 - 22:00	1	5855	0.000	1	5855	0.017	1	5855	0.017
22:00 - 22:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:30 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.567			0.558			1.125

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/F - WAREHOUSING (COMMERCIAL)
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	8	3446	0.000	8	3446	0.000	8	3446	0.000
05:30 - 06:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
06:00 - 06:30	9	3600	0.003	9	3600	0.000	9	3600	0.003
06:30 - 07:00	9	3600	0.006	9	3600	0.000	9	3600	0.006
07:00 - 07:30	14	4022	0.004	14	4022	0.002	14	4022	0.006
07:30 - 08:00	14	4022	0.005	14	4022	0.000	14	4022	0.005
08:00 - 08:30	14	4022	0.005	14	4022	0.000	14	4022	0.005
08:30 - 09:00	14	4022	0.002	14	4022	0.000	14	4022	0.002
09:00 - 09:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
09:30 - 10:00	14	4022	0.000	14	4022	0.002	14	4022	0.002
10:00 - 10:30	14	4022	0.002	14	4022	0.000	14	4022	0.002
10:30 - 11:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
11:00 - 11:30	14	4022	0.002	14	4022	0.002	14	4022	0.004
11:30 - 12:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
12:00 - 12:30	14	4022	0.002	14	4022	0.000	14	4022	0.002
12:30 - 13:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
13:00 - 13:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
13:30 - 14:00	14	4022	0.002	14	4022	0.000	14	4022	0.002
14:00 - 14:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
14:30 - 15:00	14	4022	0.004	14	4022	0.002	14	4022	0.006
15:00 - 15:30	14	4022	0.000	14	4022	0.007	14	4022	0.007
15:30 - 16:00	14	4022	0.000	14	4022	0.005	14	4022	0.005
16:00 - 16:30	14	4022	0.000	14	4022	0.004	14	4022	0.004
16:30 - 17:00	14	4022	0.000	14	4022	0.005	14	4022	0.005
17:00 - 17:30	14	4022	0.000	14	4022	0.002	14	4022	0.002
17:30 - 18:00	14	4022	0.000	14	4022	0.002	14	4022	0.002
18:00 - 18:30	14	4022	0.000	14	4022	0.002	14	4022	0.002
18:30 - 19:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
19:00 - 19:30	8	3446	0.000	8	3446	0.000	8	3446	0.000
19:30 - 20:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
20:00 - 20:30	8	3446	0.000	8	3446	0.000	8	3446	0.000
20:30 - 21:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
21:00 - 21:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
21:30 - 22:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:00 - 22:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:30 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.037			0.035			0.072

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/F - WAREHOUSING (COMMERCIAL)
 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	8	3446	0.004	8	3446	0.007	8	3446	0.011
05:30 - 06:00	8	3446	0.025	8	3446	0.000	8	3446	0.025
06:00 - 06:30	9	3600	0.037	9	3600	0.015	9	3600	0.052
06:30 - 07:00	9	3600	0.052	9	3600	0.009	9	3600	0.061
07:00 - 07:30	14	4022	0.057	14	4022	0.016	14	4022	0.073
07:30 - 08:00	14	4022	0.085	14	4022	0.023	14	4022	0.108
08:00 - 08:30	14	4022	0.080	14	4022	0.020	14	4022	0.100
08:30 - 09:00	14	4022	0.092	14	4022	0.011	14	4022	0.103
09:00 - 09:30	14	4022	0.057	14	4022	0.014	14	4022	0.071
09:30 - 10:00	14	4022	0.036	14	4022	0.012	14	4022	0.048
10:00 - 10:30	14	4022	0.028	14	4022	0.025	14	4022	0.053
10:30 - 11:00	14	4022	0.053	14	4022	0.028	14	4022	0.081
11:00 - 11:30	14	4022	0.046	14	4022	0.034	14	4022	0.080
11:30 - 12:00	14	4022	0.046	14	4022	0.027	14	4022	0.073
12:00 - 12:30	14	4022	0.030	14	4022	0.041	14	4022	0.071
12:30 - 13:00	14	4022	0.034	14	4022	0.043	14	4022	0.077
13:00 - 13:30	14	4022	0.052	14	4022	0.069	14	4022	0.121
13:30 - 14:00	14	4022	0.057	14	4022	0.041	14	4022	0.098
14:00 - 14:30	14	4022	0.043	14	4022	0.060	14	4022	0.103
14:30 - 15:00	14	4022	0.052	14	4022	0.059	14	4022	0.111
15:00 - 15:30	14	4022	0.030	14	4022	0.083	14	4022	0.113
15:30 - 16:00	14	4022	0.020	14	4022	0.066	14	4022	0.086
16:00 - 16:30	14	4022	0.025	14	4022	0.052	14	4022	0.077
16:30 - 17:00	14	4022	0.014	14	4022	0.069	14	4022	0.083
17:00 - 17:30	14	4022	0.025	14	4022	0.114	14	4022	0.139
17:30 - 18:00	14	4022	0.025	14	4022	0.092	14	4022	0.117
18:00 - 18:30	14	4022	0.020	14	4022	0.112	14	4022	0.132
18:30 - 19:00	14	4022	0.021	14	4022	0.043	14	4022	0.064
19:00 - 19:30	8	3446	0.000	8	3446	0.025	8	3446	0.025
19:30 - 20:00	8	3446	0.004	8	3446	0.004	8	3446	0.008
20:00 - 20:30	8	3446	0.000	8	3446	0.025	8	3446	0.025
20:30 - 21:00	8	3446	0.000	8	3446	0.004	8	3446	0.004
21:00 - 21:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
21:30 - 22:00	1	5855	0.017	1	5855	0.000	1	5855	0.017
22:00 - 22:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:30 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.167			1.243			2.410

