

Transport Assessment

**Proposed Residential Development
Westminster Industrial Estate, Gwersyllt, Wrexham**

Whitley Brothers Ltd

October 2014

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1.0 INTRODUCTION

- 1.1 SCP is instructed by Whitley Brothers Ltd to investigate and report upon the anticipated transport issues associated with the proposed redevelopment of land at Westminster Industrial Estate, Gwersyllt, Wrexham for residential uses. This report accompanies an outline application, with access to be determined at this stage. There is an illustrative masterplan to support the application which identifies 102 no dwellings on the site. There is proposed mix of 2 bed apartments and 3 bed/4bed houses illustrated on the plan together with associated car parking and infrastructure works.
- 1.2 The location of the application site and the A541, Mold Road in relation to Wrexham and Gwersyllt is illustrated below:

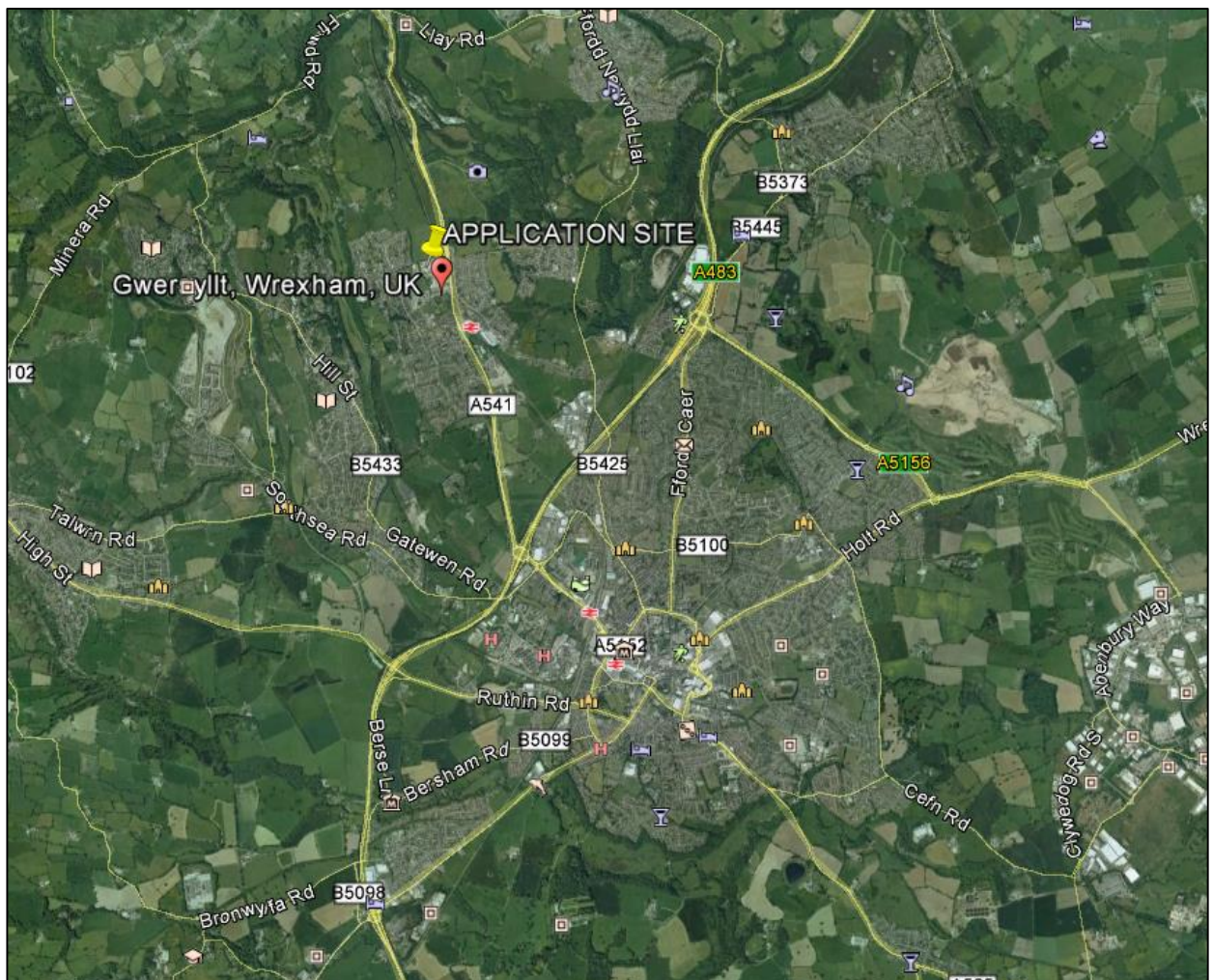


Figure 1.1 Site Location

Source: Google Earth

-
- 1.3 The site is accessed via a private road onto the A541 Mold Road. The access road is in part owned by the applicant and there is a right of way over other sections of the road. The access serves a number of uses including a radio station, commercial units, a working men's club and a Builder's merchants as well as the application site.
 - 1.4 Discussions have taken place with the Highways Officer on site in respect of the proposals and the main issue related to need to make safe provision for pedestrians from the site to Mold Road. It was acknowledged that the development proposals would lead to a reduction in the number of goods vehicles on the access road and at the junction with Mold Road.
 - 1.5 The Transport Assessment considers the issues associated with the traffic aspects of the proposals and also considers the accessibility of the site to local facilities by foot, cycle and public transport.

2.0 EXISTING SITUATION

- 2.1 The application site is illustrated below and it is located to the north of Gwersyllt and is around 4km north of the centre of Wrexham. The application site is around 2.5ha and it is located around 600m north of Gwersyllt railway station and 300m north of Ysgol Bryn Alyn high school.



Figure 2.1 Site Area

Source: Google Streetview

- 2.2 The site is gated and contains a number of buildings plus large areas of hard standing/car parking areas. The buildings on site total around 3194 sqm. The site has the potential to attract traffic to the existing buildings.
- 2.3 The site is served off a private road which joins the A541 Mold Road at a simple priority T junction. The private access road serves the application site, a working men's club, Kents building supplies, a radio station, a retail unit (North Wales Beds) and some dwellings.
- 2.4 The application site includes part of the access road as illustrated at Appendix 1. Access over the remainder of the access road to the Application Site is via a right of way up to a point around 10m west of the A541. The first 10m of the access road is an adopted highway and is maintained by the Council.
- 2.5 There is a footway located on the northern side of the access road from the A541 which peters out adjacent to the access to the working men's club

- 2.6 The junction with the A541 is illustrated below and there is a cycle/pedestrian crossing point over the access road.

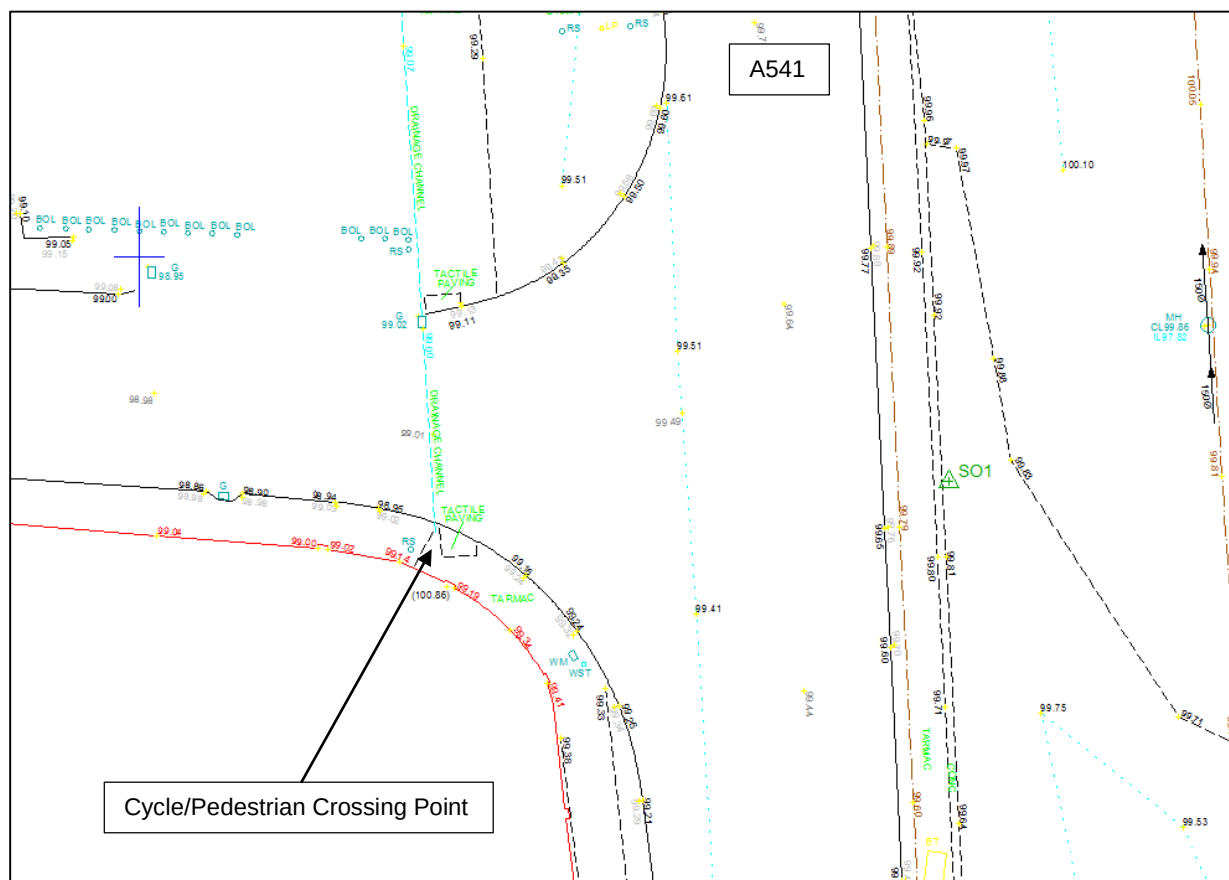


Figure 2.2 Access Road on Topographical Survey

- 2.7 There is a small deceleration lane for left turning traffic into the access road. At this location there is a mandatory 30 mph speed limit in force along the A541 which is reinforced by a variable message sign (VMS). North of the access road there is a double white line regime along the A541 to prevent overtaking and south of the access there is a single white line to prevent overtaking in a northbound direction.
- 2.8 Around 80m south of the access road there is a priority controlled cross roads between the A541 with Church St and Old Mold Road. There is also a signalised crossing of the A541 just to the south of the crossroads.
- 2.9 Church Street is a short cul de sac which serves in the main the Bryn Alyn High School, the Holy Trinity Church and some houses.
- 2.10 Old Mold Road serves housing and a Lidl store and then leads onto Hope Street which serves the Gwersyllt rail station and the eastern section of Gwersyllt including the Gwersyllt County Primary School.

- 2.11 The local public rights of way are illustrated below and include a footpath located to the west of the application site which leads to Church Street and Bryn Alyn High School.

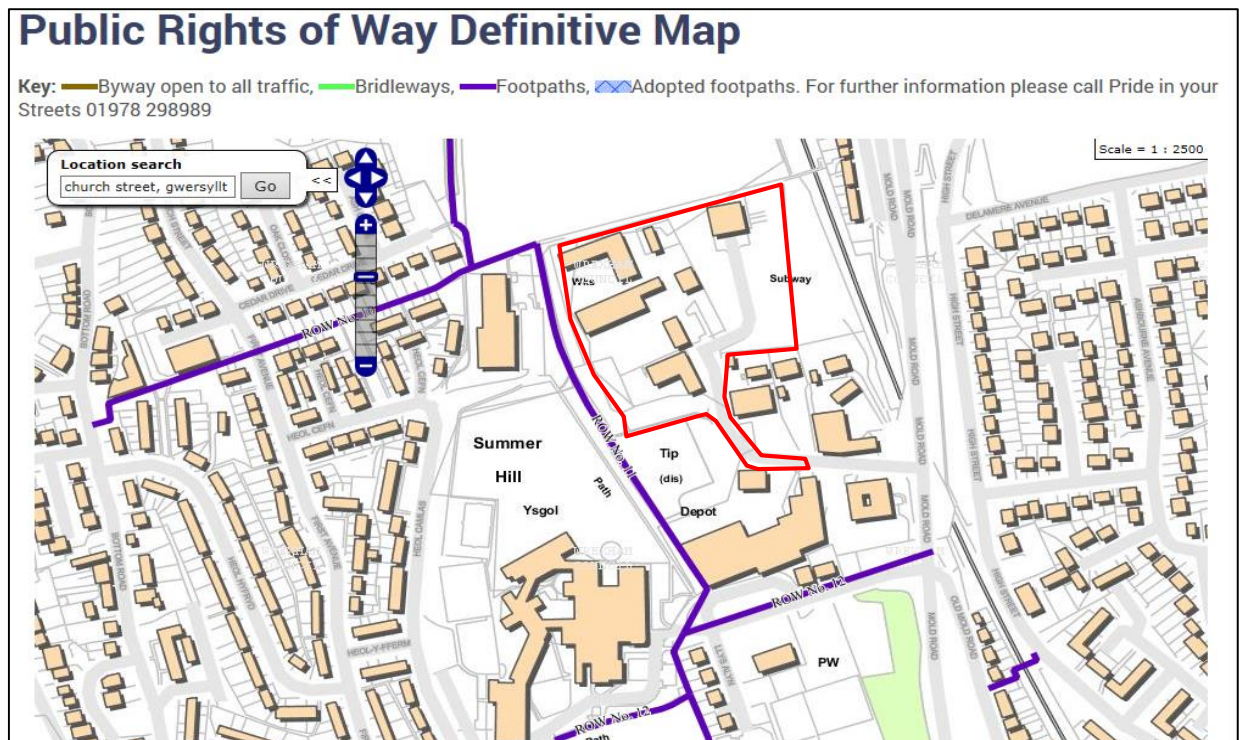


Figure 2.3: Public Rights of Way

Source: Extract from www.wrexham.gov.uk

- 2.12 It should be noted that whilst there is no definitive route from the application site to the footpath however there is a walk route located on the ground which links the footpath to the private access road.

