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Technical Note
Project: Land South of Bryn Lane, Wrexham (P/2025/0143)
Date: 4th March 2026

1.1.1 This technical note provides a response to Wrexham Council's highway' comments dated 21st Oct 2025 for the above site.

Site Access

The LHA request the following:

- Visibility splays be redrawn to reflect DMRB standards, with Y-distances based on the recorded 85th percentile speeds (e.g. 120m for 50 mph).
- Splays be measured to the nearside edge of the carriageway, not the centreline.
- The X-distance be set at 2.4 metres, in accordance with standard practice and TAN18 Annex B.
- The full tangent area of the splay be shown, and any potential obstructions (e.g. substations, signage, landscaping) be assessed and relocated if necessary.
- A new ATC survey be undertaken closer to the proposed site access to confirm actual vehicle speeds within the visibility envelope.

1.1.2 New ATC survey was conducted from December 6th for 7 days. The recorded 85th percentile speeds in both directions was 50 mph although the speed limit has changed from 40mph to 30mph. **Appendix A** provides the survey results.

1.1.1 **Appendix B** provides the updated site access drawing with 2.4m x 120m visibility splays.

Additional widening, realignment, or increased junction radii should be considered. The applicant should provide an updated design with revised tracking and a Stage 1 Road Safety Audit (RSA1) to confirm that safe access can be achieved.

1.1.2 The site access and tracking is provided in **Appendix B**. A Stage 1 RSA is being commissioned.

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Car parking Provision

Under Wrexham County Borough Council Parking Standards, the maximum car parking provision is:

- B2 (General Industry): 1 space per 50m² GFA → 292 spaces
- B8 (Storage/Distribution): 1 space per 100m² GFA → 146 spaces The proposed development comprises 14,564m² GFA, including ancillary office floorspace (Use Class B1a). However, the TA does not appear to fully consider the B1 element, which typically requires 1 space per 30m².

The proposed 146 spaces is significantly below the maximum requirement for B2 use and only meets the maximum for B8 use. While the standards are expressed as maximum, if provision falls below these levels, the LHA must be satisfied that there will be no adverse impact on the highway network.

1.1.3 The proposals are designed to provide flexibility for the future end occupier. **Appendix C** illustrates an indicative layout based on a Class B2 (General Industrial) use. The layout demonstrates that the site can accommodate 285 car parking spaces, which accords with typical parking standards for B2 development and ensures the site can operate effectively without overspill onto the public highway.

1.1.4 The quantum of parking shown reflects the operational characteristics of B2 uses, where staffing levels, shift patterns and industrial processes generally generate moderate parking demand relative to site floor area. The layout also retains appropriate circulation space, service yard provision and turning facilities for articulated vehicles, ensuring that both employee and servicing needs can be accommodated within the site boundary.

1.1.5 The indicative nature of the layout allows the development to respond to specific occupier requirements at reserved matters stage, whilst demonstrating that the site is capable of delivering policy-compliant parking provision.

1.1.6 It should be noted that the B1(a) use is ancillary to the main use which is very different to a separate office in an out of town location. WCBC Parking Standards note that "in cases where the mixed uses generally operate concurrently, levels applicable to all uses will be aggregated". This is the case here, with the ancillary B1(a) floorspace (a minor component of the overall scheme) is covered through the whole scheme being provided for B8 or B2.

Internal Site Circulation

Overall, the internal layout does not provide adequate clearance for HGV movements without encroachment into landscaping, and the eastern access route lacks sufficient space for simultaneous HGV operations. The applicant should provide revised swept path analysis demonstrating that all vehicle movements remain within hardstanding, confirmation of visibility at the north-east corner, and an operational plan for HGV scheduling to prevent queuing and reversing conflicts. Until these matters are addressed, the Local Highway Authority cannot confirm that the internal layout is acceptable in terms of safety and efficiency.

1.1.7 In response, **Appendix C** (showing the 'B2 parking layout') also incorporates an updated site layout that addresses the above concerns. The revised vehicle tracking demonstrates that

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articulated HGVs can manoeuvre through the site without encroaching into landscaped areas and that sufficient carriageway width is provided along the eastern access route to allow two articulated vehicles to pass safely. The updated drawings also confirm that appropriate forward visibility is achieved at the north-east corner, thereby resolving the previously identified visibility constraint.

1.1.8 On the basis of this additional information, the internal layout can now be considered capable of accommodating HGV movements in a safe and efficient manner, subject to the implementation of any agreed operational management measures.

1.1.9 The B8 layout has the same internal access arrangements as the B2 layout. Formal updated layout plans will be issued upon agreement of the site access and other matters raised by the highways authority.

Pedestrian and Cycle Access

In summary, the relatively poor accessibility of the site by walking and cycling means that active travel is unlikely to form a significant mode share. This will result in increased car trips to and from the development, providing greater weight to the argument that the maximum parking standards should apply to ensure sufficient on-site provision and avoid overspill parking issues.

1.1.10 While current walking and cycling accessibility may not be optimal, this does not preclude meaningful uptake, particularly where appropriate travel planning measures are secured as part of the development.

1.1.11 National and local transport policy consistently prioritise sustainable transport modes and seek to reduce reliance on private vehicles. Applying maximum parking standards on the assumption of high car dependency risks embedding that very outcome. There is substantial evidence that parking provision directly influences travel behaviour; oversupplying parking can induce additional car trips, undermining sustainable transport objectives and climate commitments.

1.1.12 Concerns regarding overspill parking can be addressed through controlled parking measures, parking management strategies, travel planning and proportionate on-site provision based on forecast demand rather than a precautionary maximum standard.

Public Transport Accessibility

Overall, the site's public transport accessibility is poor. This limitation reinforces car dependency and supports the case for applying maximum parking standards, as the lack of viable alternatives will inevitably result in higher car trip generation.

1.1.13 While public transport accessibility at the site is currently limited, parking oversupply can reinforce car dependency rather than reduce it.

1.1.14 The Wrexham and Flintshire Investment Zone is committed to investing in improving infrastructure and active travel in employment areas. The site is approximately 850m from a bus stop which is acceptable in non-built up (i.e. residential) areas particularly as there are proposals to enhance the bus services in the area as part of the Active Travel improvements.

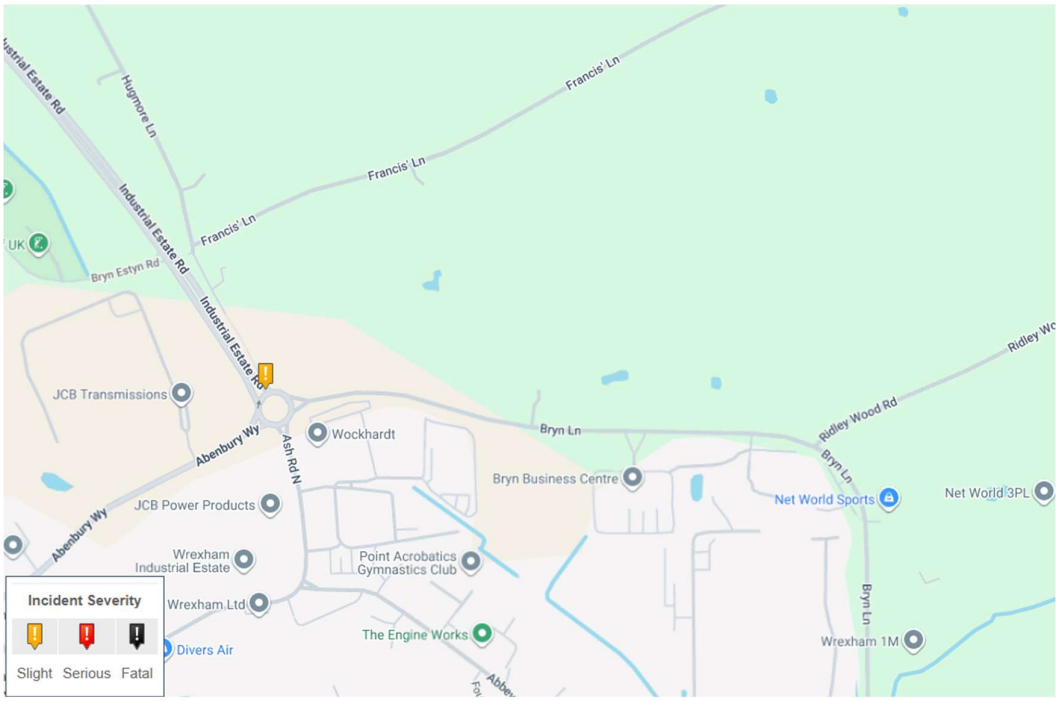
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Personal Collision Analysis

The TA concludes that the low frequency of collisions suggests no recurring highway safety pattern. On this basis, no further detailed collision analysis was undertaken. However, given that all recorded collisions involved cyclists, and considering the presence of shared pedestrian/cycle facilities on Bryn Lane and on a short section of the Industrial Estate Road, it would be prudent for the applicant to undertake further investigation into causation factors.

The accident data has been updated to provide the latest information. **Figure 1** shows that between 2020 and 2024 there was only 1 slight accident at the Bryn Lane / Industrial Estate Road roundabout. This occurred in 26th April 2021 and involved a cyclist and car where the causation was unknown.

Appendix D provides the Crashmap accident sheet.



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Traffic Impact Assessment

The application of TEMPRO growth factors is appropriate and aligns with standard practice. However, no TEMPRO outputs be provided for review to confirm what assumptions (if any) have been applied. The applicant should provide the TEMPRO outputs to the LHA for review.

1.1.15 Tempro data is provided in **Appendix E**.

While the inclusion of committed developments is generally appropriate, the inclusion of Land North of Bryn Lane and KSS2 is inappropriate as these are Local Plan allocations rather than consented schemes. Accordingly, these sites may not come forward or may appear over a longer period of time than suggested. Whilst there is validity in assessing a scenario with these allocation sites included, the LHA requires an alternative scenario without these allocation sites included.

1.1.16 It is proposed that assessment is to be provided based on Traffic Growth and With Development only. Does the Council require an additional assessment to include Utopia City and the associated offsite highway improvements?

Trip Generation

Given these issues, the applicant should undertake a bespoke TRICS assessment which considers all modes. This should include all material land uses, applies transparent and justified site selection, and provides multimodal trip generation in line with TAN 18 requirements. This will ensure that trip generation forecasts are robust, defensible, and aligned with both TRICS and Welsh Government guidance. Until this work is completed, the LHA cannot accept the current trip generation assessment as robust and cannot confirm that the development's traffic impact has been accurately assessed.

1.1.17 Tables 5.2 and 5.4 has been extracted from the TA below.

Table 5.2: Trip Rates & Trip Generation – B2 Industrial (Total Vehicles)

14,565m² GFA	AM Peak			PM Peak			Daily (AADT)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.458	0.084	0.542	0.129	0.384	0.513	2.761	2.672	5.433
Trips	67	12	79	19	56	75	402	389	791

Table 5.4: Trip Rates & Trip Generation – B8 Industrial (Total Vehicles)

14,565m² GFA	AM Peak			PM Peak			Daily (AADT)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.18	0.119	0.299	0.126	0.171	0.297	2.235	2.136	4.371
Trips	26	17	44	18	25	43	326	311	637

1.1.18 The TRIC data has been updated to take account of the Council's comment and **Appendix F** provides updated TRICS data.

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1.1.19 Tables A and B provides the revised trip rates and generations for Total vehicles. If this is agreeable the multimodal trip rates can be used or Census Modes of Travel to Work data applied to Total person trips. This is to be agreed with the Council.

Table A: Trip Rates & Trip Generation – B2 Industrial (Total Vehicles)

14,565m² GFA	AM Peak			PM Peak			Daily (AADT)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.548	0.079	0.627	0.09	0.431	0.521	2.421	2.364	4.785
Trips	80	12	91	13	63	76	353	344	697

Table B: Trip Rates & Trip Generation – B8 Industrial (Total Vehicles)

14,565m² GFA	AM Peak			PM Peak			Daily (AADT)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.462	0.14	0.602	0.143	0.428	0.571	3.158	2.93	6.088
Trips	26	17	88	18	25	83	326	311	887

1.1.20 Traffic surveys of the Net World Sport can also be considered for trip rate assessment. This is to be agreed with the Council.

Trip Distribution and Assignment

The LHA consider this methodology appropriate given the nature of the proposals.

1.1.21 Noted and agreed.

Traffic Impact Assessment

The LHA recommends that the applicant revises the TA to include:

- Arm-specific junction impact assessments, with detailed junction modelling undertaken at any junction where flows on an individual arm increase by 5% or more as a result of the development;
- Exclusion of uncommitted Local Plan allocations from baseline traffic scenarios.

1.1.22 The traffic impact is to be updated using the revised trip rates, distribution and assessment scenarios.

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Site Access Junction Assessment

The applicant should update the model to reflect the correct geometry and provide scaled drawings clearly showing the dimensions used in the assessment. These drawings must correspond to the inputs in the PICADY model so that the LHA can verify the accuracy of the outputs.

1.1.23 The junction assessment is to be updated using the revised trip rates and assessment scenarios.

Mitigation

As such, the applicant will need to engage in further discussions with the LHA regarding appropriate mitigation measures once appropriate traffic impact assessments have been undertaken. developments.