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/F - WAREHOUSING (COMMERCIAL)
 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	8	3446	0.000	8	3446	0.000	8	3446	0.000
05:30 - 06:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
06:00 - 06:30	9	3600	0.019	9	3600	0.022	9	3600	0.041
06:30 - 07:00	9	3600	0.022	9	3600	0.006	9	3600	0.028
07:00 - 07:30	14	4022	0.023	14	4022	0.007	14	4022	0.030
07:30 - 08:00	14	4022	0.027	14	4022	0.009	14	4022	0.036
08:00 - 08:30	14	4022	0.025	14	4022	0.014	14	4022	0.039
08:30 - 09:00	14	4022	0.037	14	4022	0.032	14	4022	0.069
09:00 - 09:30	14	4022	0.046	14	4022	0.020	14	4022	0.066
09:30 - 10:00	14	4022	0.034	14	4022	0.030	14	4022	0.064
10:00 - 10:30	14	4022	0.039	14	4022	0.032	14	4022	0.071
10:30 - 11:00	14	4022	0.028	14	4022	0.043	14	4022	0.071
11:00 - 11:30	14	4022	0.023	14	4022	0.037	14	4022	0.060
11:30 - 12:00	14	4022	0.020	14	4022	0.044	14	4022	0.064
12:00 - 12:30	14	4022	0.021	14	4022	0.034	14	4022	0.055
12:30 - 13:00	14	4022	0.028	14	4022	0.044	14	4022	0.072
13:00 - 13:30	14	4022	0.027	14	4022	0.028	14	4022	0.055
13:30 - 14:00	14	4022	0.014	14	4022	0.021	14	4022	0.035
14:00 - 14:30	14	4022	0.023	14	4022	0.021	14	4022	0.044
14:30 - 15:00	14	4022	0.023	14	4022	0.021	14	4022	0.044
15:00 - 15:30	14	4022	0.016	14	4022	0.016	14	4022	0.032
15:30 - 16:00	14	4022	0.025	14	4022	0.020	14	4022	0.045
16:00 - 16:30	14	4022	0.030	14	4022	0.018	14	4022	0.048
16:30 - 17:00	14	4022	0.016	14	4022	0.007	14	4022	0.023
17:00 - 17:30	14	4022	0.014	14	4022	0.012	14	4022	0.026
17:30 - 18:00	14	4022	0.011	14	4022	0.011	14	4022	0.022
18:00 - 18:30	14	4022	0.007	14	4022	0.011	14	4022	0.018
18:30 - 19:00	14	4022	0.007	14	4022	0.004	14	4022	0.011
19:00 - 19:30	8	3446	0.004	8	3446	0.004	8	3446	0.008
19:30 - 20:00	8	3446	0.000	8	3446	0.004	8	3446	0.004
20:00 - 20:30	8	3446	0.000	8	3446	0.000	8	3446	0.000
20:30 - 21:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
21:00 - 21:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
21:30 - 22:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:00 - 22:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:30 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.609			0.572			1.181

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/F - WAREHOUSING (COMMERCIAL)
 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	8	3446	0.000	8	3446	0.000	8	3446	0.000
05:30 - 06:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
06:00 - 06:30	9	3600	0.000	9	3600	0.000	9	3600	0.000
06:30 - 07:00	9	3600	0.000	9	3600	0.000	9	3600	0.000
07:00 - 07:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
07:30 - 08:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
08:00 - 08:30	14	4022	0.002	14	4022	0.000	14	4022	0.002
08:30 - 09:00	14	4022	0.002	14	4022	0.000	14	4022	0.002
09:00 - 09:30	14	4022	0.002	14	4022	0.000	14	4022	0.002
09:30 - 10:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
10:00 - 10:30	14	4022	0.002	14	4022	0.000	14	4022	0.002
10:30 - 11:00	14	4022	0.002	14	4022	0.000	14	4022	0.002
11:00 - 11:30	14	4022	0.002	14	4022	0.000	14	4022	0.002
11:30 - 12:00	14	4022	0.000	14	4022	0.002	14	4022	0.002
12:00 - 12:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
12:30 - 13:00	14	4022	0.004	14	4022	0.000	14	4022	0.004
13:00 - 13:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
13:30 - 14:00	14	4022	0.000	14	4022	0.002	14	4022	0.002
14:00 - 14:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
14:30 - 15:00	14	4022	0.000	14	4022	0.004	14	4022	0.004
15:00 - 15:30	14	4022	0.000	14	4022	0.002	14	4022	0.002
15:30 - 16:00	14	4022	0.000	14	4022	0.002	14	4022	0.002
16:00 - 16:30	14	4022	0.002	14	4022	0.000	14	4022	0.002
16:30 - 17:00	14	4022	0.000	14	4022	0.002	14	4022	0.002
17:00 - 17:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
17:30 - 18:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
18:00 - 18:30	14	4022	0.000	14	4022	0.000	14	4022	0.000
18:30 - 19:00	14	4022	0.000	14	4022	0.000	14	4022	0.000
19:00 - 19:30	8	3446	0.000	8	3446	0.000	8	3446	0.000
19:30 - 20:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
20:00 - 20:30	8	3446	0.000	8	3446	0.000	8	3446	0.000
20:30 - 21:00	8	3446	0.000	8	3446	0.000	8	3446	0.000
21:00 - 21:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
21:30 - 22:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:00 - 22:30	1	5855	0.000	1	5855	0.000	1	5855	0.000
22:30 - 23:00	1	5855	0.000	1	5855	0.000	1	5855	0.000
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.014			0.032

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.