- 2.13 There is an off road cycle route along Church Street which links Bryn Glas to Mold Road. The route then carries on to the north along the western side of Mold Road as illustrated below. To the south the route passes along Old Mold Road, on carriageway and then leads to additional off road cycle facilities alongside the A541. The route then leads into Wrexham using Stansty Chain Road.

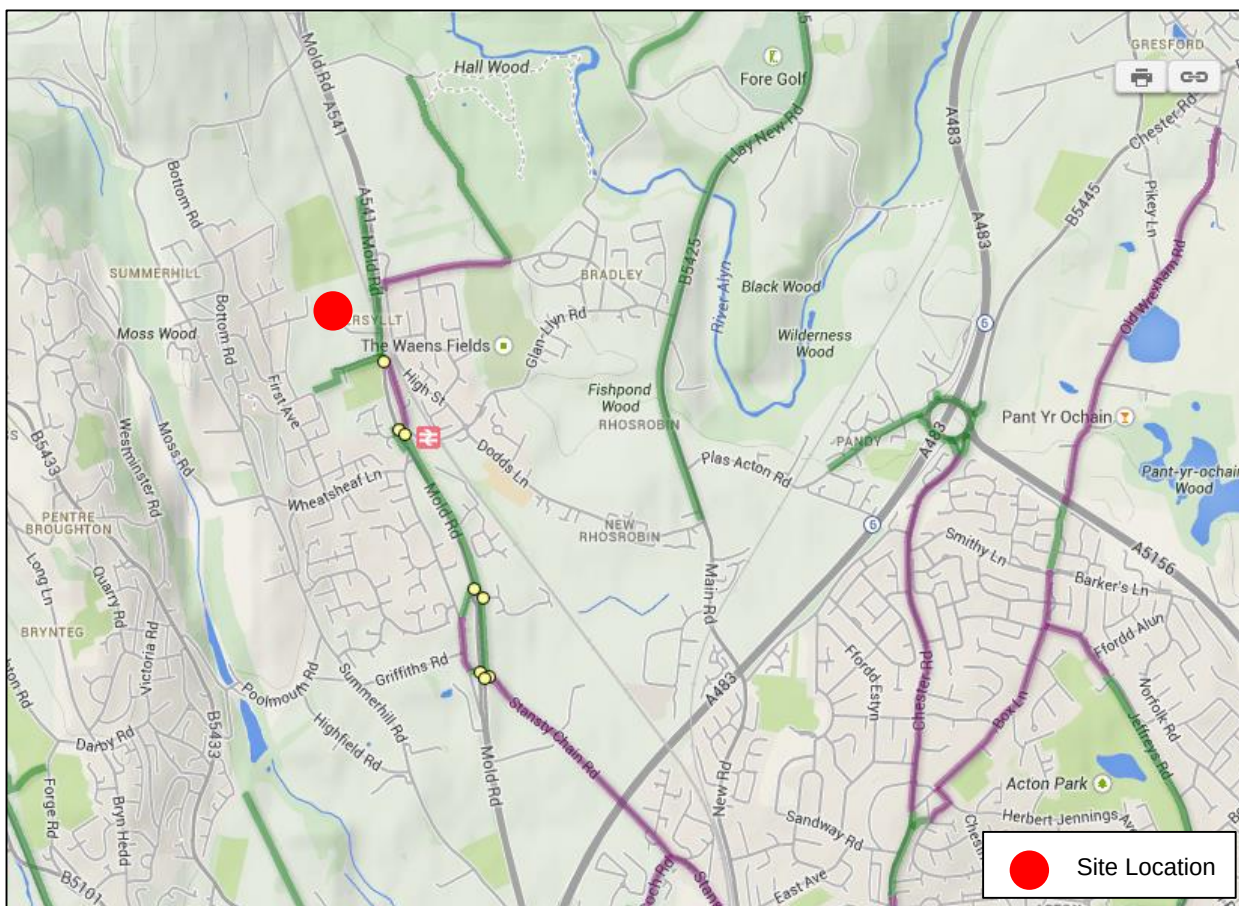


Figure 2.3: Cycle Plan

Source: www.sustrans.org.uk

- 2.14 Traffic surveys have been undertaken to ascertain peak hour traffic flows at the access road junction with the A541. The survey was carried out on Thursday 18th September 2014 between 0700 and 0930 hrs and, 1500 and 1800 hrs. The peak highway hour flows were established to be 0745 to 0845 hrs and 1600 hrs to 1700 hrs. The base data is attached at Appendix 2 and the summarised peak hour flows are attached at Appendix 3. The peak flow on Mold Road was found to be 1,528 vph (total two way) in the morning and 1,446 vph (total two way) during the evening peak. Mold Road locally is around 7.3 m wide and based upon the DfT document TA79/99 the theoretical design capacity for this standard of road would be around 2450 vph (total two way) hence it can be seen that currently Mold Road is operating well within the design link capacity.

- 2.15 Reference has been made to available data in relation to the road safety record of the local highway network over a five year period ending 31st December 2013. It would appear the access road junction with Mold Road has operated without incident over the five year period assessed. The junction of Church Street and Old Mold Road with Mold Road has also operated without incident over the five year period assessed. It is therefore considered that the road safety record of Mold Road locally is reasonable and that there is nothing to raise any concerns about the local highway network.

3.0 ACCESSIBILITY APPRAISAL

- 3.1 The accessibility of the site has been reviewed in relation to walking, cycling and access to public transport.

Walking

- 3.2 Reference has been made to the Walking and Cycling Strategy for Wales, dated December 2003, which indicates that the practical distance for journeys on foot are up to 1 mile.
- 3.3 Geographical Information System (GIS) software has been used to produce 1 mile walk isochrones to demonstrate the areas within an acceptable walk distance of the site. The 1 mile walk distance isochrones is shown at Appendix 4. The assessment utilises public rights of way listed at para 2.9.
- 3.4 It can be seen that virtually the whole of Gwersyllt is available within a 1 mile walk from the centre of the application site. There is a good range of facilities available within a 1 mile walk of the application site including primary and high schools, retail units, the Gwyn Evans Leisure and Activity Centre, sports fields off Delamere Avenue and the Gwersyllt rail station with links to Wrexham.

Cycling

- 3.5 Reference has been made to the Walking and Cycling Strategy for Wales, dated December 2003, which indicates that the practical distance for cyclist are up to 5 mile.
- 3.6 Geographical Information System (GIS) software has been used to produce 5 mile cycle isochrones to demonstrate the areas within an acceptable cycle distance of the site. The 5 mile cycle distance isochrone is shown at Appendix 5.
- 3.7 The five mile distance covers the whole of Wrexham, Gesford and Brymbo and as such there is a large range of facilities available within a 5 mile cycle journey using the network of cycle facilities listed at para 2.10.

Public Transport

- 3.8 Appendix 6 illustrates journeys using public transport from the application site up to 60 minutes in duration assuming a walk from the centre of the application site to the nearest bus stops , found around 360m from the site on Mold Road. Appendix 6 illustrates to Mold, Connah's Quay, Queensferry and Wrexham are available within 60 minutes. The journey could be made by bus and/or rail.

3.9 The available bus services are summarised below:

Service no	Route	Mon to Sat	Sunday/Bank Hols
26/27	Mold/Wrexham	1 per hour each way	none
28	Wrexham/Mold/Flint	6 buses per day each way	none
40	Mold/Treuddynn/Wrexham	1 bus per 2 hours each way	none
X9	Wrexham/Broughton Retail Park/Connahs Quay	4 buses per day each way	none
D42	Wrexham/Mold – evenings and Sundays/Bank Holidays	2 buses per evening each way	1 bus per 2 hours each way

3.10 Gwersyllt rail station is located on the Borderlands Line and provides links to Liverpool via Bidston and Shotton to the north plus Wrexham and Shrewsbury to the south. Wrexham is only a 6 minute journey from Gwersyllt. There is generally one train per hour in each direction through Gwersyllt.

3.11 It is therefore considered that the application site is located in a sustainable area where there is a realistic choice of mode of travel other than the private car.

4.0 FALL BACK POSITION

- 4.1 The application site is a previously developed site with a number of buildings still standing on the site which are capable of use or re-use. Indeed there are currently a number of leases still running on the site however the site is under used and therefore currently the traffic associated with the existing land uses is minimal.
- 4.2 An assessment of the potential traffic associated with the re-use of the on site buildings has been undertaken assuming a mixed B1/2/8 usage on the site. The total floor space available is around 3,194 sqm. Utilising the nationally used TRICS database the re-use of the buildings would be anticipated to attract the following trip rates and vehicle trips. The TRICS data is attached at Appendix 7 and is summarised below:

TRIP PER 100 SQM GFA	ARRIVALS	DEPARTURES	TOTAL TWO WAY
AM PEAK	0.435	0.232	0.667
PM PEAK	0.214	0.399	0.613
DAILY	3.213	3.301	6.514

- 4.3 Utilising the above trip rates the full re-use of the buildings on the application site would be anticipated to attract the following trips:

TRIPS	ARRIVALS	DEPARTURES	TOTAL TWO WAY
AM PEAK	14 vph	7 vph	21 vph
PM PEAK	7 vph	13 vph	20 vph
DAILY	103 vehs per day	105 vehs per day	208 vehs per day

- 4.4 As the uses include industrial land uses it is noted that the re-use of the application site could attract HGV movement and usually around 20 to 30% of the daily flow could be anticipated to be HGV movement with at least 10% of the peak flows being HGV's.

5.0 APPLICATION PROPOSALS

- 5.1 The application proposals are in outline and there is an illustrative masterplan, attached at Appendix 8, which demonstrates that 102 mixed houses/apartment can be accommodated within the application site together with car parking fully in line with the Councils standards and on site infrastructure.
- 5.2 As discussed with the Highways Officer it is proposed to extend the footway on the northern side of the access road into the site to provide a continuous footway from the A541 into the site. The provision of the footway would also help to improve forward visibility around the boundary wall to the working men's club and improve visibility at the car park entrance to the club.
- 5.3 Additionally it is proposed to formalise the east west pedestrian link from the site onto the public footpath that runs along the western boundary of the application site. This link would assist residents of the proposed dwellings but would also improve the accessibility of the working men's club from the west.
- 5.4 To assess the anticipated level of traffic movement associated with 102 dwellings on site we have utilised the TRICS database and using the privately owned houses category. To produce a robust assessment we have assumed all dwelling on site to houses. The TRICS output is attached at Appendix 9 and the trips rates are summarised below:

TRIP PER DWELLING	ARRIVALS	DEPARTURES	TOTAL TWO WAY
AM PEAK	0.168	0.415	0.583
PM PEAK	0.390	0.232	0.622
DAILY	2.602	2.694	5.296

- 5.5 Using the above trip rates produces the following anticipated trips associated with the application site.

TRIPS	ARRIVALS	DEPARTURES	TOTAL TWO WAY
AM PEAK	17 vph	42 vph	59 vph
PM PEAK	40 vph	24 vph	64 vph
DAILY	265 vehs per day	275 vehs per day	540 vehs per day

-
- 5.6 It can be seen that as a worst case the application proposals would be anticipated to generate just over 1 vehicle per minute on average during the highway peak hours along the access road.
- 5.7 The net impact of the proposals would however be lower after taking account of the potential traffic associated with the full re-use of the site for employment purposes as outlined at para 4.3 of this report. Indeed the net impact of the application proposals would be +38 vph during the morning peak and +44 vph during the evening peak.
- 5.8 On a daily basis the application proposals would be anticipated to add 338 vehicles per day to the junction of the A541 with the site access road
- 5.9 The application proposals would be anticipated to add mostly cars to the network unlike the re-use of the site for employment uses which is considered to be beneficial.
- 5.10 The assumed turning movements at the access road junction with Mold Road has been assessed using the average turning movements from the traffic surveys to be:
- 45% to/from the north
 - 55% to/from the south
- 5.11 The assumed turning movements are illustrated at Appendix 10. At worst the application site would be anticipated to add just over 2% or 1 additional vehicle to flow along Mold Road every 2 minutes on average during the highway peak hours which cannot be considered to represent a severe impact on Mold Road
- 5.12 To assess the impact of the proposals upon the existing access road junction with Mold Road we have undertaken a capacity assessment with a design year of 2020, some 5 years after the registration of the application. The base flows in 2020 have been assessed using medium NTM growth and have been adjusted using local tempo figures. The resultant design flows in 2020 are illustrated at Appendix 11.
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- 5.13 The capacity assessment was undertaken using Junction8 and the results, detailed at Appendix 12 are summarised overleaf:

PICADY Results for Existing Site Access – 2020 Assessment Flows				
MOVEMENT	AM PEAK		PM PEAK	
	Max RFC	Max Queue	Max RFC	Max Queue
Left turn from site access	0.10	0.11	0.08	0.08
Right turn from site access	0.19	0.21	0.26	0.35
Right turn into site access	0.14	0.37	0.21	0.75