1.1.24 To be discussed with the Council.

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APPENDICES

Cora IHT Ltd. Adamson House, Towers Business Park, Wilmslow Road, Manchester, M20 2YY
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APPENDIX A – ATC DATA

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Wrexham ATC

Report Id 735/25
Site Name Site 1 of 1
Description Bryn Lane, 425m west of Ridley Wood Road
Direction Eastbound

Saturday 06 December 2025

		15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed															
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	2	2	0	2	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	54.0	45.5	8.2
0100 - 0200	8	2	2	1	3	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	1	0	2	0	1	0	55.5	45.5	9.6
0200 - 0300	4	0	1	1	2	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	53.2	41.8	11.1
0300 - 0400	4	1	1	1	1	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	54.2	43.0	10.8
0400 - 0500	3	0	0	1	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	52.6	44.7	7.6
0500 - 0600	77	19	18	30	10	0	0	71	0	2	0	0	0	0	3	1	0	0	0	0	0	0	3	4	6	16	26	13	7	2	0	54.7	46.8	7.7
0600 - 0700	130	15	31	36	48	0	1	116	1	9	0	0	0	0	3	0	0	0	0	0	0	0	3	7	23	38	30	18	8	2	1	53.1	45.2	7.5
0700 - 0800	75	18	18	19	20	0	0	55	1	13	0	0	0	0	6	0	0	0	0	0	0	0	0	4	11	24	18	14	4	0	0	52.1	45.6	6.3
0800 - 0900	43	8	8	7	20	0	0	34	0	6	0	1	0	1	1	0	0	0	0	0	0	0	0	5	6	14	7	8	2	1	0	52.7	45.0	7.4
0900 - 1000	60	10	13	14	23	1	0	45	2	7	0	0	0	1	2	2	0	0	0	1	0	0	3	5	11	16	16	8	0	0	0	50.7	42.7	7.7
1000 - 1100	103	22	23	33	25	1	0	80	3	16	0	0	0	1	1	1	0	0	1	0	0	3	6	8	22	31	19	11	2	0	0	50.2	41.6	8.3
1100 - 1200	112	18	31	28	35	0	0	101	2	9	0	0	0	0	0	0	0	0	2	0	0	0	5	14	17	37	25	9	3	0	0	50.5	42.0	8.2
1200 - 1300	148	42	35	36	35	0	0	138	0	6	0	0	0	0	4	0	0	0	0	1	0	1	5	24	37	27	26	21	3	3	0	51.0	42.3	8.4
1300 - 1400	135	28	37	32	38	0	0	124	2	7	1	0	0	0	1	0	0	0	0	0	4	1	7	11	32	36	25	6	10	2	1	51.9	42.3	9.3
1400 - 1500	113	32	27	31	23	0	0	100	1	8	0	0	0	2	2	0	0	0	0	0	0	5	9	16	20	34	19	7	3	0	0	48.8	40.5	8.0
1500 - 1600	92	21	23	26	22	0	0	87	0	2	0	0	0	0	2	1	0	0	0	0	0	1	1	8	16	33	19	12	1	1	0	50.5	43.6	6.7
1600 - 1700	77	30	15	10	22	1	0	71	0	4	0	0	0	0	0	1	0	0	0	0	0	0	3	6	13	16	18	17	3	1	0	53.0	45.0	7.7
1700 - 1800	75	29	21	15	10	0	1	68	0	4	1	0	0	1	0	0	0	0	0	0	0	0	2	4	5	12	23	20	5	3	1	56.5	48.1	8.1
1800 - 1900	74	21	21	19	13	0	0	69	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	10	11	13	16	12	9	2	1	55.6	46.4	8.9
1900 - 2000	22	4	6	3	9	0	0	20	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	4	4	5	3	4	1	0	56.3	47.8	8.2
2000 - 2100	15	3	4	4	4	0	0	13	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	1	1	4	5	1	1	0	57.2	48.3	8.5
2100 - 2200	9	3	1	0	5	0	0	6	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	1	2	0	2	2	0	0	0	51.2	40.8	10.0
2200 - 2300	10	4	1	5	0	0	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	3	1	0	0	54.9	49.0	5.7
2300 - 0000	4	1	1	0	2	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	59.2	45.5	13.2
0700 - 1900	**1107**	**279**	**272**	**270**	**286**	**3**	**1**	**972**	**11**	**86**	**2**	**1**	**0**	**6**	**20**	**5**	**0**	**0**	**3**	**2**	**4**	**11**	**41**	**115**	**201**	**293**	**231**	**145**	**45**	**13**	**3**	**51.9**	**43.3**	**8.3**
0600 - 2200	**1283**	**304**	**314**	**313**	**352**	**3**	**2**	**1127**	**12**	**95**	**3**	**1**	**0**	**6**	**28**	**6**	**0**	**0**	**3**	**2**	**4**	**11**	**46**	**126**	**231**	**336**	**272**	**173**	**58**	**17**	**4**	**52.2**	**43.6**	**8.3**
0600 - 0000	**1297**	**309**	**316**	**318**	**354**	**3**	**2**	**1139**	**12**	**95**	**3**	**2**	**0**	**6**	**29**	**6**	**0**	**0**	**3**	**2**	**4**	**11**	**46**	**127**	**233**	**337**	**277**	**176**	**59**	**18**	**4**	**52.3**	**43.7**	**8.3**
0000 - 0000	**1399**	**333**	**340**	**352**	**374**	**3**	**2**	**1222**	**12**	**99**	**3**	**2**	**0**	**6**	**42**	**8**	**0**	**0**	**3**	**2**	**4**	**11**	**50**	**132**	**249**	**356**	**304**	**196**	**67**	**21**	**4**	**52.5**	**43.9**	**8.3**

Sunday 07 December 2025

		15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed															
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	0	1	3	3	0	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	50.9	47.3	3.5
0100 - 0200	3	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	58.2	53.0	5.0
0200 - 0300	6	1	3	1	1	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	49.1	41.3	7.5
0300 - 0400	4	1	1	1	1	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	50.8	44.3	6.3
0400 - 0500	6	1	0	1	4	0	0	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	2	1	0	1	0	58.2	47.2	10.7
0500 - 0600	62	16	14	15	17	0	0	61	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	8	8	16	12	9	4	0	57.0	48.2	8.5
0600 - 0700	124	16	31	42	35	0	3	111	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	5	8	31	25	32	15	5	3	57.5	49.2	8.0
0700 - 0800	49	22	7	9	11	0	0	41	0	3	0	0	0	0	4	1	0	0	0	0	0	0	0	4	10	11	11	5	4	3	1	55.7	46.4	9.0
0800 - 0900	50	13	18	7	12	0	0	39	3	5	0	0	0	0	3	0	0	0	0	0	0	0	4	9	8	9	6	7	4	2	1	54.7	43.8	10.5
0900 - 1000	68	9	14	21	24	0	0	57	0	9	0	0	0	1	0	1	0	0	0	0	0	0	4	10	9	16	15	8	5	1	0	52.4	43.7	8.5
1000 - 1100	90	20	25	22	23	0	0	80	1	5	0	0	0	0	2	2	0	0	0	0	0	0	8	10	17	20	23	8	4	0	0	50.6	42.4	7.8
1100 - 1200	124	29	33	32	30	0	1	108	2	9	0	0	0	1	3	0	0	0	0	0	0	0	7	20	27	41	15	13	0	1	0	48.5	41.3	7.0
1200 - 1300	131	32	42	25	32	0	1	112	2	13	0	0	0	1	2	0	0	0	0	0	0	1	6	13	32	38	25	10	5	1	0	50.0	42.4	7.3
1300 - 1400	126	27	39	32	28	0	0	115	2	5	0	0	0	0	4	0	0	0	0	0	0	0	7	20	29	36	24	7	2	1	0	48.6	41.3	7.0
1400 - 1500	118	35	23	29	31	0	0	104	3	7	0	0	0	1	2	1	0	0	0	0	0	0	9	7	16	41	25	15	5	0	0	51.2	43.6	7.4
1500 - 1600	98	34	23	15	26	0	0	77	1	13	0	0	0	2	4	1	0	0	0	0	0	0	6	20	13	21	24	9	4	1	0	50.8	42.3	8.1
1600 - 1700	69	16	19	15	19	0	0	59	0	7	0	0	0	2	1	0	0	0	0	0	0	0	6	6	8	19	15	11	3	1	0	52.4	43.9	8.3
1700 - 1800	65	20	23	13	9	0	0	61	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	14	20	11	6	1	1	55.1	47.2	7.6
1800 - 1900	86	19	34	21	12	1	0	77	0	5	0	0	0	1	2	0	0	0	0	0	0	0	2	7	15	24	15	15	4	2	1	53.9	44.7	8.8
1900 - 2000	28	11	4	6	7	0	0	25	0	1	0	0	0	0	1	1	0	0	0	1	0	0	1	2	3	5	6	3	7	1	0	57.3	47.8	9.2
2000 - 2100	14	2	6	2	4	0	0	4	0	3	0	0	1	1	5	0	0	0	0	0	0	0	1	5	3	2	1	2	0	0	0	47.2	39.1	7.9
2100 - 2200	13	3	2	6	2	0	0	10	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3	4	3	1	1	0	0	51.2	44.2	6.8
2200 - 2300	9	2	3	2	2	0	0	6	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	2	2	1	3	0	0	57.4	49.7	7.5
2300 - 0000	7	6	1	0	0	0	0	5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	1	2	0	1	1	0	0	0	47.9	38.0	9.6
0700 - 1900	**1074**	**276**	**300**	**241**	**257**	**1**	**2**	**930**	**14**	**85**	**0**	**0**	**0**	**9**	**27**	**6**	**0**	**0**	**0**	**1**	**0**	**1**	**59**	**130**	**192**	**290**	**218**	**119**	**46**	**14**	**4**	**51.5**	**43.2**	**8.0**
0600 - 2200	**1253**	**308**	**343**	**297**	**305**	**1**	**5**	**1080**	**14**	**99**	**0**	**0**	**1**	**10**	**34**	**9**	**0**	**0**	**0**	**1**	**0**	**1**	**61**	**143**	**209**	**332**	**253**	**157**	**69**	**20**	**7**	**52.4**	**43.8**	**8.3**
0600 - 0000	**1269**	**316**	**347**	**299**	**307**	**1**	**5**	**1091**	**14**	**99**	**0**	**0**	**1**	**10**	**38**	**10**	**0**	**0**	**0**	**1**	**0**	**1**	**63**	**144**	**212**	**334**	**256**	**159**	**72**	**20**	**7**	**52.4**	**43.8**	**8.3**
0000 - 0000	**1357**	**335**	**368**	**321**	**333**	**1**	**5**	**1169**	**14**	**99**	**0**	**0**	**1**	**10**	**45**	**13**	**0**	**0**	**0**	**1**	**0**	**1**	**65**	**149**	**223**	**348**	**281**	**175**	**82**	**25**	**7**	**52.7**	**44.1**	**8.3**

Monday 08 December 2025

		15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed															
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	4	1	2	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	59.2	45.5	13.2
0100 - 0200	2	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	39.2	35.5	3.5
0200 - 0300	7	0	2	0	5	0	0	2	0	1	0	0	0	0	4	0	0	0	0	0	0	0	1	0	2	1	1	1	0	1	0	56.3	44.4	11.4
0300 - 0400	9	0	2	4	3	0	0	6	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	1	1	1	2	2	0	0	56.7	46.3	10.0
0400 - 0500	19	7	1	5	6	0	0	15	0	1	0	1	0	1	1	0	0	0	0	0	0	0	1	1	1	4	6	3	1	2	0	56.8	47.5	9.0
0500 - 0600	133	24	34	35	40	4	2	121	0	2	0	1	0	0	0	3	0	0	0	2	2	1	4	11	21	33	34	18	4	3	0	52.8	43.5	9.0
0600 - 0700	346	31	68	92	155	0	3	307	1	28	1	0	0	0	4	2	0	0	0	0	0	4	28	35	65	100	70	32	10	2	0	50.1	42.1	7.8
0700 - 0800	419	86	99	111	123	0	3	348	2	52	1	2	0	2	7	2	0	0	0	0	0	0	12	76	84	132	78	28	7	2	0	48.7	41.7	6.7
0800 - 0900	297	76	67	73	81	2	0	234	1	39	4	2	0	3	8	4	0	0	0	0	0	0	11	52	75	69	50	26	12	2	0	49.6	41.9	7.5
0900 - 1000	149	44	28	37	40	1	0	107	0	28	1	2	0	1	7	2	0	0	0	0	1	1	11	20	31	45	27	9	2	2	0	49.1	41.2	7.6
1000 - 1100	174	43	41	46	44	2	0	117	4	32	1	1	1	1	6	9	0	0	0	0	2	7	17	35	32	40	23	12	5	1	0	48.5	39.4	8.7
1100 - 1200	175	45	39	37	54	0	0	124	2	21	3	2	0	2	12	8	1	0	2	0	0	4	22	47	40	38	19	2	1	0	0	44.9	37.2	7.4
1200 - 1300	181	47	50	38	46	0	0	139	1	25	2	1	0	2	4	7	0	0	0	0	0	1	17	34	57	43	22	4	0	2	1	46.6	39.2	7.1
1300 - 1400	163	35	45	40	43	1	3	119	2	22	0	2	1	5	5	3	0	0	0	0	0	1	20	37	42	40	16	6	1	0	0	45.5	38.4	6.8
1400 - 1500	150	50	32	34	34	0	1	111	3	19	1	3	0	1	7	3	1	0	0	1	0	0	13	24	43	45	15	6	2	1	0	47.0	39.7	7.1
1500 - 1600	151	36	39	44	32	0	0	111	3	25	1	0	0	1	9	1	0	0	0	0	0	1	18	29	56	29	13	5	0	0	0	44.6	38.1	6.3
1600 - 1700	141	38	42	37	24	1	0	111	1	19	2	0	0	1	2	2	2	0	0	0	0	0	12	29	31	34	21	10	4	0	0	48.2	40.4	7.5
1700 - 1800	137	43	47	27	20	0	0	114	0	19	0	0	0	0	4	0	0	0	0	0	0	1	9	16	31	37	26	10	7	0	0	49.9	42.0	7.6
1800 - 1900	124	29	50	25	20	2	0	107	1	10	0	0	0	1	2	1	0	0	0	1	0	0	5	16	24	28	22	17	8	3	0	52.7	43.6	8.8
1900 - 2000	59	15	24	13	7	0	0	45	0	11	0	0	0	0	3	0	0	0	0	0	0	0	3	4	10	23	8	6	2	2	1	52.9	44.1	8.5
2000 - 2100	32	5	11	5	11	0	0	17	0	3	0	0	0	1	11	0	0	0	0	0	0	0	0	4	4	4	11	7	1	1	0	54.0	46.1	7.6
2100 - 2200	27	5	4	8	10	0	0	22	0	1	1	0	0	1	2	0	0	0	0	0	0	0	1	3	7	6	6	4	0	0	0	49.8	42.6	6.9
2200 - 2300	12	6	5	0	1	0	0	9	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	43.2	40.5	2.6
2300 - 0000	6	1	2	2	1	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	43.7	38.0	5.5
0700 - 1900	**2261**	**572**	**579**	**549**	**561**	**9**	**7**	**1742**	**20**	**311**	**16**	**15**	**2**	**20**	**73**	**42**	**4**	**0**	**2**	**2**	**3**	**16**	**167**	**415**	**546**	**580**	**332**	**135**	**49**	**13**	**1**	**48.2**	**40.4**	**7.6**
0600 - 2200	**2725**	**628**	**686**	**667**	**744**	**9**	**10**	**2133**	**21**	**354**	**18**	**15**	**2**	**22**	**93**	**44**	**4**	**0**	**2**	**2**	**3**	**20**	**199**	**461**	**632**	**713**	**427**	**184**	**62**	**18**	**2**	**48.7**	**40.8**	**7.7**
0600 - 0000	**2743**	**635**	**693**	**669**	**746**	**9**	**10**	**2145**	**21**	**354**	**18**	**15**	**2**	**23**	**97**	**45**	**4**	**0**	**2**	**2**	**3**	**20**	**199**	**463**	**641**	**719**	**428**	**184**	**62**	**18**	**2**	**48.7**	**40.8**	**7.6**
0000 - 0000	**2917**	**668**	**734**	**715**	**800**	**13**	**12**	**2292**	**21**	**361**	**18**	**17**	**2**	**24**	**104**	**49**	**4**	**0**	**2**	**4**	**5**	**21**	**206**	**478**	**667**	**759**	**470**	**209**	**70**	**24**	**2**	**49.0**	**41.0**	**7.8**

Tuesday 09 December 2025

		15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed															
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	0	2	0	3	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	3	1	0	0	0	55.1	45.0	9.7
0100 - 0200	6	3	2	0	1	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	2	0	1	2	0	0	0	0	47.8	38.8	8.6
0200 - 0300	9	3	0	3	3	0	0	3	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	1	3	3	2	0	0	0	0	46.5	41.3	5.0
0300 - 0400	7	0	2	2	3	0	0	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	2	1	3	0	0	0	0	48.6	42.3	6.1
0400 - 0500	12	3	2	3	4	0	0	8	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	1	1	4	0	3	1	1	0	56.6	45.9	10.3
0500 - 0600	132	21	35	37	39	2	2	122	0	4	1	0	0	0	1	0	0	0	0	2	0	1	2	17	22	35	30	16	4	3	0	52.1	43.3	8.4
0600 - 0700	380	32	66	107	175	0	5	322	3	31	3	1	0	0	7	8	0	0	0	0	0	1	43	86	99	97	37	14	2	1	0	45.7	38.7	6.7
0700 - 0800	447	95	106	116	130	1	2	369	3	54	2	1	0	4	8	3	0	0	0	0	0	1	41	83	160	101	47	10	2	2	0	45.4	38.8	6.3
0800 - 0900	297	74	76	74	73	0	0	239	0	41	1	1	0	1	10	4	0	0	0	0	0	2	14	56	79	76	48	18	3	1	0	47.7	40.6	6.8
0900 - 1000	166	45	45	35	41	0	0	115	1	25	5	2	1	0	10	7	0	0	0	0	0	0	22	40	46	35	21	2	0	0	0	44.5	38.0	6.3
1000 - 1100	148	35	32	41	40	0	0	102	5	21	1	1	0	1	10	7	0	0	0	0	0	2	14	28	48	35	16	4	1	0	0	45.5	38.7	6.5
1100 - 1200	154	30	41	44	39	0	0	101	2	37	1	2	0	2	7	2	0	0	0	1	0	0	6	29	50	41	21	5	1	0	0	46.4	39.8	6.3
1200 - 1300	168	33	41	44	50	0	0	118	2	30	1	3	0	2	6	5	1	0	0	0	1	3	17	33	51	37	16	9	1	0	0	46.0	38.6	7.1
1300 - 1400	171	53	40	40	38	0	1	119	4	28	3	0	0	4	4	8	0	0	0	0	0	4	15	47	50	41	12	2	0	0	0	43.7	37.5	6.0
1400 - 1500	162	52	37	29	44	0	0	117	0	30	0	3	0	1	8	3	0	0	0	2	0	0	22	33	40	44	20	1	0	0	0	45.1	38.0	6.9
1500 - 1600	161	42	44	43	32	0	0	121	2	21	2	3	0	1	10	1	0	0	0	0	0	0	23	27	57	24	20	8	2	0	0	46.1	38.7	7.1
1600 - 1700	127	29	33	24	41	0	0	97	2	16	1	2	0	0	7	1	1	0	0	0	2	2	7	17	34	36	15	11	2	1	0	48.8	40.6	7.9
1700 - 1800	157	48	48	29	32	1	0	135	0	12	0	1	0	1	6	1	0	0	0	0	0	4	10	13	27	48	34	19	1	1	0	50.3	42.4	7.7
1800 - 1900	135	29	44	39	23	0	0	125	0	7	0	0	0	0	3	0	0	0	0	0	1	0	3	12	13	28	37	27	9	5	0	54.8	46.2	8.2
1900 - 2000	49	13	20	9	7	0	0	42	0	3	0	0	0	2	2	0	0	0	0	0	0	0	1	5	6	9	14	10	2	2	0	54.2	46.0	8.0
2000 - 2100	25	4	10	7	4	0	0	17	0	1	0	0	0	0	5	2	0	0	0	0	0	1	0	5	2	7	4	4	1	1	0	53.2	43.6	9.3
2100 - 2200	25	4	6	8	7	0	0	15	0	2	0	0	0	2	4	2	0	0	0	0	0	0	0	6	1	8	4	3	3	0	0	52.8	44.2	8.3
2200 - 2300	6	5	1	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	49.9	43.8	5.8
2300 - 0000	5	1	0	1	3	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	45.8	39.0	6.5
0700 - 1900	**2293**	**565**	**587**	**558**	**583**	**2**	**3**	**1758**	**21**	**322**	**17**	**19**	**1**	**17**	**89**	**42**	**2**	**0**	**0**	**3**	**4**	**18**	**194**	**418**	**655**	**546**	**307**	**116**	**22**	**10**	**0**	**47.0**	**39.6**	**7.1**
0600 - 2200	**2772**	**618**	**689**	**689**	**776**	**2**	**8**	**2154**	**24**	**359**	**20**	**20**	**1**	**21**	**107**	**54**	**2**	**0**	**0**	**3**	**4**	**20**	**238**	**520**	**763**	**667**	**366**	**147**	**30**	**14**	**0**	**47.2**	**39.7**	**7.2**
0600 - 0000	**2783**	**624**	**690**	**690**	**779**	**2**	**8**	**2162**	**24**	**359**	**20**	**20**	**1**	**21**	**110**	**54**	**2**	**0**	**0**	**3**	**4**	**20**	**238**	**522**	**766**	**670**	**368**	**148**	**30**	**14**	**0**	**47.2**	**39.7**	**7.2**
0000 - 0000	**2954**	**654**	**733**	**735**	**832**	**4**	**10**	**2300**	**24**	**365**	**21**	**20**	**1**	**21**	**129**	**57**	**2**	**0**	**0**	**5**	**4**	**21**	**243**	**544**	**794**	**714**	**408**	**168**	**35**	**18**	**0**	**47.5**	**39.9**	**7.3**

Wednesday 10 December 2025

		15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed															
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	0	3	1	2	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	1	1	1	2	0	0	0	53.9	43.8	9.7
0100 - 0200	6	0	3	2	1	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	1	0	2	2	1	0	0	0	51.7	44.7	6.8
0200 - 0300	5	2	1	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	2	0	1	0	1	0	0	0	48.4	38.0	10.0
0300 - 0400	12	2	2	3	5	0	0	4	0	3	0	0	0	0	5	0	0	0	0	0	0	0	1	2	1	4	2	2	0	0	0	50.4	42.2	7.9
0400 - 0500	21	1	2	8	10	0	0	14	0	4	0	0	0	0	2	1	0	0	0	0	0	0	1	3	4	1	6	4	2	0	0	53.8	44.7	8.9
0500 - 0600	138	20	33	47	38	3	3	123	0	5	0	2	0	0	0	2	0	0	0	1	2	1	6	4	20	41	26	24	7	5	1	54.6	45.0	9.3
0600 - 0700	366	35	66	101	164	0	4	322	2	28	0	0	0	0	6	4	0	0	0	0	0	0	18	45	86	106	73	26	6	4	2	49.8	42.2	7.3
0700 - 0800	373	100	100	74	99	0	2	320	2	37	1	1	0	0	9	1	0	0	0	0	0	2	29	57	78	107	63	25	8	4	0	49.0	41.2	7.6
0800 - 0900	330	85	70	98	77	0	1	264	1	38	1	4	0	1	10	10	0	0	0	0	1	2	17	68	84	65	50	31	11	1	0	49.0	41.0	7.8
0900 - 1000	153	41	48	29	35	0	0	101	5	38	0	1	0	1	6	1	0	0	0	0	1	0	18	31	44	41	16	2	0	0	0	44.8	38.3	6.3
1000 - 1100	179	35	51	46	47	2	0	129	4	34	0	1	0	2	6	1	0	0	0	1	0	1	18	35	51	47	20	4	2	0	0	45.9	38.8	6.8
1100 - 1200	138	37	27	43	31	1	0	94	1	25	1	1	0	4	7	4	0	0	0	0	0	0	10	23	47	37	13	7	1	0	0	46.1	39.6	6.3
1200 - 1300	177	41	39	45	52	0	0	112	3	39	2	3	1	1	9	7	0	0	2	0	0	1	13	42	60	42	14	2	1	0	0	44.8	37.9	6.6
1300 - 1400	178	42	40	47	49	1	2	137	0	26	2	1	0	0	5	4	0	0	0	2	1	0	18	33	52	43	19	4	6	0	0	46.9	39.0	7.7
1400 - 1500	156	44	46	33	33	0	0	107	2	27	2	1	0	5	8	4	0	0	0	0	0	0	23	38	41	31	15	6	1	1	0	45.5	38.1	7.1
1500 - 1600	140	37	38	30	35	0	1	102	2	19	2	3	0	1	8	2	0	0	0	0	1	0	11	27	49	37	8	7	0	0	0	45.2	38.8	6.2
1600 - 1700	126	32	32	31	31	0	0	96	1	18	1	1	0	1	6	2	0	0	0	0	1	0	6	22	38	32	16	7	3	1	0	48.0	40.5	7.2
1700 - 1800	151	40	57	22	32	0	1	134	1	10	0	0	0	0	3	2	0	0	0	0	0	0	0	26	31	37	37	14	4	2	0	50.3	43.1	7.0
1800 - 1900	136	37	45	29	25	0	0	119	0	11	0	0	0	1	1	4	0	0	0	0	0	0	1	11	27	40	30	13	8	5	1	53.1	45.0	7.8
1900 - 2000	39	15	10	7	7	0	0	35	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	9	8	3	3	1	0	51.9	44.2	7.5
2000 - 2100	25	3	11	3	8	0	0	11	1	3	0	0	0	2	6	2	0	0	0	0	0	0	1	3	3	9	7	1	0	1	0	50.8	43.2	7.3
2100 - 2200	29	8	8	9	4	0	0	22	0	1	1	0	0	0	4	1	0	0	0	0	0	0	2	3	5	4	10	2	2	1	0	53.3	44.2	8.7
2200 - 2300	13	10	1	2	0	0	0	8	0	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3	3	3	0	4	0	0	55.9	47.6	8.0
2300 - 0000	6	2	0	2	2	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	2	0	0	1	0	57.2	45.5	11.3
0700 - 1900	**2237**	**571**	**593**	**527**	**546**	**4**	**7**	**1715**	**22**	**322**	**12**	**17**	**1**	**17**	**78**	**42**	**0**	**0**	**2**	**3**	**5**	**6**	**164**	**413**	**602**	**559**	**301**	**122**	**45**	**14**	**1**	**47.9**	**40.2**	**7.4**
0600 - 2200	**2696**	**632**	**688**	**647**	**729**	**4**	**11**	**2105**	**26**	**357**	**13**	**17**	**1**	**19**	**94**	**49**	**0**	**0**	**2**	**3**	**5**	**6**	**185**	**467**	**708**	**687**	**399**	**154**	**56**	**21**	**3**	**48.3**	**40.6**	**7.5**
0600 - 0000	**2715**	**644**	**689**	**651**	**731**	**4**	**11**	**2118**	**26**	**359**	**13**	**18**	**1**	**20**	**96**	**49**	**0**	**0**	**2**	**3**	**5**	**6**	**186**	**467**	**711**	**692**	**404**	**154**	**60**	**22**	**3**	**48.4**	**40.6**	**7.5**
0000 - 0000	**2903**	**669**	**733**	**712**	**789**	**7**	**14**	**2262**	**26**	**372**	**15**	**20**	**1**	**20**	**114**	**52**	**0**	**0**	**2**	**4**	**7**	**7**	**196**	**479**	**737**	**742**	**441**	**188**	**69**	**27**	**4**	**48.8**	**40.9**	**7.7**