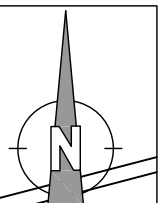
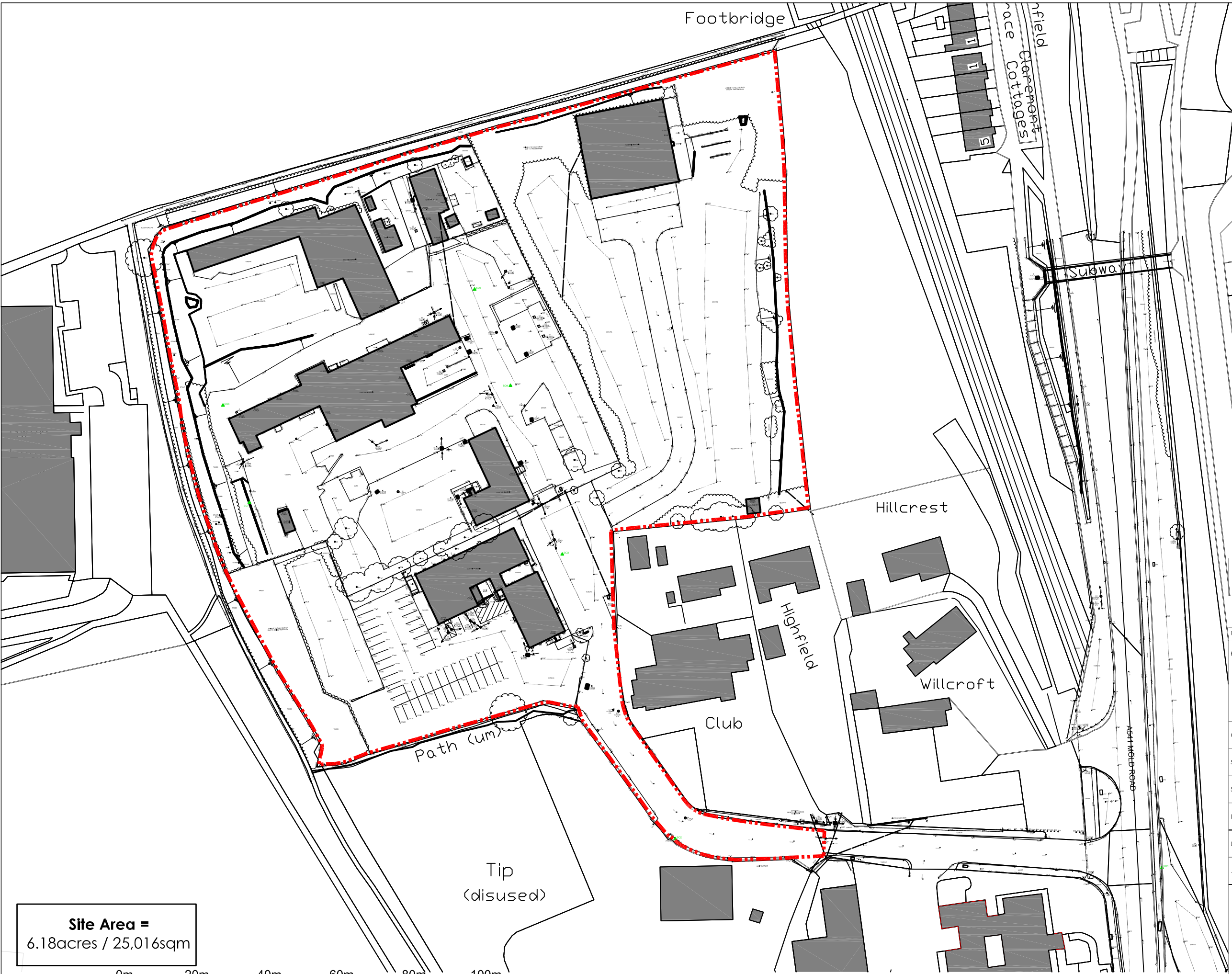
- 5.14 The normal design demand to capacity ratio (RFC) for a priority junction is 0.850 and it can be seen the capacity assessment indicates that the access road junction with Mold Road would operate with significant spare capacity in the peak highway periods in 2020.
- 5.15 There is therefore no reason to suspect the existing access road junction with Mold Road would not continue to operate in a safe and suitable manner with the application proposals in place.

6.0 CONCLUSIONS

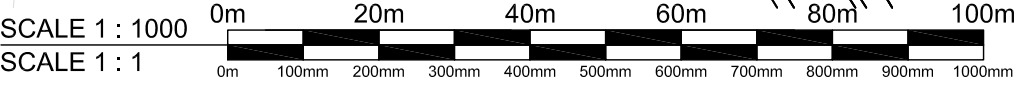
- 6.1 This report accompanies an application seeking outline permission to develop up to 102 mixed houses/apartments on land at Westminster Industrial Estate Gwersyllt. Access is to be gained using the existing private access road which is owned in part by the applicant and there is a right of way over other sections of the road. The first 10 m of the access road is an adopted highway.
- 6.2 The application site is previously developed land which is located in a sustainable location and where there is a realistic choice of mode of transport other than the private car.
- 6.3 The application proposals include improvements to the footway provision between the site and the A541 and also to/from the residential area located to the west of the site.
- 6.4 The anticipated traffic impact of the site has been demonstrated and on the basis of the assumed turning movements at the site access onto Mold Road would be anticipated to add around 2% to flows on Mold Road south of the access which represents just over 1 additional vehicle every 2 minutes on average during the peak hours.
- 6.5 It has been demonstrated that the existing site access junction with Mold Road would operate with spare capacity in 2020.
- 6.6 It is therefore concluded that there can be no overriding highways objections to the proposals.

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APPENDIX 1



Site Area =
6.18acres / 25,016sqm



-	00-00-00	----	XXX	XXX
Rev	Date	Description	Rev By	Chk'd By
Project Title	PROPOSED DEVELOPMENT			
	WESTMINSTER INDUSTRIAL ESTATE MOLD ROAD GWERSYLLT WREXHAM			
Client	WHITLEY BROTHERS LTD.			
Status	DRAFT PLANNING			
Scale	1:1000	Drawing Size	A3	
Drawn By	SSR	Checked By	SR	Date OCT 14
Drawing Title	EXISTING SITE PLAN			
Job-Dwg No	13092 - 100			Rev -

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APPENDIX 2

Manual Classified Turning Counts, Gwersyllt

DATE: THURSDAY 18th SEPTEMBER 2014

LOCATION: MOLD ROAD / SITE ACCESS

ARM: MOLD ROAD SOUTH

TIME / CLASS	LEFT TO SITE ACCESS								STRAIGHT TO MOLD ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	1	2	1	0	0	4	0	0	144	10	2	1	2	159	163
7:15 - 7:30	0	0	3	1	0	0	0	4	0	0	161	13	3	0	2	179	183
7:30 - 7:45	0	0	4	2	0	0	0	6	0	0	155	18	4	1	4	182	188
7:45 - 8:00	0	0	7	1	0	0	0	8	0	0	136	23	4	2	2	167	175
HOURLY TOTAL	0	0	15	6	1	0	0	22	0	0	596	64	13	4	10	687	709
8:00 - 8:15	0	0	3	4	0	0	0	7	0	0	189	15	3	1	4	212	219
8:15 - 8:30	0	0	2	0	0	0	0	2	0	1	114	19	2	3	1	140	142
8:30 - 8:45	0	0	3	0	1	0	0	4	0	0	172	33	6	3	1	215	219
8:45 - 9:00	0	0	9	5	1	0	0	15	0	0	104	13	6	2	2	127	142
HOURLY TOTAL	0	0	17	9	2	0	0	28	0	1	579	80	17	9	8	694	722
9:00 - 9:15	0	0	2	4	2	0	0	8	0	0	90	19	1	4	4	118	126
9:15 - 9:30	0	0	5	1	1	0	0	7	0	0	55	18	3	1	0	77	84
HOURLY TOTAL	0	0	7	5	3	0	0	15	0	0	145	37	4	5	4	195	210

PERIOD TOTAL	0	0	39	20	6	0	0	65	0	1	1320	181	34	18	22	1576	1641
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15:00 - 15:15	0	0	1	0	0	0	0	1	0	0	89	9	4	1	2	105	106
15:15 - 15:30	0	0	3	0	1	0	0	4	0	0	112	14	1	1	1	129	133
15:30 - 15:45	0	0	1	0	0	0	0	1	0	0	131	17	3	1	4	156	157
15:45 - 16:00	0	0	4	1	0	0	0	5	0	0	126	12	3	1	1	143	148
HOURLY TOTAL	0	0	9	1	1	0	0	11	0	0	458	52	11	4	8	533	544
16:00 - 16:15	0	0	2	0	0	0	0	2	0	3	166	16	2	2	0	189	191
16:15 - 16:30	0	0	2	1	0	0	0	3	0	1	174	10	5	1	3	194	197
16:30 - 16:45	0	0	2	1	0	0	0	3	0	0	172	16	1	0	1	190	193
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	164	19	6	3	2	194	195
HOURLY TOTAL	0	0	7	2	0	0	0	9	0	4	676	61	14	6	6	767	776
17:00 - 17:15	0	0	5	1	0	0	0	6	0	0	183	8	2	0	2	195	201
17:15 - 17:30	0	0	1	0	0	0	0	1	0	1	137	13	0	2	4	157	158
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	133	6	2	1	1	143	143
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	101	9	1	0	1	112	113
HOURLY TOTAL	0	0	7	1	0	0	0	8	0	1	554	36	5	3	8	607	615

PERIOD TOTAL	0	0	23	4	1	0	0	28	0	5	1688	149	30	13	22	1907	1935
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Manual Classified Turning Counts, Gwersyllt

DATE: THURSDAY 18th SEPTEMBER 2014

LOCATION: MOLD ROAD / SITE ACCESS

ARM: SITE ACCESS

TIME / CLASS	LEFT TO MOLD ROAD NORTH								RIGHT TO MOLD ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	1	1	1	0	0	3	0	0	1	0	0	0	0	1	4
7:15 - 7:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	3
7:30 - 7:45	0	0	3	2	1	0	0	6	0	0	0	2	0	0	0	2	8
7:45 - 8:00	0	0	4	3	0	0	0	7	0	0	3	0	0	0	0	3	10
HOURLY TOTAL	0	0	10	6	2	0	0	18	0	0	5	2	0	0	0	7	25
8:00 - 8:15	0	0	1	3	0	0	0	4	0	0	2	1	0	0	0	3	7
8:15 - 8:30	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0	4
8:30 - 8:45	0	0	1	2	0	0	0	3	0	0	2	0	0	0	0	2	5
8:45 - 9:00	0	0	1	4	0	0	0	5	0	0	0	1	0	0	0	1	6
HOURLY TOTAL	0	0	4	11	1	0	0	16	0	0	4	2	0	0	0	6	22
9:00 - 9:15	0	0	0	3	1	0	0	4	0	0	0	2	0	0	0	2	6
9:15 - 9:30	0	0	4	2	1	0	0	7	0	0	1	1	1	0	0	3	10
HOURLY TOTAL	0	0	4	5	2	0	0	11	0	0	1	3	1	0	0	5	16

PERIOD TOTAL	0	0	18	22	5	0	0	45	0	0	10	7	1	0	0	18	63
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15:00 - 15:15	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	4
15:15 - 15:30	0	0	2	1	0	0	0	3	0	0	1	1	0	0	0	2	5
15:30 - 15:45	0	0	0	4	0	0	0	4	0	0	0	1	0	0	0	1	5
15:45 - 16:00	0	0	1	3	0	0	0	4	0	0	2	0	0	0	0	2	6
HOURLY TOTAL	0	0	5	9	0	0	0	14	0	0	4	2	0	0	0	6	20
16:00 - 16:15	0	0	3	1	0	0	0	4	0	0	2	1	0	0	0	3	7
16:15 - 16:30	0	0	1	2	0	0	0	3	0	0	9	1	0	0	0	10	13
16:30 - 16:45	0	0	2	2	0	0	0	4	0	0	11	2	0	0	0	13	17
16:45 - 17:00	0	0	4	1	0	0	0	5	0	0	10	0	0	0	0	10	15
HOURLY TOTAL	0	0	10	6	0	0	0	16	0	0	32	4	0	0	0	36	52
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	5
17:15 - 17:30	0	0	6	1	0	0	0	7	0	0	1	1	0	0	0	2	9
17:30 - 17:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
17:45 - 18:00	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	3
HOURLY TOTAL	0	0	8	3	0	0	0	11	0	0	6	1	0	0	0	7	18

PERIOD TOTAL	0	0	23	18	0	0	0	41	0	0	42	7	0	0	0	49	90
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Manual Classified Turning Counts, Gwersyllt

DATE: THURSDAY18th SEPTEMBER 2014

LOCATION: MOLD ROAD / SITE ACCESS

ARM: MOLD ROAD NORTH

TIME / CLASS	STRAIGHT TO MOLD ROAD SOUTH								RIGHT TO SITE ACCESS								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	168	14	2	1	3	188	0	0	4	1	0	0	0	5	193
7:15 - 7:30	0	1	170	12	1	0	2	186	0	0	2	2	0	0	0	4	190
7:30 - 7:45	0	0	177	16	2	1	2	198	0	0	4	2	0	0	0	6	204
7:45 - 8:00	0	0	189	14	1	1	1	206	0	0	2	3	0	0	0	5	211
HOURLY TOTAL	0	1	704	56	6	3	8	778	0	0	12	8	0	0	0	20	798
8:00 - 8:15	0	0	157	19	1	0	3	180	0	0	4	1	0	0	0	5	185
8:15 - 8:30	0	0	145	15	2	0	2	164	0	0	1	3	0	0	0	4	168
8:30 - 8:45	0	1	182	23	1	1	1	209	0	0	1	2	0	0	0	3	212
8:45 - 9:00	0	1	145	14	1	1	4	166	0	0	3	2	0	0	0	5	171
HOURLY TOTAL	0	2	629	71	5	2	10	719	0	0	9	8	0	0	0	17	736
9:00 - 9:15	0	0	157	20	2	1	4	184	0	0	2	2	0	0	0	4	188
9:15 - 9:30	0	0	95	16	2	1	1	115	0	0	1	0	0	0	0	1	116
HOURLY TOTAL	0	0	252	36	4	2	5	299	0	0	3	2	0	0	0	5	304