Thursday 11 December 2025

		15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed															
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	1	1	1	4	0	0	1	0	0	0	0	0	0	4	2	0	0	0	0	0	0	1	3	1	1	1	0	0	0	0	43.7	36.6	6.9
0100 - 0200	9	3	2	3	1	0	0	3	0	0	1	0	0	0	2	3	0	0	0	0	0	0	0	1	3	2	1	1	1	0	0	51.9	43.6	8.1
0200 - 0300	5	2	0	1	2	0	0	1	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	2	1	0	1	0	0	0	48.9	41.0	7.6
0300 - 0400	3	0	0	0	3	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	42.3	36.3	5.8
0400 - 0500	19	2	3	6	8	0	0	16	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3	6	1	4	3	1	1	0	53.6	44.3	9.0
0500 - 0600	129	17	35	39	38	1	3	115	0	3	0	0	0	0	4	3	0	0	0	0	1	0	3	10	17	27	40	21	7	2	1	53.9	45.6	8.0
0600 - 0700	356	26	69	95	166	0	3	310	0	27	0	2	0	1	8	5	0	0	0	0	0	1	22	47	85	94	65	29	10	2	1	49.7	41.8	7.5
0700 - 0800	444	90	109	134	111	0	1	370	1	51	3	2	0	2	9	5	0	0	0	0	0	0	36	69	88	117	87	38	6	2	1	49.2	41.4	7.5
0800 - 0900	313	91	85	68	69	1	0	257	1	33	1	3	1	1	8	7	0	0	0	1	1	3	24	53	87	79	39	15	7	3	1	48.2	40.1	7.8
0900 - 1000	162	50	37	35	40	2	0	115	2	20	1	1	0	4	10	7	0	0	0	1	1	0	13	31	40	40	17	13	5	1	0	48.6	40.2	8.1
1000 - 1100	149	31	45	37	36	1	0	97	1	28	0	1	0	5	9	7	0	0	0	1	0	0	10	21	39	40	26	9	3	0	0	48.4	40.9	7.2
1100 - 1200	155	39	36	30	50	0	0	100	2	29	2	3	0	2	7	10	0	0	0	0	0	0	14	33	45	45	8	9	1	0	0	45.7	39.0	6.5
1200 - 1300	156	40	35	38	43	0	2	120	2	17	0	2	0	3	7	3	0	0	2	0	0	1	3	23	38	49	22	12	3	2	1	50.2	41.7	8.3
1300 - 1400	186	40	50	44	52	0	2	133	3	29	2	3	0	1	8	5	0	0	0	0	0	0	6	29	37	69	27	13	2	2	1	49.2	41.9	7.0
1400 - 1500	184	45	46	40	53	0	0	146	3	18	1	2	1	4	5	4	0	0	0	0	0	1	8	54	41	41	24	10	1	3	1	47.9	40.0	7.7
1500 - 1600	161	38	48	43	32	0	1	116	1	29	0	0	1	3	5	5	0	0	0	0	0	0	12	31	36	38	24	17	1	1	1	49.2	41.0	7.9
1600 - 1700	118	24	37	24	33	0	1	89	1	17	2	0	0	0	5	3	0	0	0	0	0	0	4	25	27	23	20	15	4	0	0	49.8	41.9	7.6
1700 - 1800	151	45	51	29	26	1	0	118	1	17	6	0	0	1	6	1	0	0	0	1	0	0	7	15	34	48	28	10	6	2	0	50.3	42.4	7.6
1800 - 1900	141	38	49	31	23	0	0	127	1	8	0	0	0	0	5	0	0	0	0	0	0	0	2	9	21	40	42	9	12	5	1	53.7	45.7	7.7
1900 - 2000	40	14	7	10	9	0	0	32	0	5	0	1	0	0	0	2	0	0	0	0	0	0	1	1	9	7	17	3	2	0	0	51.5	44.9	6.4
2000 - 2100	24	4	7	6	7	0	0	11	1	3	1	0	0	0	6	2	0	0	0	0	0	0	0	1	6	9	3	2	3	0	0	51.9	44.7	7.0
2100 - 2200	38	9	6	12	11	0	0	27	1	1	0	0	0	2	5	2	0	0	0	0	0	0	0	4	7	9	8	2	4	3	1	56.6	46.6	9.7
2200 - 2300	11	2	1	5	3	0	0	8	0	2	0	0	0	0	1	0	0	0	0	0	0	0	1	2	1	3	2	0	2	0	0	53.1	43.0	9.7
2300 - 0000	13	3	4	1	5	0	0	4	0	4	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0	1	3	2	3	1	0	59.1	48.4	10.3
0700 - 1900	**2320**	**571**	**628**	**553**	**568**	**5**	**7**	**1788**	**19**	**296**	**18**	**17**	**3**	**26**	**84**	**57**	**0**	**0**	**2**	**4**	**2**	**5**	**139**	**393**	**533**	**629**	**364**	**170**	**51**	**21**	**7**	**49.2**	**41.2**	**7.7**
0600 - 2200	**2778**	**624**	**717**	**676**	**761**	**5**	**10**	**2168**	**21**	**332**	**19**	**20**	**3**	**29**	**103**	**68**	**0**	**0**	**2**	**4**	**2**	**6**	**162**	**446**	**640**	**748**	**457**	**206**	**70**	**26**	**9**	**49.5**	**41.5**	**7.7**
0600 - 0000	**2802**	**629**	**722**	**682**	**769**	**5**	**10**	**2180**	**21**	**338**	**19**	**20**	**3**	**29**	**109**	**68**	**0**	**0**	**2**	**4**	**2**	**6**	**163**	**451**	**641**	**752**	**462**	**208**	**75**	**27**	**9**	**49.6**	**41.5**	**7.8**
0000 - 0000	**2974**	**654**	**763**	**732**	**825**	**6**	**13**	**2317**	**21**	**344**	**20**	**20**	**3**	**30**	**123**	**77**	**0**	**0**	**2**	**4**	**3**	**6**	**167**	**471**	**670**	**785**	**508**	**234**	**84**	**30**	**10**	**49.8**	**41.7**	**7.8**

Friday 12 December 2025

		15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed															
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	2	1	2	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	51.2	43.0	7.9
0100 - 0200	8	2	1	1	4	0	0	3	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	1	1	2	2	1	1	0	0	53.8	45.5	8.0
0200 - 0300	4	1	2	1	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	54.5	46.8	7.5
0300 - 0400	11	1	3	5	2	0	0	6	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	1	4	1	1	2	2	0	0	54.6	45.3	9.0
0400 - 0500	12	2	1	2	7	0	0	9	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2	3	2	0	3	1	0	57.6	47.6	9.6
0500 - 0600	111	9	40	27	35	0	2	101	0	4	0	0	0	0	3	1	0	0	0	0	0	0	4	6	15	33	31	17	5	0	0	51.9	44.8	6.8
0600 - 0700	315	26	55	90	144	0	3	269	2	28	1	2	0	1	3	6	0	0	0	0	0	0	14	35	65	102	69	22	4	3	1	49.6	42.5	6.9
0700 - 0800	363	93	84	95	91	0	1	311	0	37	1	2	0	1	9	1	0	0	0	0	0	8	29	43	104	83	67	22	6	1	0	48.3	40.6	7.5
0800 - 0900	271	80	65	59	67	0	2	215	0	31	1	1	0	3	11	6	1	0	0	1	0	0	15	42	71	64	48	23	6	1	0	49.0	41.3	7.4
0900 - 1000	173	57	35	36	45	0	1	116	1	34	0	2	1	3	10	5	0	0	1	0	0	0	16	27	41	49	24	10	4	1	0	48.4	40.4	7.7
1000 - 1100	152	35	33	44	40	0	0	99	2	25	3	0	0	3	10	10	0	0	0	0	0	0	4	29	44	36	26	6	4	2	1	49.1	41.4	7.4
1100 - 1200	145	28	42	43	32	0	0	104	2	23	0	0	0	1	11	4	0	0	0	0	0	0	13	35	27	32	25	8	2	3	0	48.6	40.3	8.0
1200 - 1300	194	46	48	47	53	0	0	143	4	28	1	2	0	2	10	4	0	0	0	0	0	1	9	31	39	56	31	13	11	3	0	50.4	42.2	7.9
1300 - 1400	144	39	24	38	43	0	2	97	6	30	0	1	0	0	6	2	0	0	0	0	0	0	6	16	30	41	22	20	5	3	1	51.9	43.5	8.1
1400 - 1500	173	50	47	38	38	1	0	119	3	33	1	2	0	1	11	2	0	0	0	0	1	0	5	20	34	60	36	14	2	1	0	49.4	42.4	6.7
1500 - 1600	152	51	43	29	29	0	0	112	1	28	1	0	0	1	5	4	0	0	0	0	0	0	4	11	40	47	36	12	2	0	0	49.0	42.7	6.1
1600 - 1700	116	30	32	25	29	0	0	97	1	9	1	0	0	0	6	1	1	0	0	0	0	0	9	16	23	23	25	16	1	3	0	51.1	42.6	8.3
1700 - 1800	126	35	39	28	24	0	0	105	0	12	3	0	0	1	3	2	0	0	0	0	0	0	7	10	19	21	46	17	3	3	0	52.6	44.6	7.7
1800 - 1900	109	30	33	26	20	0	1	98	0	6	0	0	0	0	4	0	0	0	0	0	0	0	2	6	18	35	29	8	4	7	0	53.1	45.2	7.6
1900 - 2000	36	13	9	8	6	0	0	32	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	3	9	7	8	4	5	0	0	53.2	45.2	7.7
2000 - 2100	24	6	7	5	6	0	0	14	0	3	0	0	0	1	4	2	0	0	0	0	0	0	1	2	4	9	3	3	1	1	0	52.4	44.0	8.1
2100 - 2200	24	5	7	5	7	0	0	15	0	3	0	0	0	0	4	2	0	0	0	0	0	0	0	2	7	3	4	4	3	1	0	54.9	45.9	8.7
2200 - 2300	21	3	4	8	6	0	0	20	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	6	3	1	4	3	2	0	0	52.0	41.8	9.9
2300 - 0000	16	0	2	6	5	0	0	12	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1	1	2	4	5	3	0	0	0	51.7	44.3	7.2
0700 - 1900	**2118**	**574**	**525**	**508**	**511**	**1**	**7**	**1616**	**20**	**296**	**12**	**10**	**1**	**16**	**96**	**41**	**2**	**0**	**1**	**1**	**1**	**9**	**119**	**286**	**490**	**547**	**415**	**169**	**50**	**28**	**2**	**49.9**	**41.9**	**7.6**
0600 - 2200	**2517**	**624**	**603**	**616**	**674**	**1**	**10**	**1946**	**23**	**331**	**13**	**12**	**1**	**18**	**109**	**51**	**2**	**0**	**1**	**1**	**1**	**9**	**134**	**328**	**575**	**668**	**499**	**202**	**63**	**33**	**3**	**50.0**	**42.1**	**7.6**
0600 - 0000	**2554**	**627**	**612**	**630**	**685**	**1**	**10**	**1978**	**23**	**332**	**13**	**12**	**1**	**18**	**112**	**52**	**2**	**0**	**1**	**1**	**1**	**9**	**137**	**335**	**580**	**673**	**508**	**208**	**65**	**33**	**3**	**50.0**	**42.1**	**7.6**
0000 - 0000	**2705**	**644**	**660**	**668**	**733**	**1**	**12**	**2100**	**23**	**338**	**13**	**12**	**1**	**18**	**128**	**57**	**2**	**0**	**1**	**1**	**1**	**9**	**141**	**345**	**604**	**714**	**545**	**231**	**76**	**34**	**3**	**50.2**	**42.3**	**7.6**

Virtual Day (7.00)

		15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed															
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	1	2	1	2	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	-	-	-
0100 - 0200	6	2	2	1	1	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	-	-	-
0200 - 0300	5	1	1	1	2	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	-	-	-
0300 - 0400	8	1	2	2	3	0	0	3	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	1	1	2	1	1	1	0	0	-	-	-
0400 - 0500	13	2	1	4	6	0	0	10	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2	2	3	2	1	1	0	55.6	46	9.3
0500 - 0600	112	18	30	33	31	1	2	102	0	3	0	0	0	0	2	2	0	0	0	1	1	0	3	8	16	28	29	17	6	3	0	53.8	45.3	8.2
0600 - 0700	288	26	55	80	127	0	3	251	1	23	1	1	0	0	4	4	0	0	0	0	0	1	18	37	62	81	53	25	8	3	1	50.8	43.1	7.4
0700 - 0800	311	72	75	80	84	0	1	259	1	35	1	1	0	1	7	2	0	0	0	0	0	2	21	48	76	82	53	20	5	2	0	49.8	42.2	7.3
0800 - 0900	229	61	56	55	57	0	0	183	1	28	1	2	0	1	7	4	0	0	0	0	0	1	12	41	59	54	35	18	6	2	0	50.1	42	7.9
0900 - 1000	133	37	31	30	35	1	0	94	2	23	1	1	0	2	6	4	0	0	0	0	0	0	12	23	32	35	19	7	2	1	0	48.4	40.6	7.5
1000 - 1100	142	32	36	38	36	1	0	101	3	23	1	1	0	2	6	5	0	0	0	0	0	2	11	24	36	36	22	8	3	0	0	48.3	40.5	7.6
1100 - 1200	144	32	36	37	39	0	0	105	2	22	1	1	0	2	7	4	0	0	1	0	0	1	11	29	36	39	18	8	1	1	0	47.2	39.9	7.1
1200 - 1300	164	40	41	39	44	0	0	126	2	23	1	2	0	2	6	4	0	0	1	0	0	1	10	29	45	42	22	10	3	2	0	48.4	40.6	7.5
1300 - 1400	158	38	39	39	42	0	1	121	3	21	1	1	0	1	5	3	0	0	0	0	1	1	11	28	39	44	21	8	4	1	0	48.2	40.6	7.4
1400 - 1500	151	44	37	33	37	0	0	115	2	20	1	2	0	2	6	2	0	0	0	0	0	1	13	27	34	42	22	8	2	1	0	47.9	40.3	7.3
1500 - 1600	137	37	37	33	30	0	0	104	1	20	1	1	0	1	6	2	0	0	0	0	0	0	11	22	38	33	21	10	1	0	0	47.9	40.7	6.9
1600 - 1700	110	28	30	24	28	0	0	89	1	13	1	0	0	1	4	1	1	0	0	0	0	0	7	17	25	26	19	12	3	1	0	50.2	42.1	7.8
1700 - 1800	123	37	41	23	22	0	0	105	1	11	1	0	0	1	3	1	0	0	0	0	0	1	5	13	22	31	31	14	5	2	0	52.1	44.3	7.6
1800 - 1900	114	29	39	27	19	0	0	103	0	7	0	0	0	0	3	1	0	0	0	0	0	0	2	10	18	30	27	14	8	4	1	53.8	45.3	8.3
1900 - 2000	38	12	11	8	7	0	0	33	0	3	0	0	0	0	1	0	0	0	0	0	0	0	1	3	8	9	9	5	4	1	0	53.9	45.7	7.9
2000 - 2100	23	4	8	5	6	0	0	12	0	2	0	0	0	1	5	1	0	0	0	0	0	0	0	3	3	6	5	3	1	1	0	52.4	44.1	8
2100 - 2200	24	5	5	7	7	0	0	17	0	1	0	0	0	1	3	1	0	0	0	0	0	0	1	3	5	5	5	3	2	1	0	52.8	44.1	8.5
2200 - 2300	12	5	2	3	2	0	0	9	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	3	2	1	2	0	0	52.4	45.1	7
2300 - 0000	9	2	2	2	3	0	0	5	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	1	1	1	2	1	0	0	0	-	-	-
0700 - 1900	**1916**	**487**	**498**	**458**	**473**	**2**	**2**	**1505**	**18**	**246**	**11**	**12**	**0**	**16**	**66**	**33**	**1**	**0**	**2**	**0**	**1**	**10**	**126**	**311**	**460**	**494**	**310**	**137**	**43**	**17**	**1**	**49.4**	**41.6**	**7.5**
0600 - 2200	**2289**	**534**	**577**	**558**	**620**	**2**	**5**	**1818**	**19**	**275**	**12**	**13**	**0**	**18**	**79**	**39**	**1**	**0**	**2**	**0**	**1**	**11**	**146**	**357**	**538**	**595**	**382**	**173**	**58**	**23**	**2**	**50.1**	**42.3**	**7.6**
0600 - 0000	**2310**	**541**	**581**	**563**	**625**	**2**	**5**	**1832**	**19**	**277**	**12**	**13**	**0**	**18**	**82**	**39**	**1**	**0**	**2**	**0**	**1**	**11**	**147**	**359**	**541**	**599**	**386**	**175**	**60**	**23**	**2**	**50.3**	**42.4**	**7.6**
0000 - 0000	**2460**	**566**	**619**	**605**	**670**	**3**	**7**	**1953**	**19**	**282**	**12**	**13**	**0**	**18**	**96**	**44**	**1**	**0**	**2**	**1**	**2**	**11**	**152**	**372**	**563**	**634**	**422**	**198**	**68**	**27**	**2**	**50.7**	**42.8**	**7.7**

Virtual Week (1.00)

		15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed															
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	2917	668	734	715	800	13	12	2292	21	361	18	17	2	24	104	49	4	0	2	4	5	21	206	478	667	759	470	209	70	24	2	49.0	41.0	7.8
Tue	2954	654	733	735	832	4	10	2300	24	365	21	20	1	21	129	57	2	0	0	5	4	21	243	544	794	714	408	168	35	18	0	47.5	39.9	7.3
Wed	2903	669	733	712	789	7	14	2262	26	372	15	20	1	20	114	52	0	0	2	4	7	7	196	479	737	742	441	188	69	27	4	48.8	40.9	7.7
Thu	2974	654	763	732	825	6	13	2317	21	344	20	20	3	30	123	77	0	0	2	4	3	6	167	471	670	785	508	234	84	30	10	49.8	41.7	7.8
Fri	2705	644	660	668	733	1	12	2100	23	338	13	12	1	18	128	57	2	0	1	1	1	9	141	345	604	714	545	231	76	34	3	50.2	42.3	7.6
Sat	1399	333	340	352	374	3	2	1222	12	99	3	2	0	6	42	8	0	0	3	2	4	11	50	132	249	356	304	196	67	21	4	52.5	43.9	8.3
Sun	1357	335	368	321	333	1	5	1169	14	99	0	0	1	10	45	13	0	0	0	1	0	1	65	149	223	348	281	175	82	25	7	52.7	44.1	8.3

Wrexham ATC

Report Id 735/25
Site Name Site 1 of 1
Description Bryn Lane, 425m west of Ridley Wood Road
Direction Westbound

Saturday 06 December 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
0000 - 0100	16	11	2	1	2	0	0	13	0	1	0	0	0	0	2	0	0	0
0100 - 0200	6	3	2	0	1	0	0	3	0	0	0	0	0	0	3	0	0	0
0200 - 0300	5	0	2	1	2	0	0	2	0	1	0	0	0	0	2	0	0	0
0300 - 0400	10	5	2	1	2	0	0	5	0	0	0	0	0	0	4	1	0	0
0400 - 0500	4	0	1	2	1	0	0	1	0	0	1	0	0	0	1	1	0	0
0500 - 0600	43	2	5	28	8	0	0	41	1	0	0	0	0	0	0	1	0	0
0600 - 0700	65	8	6	22	29	0	0	62	0	2	0	1	0	0	0	0	0	0
0700 - 0800	42	18	7	3	14	0	0	33	1	6	0	0	0	0	2	0	0	0
0800 - 0900	52	11	12	9	20	0	0	37	3	7	0	0	0	0	4	1	0	0
0900 - 1000	57	8	20	11	18	0	0	50	1	4	0	0	0	0	0	2	0	0
1000 - 1100	102	14	34	22	32	0	0	89	1	9	0	0	0	0	2	1	0	0
1100 - 1200	116	24	29	34	29	0	0	99	3	10	1	0	0	2	0	0	1	0
1200 - 1300	137	38	29	36	34	0	0	126	0	10	0	0	0	0	1	0	0	0
1300 - 1400	122	39	21	28	34	0	1	107	3	9	1	0	0	0	1	0	0	0
1400 - 1500	137	42	33	30	32	0	0	126	1	7	0	0	0	0	2	1	0	0
1500 - 1600	125	44	28	29	24	0	0	116	1	6	0	0	0	0	1	1	0	0
1600 - 1700	101	29	29	22	21	1	0	90	1	6	0	0	0	1	1	1	0	0
1700 - 1800	115	32	13	38	32	0	1	103	0	9	0	0	0	1	1	0	0	0
1800 - 1900	71	20	8	23	20	0	0	64	0	6	0	0	0	0	1	0	0	0
1900 - 2000	33	20	5	5	3	0	0	30	0	2	0	0	0	0	1	0	0	0
2000 - 2100	13	5	4	2	2	1	0	11	0	0	0	0	0	0	0	1	0	0
2100 - 2200	8	1	1	3	3	0	0	8	0	0	0	0	0	0	0	0	0	0
2200 - 2300	11	4	4	0	3	0	0	7	0	0	0	0	0	0	4	0	0	0
2300 - 0000	4	2	1	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0
0700 - 1900	**1177**	**319**	**263**	**285**	**310**	**1**	**2**	**1040**	**15**	**89**	**2**	**0**	**0**	**4**	**16**	**7**	**1**	**0**
0600 - 2200	**1296**	**353**	**279**	**317**	**347**	**2**	**2**	**1151**	**15**	**93**	**2**	**1**	**0**	**4**	**17**	**8**	**1**	**0**
0600 - 0000	**1311**	**359**	**284**	**318**	**350**	**2**	**2**	**1161**	**15**	**93**	**2**	**1**	**0**	**4**	**21**	**9**	**1**	**0**
0000 - 0000	**1395**	**380**	**298**	**351**	**366**	**2**	**2**	**1226**	**16**	**95**	**3**	**1**	**0**	**4**	**33**	**12**	**1**	**0**

Time	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	0	0	0	0	1	2	1	4	5	2	1	0	0	52.6	44.3	8.1
0100 - 0200	0	0	0	0	1	0	0	3	0	1	1	0	0	55.4	44.7	10.3
0200 - 0300	0	0	0	0	1	0	1	0	2	1	0	0	0	53.4	43.0	10.0
0300 - 0400	0	0	0	0	2	1	1	5	0	0	1	0	0	49.2	40.0	8.9
0400 - 0500	0	0	0	0	2	0	1	0	0	1	0	0	0	49.0	36.8	11.8
0500 - 0600	0	0	0	0	1	3	8	9	11	8	2	1	0	53.2	45.3	7.6
0600 - 0700	0	0	0	0	1	5	9	14	26	6	1	3	0	52.8	45.4	7.1
0700 - 0800	0	0	0	0	1	3	7	9	13	6	3	0	0	52.6	45.1	7.2
0800 - 0900	0	0	0	0	2	7	18	10	10	5	0	0	0	48.1	41.3	6.6
0900 - 1000	0	0	0	0	4	11	12	9	6	11	3	1	0	52.0	42.6	9.1
1000 - 1100	0	0	0	0	2	14	29	28	22	6	1	0	0	48.1	41.7	6.1
1100 - 1200	1	0	0	0	7	15	30	35	18	9	0	1	0	48.6	40.9	7.4
1200 - 1300	0	0	0	1	14	17	34	35	28	5	2	1	0	48.2	40.6	7.4
1300 - 1400	0	0	0	0	5	16	33	33	23	8	2	2	0	49.2	41.9	7.1
1400 - 1500	0	0	2	2	7	6	30	35	39	12	2	2	0	51.0	42.9	7.9
1500 - 1600	0	0	0	0	9	24	31	34	23	3	0	1	0	46.9	40.1	6.6
1600 - 1700	0	1	0	0	3	11	21	32	21	6	4	2	0	50.8	42.8	7.8
1700 - 1800	0	0	1	1	3	4	12	37	27	14	13	2	1	54.7	46.0	8.4
1800 - 1900	0	0	0	0	4	2	12	14	10	18	7	4	0	56.1	46.9	8.9
1900 - 2000	0	0	0	0	2	2	5	6	9	6	2	1	0	54.1	45.4	8.4
2000 - 2100	0	1	0	0	0	0	4	3	2	2	1	0	0	54.1	42.6	11.1
2100 - 2200	0	0	0	0	0	0	0	2	5	0	1	0	0	52.8	48.0	4.6
2200 - 2300	0	0	0	0	1	2	1	5	1	0	0	1	0	51.2	41.6	9.2
2300 - 0000	0	0	0	0	0	1	1	2	0	0	0	0	0	44.2	39.3	4.8
0700 - 1900	**1**	**1**	**3**	**4**	**61**	**130**	**269**	**311**	**240**	**103**	**37**	**16**	**1**	**50.5**	**42.5**	**7.7**
0600 - 2200	**1**	**2**	**3**	**4**	**64**	**137**	**287**	**336**	**282**	**117**	**42**	**20**	**1**	**50.8**	**42.7**	**7.8**
0600 - 0000	**1**	**2**	**3**	**4**	**65**	**140**	**289**	**343**	**283**	**117**	**42**	**21**	**1**	**50.8**	**42.7**	**7.8**
0000 - 0000	**1**	**2**	**3**	**4**	**73**	**146**	**301**	**364**	**301**	**130**	**47**	**22**	**1**	**50.9**	**42.8**	**7.8**