PERIOD TOTAL	0	3	1585	163	15	7	23	1796	0	0	24	18	0	0	0	42	1838
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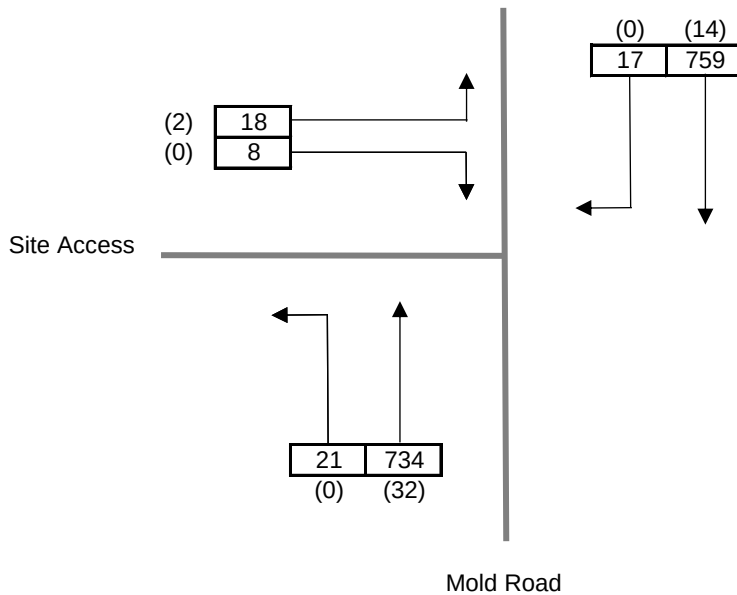
15:00 - 15:15	0	0	68	12	3	1	2	86	0	0	2	1	0	0	0	3	89
15:15 - 15:30	0	0	94	16	1	0	2	113	0	0	2	1	0	0	0	3	116
15:30 - 15:45	0	1	112	11	3	2	4	133	0	0	0	1	1	0	0	2	135
15:45 - 16:00	0	0	122	17	7	1	1	148	0	0	4	2	0	0	0	6	154
HOURLY TOTAL	0	1	396	56	14	4	9	480	0	0	8	5	1	0	0	14	494
16:00 - 16:15	0	0	141	9	4	2	2	158	0	0	1	2	0	0	0	3	161
16:15 - 16:30	0	1	137	14	4	1	1	158	0	0	3	5	1	0	0	9	167
16:30 - 16:45	0	1	168	8	1	0	2	180	0	0	6	0	0	0	0	6	186
16:45 - 17:00	0	0	129	12	2	1	2	146	0	0	2	1	0	0	0	3	149
HOURLY TOTAL	0	2	575	43	11	4	7	642	0	0	12	8	1	0	0	21	663
17:00 - 17:15	0	0	105	7	2	1	3	118	0	0	0	1	0	0	0	1	119
17:15 - 17:30	0	0	112	7	1	0	0	120	0	0	4	1	0	0	0	5	125
17:30 - 17:45	0	0	95	10	1	0	4	110	0	0	2	0	0	0	0	2	112
17:45 - 18:00	0	0	91	5	0	1	1	98	0	0	1	1	0	0	0	2	100
HOURLY TOTAL	0	0	403	29	4	2	8	446	0	0	7	3	0	0	0	10	456

PERIOD TOTAL	0	3	1374	128	29	10	24	1568	0	0	27	16	2	0	0	45	1613
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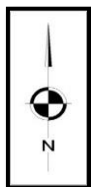
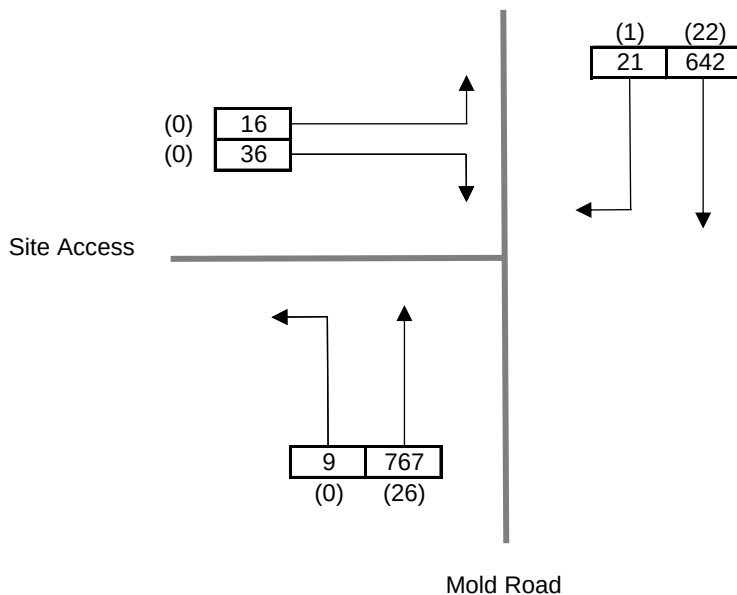
S|C|P

APPENDIX 3

AM 07:45 - 08:45



PM 16:00 - 17:00



Vehicle Flow in Total Figures
(0) HGV / Bus Flow in Total Figures

AM and PM Peak - Existing Traffic Data - 18/09/14

Westminster Industrial Estate, Gweryllt, Wrexham



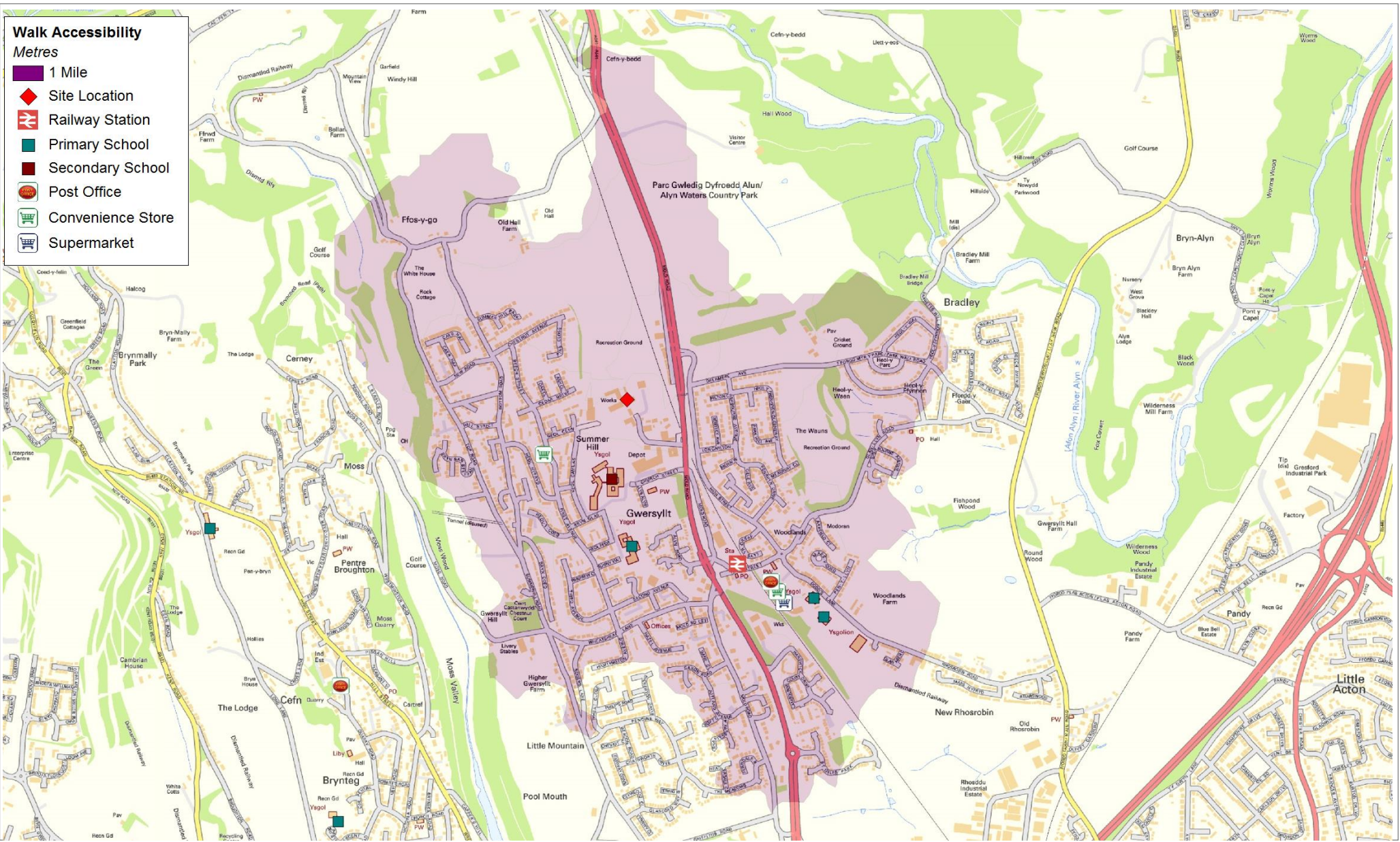
23 October 2014

Job Number - SCP/14076

Appendix 3

S|C|P

APPENDIX 4



SCP Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title WESTMINSTER INDUSTRIAL ESTATE, GWERSYLLT	Drawing Title WALK ACCESSIBILITY PLAN	Scale NTS	By NS	Rev	Description	Date	By	Drawing No.
			Date 16.10.2014	Checked WB	-	-	-	-	Appendix 4
			Approved/Unapproved	Status PLANNING	-	-	-	-	Revision
					-	-	-	-	-

S|C|P

APPENDIX 5

S|C|P

APPENDIX 6

S|C|P

APPENDIX 7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	CW CORNWALL	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	3 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	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	1 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 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: 2063 to 102000 (units: sqm)
 Range Selected by User: 1758 to 102000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 22/10/13

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	3 days
Tuesday	6 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	19 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	12
Residential Zone	1
Built-Up Zone	1
Village	1
No Sub Category	4

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.

Filtering Stage 3 selection:

Use Class:

B1	4 days
B2	7 days
B8	2 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®.

Population within 1 mile:

1,000 or Less	2 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	5 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
125,001 to 250,000	8 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:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	12 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	19 days
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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.

LIST OF SITES relevant to selection parameters

1	BR-02-D-02	INDUSTRIAL ESTATE	BRISTOL CITY
	NOVERS HILL		
	BEDMINSTER		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6000 sqm	
	Survey date: THURSDAY	19/11/09	Survey Type: MANUAL
2	BR-02-D-03	INDUSTRIAL ESTATE	BRISTOL CITY
	CROFTS END ROAD		
	SPEEDWELL		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6000 sqm	
	Survey date: TUESDAY	20/10/09	Survey Type: MANUAL
3	CA-02-D-01	IND. ESTATE	CAMBRIDGESHIRE
	STURROCK WAY		
	BRETTON		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4300 sqm	
	Survey date: TUESDAY	13/05/08	Survey Type: MANUAL
4	CA-02-D-02	IND. ESTATE	CAMBRIDGESHIRE
	COLDHAM'S ROAD		
	COLDHAM'S COMMON		
	CAMBRIDGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2063 sqm	
	Survey date: MONDAY	19/10/09	Survey Type: MANUAL
5	CA-02-D-03	IND. ESTATE	CAMBRIDGESHIRE
	SAVILLE ROAD		
	WESTWOOD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	4425 sqm	
	Survey date: THURSDAY	22/10/09	Survey Type: MANUAL
6	CB-02-D-04	INDUSTRIAL ESTATE	CUMBRIA
	CARLISLE ROAD		
	BRAMPTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17708 sqm	
	Survey date: WEDNESDAY	16/12/09	Survey Type: MANUAL
7	CH-02-D-02	INDUSTRIAL EST.	CHESHIRE
	MANCHESTER ROAD		
	WINCHAM		
	NORTHWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	22000 sqm	
	Survey date: FRIDAY	15/06/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CW-02-D-02 DRUIDS ROAD	INDUSTRIAL ESTATE	CORNWALL
	CAMBORNE Edge of Town Industrial Zone Total Gross floor area: 6515 sqm Survey date: FRIDAY 21/09/07		Survey Type: MANUAL
9	CW-02-D-03 LONG ROCK ROAD LONG ROCK NEAR PENZANCE Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 36500 sqm Survey date: MONDAY 03/10/11	IND. ESTATE	CORNWALL
10	HE-02-D-02 BURCOTT ROAD	BUSINESS PARK	HEREFORDSHIRE
	HEREFORD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5214 sqm Survey date: TUESDAY 22/10/13		Survey Type: MANUAL
11	LC-02-D-04 GREEN LANE WEST	INDUSTRIAL ESTATE	LANCASHIRE
	GARSTANG Edge of Town Industrial Zone Total Gross floor area: 4555 sqm Survey date: FRIDAY 16/06/06		Survey Type: MANUAL
12	LC-02-D-05 APPLEBY STREET	INDUSTRIAL ESTATE	LANCASHIRE
	BLACKBURN Edge of Town Centre Industrial Zone Total Gross floor area: 7020 sqm Survey date: TUESDAY 04/06/13		Survey Type: MANUAL
13	MS-02-D-06 BOALER STREET	INDUSTRIAL EST.	MERSEYSIDE
	LIVERPOOL Neighbourhood Centre (PPS6 Local Centre) Industrial Zone Total Gross floor area: 4800 sqm Survey date: THURSDAY 09/09/10		Survey Type: MANUAL
14	NT-02-D-01 B6028 STONEYFORD ROAD STANTON HILL SUTTON-IN-ASHFIELD Edge of Town No Sub Category Total Gross floor area: 26400 sqm Survey date: FRIDAY 30/06/06	INDUSTRIAL ESTATE	NOTTINGHAMSHIRE
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	SF-02-D-02	INDUSTRIAL ESTATE	SUFFOLK
	HADLEIGH ROAD		
	WESTBOURNE		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	102000 sqm	
	Survey date: TUESDAY	22/05/07	Survey Type: MANUAL
16	TW-02-D-06	INDUSTRIAL ESTATE	TYNE & WEAR
	NORHAM ROAD		
	WEST CHIRTON		
	NORTH SHIELDS		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	23000 sqm	
	Survey date: THURSDAY	19/10/06	Survey Type: MANUAL
17	WL-02-D-01	IND. ESTATE	WILTSHIRE
	MARLBOROUGH ROAD		
	WOOTTON BASSETT		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7050 sqm	
	Survey date: TUESDAY	03/10/06	Survey Type: MANUAL
18	WM-02-D-02	INDUSTRIAL ESTATE	WEST MIDLANDS
	DUNLOP WAY		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	23480 sqm	
	Survey date: WEDNESDAY	07/11/12	Survey Type: MANUAL
19	WY-02-D-02	INDUSTRIAL EST.	WEST YORKSHIRE
	A629 WAKEFIELD ROAD		
	TANDEM		
	HUDDERSFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	20824 sqm	
	Survey date: MONDAY	11/09/06	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.161	19	17361	0.049	19	17361	0.210
07:30 - 08:00	19	17361	0.219	19	17361	0.090	19	17361	0.309
08:00 - 08:30	19	17361	0.219	19	17361	0.106	19	17361	0.325
08:30 - 09:00	19	17361	0.216	19	17361	0.126	19	17361	0.342
09:00 - 09:30	19	17361	0.179	19	17361	0.127	19	17361	0.306
09:30 - 10:00	19	17361	0.144	19	17361	0.134	19	17361	0.278
10:00 - 10:30	19	17361	0.149	19	17361	0.143	19	17361	0.292
10:30 - 11:00	19	17361	0.135	19	17361	0.133	19	17361	0.268
11:00 - 11:30	19	17361	0.135	19	17361	0.140	19	17361	0.275
11:30 - 12:00	19	17361	0.155	19	17361	0.173	19	17361	0.328
12:00 - 12:30	19	17361	0.146	19	17361	0.170	19	17361	0.316
12:30 - 13:00	19	17361	0.139	19	17361	0.152	19	17361	0.291
13:00 - 13:30	19	17361	0.140	19	17361	0.173	19	17361	0.313
13:30 - 14:00	19	17361	0.157	19	17361	0.132	19	17361	0.289
14:00 - 14:30	19	17361	0.143	19	17361	0.149	19	17361	0.292
14:30 - 15:00	19	17361	0.128	19	17361	0.126	19	17361	0.254
15:00 - 15:30	19	17361	0.132	19	17361	0.143	19	17361	0.275
15:30 - 16:00	19	17361	0.117	19	17361	0.163	19	17361	0.280
16:00 - 16:30	19	17361	0.113	19	17361	0.194	19	17361	0.307
16:30 - 17:00	19	17361	0.111	19	17361	0.205	19	17361	0.316
17:00 - 17:30	19	17361	0.070	19	17361	0.202	19	17361	0.272
17:30 - 18:00	19	17361	0.045	19	17361	0.147	19	17361	0.192
18:00 - 18:30	19	17361	0.040	19	17361	0.075	19	17361	0.115
18:30 - 19:00	19	17361	0.020	19	17361	0.049	19	17361	0.069
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			3.213			3.301			6.514

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 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/D - INDUSTRIAL ESTATE

MULTI-MODAL 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
07:30 - 08:00	19	17361	0.001	19	17361	0.000	19	17361	0.001
08:00 - 08:30	19	17361	0.001	19	17361	0.001	19	17361	0.002
08:30 - 09:00	19	17361	0.001	19	17361	0.001	19	17361	0.002
09:00 - 09:30	19	17361	0.002	19	17361	0.002	19	17361	0.004
09:30 - 10:00	19	17361	0.001	19	17361	0.000	19	17361	0.001
10:00 - 10:30	19	17361	0.001	19	17361	0.001	19	17361	0.002
10:30 - 11:00	19	17361	0.002	19	17361	0.001	19	17361	0.003
11:00 - 11:30	19	17361	0.001	19	17361	0.002	19	17361	0.003
11:30 - 12:00	19	17361	0.001	19	17361	0.002	19	17361	0.003
12:00 - 12:30	19	17361	0.002	19	17361	0.000	19	17361	0.002
12:30 - 13:00	19	17361	0.000	19	17361	0.001	19	17361	0.001
13:00 - 13:30	19	17361	0.000	19	17361	0.002	19	17361	0.002
13:30 - 14:00	19	17361	0.002	19	17361	0.000	19	17361	0.002
14:00 - 14:30	19	17361	0.001	19	17361	0.001	19	17361	0.002
14:30 - 15:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
15:00 - 15:30	19	17361	0.002	19	17361	0.001	19	17361	0.003
15:30 - 16:00	19	17361	0.001	19	17361	0.002	19	17361	0.003
16:00 - 16:30	19	17361	0.002	19	17361	0.001	19	17361	0.003
16:30 - 17:00	19	17361	0.001	19	17361	0.001	19	17361	0.002
17:00 - 17:30	19	17361	0.001	19	17361	0.001	19	17361	0.002
17:30 - 18:00	19	17361	0.001	19	17361	0.001	19	17361	0.002
18:00 - 18:30	19	17361	0.002	19	17361	0.001	19	17361	0.003
18:30 - 19:00	19	17361	0.000	19	17361	0.001	19	17361	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.026			0.023			0.049

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 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/D - INDUSTRIAL ESTATE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.007	19	17361	0.013	19	17361	0.020
07:30 - 08:00	19	17361	0.009	19	17361	0.025	19	17361	0.034
08:00 - 08:30	19	17361	0.008	19	17361	0.015	19	17361	0.023
08:30 - 09:00	19	17361	0.011	19	17361	0.012	19	17361	0.023
09:00 - 09:30	19	17361	0.016	19	17361	0.015	19	17361	0.031
09:30 - 10:00	19	17361	0.013	19	17361	0.013	19	17361	0.026
10:00 - 10:30	19	17361	0.014	19	17361	0.012	19	17361	0.026
10:30 - 11:00	19	17361	0.012	19	17361	0.013	19	17361	0.025
11:00 - 11:30	19	17361	0.014	19	17361	0.013	19	17361	0.027
11:30 - 12:00	19	17361	0.015	19	17361	0.013	19	17361	0.028
12:00 - 12:30	19	17361	0.015	19	17361	0.013	19	17361	0.028
12:30 - 13:00	19	17361	0.010	19	17361	0.011	19	17361	0.021
13:00 - 13:30	19	17361	0.012	19	17361	0.013	19	17361	0.025
13:30 - 14:00	19	17361	0.013	19	17361	0.012	19	17361	0.025
14:00 - 14:30	19	17361	0.009	19	17361	0.010	19	17361	0.019
14:30 - 15:00	19	17361	0.012	19	17361	0.011	19	17361	0.023
15:00 - 15:30	19	17361	0.015	19	17361	0.013	19	17361	0.028
15:30 - 16:00	19	17361	0.009	19	17361	0.011	19	17361	0.020
16:00 - 16:30	19	17361	0.008	19	17361	0.006	19	17361	0.014
16:30 - 17:00	19	17361	0.008	19	17361	0.006	19	17361	0.014
17:00 - 17:30	19	17361	0.006	19	17361	0.004	19	17361	0.010
17:30 - 18:00	19	17361	0.007	19	17361	0.005	19	17361	0.012
18:00 - 18:30	19	17361	0.002	19	17361	0.002	19	17361	0.004
18:30 - 19:00	19	17361	0.001	19	17361	0.002	19	17361	0.003
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.246			0.263			0.509

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 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/D - INDUSTRIAL ESTATE

MULTI-MODAL 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
07:30 - 08:00	19	17361	0.001	19	17361	0.000	19	17361	0.001
08:00 - 08:30	19	17361	0.001	19	17361	0.000	19	17361	0.001
08:30 - 09:00	19	17361	0.001	19	17361	0.001	19	17361	0.002
09:00 - 09:30	19	17361	0.001	19	17361	0.000	19	17361	0.001
09:30 - 10:00	19	17361	0.001	19	17361	0.001	19	17361	0.002
10:00 - 10:30	19	17361	0.001	19	17361	0.001	19	17361	0.002
10:30 - 11:00	19	17361	0.000	19	17361	0.001	19	17361	0.001
11:00 - 11:30	19	17361	0.000	19	17361	0.001	19	17361	0.001
11:30 - 12:00	19	17361	0.000	19	17361	0.001	19	17361	0.001
12:00 - 12:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
12:30 - 13:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
13:00 - 13:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
13:30 - 14:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
14:00 - 14:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
14:30 - 15:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
15:00 - 15:30	19	17361	0.000	19	17361	0.001	19	17361	0.001
15:30 - 16:00	19	17361	0.000	19	17361	0.001	19	17361	0.001
16:00 - 16:30	19	17361	0.001	19	17361	0.000	19	17361	0.001
16:30 - 17:00	19	17361	0.001	19	17361	0.000	19	17361	0.001
17:00 - 17:30	19	17361	0.001	19	17361	0.000	19	17361	0.001
17:30 - 18:00	19	17361	0.001	19	17361	0.000	19	17361	0.001
18:00 - 18:30	19	17361	0.001	19	17361	0.000	19	17361	0.001
18:30 - 19:00	19	17361	0.001	19	17361	0.001	19	17361	0.002
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.012			0.009			0.021

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 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/D - INDUSTRIAL ESTATE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.011	19	17361	0.001	19	17361	0.012
07:30 - 08:00	19	17361	0.006	19	17361	0.001	19	17361	0.007
08:00 - 08:30	19	17361	0.005	19	17361	0.001	19	17361	0.006
08:30 - 09:00	19	17361	0.004	19	17361	0.002	19	17361	0.006
09:00 - 09:30	19	17361	0.001	19	17361	0.001	19	17361	0.002
09:30 - 10:00	19	17361	0.001	19	17361	0.001	19	17361	0.002
10:00 - 10:30	19	17361	0.001	19	17361	0.001	19	17361	0.002
10:30 - 11:00	19	17361	0.004	19	17361	0.003	19	17361	0.007
11:00 - 11:30	19	17361	0.001	19	17361	0.001	19	17361	0.002
11:30 - 12:00	19	17361	0.001	19	17361	0.000	19	17361	0.001
12:00 - 12:30	19	17361	0.002	19	17361	0.002	19	17361	0.004
12:30 - 13:00	19	17361	0.002	19	17361	0.003	19	17361	0.005
13:00 - 13:30	19	17361	0.002	19	17361	0.002	19	17361	0.004
13:30 - 14:00	19	17361	0.003	19	17361	0.000	19	17361	0.003
14:00 - 14:30	19	17361	0.002	19	17361	0.002	19	17361	0.004
14:30 - 15:00	19	17361	0.000	19	17361	0.001	19	17361	0.001
15:00 - 15:30	19	17361	0.002	19	17361	0.002	19	17361	0.004
15:30 - 16:00	19	17361	0.001	19	17361	0.006	19	17361	0.007
16:00 - 16:30	19	17361	0.001	19	17361	0.008	19	17361	0.009
16:30 - 17:00	19	17361	0.002	19	17361	0.005	19	17361	0.007
17:00 - 17:30	19	17361	0.002	19	17361	0.008	19	17361	0.010
17:30 - 18:00	19	17361	0.000	19	17361	0.005	19	17361	0.005
18:00 - 18:30	19	17361	0.000	19	17361	0.002	19	17361	0.002
18:30 - 19:00	19	17361	0.000	19	17361	0.001	19	17361	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.054			0.059			0.113

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 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/D - INDUSTRIAL ESTATE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.187	19	17361	0.052	19	17361	0.239
07:30 - 08:00	19	17361	0.252	19	17361	0.105	19	17361	0.357
08:00 - 08:30	19	17361	0.248	19	17361	0.121	19	17361	0.369
08:30 - 09:00	19	17361	0.245	19	17361	0.148	19	17361	0.393
09:00 - 09:30	19	17361	0.202	19	17361	0.147	19	17361	0.349
09:30 - 10:00	19	17361	0.162	19	17361	0.158	19	17361	0.320
10:00 - 10:30	19	17361	0.175	19	17361	0.163	19	17361	0.338
10:30 - 11:00	19	17361	0.159	19	17361	0.159	19	17361	0.318
11:00 - 11:30	19	17361	0.165	19	17361	0.160	19	17361	0.325
11:30 - 12:00	19	17361	0.186	19	17361	0.210	19	17361	0.396
12:00 - 12:30	19	17361	0.168	19	17361	0.196	19	17361	0.364
12:30 - 13:00	19	17361	0.165	19	17361	0.175	19	17361	0.340
13:00 - 13:30	19	17361	0.172	19	17361	0.204	19	17361	0.376
13:30 - 14:00	19	17361	0.187	19	17361	0.156	19	17361	0.343
14:00 - 14:30	19	17361	0.166	19	17361	0.178	19	17361	0.344
14:30 - 15:00	19	17361	0.152	19	17361	0.149	19	17361	0.301
15:00 - 15:30	19	17361	0.160	19	17361	0.165	19	17361	0.325
15:30 - 16:00	19	17361	0.147	19	17361	0.203	19	17361	0.350
16:00 - 16:30	19	17361	0.133	19	17361	0.237	19	17361	0.370
16:30 - 17:00	19	17361	0.141	19	17361	0.248	19	17361	0.389
17:00 - 17:30	19	17361	0.089	19	17361	0.241	19	17361	0.330
17:30 - 18:00	19	17361	0.056	19	17361	0.174	19	17361	0.230
18:00 - 18:30	19	17361	0.051	19	17361	0.091	19	17361	0.142
18:30 - 19:00	19	17361	0.025	19	17361	0.059	19	17361	0.084
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			3.793			3.899			7.692

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 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/D - INDUSTRIAL ESTATE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.018	19	17361	0.002	19	17361	0.020
07:30 - 08:00	19	17361	0.021	19	17361	0.002	19	17361	0.023
08:00 - 08:30	19	17361	0.014	19	17361	0.002	19	17361	0.016
08:30 - 09:00	19	17361	0.010	19	17361	0.003	19	17361	0.013
09:00 - 09:30	19	17361	0.007	19	17361	0.004	19	17361	0.011
09:30 - 10:00	19	17361	0.003	19	17361	0.002	19	17361	0.005
10:00 - 10:30	19	17361	0.004	19	17361	0.001	19	17361	0.005
10:30 - 11:00	19	17361	0.004	19	17361	0.004	19	17361	0.008
11:00 - 11:30	19	17361	0.004	19	17361	0.002	19	17361	0.006
11:30 - 12:00	19	17361	0.002	19	17361	0.003	19	17361	0.005
12:00 - 12:30	19	17361	0.008	19	17361	0.011	19	17361	0.019
12:30 - 13:00	19	17361	0.012	19	17361	0.010	19	17361	0.022
13:00 - 13:30	19	17361	0.010	19	17361	0.008	19	17361	0.018
13:30 - 14:00	19	17361	0.012	19	17361	0.007	19	17361	0.019
14:00 - 14:30	19	17361	0.003	19	17361	0.008	19	17361	0.011
14:30 - 15:00	19	17361	0.003	19	17361	0.007	19	17361	0.010
15:00 - 15:30	19	17361	0.002	19	17361	0.005	19	17361	0.007
15:30 - 16:00	19	17361	0.003	19	17361	0.007	19	17361	0.010
16:00 - 16:30	19	17361	0.006	19	17361	0.014	19	17361	0.020
16:30 - 17:00	19	17361	0.004	19	17361	0.012	19	17361	0.016
17:00 - 17:30	19	17361	0.002	19	17361	0.016	19	17361	0.018
17:30 - 18:00	19	17361	0.002	19	17361	0.006	19	17361	0.008
18:00 - 18:30	19	17361	0.001	19	17361	0.007	19	17361	0.008
18:30 - 19:00	19	17361	0.001	19	17361	0.003	19	17361	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.156			0.146			0.302