Sunday 07 December 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
0000 - 0100	2	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0100 - 0200	2	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
0200 - 0300	9	2	4	2	1	0	0	5	0	0	0	0	0	0	3	1	0	0
0300 - 0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
0400 - 0500	4	3	1	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0
0500 - 0600	45	2	5	20	18	0	0	43	0	1	0	0	0	0	1	0	0	0
0600 - 0700	55	4	1	27	23	0	0	53	0	1	0	0	0	0	1	0	0	0
0700 - 0800	5	0	2	0	3	0	0	3	0	2	0	0	0	0	0	0	0	0
0800 - 0900	25	3	4	6	12	0	0	20	0	2	0	0	0	0	2	1	0	0
0900 - 1000	66	9	12	25	20	1	0	52	0	8	0	0	0	1	2	2	0	0
1000 - 1100	82	25	15	26	16	0	0	70	3	7	0	0	0	1	1	0	0	0
1100 - 1200	104	18	25	27	34	0	0	92	2	6	0	0	0	0	3	1	0	0
1200 - 1300	151	57	34	32	28	0	0	128	2	13	0	0	2	0	3	3	0	0
1300 - 1400	125	35	28	28	34	0	0	116	2	4	1	0	0	1	1	0	0	0
1400 - 1500	117	32	25	30	30	0	0	104	2	6	0	0	0	2	3	0	0	0
1500 - 1600	122	31	25	33	33	0	1	104	1	10	0	0	0	0	4	2	0	0
1600 - 1700	86	35	21	16	14	0	0	67	1	12	0	0	0	1	3	2	0	0
1700 - 1800	92	22	20	31	19	0	2	80	0	8	0	0	0	1	1	0	0	0
1800 - 1900	103	20	14	33	36	0	0	98	0	4	0	0	0	1	0	0	0	0
1900 - 2000	52	36	7	4	5	0	2	46	0	1	0	0	0	0	3	0	0	0
2000 - 2100	9	4	0	1	4	0	0	5	0	0	0	0	0	0	2	2	0	0
2100 - 2200	11	5	1	2	3	0	0	6	0	1	0	0	0	1	1	2	0	0
2200 - 2300	20	10	4	3	3	0	0	14	0	0	0	0	0	2	3	1	0	0
2300 - 0000	3	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
0700 - 1900	**1078**	**287**	**225**	**287**	**279**	**1**	**3**	**934**	**13**	**82**	**1**	**0**	**2**	**8**	**23**	**11**	**0**	**0**
0600 - 2200	**1205**	**336**	**234**	**321**	**314**	**1**	**5**	**1044**	**13**	**85**	**1**	**0**	**2**	**9**	**30**	**15**	**0**	**0**
0600 - 0000	**1228**	**347**	**240**	**324**	**317**	**1**	**5**	**1058**	**13**	**85**	**1**	**0**	**2**	**11**	**35**	**17**	**0**	**0**
0000 - 0000	**1291**	**356**	**251**	**348**	**336**	**1**	**5**	**1109**	**13**	**87**	**1**	**0**	**2**	**11**	**43**	**19**	**0**	**0**

Time	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	0	0	0	0	0	0	0	1	1	0	0	0	0	49.2	45.5	3.5
0100 - 0200	0	0	0	0	0	1	0	0	0	1	0	0	0	57.7	43.0	14.1
0200 - 0300	0	0	0	0	1	2	1	2	2	0	1	0	0	51.0	41.3	9.4
0300 - 0400	0	0	0	0	0	0	1	0	0	0	0	0	0	-	38.0	-
0400 - 0500	0	0	0	0	0	0	2	2	0	0	0	0	0	43.5	40.5	2.9
0500 - 0600	0	0	0	0	0	2	3	11	13	13	2	1	0	54.2	47.7	6.3
0600 - 0700	0	0	0	0	3	2	12	7	18	9	1	3	0	53.9	45.4	8.2
0700 - 0800	0	0	0	0	0	0	1	1	1	2	0	0	0	53.8	47.0	6.5
0800 - 0900	0	0	0	0	0	3	4	10	3	4	0	1	0	51.5	44.0	7.2
0900 - 1000	0	0	1	1	5	18	9	14	12	3	2	1	0	49.0	39.9	8.8
1000 - 1100	0	0	0	0	6	9	23	21	12	7	4	0	0	49.5	41.7	7.5
1100 - 1200	0	0	0	0	17	24	16	27	10	5	2	2	1	48.6	39.4	8.9
1200 - 1300	2	0	1	1	8	29	48	38	14	9	1	0	0	46.9	39.1	7.5
1300 - 1400	0	0	0	1	3	21	44	33	16	5	1	1	0	46.9	40.4	6.3
1400 - 1500	0	0	0	3	15	10	22	34	21	10	2	0	0	49.1	40.8	8.1
1500 - 1600	0	0	1	0	12	7	38	39	14	6	4	1	0	48.6	40.9	7.4
1600 - 1700	0	0	0	0	5	12	13	26	20	8	1	1	0	50.1	42.5	7.3
1700 - 1800	0	0	1	0	2	5	19	23	22	13	6	1	0	52.6	44.6	7.7
1800 - 1900	0	0	0	0	1	4	21	33	21	14	7	2	0	52.4	45.2	7.0
1900 - 2000	0	0	0	0	1	7	9	16	9	8	2	0	0	50.9	43.5	7.2
2000 - 2100	0	0	0	0	0	2	2	2	2	1	0	0	0	49.1	41.9	7.0
2100 - 2200	0	0	0	0	3	3	0	0	1	3	0	1	0	54.5	41.2	12.9
2200 - 2300	0	0	0	0	1	3	1	8	2	3	1	1	0	53.4	44.3	8.9
2300 - 0000	0	0	0	0	0	0	2	1	0	0	0	0	0	42.7	39.7	2.9
0700 - 1900	**2**	**0**	**4**	**6**	**74**	**142**	**258**	**299**	**166**	**86**	**30**	**10**	**1**	**49.5**	**41.4**	**7.8**
0600 - 2200	**2**	**0**	**4**	**6**	**81**	**156**	**281**	**324**	**196**	**107**	**33**	**14**	**1**	**49.9**	**41.7**	**7.9**
0600 - 0000	**2**	**0**	**4**	**6**	**82**	**159**	**284**	**333**	**198**	**110**	**34**	**15**	**1**	**49.9**	**41.7**	**7.9**
0000 - 0000	**2**	**0**	**4**	**6**	**83**	**164**	**291**	**349**	**214**	**124**	**37**	**16**	**1**	**50.1**	**41.9**	**7.9**

Monday 08 December 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
0000 - 0100	5	1	1	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0
0100 - 0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
0200 - 0300	7	3	2	1	1	0	0	5	0	0	0	0	0	0	0	2	0	0
0300 - 0400	8	1	2	4	1	0	0	1	0	2	0	0	0	1	3	1	0	0
0400 - 0500	7	2	0	1	4	0	0	2	0	0	0	1	0	0	1	3	0	0
0500 - 0600	68	5	13	25	25	0	1	59	0	3	0	0	0	1	0	4	0	0
0600 - 0700	85	14	11	20	40	0	0	64	0	10	2	4	0	0	3	2	0	0
0700 - 0800	113	32	14	29	38	0	0	86	1	16	1	2	0	0	5	2	0	0
0800 - 0900	163	49	39	33	42	0	1	131	1	17	3	1	0	0	3	6	0	0
0900 - 1000	143	41	35	31	36	0	0	96	2	28	2	0	0	4	9	2	0	0
1000 - 1100	143	30	29	49	35	1	0	97	5	30	0	3	0	2	3	2	0	0
1100 - 1200	147	40	41	38	28	0	1	98	3	24	6	2	0	0	9	4	0	0
1200 - 1300	190	57	55	36	42	1	1	138	2	29	2	2	0	1	11	3	0	0
1300 - 1400	195	55	42	54	44	2	2	152	1	25	0	1	0	5	5	2	0	0
1400 - 1500	186	56	43	46	41	0	3	132	4	29	2	0	1	0	12	3	0	0
1500 - 1600	325	71	100	81	73	0	1	270	1	36	1	1	0	3	7	5	0	0
1600 - 1700	386	112	87	118	69	0	3	345	1	26	0	0	0	1	6	4	0	0
1700 - 1800	433	178	94	106	55	0	1	396	0	26	1	0	0	2	4	3	0	0
1800 - 1900	188	52	26	61	49	1	1	162	0	16	0	0	0	1	4	3	0	0
1900 - 2000	102	48	18	17	19	0	1	80	1	18	0	0	0	0	1	1	0	0
2000 - 2100	26	8	10	5	3	0	0	18	0	2	0	0	0	1	3	2	0	0
2100 - 2200	17	4	3	4	6	0	0	11	0	3	0	0	0	0	2	1	0	0
2200 - 2300	23	13	6	1	3	0	1	13	0	3	0	0	0	2	1	3	0	0
2300 - 0000	21	3	1	2	15	0	0	19	0	0	0	0	0	1	0	1	0	0
0700 - 1900	**2612**	**773**	**605**	**682**	**552**	**5**	**14**	**2103**	**21**	**302**	**18**	**12**	**1**	**19**	**78**	**39**	**0**	**0**
0600 - 2200	**2842**	**847**	**647**	**728**	**620**	**5**	**15**	**2276**	**22**	**335**	**20**	**16**	**1**	**20**	**87**	**45**	**0**	**0**
0600 - 0000	**2886**	**863**	**654**	**731**	**638**	**5**	**16**	**2308**	**22**	**338**	**20**	**16**	**1**	**23**	**88**	**49**	**0**	**0**
0000 - 0000	**2982**	**875**	**672**	**763**	**672**	**5**	**17**	**2378**	**22**	**343**	**20**	**17**	**1**	**25**	**93**	**61**	**0**	**0**

Time	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	0	0	0	0	1	0	0	0	3	0	1	0	0	57.4	46.0	11.0
0100 - 0200	0	0	0	0	0	1	0	0	0	0	0	0	0	-	33.0	-
0200 - 0300	0	0	0	0	1	0	1	3	1	0	1	0	0	52.5	43.0	9.1
0300 - 0400	0	0	0	0	0	0	4	2	0	2	0	0	0	49.8	43.0	6.5
0400 - 0500	0	0	0	0	1	0	3	1	1	0	0	1	0	53.7	42.3	11.0
0500 - 0600	0	0	0	0	3	7	14	11	21	9	2	1	0	51.8	43.9	7.7
0600 - 0700	0	0	0	0	6	9	23	17	19	8	3	0	0	49.9	42.1	7.5
0700 - 0800	0	0	0	0	8	10	29	33	26	7	0	0	0	48.2	41.5	6.4
0800 - 0900	0	0	0	1	11	35	32	43	26	12	1	1	1	48.7	40.7	7.7
0900 - 1000	0	0	1	1	17	32	36	30	20	5	0	1	0	46.2	38.6	7.3
1000 - 1100	0	1	0	0	8	32	53	25	20	3	0	1	0	45.7	38.9	6.5
1100 - 1200	0	0	0	2	19	29	45	31	15	6	0	0	0	45.2	38.2	6.8
1200 - 1300	0	0	1	2	21	56	62	30	10	6	2	0	0	43.9	37.2	6.6
1300 - 1400	0	1	1	3	24	60	53	33	15	3	1	1	0	44.0	36.8	6.9
1400 - 1500	0	2	0	4	29	47	58	34	8	3	1	0	0	43.3	36.3	6.7
1500 - 1600	0	0	0	0	31	72	119	72	22	7	1	1	0	44.4	38.2	6.0
1600 - 1700	0	0	0	1	31	103	132	79	35	4	1	0	0	43.9	38.0	5.7
1700 - 1800	0	0	2	4	37	112	138	90	36	13	1	0	0	44.6	38.0	6.3
1800 - 1900	0	1	0	0	12	23	54	40	40	16	2	0	0	48.8	41.3	7.2
1900 - 2000	0	0	0	0	10	11	18	28	19	11	4	1	0	50.8	42.4	8.1
2000 - 2100	0	0	0	0	2	3	5	4	6	4	1	1	0	53.1	43.8	9.0
2100 - 2200	0	0	0	0	1	1	8	1	4	1	0	1	0	50.8	42.1	8.3
2200 - 2300	0	0	0	0	2	5	5	3	7	0	1	0	0	48.7	40.6	7.8
2300 - 0000	0	0	0	0	0	5	1	1	8	6	0	0	0	53.3	45.1	7.8
0700 - 1900	**0**	**5**	**5**	**18**	**248**	**611**	**811**	**540**	**273**	**85**	**10**	**5**	**1**	**45.3**	**38.4**	**6.7**
0600 - 2200	**0**	**5**	**5**	**18**	**267**	**635**	**865**	**590**	**321**	**109**	**18**	**8**	**1**	**45.9**	**38.7**	**6.9**
0600 - 0000	**0**	**5**	**5**	**18**	**269**	**645**	**871**	**594**	**336**	**115**	**19**	**8**	**1**	**46.0**	**38.8**	**6.9**
0000 - 0000	**0**	**5**	**5**	**18**	**275**	**653**	**893**	**611**	**362**	**126**	**23**	**10**	**1**	**46.2**	**38.9**	**7.0**