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 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/D - INDUSTRIAL ESTATE

MULTI-MODAL BUS/TRAM PASSENGERS

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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.005	19	17361	0.000	19	17361	0.005
07:30 - 08:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
08:00 - 08:30	19	17361	0.002	19	17361	0.001	19	17361	0.003
08:30 - 09:00	19	17361	0.002	19	17361	0.000	19	17361	0.002
09:00 - 09:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
09:30 - 10:00	19	17361	0.002	19	17361	0.000	19	17361	0.002
10:00 - 10:30	19	17361	0.001	19	17361	0.000	19	17361	0.001
10:30 - 11:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
11:00 - 11:30	19	17361	0.001	19	17361	0.000	19	17361	0.001
11:30 - 12:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
12:00 - 12:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
12:30 - 13:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
13:00 - 13:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
13:30 - 14:00	19	17361	0.001	19	17361	0.000	19	17361	0.001
14:00 - 14:30	19	17361	0.000	19	17361	0.002	19	17361	0.002
14:30 - 15:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
15:00 - 15:30	19	17361	0.000	19	17361	0.001	19	17361	0.001
15:30 - 16:00	19	17361	0.001	19	17361	0.001	19	17361	0.002
16:00 - 16:30	19	17361	0.001	19	17361	0.002	19	17361	0.003
16:30 - 17:00	19	17361	0.000	19	17361	0.001	19	17361	0.001
17:00 - 17:30	19	17361	0.000	19	17361	0.001	19	17361	0.001
17:30 - 18:00	19	17361	0.000	19	17361	0.001	19	17361	0.001
18:00 - 18:30	19	17361	0.000	19	17361	0.001	19	17361	0.001
18:30 - 19:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.016			0.011			0.027

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 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/D - INDUSTRIAL ESTATE

MULTI-MODAL TRAIN PASSENGERS

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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
07:30 - 08:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
08:00 - 08:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
08:30 - 09:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
09:00 - 09:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
09:30 - 10:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
10:00 - 10:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
10:30 - 11:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
11:00 - 11:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
11:30 - 12:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
12:00 - 12:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
12:30 - 13:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
13:00 - 13:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
13:30 - 14:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
14:00 - 14:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
14:30 - 15:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
15:00 - 15:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
15:30 - 16:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
16:00 - 16:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
16:30 - 17:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
17:00 - 17:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
17:30 - 18:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
18:00 - 18:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
18:30 - 19:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 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/D - INDUSTRIAL ESTATE

MULTI-MODAL COACH PASSENGERS

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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
07:30 - 08:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
08:00 - 08:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
08:30 - 09:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
09:00 - 09:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
09:30 - 10:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
10:00 - 10:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
10:30 - 11:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
11:00 - 11:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
11:30 - 12:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
12:00 - 12:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
12:30 - 13:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
13:00 - 13:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
13:30 - 14:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
14:00 - 14:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
14:30 - 15:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
15:00 - 15:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
15:30 - 16:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
16:00 - 16:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
16:30 - 17:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
17:00 - 17:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
17:30 - 18:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
18:00 - 18:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
18:30 - 19:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 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/D - INDUSTRIAL ESTATE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.005	19	17361	0.000	19	17361	0.005
07:30 - 08:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
08:00 - 08:30	19	17361	0.002	19	17361	0.001	19	17361	0.003
08:30 - 09:00	19	17361	0.002	19	17361	0.000	19	17361	0.002
09:00 - 09:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
09:30 - 10:00	19	17361	0.002	19	17361	0.000	19	17361	0.002
10:00 - 10:30	19	17361	0.001	19	17361	0.000	19	17361	0.001
10:30 - 11:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
11:00 - 11:30	19	17361	0.001	19	17361	0.000	19	17361	0.001
11:30 - 12:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
12:00 - 12:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
12:30 - 13:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
13:00 - 13:30	19	17361	0.000	19	17361	0.000	19	17361	0.000
13:30 - 14:00	19	17361	0.001	19	17361	0.000	19	17361	0.001
14:00 - 14:30	19	17361	0.000	19	17361	0.002	19	17361	0.002
14:30 - 15:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
15:00 - 15:30	19	17361	0.000	19	17361	0.001	19	17361	0.001
15:30 - 16:00	19	17361	0.001	19	17361	0.001	19	17361	0.002
16:00 - 16:30	19	17361	0.001	19	17361	0.002	19	17361	0.003
16:30 - 17:00	19	17361	0.000	19	17361	0.001	19	17361	0.001
17:00 - 17:30	19	17361	0.000	19	17361	0.001	19	17361	0.001
17:30 - 18:00	19	17361	0.000	19	17361	0.001	19	17361	0.001
18:00 - 18:30	19	17361	0.000	19	17361	0.001	19	17361	0.001
18:30 - 19:00	19	17361	0.000	19	17361	0.000	19	17361	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.016			0.011			0.027

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 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/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLE

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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	19	17361	0.220	19	17361	0.055	19	17361	0.275
07:30 - 08:00	19	17361	0.280	19	17361	0.109	19	17361	0.389
08:00 - 08:30	19	17361	0.270	19	17361	0.125	19	17361	0.395
08:30 - 09:00	19	17361	0.261	19	17361	0.152	19	17361	0.413
09:00 - 09:30	19	17361	0.211	19	17361	0.152	19	17361	0.363
09:30 - 10:00	19	17361	0.168	19	17361	0.160	19	17361	0.328
10:00 - 10:30	19	17361	0.180	19	17361	0.165	19	17361	0.345
10:30 - 11:00	19	17361	0.168	19	17361	0.166	19	17361	0.334
11:00 - 11:30	19	17361	0.171	19	17361	0.163	19	17361	0.334
11:30 - 12:00	19	17361	0.189	19	17361	0.213	19	17361	0.402
12:00 - 12:30	19	17361	0.178	19	17361	0.209	19	17361	0.387
12:30 - 13:00	19	17361	0.180	19	17361	0.189	19	17361	0.369
13:00 - 13:30	19	17361	0.184	19	17361	0.215	19	17361	0.399
13:30 - 14:00	19	17361	0.203	19	17361	0.163	19	17361	0.366
14:00 - 14:30	19	17361	0.171	19	17361	0.190	19	17361	0.361
14:30 - 15:00	19	17361	0.156	19	17361	0.157	19	17361	0.313
15:00 - 15:30	19	17361	0.163	19	17361	0.173	19	17361	0.336
15:30 - 16:00	19	17361	0.152	19	17361	0.216	19	17361	0.368
16:00 - 16:30	19	17361	0.141	19	17361	0.260	19	17361	0.401
16:30 - 17:00	19	17361	0.146	19	17361	0.266	19	17361	0.412
17:00 - 17:30	19	17361	0.094	19	17361	0.266	19	17361	0.360
17:30 - 18:00	19	17361	0.058	19	17361	0.186	19	17361	0.244
18:00 - 18:30	19	17361	0.052	19	17361	0.100	19	17361	0.152
18:30 - 19:00	19	17361	0.026	19	17361	0.063	19	17361	0.089
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			4.022			4.113			8.135

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

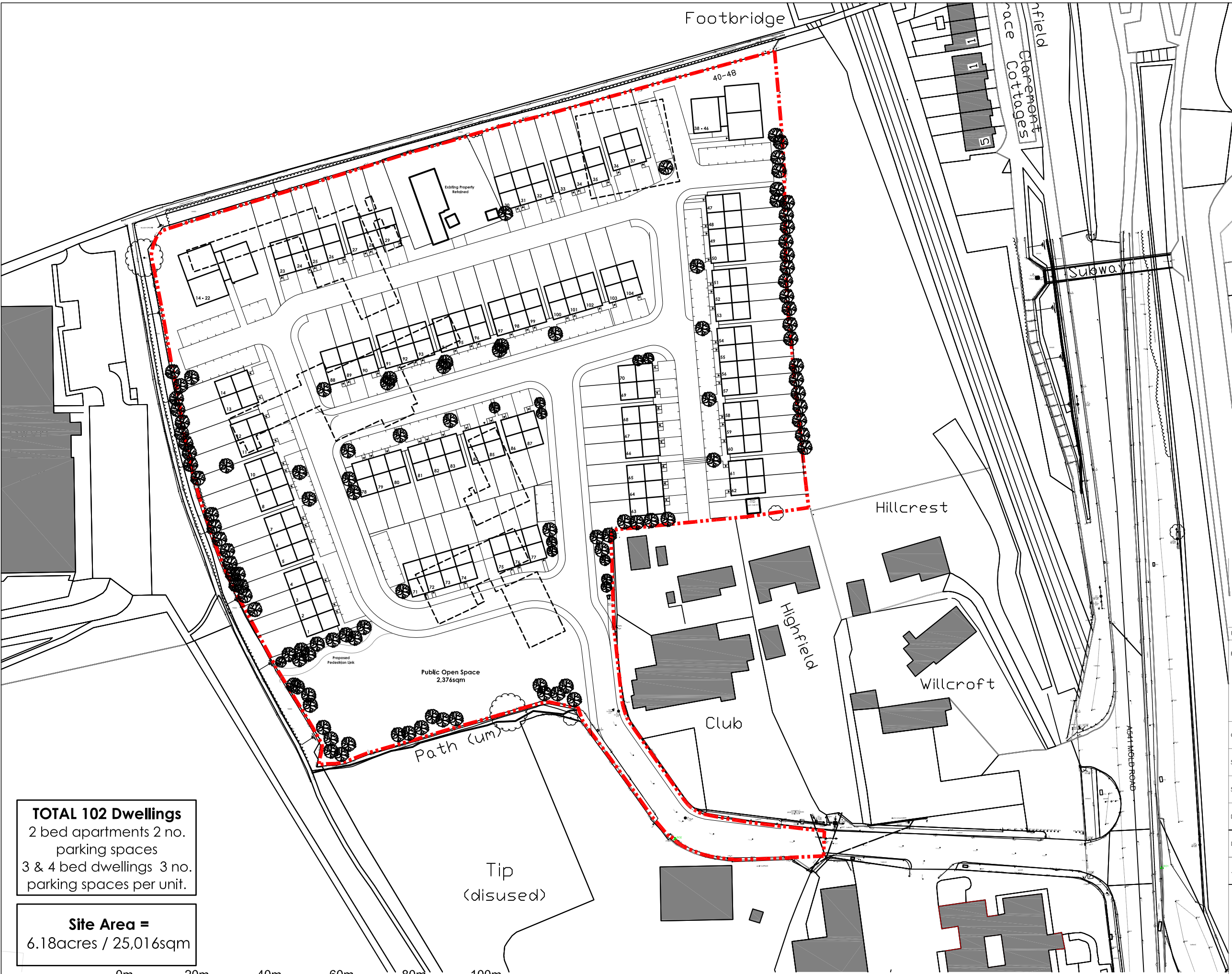
Parameter summary

Trip rate parameter range selected:	2063 - 102000 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

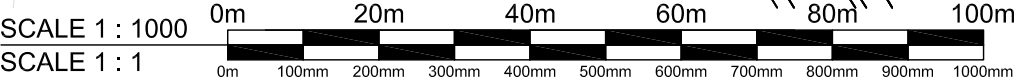
S|C|P

APPENDIX 8



TOTAL 102 Dwellings
2 bed apartments 2 no.
parking spaces
3 & 4 bed dwellings 3 no.
parking spaces per unit.

Site Area =
6.18acres / 25,016sqm



Rev	00-00-00	Date	Description	XXX	XXX
Project Title	PROPOSED DEVELOPMENT				
Client	WHITLEY BROTHERS LTD.				
Status	DRAFT PLANNING				
Scale	1:1000	Drawing Size	A3		
Drawn By	SSR	Checked By	SR	Date	OCT 14
Drawing Title	PROPOSED SITE PLAN				
Job-Dwg No	13092 - 101				Rev -

- THE HARRIS PARTNERSHIP WAKEFIELD
2 St. Johns North, Wakefield, WF1 3QA
t. 01924 291 800 f. 01924 290 072
- THE HARRIS PARTNERSHIP MANCHESTER
2nd Floor, Carvers Warehouse,
77 Dale Street, Manchester, M1 2HG
t. 0161 238 8555 f. 0161 244 5809
- THE HARRIS PARTNERSHIP MILTON KEYNES
The Old Rectory, 79 High Street
Newport Pagnell, MK16 8AB
t. 01908 211 577 f. 01908 211 722
- THE HARRIS PARTNERSHIP READING
101 London Road, Reading, RG1 5BY
t. 0118 950 7700 f. 0118 956 8642



S|C|P

APPENDIX 9

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 52 to 230 (units:)
 Range Selected by User: 50 to 250 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 24/10/13

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	5 days
Tuesday	3 days
Wednesday	3 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	19 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)	10
Edge of Town	9

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.

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.

Filtering Stage 3 selection:

Use Class:

C3

19 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®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	7 days
20,001 to 25,000	3 days
25,001 to 50,000	2 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
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	14 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

19 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.