Tuesday 09 December 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
0000 - 0100	4	0	1	2	1	0	0	1	0	0	0	0	0	0	2	1	0	0
0100 - 0200	10	3	5	1	1	0	0	5	0	1	0	0	0	0	4	0	0	0
0200 - 0300	8	3	0	2	3	0	0	4	0	1	0	0	0	0	2	1	0	0
0300 - 0400	9	3	3	1	2	0	0	2	0	1	0	0	0	0	3	3	0	0
0400 - 0500	9	6	1	1	1	0	0	3	0	3	1	0	0	0	2	0	0	0
0500 - 0600	70	3	6	34	27	0	1	63	0	2	1	0	0	0	1	2	0	0
0600 - 0700	98	14	12	35	37	2	0	79	0	5	3	4	0	0	0	5	0	0
0700 - 0800	123	41	24	21	37	0	0	91	2	20	3	1	0	0	2	4	0	0
0800 - 0900	180	36	45	48	51	0	0	134	1	29	2	1	0	2	7	4	0	0
0900 - 1000	121	38	23	23	37	0	0	90	0	22	1	1	0	0	5	2	0	0
1000 - 1100	131	34	34	31	32	0	0	80	1	31	2	1	0	4	10	2	0	0
1100 - 1200	160	27	36	46	51	0	0	97	7	31	4	3	0	1	13	4	0	0
1200 - 1300	158	39	42	43	34	0	0	112	1	26	2	1	0	0	10	5	1	0
1300 - 1400	203	54	47	44	58	0	0	152	1	36	2	0	0	2	5	5	0	0
1400 - 1500	210	50	74	40	46	1	1	154	1	34	2	1	0	1	8	7	0	0
1500 - 1600	298	72	96	72	58	1	3	248	1	30	1	2	0	1	6	5	0	0
1600 - 1700	406	128	69	128	81	1	1	354	5	28	3	1	0	2	9	2	0	0
1700 - 1800	431	176	92	107	56	0	3	386	1	29	1	0	0	2	7	2	0	0
1800 - 1900	180	45	24	57	54	1	2	161	1	11	0	0	0	0	3	1	0	0
1900 - 2000	102	70	4	14	14	0	2	92	0	5	0	0	0	0	3	0	0	0
2000 - 2100	33	11	12	7	3	0	0	25	0	4	0	0	0	0	4	0	0	0
2100 - 2200	28	3	7	6	12	0	0	19	0	5	0	0	0	1	2	1	0	0
2200 - 2300	26	15	4	5	2	0	0	16	0	2	0	0	0	1	6	1	0	0
2300 - 0000	14	3	2	1	8	0	0	10	0	0	0	0	0	0	3	1	0	0
0700 - 1900	**2601**	**740**	**606**	**660**	**595**	**4**	**10**	**2059**	**22**	**327**	**23**	**12**	**0**	**15**	**85**	**43**	**1**	**0**
0600 - 2200	**2862**	**838**	**641**	**722**	**661**	**6**	**12**	**2274**	**22**	**346**	**26**	**16**	**0**	**16**	**94**	**49**	**1**	**0**
0600 - 0000	**2902**	**856**	**647**	**728**	**671**	**6**	**12**	**2300**	**22**	**348**	**26**	**16**	**0**	**17**	**103**	**51**	**1**	**0**
0000 - 0000	**3012**	**874**	**663**	**769**	**706**	**6**	**13**	**2378**	**22**	**356**	**28**	**16**	**0**	**17**	**117**	**58**	**1**	**0**

Time	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	0	0	0	0	1	2	1	0	0	0	0	0	0	37.2	33.0	4.1
0100 - 0200	0	0	0	0	0	0	2	1	2	4	0	1	0	57.0	49.0	7.7
0200 - 0300	0	0	0	0	0	2	1	4	0	1	0	0	0	47.9	41.1	6.5
0300 - 0400	0	0	0	0	1	2	3	3	0	0	0	0	0	42.9	37.4	5.3
0400 - 0500	0	0	0	0	0	1	2	3	2	1	0	0	0	49.3	43.0	6.1
0500 - 0600	0	0	0	2	1	7	7	19	27	4	2	1	0	51.6	43.9	7.4
0600 - 0700	0	0	0	0	4	20	24	31	15	4	0	0	0	46.6	40.3	6.1
0700 - 0800	0	0	0	0	11	27	35	34	11	4	1	0	0	45.5	38.9	6.3
0800 - 0900	0	1	0	4	17	38	50	53	15	1	1	0	0	44.8	38.0	6.5
0900 - 1000	0	1	0	0	19	37	29	24	11	0	0	0	0	43.2	36.6	6.4
1000 - 1100	0	0	0	1	16	48	29	27	7	2	1	0	0	43.2	36.8	6.2
1100 - 1200	0	0	1	2	12	55	49	27	13	1	0	0	0	43.0	37.0	5.9
1200 - 1300	0	0	0	1	19	51	53	24	9	1	0	0	0	42.2	36.5	5.5
1300 - 1400	0	0	0	2	33	61	56	38	10	3	0	0	0	42.6	36.4	6.0
1400 - 1500	0	0	0	1	27	52	51	48	20	11	0	0	0	45.4	38.3	6.9
1500 - 1600	0	1	0	0	45	55	95	56	38	7	1	0	0	45.1	38.1	6.8
1600 - 1700	0	0	1	1	29	104	114	107	41	8	1	0	0	44.9	38.6	6.1
1700 - 1800	0	0	0	2	35	113	126	88	52	11	3	1	0	45.4	38.6	6.5
1800 - 1900	0	1	0	3	16	18	47	42	35	15	3	0	0	49.0	40.9	7.8
1900 - 2000	0	0	0	1	4	5	23	33	21	7	5	2	1	52.0	43.7	7.9
2000 - 2100	0	0	0	1	1	3	8	5	9	3	3	0	0	52.3	43.5	8.5
2100 - 2200	0	0	0	0	1	1	7	6	8	4	1	0	0	51.4	44.3	6.9
2200 - 2300	0	0	0	0	1	2	6	7	6	4	0	0	0	50.1	43.2	6.7
2300 - 0000	0	0	0	1	0	3	3	1	3	1	1	1	0	54.0	42.6	11.0
0700 - 1900	**0**	**4**	**2**	**17**	**279**	**659**	**734**	**568**	**262**	**64**	**11**	**1**	**0**	**44.9**	**38.1**	**6.5**
0600 - 2200	**0**	**4**	**2**	**19**	**289**	**688**	**796**	**643**	**315**	**82**	**20**	**3**	**1**	**45.5**	**38.5**	**6.7**
0600 - 0000	**0**	**4**	**2**	**20**	**290**	**693**	**805**	**651**	**324**	**87**	**21**	**4**	**1**	**45.6**	**38.5**	**6.8**
0000 - 0000	**0**	**4**	**2**	**22**	**293**	**707**	**821**	**681**	**355**	**97**	**23**	**6**	**1**	**45.8**	**38.7**	**6.9**

Wednesday 10 December 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
0000 - 0100	14	7	0	5	2	0	0	10	0	0	0	0	0	0	3	1	0	0
0100 - 0200	4	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
0200 - 0300	13	5	3	3	2	0	0	5	0	0	1	0	0	0	5	2	0	0
0300 - 0400	7	0	0	4	3	0	0	3	0	1	0	0	0	0	1	2	0	0
0400 - 0500	7	2	0	1	4	0	0	3	0	1	0	0	0	1	2	0	0	0
0500 - 0600	72	8	8	31	25	0	0	61	0	5	2	0	0	0	2	2	0	0
0600 - 0700	103	17	11	30	45	1	1	89	0	4	1	5	0	0	0	2	0	0
0700 - 0800	136	40	18	34	44	0	0	95	0	21	5	2	0	0	4	8	1	0
0800 - 0900	164	35	36	38	55	1	0	133	2	17	0	0	0	1	7	3	0	0
0900 - 1000	142	33	38	41	30	1	1	90	1	32	3	4	0	0	8	2	0	0
1000 - 1100	145	32	43	33	37	0	0	90	4	32	1	1	0	1	10	6	0	0
1100 - 1200	131	35	35	32	29	1	0	89	0	28	0	3	0	2	5	3	0	0
1200 - 1300	182	52	42	44	44	0	0	136	0	27	1	1	1	3	10	2	1	0
1300 - 1400	194	47	41	48	58	2	0	146	2	29	1	1	0	2	8	3	0	0
1400 - 1500	194	51	41	51	51	1	1	137	0	33	4	2	0	2	12	2	0	0
1500 - 1600	317	73	98	86	60	0	3	270	3	28	0	2	0	1	7	3	0	0
1600 - 1700	414	138	80	119	77	0	2	365	5	21	3	2	0	4	7	5	0	0
1700 - 1800	436	192	73	123	48	0	3	399	2	25	0	1	0	1	3	2	0	0
1800 - 1900	194	53	36	61	44	1	2	173	1	13	0	0	0	1	2	1	0	0
1900 - 2000	122	65	16	20	21	0	0	105	0	10	1	0	0	0	4	2	0	0
2000 - 2100	16	4	4	3	5	0	0	14	0	1	0	0	0	0	1	0	0	0
2100 - 2200	28	5	7	7	9	0	0	18	0	2	0	0	0	0	6	2	0	0
2200 - 2300	30	17	4	5	4	0	0	22	0	2	0	0	1	1	4	0	0	0
2300 - 0000	14	1	2	2	9	0	0	11	0	0	1	0	0	1	1	0	0	0
0700 - 1900	**2649**	**781**	**581**	**710**	**577**	**7**	**12**	**2123**	**20**	**306**	**18**	**19**	**1**	**18**	**83**	**40**	**2**	**0**
0600 - 2200	**2918**	**872**	**619**	**770**	**657**	**8**	**13**	**2349**	**20**	**323**	**20**	**24**	**1**	**18**	**94**	**46**	**2**	**0**
0600 - 0000	**2962**	**890**	**625**	**777**	**670**	**8**	**13**	**2382**	**20**	**325**	**21**	**24**	**2**	**20**	**99**	**46**	**2**	**0**
0000 - 0000	**3079**	**912**	**636**	**824**	**707**	**8**	**13**	**2468**	**20**	**332**	**24**	**24**	**2**	**21**	**112**	**53**	**2**	**0**

Time	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	0	0	0	0	0	1	3	1	2	5	2	0	0	56.1	47.6	8.2
0100 - 0200	0	0	0	0	0	0	0	0	1	1	2	0	0	59.2	54.3	4.8
0200 - 0300	0	0	0	0	2	2	2	2	2	2	0	1	0	53.2	42.2	10.6
0300 - 0400	0	0	0	0	0	1	2	2	2	0	0	0	0	47.3	41.6	5.6
0400 - 0500	0	0	0	0	1	1	2	1	1	0	1	0	0	51.2	40.9	9.9
0500 - 0600	0	0	0	0	1	7	12	11	21	8	8	4	0	55.2	46.3	8.5
0600 - 0700	0	0	0	0	3	9	19	34	25	10	3	0	0	50.1	43.4	6.5
0700 - 0800	0	0	0	0	6	25	39	31	27	6	2	0	0	47.5	40.7	6.6
0800 - 0900	0	0	0	0	12	30	47	42	23	6	3	1	0	47.2	40.1	6.9
0900 - 1000	0	3	1	3	19	28	41	28	11	7	1	0	0	45.7	37.3	8.1
1000 - 1100	0	0	0	2	18	40	40	25	14	4	2	0	0	44.9	37.7	7.0
1100 - 1200	0	0	0	0	12	36	36	23	16	7	1	0	0	45.9	38.8	6.9
1200 - 1300	0	0	0	2	22	45	58	39	10	5	1	0	0	44.1	37.5	6.3
1300 - 1400	0	1	2	4	27	58	60	23	14	4	1	0	0	43.3	36.2	6.9
1400 - 1500	0	0	2	0	19	49	65	37	15	6	1	0	0	44.6	37.8	6.5
1500 - 1600	0	0	0	0	34	85	95	65	34	4	0	0	0	44.1	37.9	6.0
1600 - 1700	0	1	0	0	40	116	111	95	35	9	5	1	1	45.4	38.3	6.8
1700 - 1800	0	0	0	1	30	95	142	106	37	20	4	1	0	45.9	39.2	6.4
1800 - 1900	0	1	0	0	7	22	47	66	25	13	10	2	1	50.5	42.4	7.8
1900 - 2000	0	0	0	0	4	14	19	41	28	7	6	2	1	51.6	43.6	7.7
2000 - 2100	0	0	0	0	0	2	2	4	4	3	1	0	0	52.7	45.2	7.3
2100 - 2200	0	0	0	0	6	4	4	10	2	2	0	0	0	46.7	38.7	7.7
2200 - 2300	0	0	0	0	3	2	4	4	9	6	1	1	0	54.1	44.8	9.0
2300 - 0000	0	0	0	0	0	0	2	3	5	3	0	1	0	54.5	47.6	6.6
0700 - 1900	**0**	**6**	**5**	**12**	**246**	**629**	**781**	**580**	**261**	**91**	**31**	**5**	**2**	**45.8**	**38.6**	**6.9**
0600 - 2200	**0**	**6**	**5**	**12**	**259**	**658**	**825**	**669**	**320**	**113**	**41**	**7**	**3**	**46.4**	**39.0**	**7.1**
0600 - 0000	**0**	**6**	**5**	**12**	**262**	**660**	**831**	**676**	**334**	**122**	**42**	**9**	**3**	**46.5**	**39.1**	**7.1**
0000 - 0000	**0**	**6**	**5**	**12**	**266**	**672**	**852**	**693**	**363**	**138**	**55**	**14**	**3**	**47.0**	**39.4**	**7.3**