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09	Survey Type: MANUAL	
2	CF-03-A-02	MIXED HOUSES		CARDIFF
	DROPE ROAD			
	CARDIFF			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	196		
	Survey date: FRIDAY	05/10/07	Survey Type: MANUAL	
3	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL	
4	LN-03-A-01	MIXED HOUSES		LINCOLNSHIRE
	BRANT ROAD			
	BRACEBRIDGE			
	LINCOLN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	150		
	Survey date: TUESDAY	15/05/07	Survey Type: MANUAL	
5	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	186		
	Survey date: MONDAY	14/05/07	Survey Type: MANUAL	
6	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL	
7	NT-03-A-03	SEMI DETACHED		NOTTINGHAMSHIRE
	B6018 SUTTON ROAD			
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	166		
	Survey date: WEDNESDAY	28/06/06	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	115	
		Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
9	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
		GRAMMAR SCHOOL LANE		
		NORTHALLERTON		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	52	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
10	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
11	SF-03-A-01	SEMI DETACHED		SUFFOLK
		A1156 FELIXSTOWE ROAD		
		RACECOURSE		
		IPSWICH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	77	
		Survey date: WEDNESDAY	23/05/07	Survey Type: MANUAL
12	SF-03-A-02	SEMI DET./TERRACED		SUFFOLK
		STOKE PARK DRIVE		
		MAIDENHALL		
		IPSWICH		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	230	
		Survey date: THURSDAY	24/05/07	Survey Type: MANUAL
13	SF-03-A-03	MIXED HOUSES		SUFFOLK
		BARTON HILL		
		FORNHAM ST MARTIN		
		BURY ST EDMUNDS		
		Edge of Town		
		Out of Town		
		Total Number of dwellings:	101	
		Survey date: MONDAY	15/05/06	Survey Type: MANUAL
14	SH-03-A-04	TERRACED		SHROPSHIRE
		ST MICHAEL'S STREET		
		SHREWSBURY		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total Number of dwellings:	108	
		Survey date: THURSDAY	11/06/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
16	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
17	WM-03-A-01	TERRACED	WEST MIDLANDS
	FOLESHILL ROAD		
	FOLESHILL		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	79	
	Survey date: FRIDAY	03/02/06	Survey Type: MANUAL
18	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
	BASELEY WAY		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
	Survey date: MONDAY	24/09/07	Survey Type: MANUAL
19	WO-03-A-03	DETACHED	WORCESTERSHIRE
	BLAKEBROOK		
	BLAKEBROOK		
	KIDDERMINSTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	138	
	Survey date: FRIDAY	05/05/06	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	114	0.083	19	114	0.298	19	114	0.381
08:00 - 09:00	19	114	0.168	19	114	0.415	19	114	0.583
09:00 - 10:00	19	114	0.176	19	114	0.230	19	114	0.406
10:00 - 11:00	19	114	0.155	19	114	0.197	19	114	0.352
11:00 - 12:00	19	114	0.197	19	114	0.180	19	114	0.377
12:00 - 13:00	19	114	0.202	19	114	0.179	19	114	0.381
13:00 - 14:00	19	114	0.184	19	114	0.170	19	114	0.354
14:00 - 15:00	19	114	0.177	19	114	0.186	19	114	0.363
15:00 - 16:00	19	114	0.287	19	114	0.206	19	114	0.493
16:00 - 17:00	19	114	0.319	19	114	0.188	19	114	0.507
17:00 - 18:00	19	114	0.390	19	114	0.232	19	114	0.622
18:00 - 19:00	19	114	0.264	19	114	0.213	19	114	0.477
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.602			2.694			5.296

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 230 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	114	0.003	19	114	0.002	19	114	0.005
08:00 - 09:00	19	114	0.002	19	114	0.003	19	114	0.005
09:00 - 10:00	19	114	0.003	19	114	0.003	19	114	0.006
10:00 - 11:00	19	114	0.003	19	114	0.003	19	114	0.006
11:00 - 12:00	19	114	0.002	19	114	0.002	19	114	0.004
12:00 - 13:00	19	114	0.003	19	114	0.002	19	114	0.005
13:00 - 14:00	19	114	0.002	19	114	0.005	19	114	0.007
14:00 - 15:00	19	114	0.002	19	114	0.003	19	114	0.005
15:00 - 16:00	19	114	0.002	19	114	0.002	19	114	0.004
16:00 - 17:00	19	114	0.002	19	114	0.001	19	114	0.003
17:00 - 18:00	19	114	0.000	19	114	0.001	19	114	0.001
18:00 - 19:00	19	114	0.000	19	114	0.000	19	114	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.027			0.051

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 230 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	114	0.000	19	114	0.000	19	114	0.000
08:00 - 09:00	19	114	0.001	19	114	0.001	19	114	0.002
09:00 - 10:00	19	114	0.000	19	114	0.000	19	114	0.000
10:00 - 11:00	19	114	0.000	19	114	0.000	19	114	0.000
11:00 - 12:00	19	114	0.001	19	114	0.001	19	114	0.002
12:00 - 13:00	19	114	0.000	19	114	0.000	19	114	0.000
13:00 - 14:00	19	114	0.000	19	114	0.000	19	114	0.000
14:00 - 15:00	19	114	0.000	19	114	0.000	19	114	0.000
15:00 - 16:00	19	114	0.001	19	114	0.000	19	114	0.001
16:00 - 17:00	19	114	0.000	19	114	0.000	19	114	0.000
17:00 - 18:00	19	114	0.000	19	114	0.000	19	114	0.000
18:00 - 19:00	19	114	0.000	19	114	0.000	19	114	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.002			0.005

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 230 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	114	0.007	19	114	0.014	19	114	0.021
08:00 - 09:00	19	114	0.006	19	114	0.026	19	114	0.032
09:00 - 10:00	19	114	0.004	19	114	0.007	19	114	0.011
10:00 - 11:00	19	114	0.002	19	114	0.007	19	114	0.009
11:00 - 12:00	19	114	0.006	19	114	0.004	19	114	0.010
12:00 - 13:00	19	114	0.006	19	114	0.006	19	114	0.012
13:00 - 14:00	19	114	0.006	19	114	0.006	19	114	0.012
14:00 - 15:00	19	114	0.005	19	114	0.006	19	114	0.011
15:00 - 16:00	19	114	0.024	19	114	0.012	19	114	0.036
16:00 - 17:00	19	114	0.018	19	114	0.009	19	114	0.027
17:00 - 18:00	19	114	0.018	19	114	0.011	19	114	0.029
18:00 - 19:00	19	114	0.011	19	114	0.004	19	114	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.112			0.225

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: $\text{COUNT} / \text{TRP} * \text{FACT}$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 230 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	114	0.095	19	114	0.364	19	114	0.459
08:00 - 09:00	19	114	0.212	19	114	0.609	19	114	0.821
09:00 - 10:00	19	114	0.215	19	114	0.298	19	114	0.513
10:00 - 11:00	19	114	0.200	19	114	0.258	19	114	0.458
11:00 - 12:00	19	114	0.253	19	114	0.229	19	114	0.482
12:00 - 13:00	19	114	0.259	19	114	0.229	19	114	0.488
13:00 - 14:00	19	114	0.238	19	114	0.220	19	114	0.458
14:00 - 15:00	19	114	0.225	19	114	0.238	19	114	0.463
15:00 - 16:00	19	114	0.453	19	114	0.269	19	114	0.722
16:00 - 17:00	19	114	0.442	19	114	0.265	19	114	0.707
17:00 - 18:00	19	114	0.529	19	114	0.302	19	114	0.831
18:00 - 19:00	19	114	0.358	19	114	0.312	19	114	0.670
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.479			3.593			7.072

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.

Parameter summary

Trip rate parameter range selected: 52 - 230 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	114	0.029	19	114	0.058	19	114	0.087
08:00 - 09:00	19	114	0.038	19	114	0.161	19	114	0.199
09:00 - 10:00	19	114	0.038	19	114	0.053	19	114	0.091
10:00 - 11:00	19	114	0.042	19	114	0.040	19	114	0.082
11:00 - 12:00	19	114	0.039	19	114	0.042	19	114	0.081
12:00 - 13:00	19	114	0.035	19	114	0.035	19	114	0.070
13:00 - 14:00	19	114	0.034	19	114	0.040	19	114	0.074
14:00 - 15:00	19	114	0.053	19	114	0.046	19	114	0.099
15:00 - 16:00	19	114	0.173	19	114	0.080	19	114	0.253
16:00 - 17:00	19	114	0.085	19	114	0.052	19	114	0.137
17:00 - 18:00	19	114	0.071	19	114	0.047	19	114	0.118
18:00 - 19:00	19	114	0.050	19	114	0.047	19	114	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.687			0.701			1.388

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 230 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	114	0.001	19	114	0.012	19	114	0.013
08:00 - 09:00	19	114	0.009	19	114	0.019	19	114	0.028
09:00 - 10:00	19	114	0.004	19	114	0.008	19	114	0.012
10:00 - 11:00	19	114	0.004	19	114	0.007	19	114	0.011
11:00 - 12:00	19	114	0.006	19	114	0.008	19	114	0.014
12:00 - 13:00	19	114	0.006	19	114	0.007	19	114	0.013
13:00 - 14:00	19	114	0.006	19	114	0.003	19	114	0.009
14:00 - 15:00	19	114	0.006	19	114	0.004	19	114	0.010
15:00 - 16:00	19	114	0.012	19	114	0.013	19	114	0.025
16:00 - 17:00	19	114	0.013	19	114	0.004	19	114	0.017
17:00 - 18:00	19	114	0.020	19	114	0.006	19	114	0.026
18:00 - 19:00	19	114	0.009	19	114	0.002	19	114	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.093			0.189

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 230 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TRAIN PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	114	0.000	19	114	0.001	19	114	0.001
08:00 - 09:00	19	114	0.000	19	114	0.001	19	114	0.001
09:00 - 10:00	19	114	0.000	19	114	0.001	19	114	0.001
10:00 - 11:00	19	114	0.000	19	114	0.000	19	114	0.000
11:00 - 12:00	19	114	0.000	19	114	0.000	19	114	0.000
12:00 - 13:00	19	114	0.000	19	114	0.000	19	114	0.000
13:00 - 14:00	19	114	0.000	19	114	0.000	19	114	0.000
14:00 - 15:00	19	114	0.000	19	114	0.000	19	114	0.000
15:00 - 16:00	19	114	0.000	19	114	0.001	19	114	0.001
16:00 - 17:00	19	114	0.000	19	114	0.000	19	114	0.000
17:00 - 18:00	19	114	0.001	19	114	0.000	19	114	0.001
18:00 - 19:00	19	114	0.002	19	114	0.000	19	114	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.004			0.007

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 230 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	114	0.000	19	114	0.000	19	114	0.000
08:00 - 09:00	19	114	0.000	19	114	0.002	19	114	0.002
09:00 - 10:00	19	114	0.000	19	114	0.000	19	114	0.000
10:00 - 11:00	19	114	0.000	19	114	0.000	19	114	0.000
11:00 - 12:00	19	114	0.002	19	114	0.000	19	114	0.002
12:00 - 13:00	19	114	0.000	19	114	0.002	19	114	0.002
13:00 - 14:00	19	114	0.000	19	114	0.000	19	114	0.000
14:00 - 15:00	19	114	0.000	19	114	0.000	19	114	0.000
15:00 - 16:00	19	114	0.002	19	114	0.000	19	114	0.002
16:00 - 17:00	19	114	0.000	19	114	0.000	19	114	0.000
17:00 - 18:00	19	114	0.000	19	114	0.000	19	114	0.000
18:00 - 19:00	19	114	0.000	19	114	0.000	19	114	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 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.

Parameter summary

Trip rate parameter range selected: 52 - 230 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	114	0.001	19	114	0.013	19	114	0.014
08:00 - 09:00	19	114	0.010	19	114	0.022	19	114	0.032
09:00 - 10:00	19	114	0.004	19	114	0.009	19	114	0.013
10:00 - 11:00	19	114	0.004	19	114	0.007	19	114	0.011
11:00 - 12:00	19	114	0.007	19	114	0.008	19	114	0.015
12:00 - 13:00	19	114	0.006	19	114	0.009	19	114	0.015
13:00 - 14:00	19	114	0.006	19	114	0.003	19	114	0.009
14:00 - 15:00	19	114	0.006	19	114	0.004	19	114	0.010
15:00 - 16:00	19	114	0.014	19	114	0.014	19	114	0.028
16:00 - 17:00	19	114	0.013	19	114	0.004	19	114	0.017
17:00 - 18:00	19	114	0.021	19	114	0.006	19	114	0.027
18:00 - 19:00	19	114	0.011	19	114	0.002	19	114	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.101			0.204

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 230 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	114	0.133	19	114	0.449	19	114	0.582
08:00 - 09:00	19	114	0.266	19	114	0.818	19	114	1.084
09:00 - 10:00	19	114	0.261	19	114	0.367	19	114	0.628
10:00 - 11:00	19	114	0.249	19	114	0.312	19	114	0.561
11:00 - 12:00	19	114	0.306	19	114	0.282	19	114	0.588
12:00 - 13:00	19	114	0.305	19	114	0.279	19	114	0.584
13:00 - 14:00	19	114	0.284	19	114	0.268	19	114	0.552
14:00 - 15:00	19	114	0.289	19	114	0.293	19	114	0.582
15:00 - 16:00	19	114	0.665	19	114	0.376	19	114	1.041
16:00 - 17:00	19	114	0.558	19	114	0.330	19	114	0.888
17:00 - 18:00	19	114	0.640	19	114	0.367	19	114	1.007
18:00 - 19:00	19	114	0.429	19	114	0.365	19	114	0.794
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.385			4.506			8.891

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

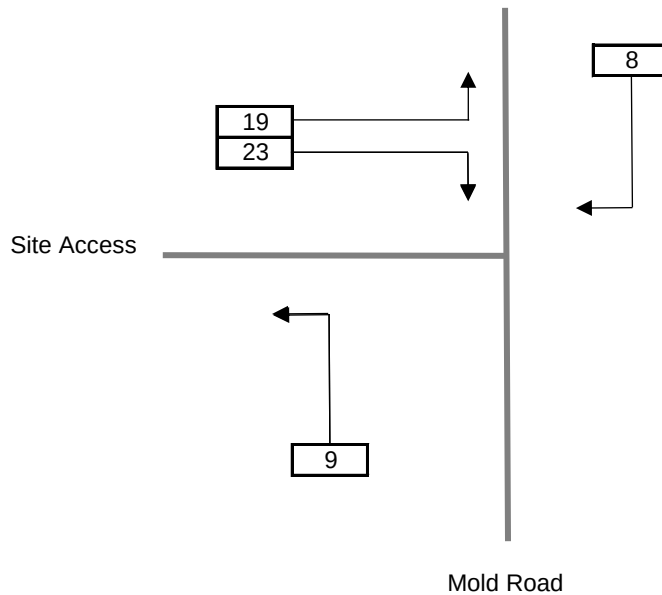
Trip rate parameter range selected: 52 - 230 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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.

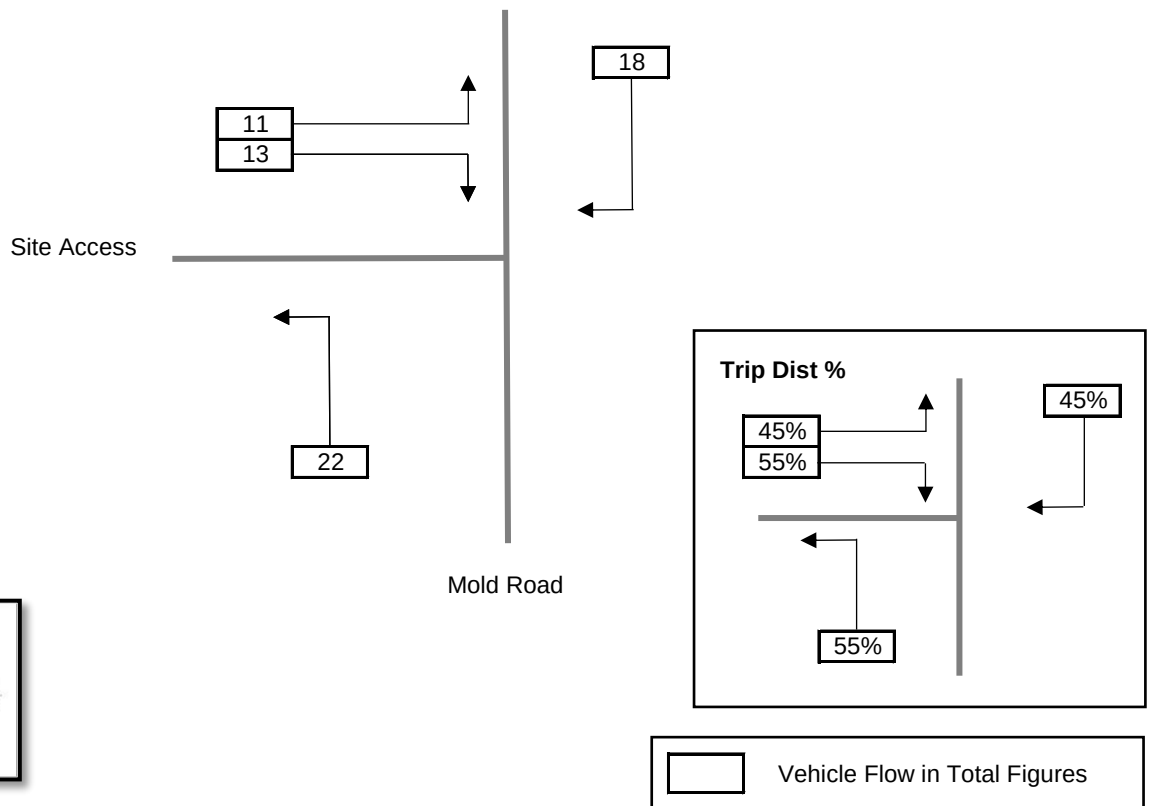
S|C|P

APPENDIX 10

AM 07:45 - 08:45



PM 16:00 - 17:00



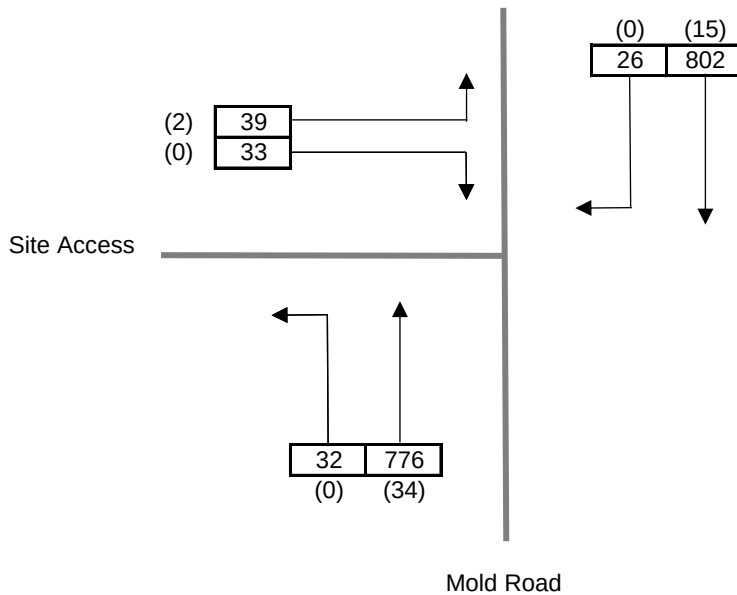
Assumed Assignment of Traffic

Westminster Industrial Estate, Gweryllt, Wrexham

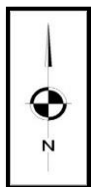
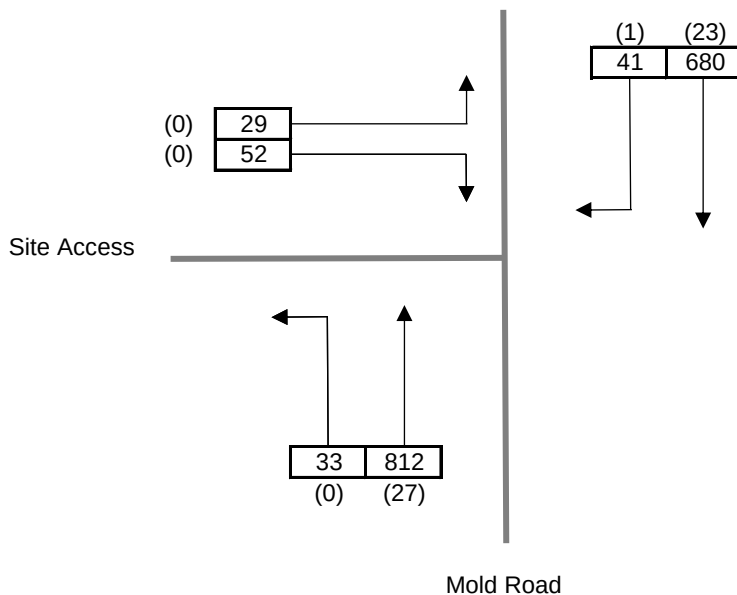
S|C|P

APPENDIX 11

AM 07:45 - 08:45



PM 16:00 - 17:00



Vehicle Flow in Total Figures
(0) HGV / Bus Flow in Total Figures

AM and PM Peak - Design Flows 2020

Westminster Industrial Estate, Gwesyllt, Wrexham



23 October 2014

Job Number - SCP/14076

Appendix 11

S|C|P

APPENDIX 12

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014	
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Filename: PICADY Assessment - Site Access.arc8

Path: Z:\Job Library\2014\14076 - Westminster Industrial Business Park, Gwersyllt\Traffic Data\PICADY

Report generation date: 23/10/2014 15:01:02

» (Default Analysis Set) - 2020 with development, AM

» (Default Analysis Set) - 2020 with development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2020 with development								
Stream B-C	0.11	8.75	0.10	A	0.08	9.44	0.08	A
Stream B-A	0.21	21.50	0.18	C	0.35	22.34	0.26	C
Stream C-AB	0.37	4.30	0.14	A	0.75	4.81	0.21	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2020 with development, AM " model duration: 07:30 - 09:00

"D2 - 2020 with development, PM" model duration: 15:45 - 17:15

Run using Junctions 8.0.4.487 at 23/10/2014 15:01:02

File summary

Title	Site Access
Location	Gwersyllt
Site Number	14076
Date	23/10/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Liam Bessell
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2020 with development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 with development, AM	2020 with development	AM		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.46	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mold Road (South)		Major
B	B	Site Access		Minor
C	C	Mold Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.90		0.00		2.20	0.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.20	3.70	3.70	3.70	✓	1.00	101	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565.252	0.094	0.239	0.150	0.341
1	B-C	710.242	0.100	0.252	-	-
1	C-B	573.963	0.204	0.204	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	842.00	100.000
B	ONE HOUR	✓	74.00	100.000
C	ONE HOUR	✓	843.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	32.000	810.000
	B	33.000	0.000	41.000
	C	817.000	26.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.04	0.96
	B	0.45	0.00	0.55
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	8.75	0.11	A
B-A	0.18	21.50	0.21	C
C-AB	0.14	4.30	0.37	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.87	30.63	0.00	542.84	0.057	0.06	7.025	A
B-A	24.84	24.51	0.00	318.28	0.078	0.08	12.241	B
C-AB	57.49	57.06	0.00	895.45	0.064	0.11	4.294	A
C-A	577.16	577.16	0.00	-	-	-	-	-
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	609.81	609.81	0.00	-	-	-	-	-

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	36.86	36.79	0.00	508.22	0.073	0.08	7.636	A
B-A	29.67	29.52	0.00	270.27	0.110	0.12	14.943	B
C-AB	84.56	84.30	0.00	959.71	0.088	0.17	4.113	A
C-A	673.28	673.28	0.00	-	-	-	-	-
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	728.17	728.17	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	45.14	45.02	0.00	457.22	0.099	0.11	8.730	A
B-A	36.33	35.97	0.00	203.79	0.178	0.21	21.402	C
C-AB	149.92	149.15	0.00	1069.62	0.140	0.36	3.914	A
C-A	778.25	778.25	0.00	-	-	-	-	-
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	891.83	891.83	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	45.14	45.14	0.00	456.74	0.099	0.11	8.746	A
B-A	36.33	36.32	0.00	203.74	0.178	0.21	21.500	C
C-AB	150.34	150.32	0.00	1070.08	0.141	0.37	3.920	A
C-A	777.82	777.82	0.00	-	-	-	-	-
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	891.83	891.83	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	36.86	36.98	0.00	507.58	0.073	0.08	7.650	A
B-A	29.67	30.02	0.00	270.28	0.110	0.13	15.004	B
C-AB	84.93	85.69	0.00	960.31	0.088	0.18	4.122	A
C-A	672.91	672.91	0.00	-	-	-	-	-
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	728.17	728.17	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.87	30.94	0.00	542.29	0.057	0.06	7.040	A
B-A	24.84	25.00	0.00	318.32	0.078	0.09	12.281	B
C-AB	57.88	58.14	0.00	895.80	0.065	0.11	4.300	A
C-A	576.78	576.78	0.00	-	-	-	-	-
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	609.81	609.81	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 with development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 with development, PM	2020 with development	PM		ONE HOUR	15:45	17:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	9.34	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mold Road (South)		Major
B	B	Site Access		Minor
C	C	Mold Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.90		0.00		2.20	0.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.20	3.70	3.70	3.70	✓	1.00	101	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	592.309	0.099	0.250	0.157	0.357
1	B-C	677.119	0.095	0.241	-	-
1	C-B	573.963	0.204	0.204	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	873.00	100.000
B	ONE HOUR	✓	81.00	100.000
C	ONE HOUR	✓	745.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	33.000	840.000
	B	52.000	0.000	29.000
	C	703.000	42.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.04	0.96
	B	0.64	0.00	0.36
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	9.44	0.08	A
B-A	0.26	22.34	0.35	C
C-AB	0.21	4.81	0.75	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	21.83	21.65	0.00	506.68	0.043	0.04	7.421	A
B-A	39.15	38.63	0.00	337.01	0.116	0.13	12.045	B
C-AB	82.62	81.80	0.00	832.57	0.099	0.21	4.796	A
C-A	478.26	478.26	0.00	-	-	-	-	-
A-B	24.84	24.84	0.00	-	-	-	-	-
A-C	632.40	632.40	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	26.07	26.02	0.00	470.34	0.055	0.06	8.101	A
B-A	46.75	46.50	0.00	287.28	0.163	0.19	14.936	B
C-AB	124.77	124.16	0.00	896.08	0.139	0.36	4.670	A
C-A	544.97	544.97	0.00	-	-	-	-	-
A-B	29.67	29.67	0.00	-	-	-	-	-
A-C	755.14	755.14	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	31.93	31.83	0.00	414.13	0.077	0.08	9.415	A
B-A	57.25	56.64	0.00	218.50	0.262	0.34	22.157	C
C-AB	204.22	202.70	0.00	978.03	0.209	0.74	4.658	A
C-A	616.04	616.04	0.00	-	-	-	-	-
A-B	36.33	36.33	0.00	-	-	-	-	-
A-C	924.86	924.86	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	31.93	31.93	0.00	413.37	0.077	0.08	9.437	A
B-A	57.25	57.23	0.00	218.29	0.262	0.35	22.343	C
C-AB	205.17	205.11	0.00	978.96	0.210	0.75	4.674	A
C-A	615.09	615.09	0.00	-	-	-	-	-
A-B	36.33	36.33	0.00	-	-	-	-	-
A-C	924.86	924.86	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	26.07	26.17	0.00	469.50	0.056	0.06	8.121	A
B-A	46.75	47.35	0.00	287.05	0.163	0.20	15.054	C
C-AB	125.71	127.22	0.00	897.43	0.140	0.38	4.694	A
C-A	544.03	544.03	0.00	-	-	-	-	-
A-B	29.67	29.67	0.00	-	-	-	-	-
A-C	755.14	755.14	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	21.83	21.89	0.00	506.06	0.043	0.05	7.438	A
B-A	39.15	39.41	0.00	336.85	0.116	0.13	12.113	B
C-AB	83.37	84.02	0.00	833.31	0.100	0.21	4.815	A
C-A	477.50	477.50	0.00	-	-	-	-	-
A-B	24.84	24.84	0.00	-	-	-	-	-
A-C	632.40	632.40	0.00	-	-	-	-	-