Thursday 11 December 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
0000 - 0100	13	10	1	1	1	0	0	12	0	0	0	0	0	0	1	0	0	0
0100 - 0200	7	0	2	5	0	0	0	4	0	0	0	0	0	0	1	2	0	0
0200 - 0300	16	5	7	4	0	0	0	6	0	0	0	0	0	0	5	5	0	0
0300 - 0400	3	0	0	2	1	0	0	1	0	0	1	0	0	0	1	0	0	0
0400 - 0500	11	2	3	0	6	0	0	4	0	0	0	0	0	0	4	3	0	0
0500 - 0600	70	3	7	35	25	0	2	60	0	3	0	0	0	1	1	3	0	0
0600 - 0700	117	23	9	49	36	0	0	98	0	9	2	1	0	0	3	4	0	0
0700 - 0800	132	31	29	25	47	3	0	91	0	23	2	2	0	0	5	5	1	0
0800 - 0900	170	40	47	50	33	0	0	123	0	27	1	3	0	1	12	3	0	0
0900 - 1000	122	40	29	28	25	0	0	86	0	19	0	2	0	4	8	3	0	0
1000 - 1100	154	27	41	42	44	0	1	108	1	30	1	1	0	3	8	1	0	0
1100 - 1200	152	43	37	34	38	0	0	100	2	27	1	3	0	5	9	5	0	0
1200 - 1300	196	49	59	57	31	0	0	134	3	36	1	3	0	4	8	7	0	0
1300 - 1400	202	45	45	65	47	1	0	152	3	27	2	1	0	2	9	5	0	0
1400 - 1500	221	50	66	56	49	0	3	170	1	28	1	1	1	3	11	2	0	0
1500 - 1600	318	85	92	79	62	0	1	273	1	29	3	0	0	1	5	5	0	0
1600 - 1700	395	119	73	126	77	1	1	346	1	29	3	0	0	2	6	6	0	0
1700 - 1800	448	189	89	116	54	0	2	406	0	26	5	0	0	3	4	2	0	0
1800 - 1900	183	36	43	52	52	0	1	164	0	15	0	0	0	0	2	1	0	0
1900 - 2000	90	54	7	20	9	0	0	77	0	6	1	0	0	0	1	5	0	0
2000 - 2100	29	7	10	8	4	0	0	21	1	3	0	0	0	0	3	1	0	0
2100 - 2200	24	5	4	8	7	0	0	17	1	2	0	0	0	0	2	2	0	0
2200 - 2300	33	18	4	8	3	0	1	24	0	2	0	0	0	1	3	2	0	0
2300 - 0000	20	2	2	5	11	0	0	18	0	0	0	0	0	1	0	1	0	0
0700 - 1900	**2693**	**754**	**650**	**730**	**559**	**5**	**9**	**2153**	**12**	**316**	**20**	**16**	**1**	**28**	**87**	**45**	**1**	**0**
0600 - 2200	**2953**	**843**	**680**	**815**	**615**	**5**	**9**	**2366**	**14**	**336**	**23**	**17**	**1**	**28**	**96**	**57**	**1**	**0**
0600 - 0000	**3006**	**863**	**686**	**828**	**629**	**5**	**10**	**2408**	**14**	**338**	**23**	**17**	**1**	**30**	**99**	**60**	**1**	**0**
0000 - 0000	**3126**	**883**	**706**	**875**	**662**	**5**	**12**	**2495**	**14**	**341**	**24**	**17**	**1**	**31**	**112**	**73**	**1**	**0**

Time	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	0	0	0	0	1	0	1	6	2	3	0	0	0	51.7	44.5	6.9
0100 - 0200	0	0	0	0	1	0	2	3	0	0	0	1	0	53.2	42.3	10.6
0200 - 0300	0	0	0	0	5	2	1	2	3	1	2	0	0	51.7	40.2	11.1
0300 - 0400	0	0	0	0	0	0	1	2	0	0	0	0	0	44.3	41.3	2.9
0400 - 0500	0	0	0	1	0	2	2	3	1	2	0	0	0	50.1	40.7	9.0
0500 - 0600	0	0	0	0	4	5	9	13	17	15	4	2	1	55.3	46.0	8.9
0600 - 0700	0	0	0	0	7	17	23	34	25	10	0	1	0	49.0	41.8	7.0
0700 - 0800	0	0	0	1	11	28	33	28	16	8	2	3	2	49.8	40.6	8.9
0800 - 0900	0	0	1	0	19	50	49	28	17	3	0	3	0	45.2	37.8	7.1
0900 - 1000	0	0	0	2	8	32	36	24	11	7	1	1	0	46.4	38.9	7.2
1000 - 1100	0	0	0	2	17	20	50	43	16	3	2	1	0	46.3	39.2	6.9
1100 - 1200	0	0	1	1	13	39	40	38	14	5	1	0	0	45.4	38.4	6.7
1200 - 1300	0	0	2	3	19	48	42	51	15	14	1	1	0	46.7	38.7	7.7
1300 - 1400	0	0	1	2	10	37	73	47	19	11	1	1	0	46.4	39.5	6.7
1400 - 1500	0	0	0	1	24	41	52	61	25	14	1	2	0	47.3	39.7	7.3
1500 - 1600	0	0	0	2	25	53	89	88	41	19	1	0	0	46.8	39.9	6.7
1600 - 1700	0	0	1	0	21	79	116	96	59	20	2	1	0	46.9	40.1	6.6
1700 - 1800	0	0	1	0	41	109	104	91	75	22	5	0	0	46.9	39.5	7.2
1800 - 1900	0	0	0	0	5	19	36	71	39	8	5	0	0	48.8	42.5	6.1
1900 - 2000	0	0	0	0	4	9	15	27	17	11	6	1	0	51.9	43.9	7.8
2000 - 2100	0	0	0	0	1	5	8	6	4	5	0	0	0	49.3	41.8	7.3
2100 - 2200	0	0	0	0	0	3	4	5	4	7	0	1	0	53.7	45.5	7.9
2200 - 2300	0	0	0	0	0	8	7	2	5	3	6	2	0	55.8	45.1	10.3
2300 - 0000	0	0	0	0	0	0	1	9	6	2	2	0	0	52.3	46.8	5.3
0700 - 1900	**0**	**0**	**7**	**14**	**213**	**555**	**720**	**666**	**347**	**134**	**22**	**13**	**2**	**47.0**	**39.6**	**7.1**
0600 - 2200	**0**	**0**	**7**	**14**	**225**	**589**	**770**	**738**	**397**	**167**	**28**	**16**	**2**	**47.3**	**39.9**	**7.2**
0600 - 0000	**0**	**0**	**7**	**14**	**225**	**597**	**778**	**749**	**408**	**172**	**36**	**18**	**2**	**47.5**	**40.0**	**7.2**
0000 - 0000	**0**	**0**	**7**	**15**	**236**	**606**	**794**	**778**	**431**	**193**	**42**	**21**	**3**	**47.8**	**40.2**	**7.4**

Friday 12 December 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
0000 - 0100	12	5	1	1	5	0	0	7	0	0	0	0	0	0	4	1	0	0
0100 - 0200	4	0	1	2	1	0	0	1	0	0	0	0	0	0	2	1	0	0
0200 - 0300	10	1	1	7	1	0	0	7	0	0	0	0	0	0	3	0	0	0
0300 - 0400	4	0	1	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0
0400 - 0500	17	2	7	3	5	0	0	11	0	0	1	0	1	0	3	1	0	0
0500 - 0600	61	6	8	25	22	0	1	52	0	4	0	0	0	1	1	2	0	0
0600 - 0700	105	14	18	31	42	0	1	78	1	14	1	4	0	0	6	0	0	0
0700 - 0800	110	28	20	26	36	1	0	90	0	10	1	1	0	0	5	2	0	0
0800 - 0900	164	34	43	47	40	1	0	118	1	25	3	2	0	1	9	4	0	0
0900 - 1000	150	38	51	29	32	0	0	105	1	24	2	0	0	4	8	6	0	0
1000 - 1100	140	33	33	31	43	0	0	100	2	24	0	4	0	1	8	1	0	0
1100 - 1200	194	52	42	56	44	0	0	141	3	31	3	1	0	2	8	5	0	0
1200 - 1300	219	54	49	62	54	1	0	166	1	36	2	0	1	3	8	1	0	0
1300 - 1400	185	65	44	39	37	1	0	148	2	22	2	1	1	1	3	4	0	0
1400 - 1500	305	77	68	74	86	0	4	253	5	26	3	1	0	0	9	4	0	0
1500 - 1600	278	74	67	79	58	0	1	222	6	33	1	0	0	0	10	4	1	0
1600 - 1700	226	68	44	71	43	0	0	199	0	14	1	0	0	1	9	2	0	0
1700 - 1800	227	66	44	82	35	0	2	204	0	15	1	1	0	0	3	1	0	0
1800 - 1900	144	29	24	45	46	0	1	125	1	6	2	0	0	1	8	0	0	0
1900 - 2000	83	55	8	6	14	0	1	77	0	2	0	0	0	0	3	0	0	0
2000 - 2100	22	9	7	5	1	0	0	18	0	3	0	0	0	0	1	0	0	0
2100 - 2200	26	7	5	5	9	0	0	13	0	3	0	1	0	0	9	0	0	0
2200 - 2300	39	15	11	9	4	0	1	32	0	1	1	0	0	1	3	0	0	0
2300 - 0000	19	4	4	0	11	0	0	13	0	3	1	0	0	1	1	0	0	0
0700 - 1900	**2342**	**618**	**529**	**641**	**554**	**4**	**8**	**1871**	**22**	**266**	**21**	**11**	**2**	**14**	**88**	**34**	**1**	**0**
0600 - 2200	**2578**	**703**	**567**	**688**	**620**	**4**	**10**	**2057**	**23**	**288**	**22**	**16**	**2**	**14**	**107**	**34**	**1**	**0**
0600 - 0000	**2636**	**722**	**582**	**697**	**635**	**4**	**11**	**2102**	**23**	**292**	**24**	**16**	**2**	**16**	**111**	**34**	**1**	**0**
0000 - 0000	**2744**	**736**	**601**	**738**	**669**	**4**	**12**	**2183**	**23**	**296**	**25**	**16**	**3**	**17**	**124**	**40**	**1**	**0**

Time	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	0	0	0	0	0	2	2	3	1	3	0	1	0	54.6	45.1	9.2
0100 - 0200	0	0	0	0	0	2	0	0	1	1	0	0	0	52.4	41.8	10.3
0200 - 0300	0	0	0	0	1	1	4	1	0	2	1	0	0	52.0	42.0	9.7
0300 - 0400	0	0	0	0	0	1	0	2	0	0	0	1	0	58.5	45.5	12.6
0400 - 0500	0	0	0	0	0	1	1	4	8	3	0	0	0	51.7	46.2	5.3
0500 - 0600	0	0	0	0	0	7	8	20	12	11	3	0	0	51.8	44.7	6.8
0600 - 0700	0	0	1	0	9	19	20	27	22	5	2	0	0	48.3	40.5	7.5
0700 - 0800	0	0	0	0	11	14	27	22	23	10	1	1	1	50.1	41.5	8.2
0800 - 0900	0	0	0	0	14	29	57	37	24	3	0	0	0	45.4	39.1	6.0
0900 - 1000	0	0	0	0	8	32	49	35	17	7	2	0	0	46.3	39.7	6.4
1000 - 1100	0	0	0	0	8	26	38	42	13	9	2	2	0	47.9	40.5	7.1
1100 - 1200	0	0	1	0	20	46	50	41	23	12	0	1	0	46.4	39.0	7.2
1200 - 1300	0	0	3	1	17	25	71	44	36	18	3	1	0	48.5	40.6	7.7
1300 - 1400	0	0	0	1	9	33	49	52	26	12	2	1	0	47.8	40.7	6.9
1400 - 1500	0	0	0	4	22	51	68	92	48	16	4	0	0	47.6	40.4	7.0
1500 - 1600	0	0	0	1	28	57	56	51	55	26	3	1	0	48.7	40.5	7.9
1600 - 1700	0	0	0	4	17	46	48	57	38	12	1	3	0	48.0	40.1	7.6
1700 - 1800	0	0	1	0	2	41	41	65	42	24	8	3	0	50.6	42.8	7.5
1800 - 1900	0	0	0	0	5	16	40	29	28	17	6	3	0	51.2	43.2	7.8
1900 - 2000	0	0	0	0	0	9	14	21	28	8	1	2	0	51.3	44.4	6.6
2000 - 2100	0	0	0	0	2	1	6	4	2	4	1	2	0	55.0	44.6	10.0
2100 - 2200	0	0	0	0	0	2	7	7	6	3	1	0	0	50.4	43.8	6.4
2200 - 2300	0	0	0	1	2	7	6	5	7	7	3	1	0	53.7	43.5	9.8
2300 - 0000	0	0	0	0	0	2	4	2	7	4	0	0	0	51.8	44.8	6.7
0700 - 1900	**0**	**0**	**5**	**11**	**161**	**416**	**594**	**567**	**373**	**166**	**32**	**16**	**1**	**48.3**	**40.6**	**7.4**
0600 - 2200	**0**	**0**	**6**	**11**	**172**	**447**	**641**	**626**	**431**	**186**	**37**	**20**	**1**	**48.5**	**40.8**	**7.4**
0600 - 0000	**0**	**0**	**6**	**12**	**174**	**456**	**651**	**633**	**445**	**197**	**40**	**21**	**1**	**48.6**	**40.9**	**7.5**
0000 - 0000	**0**	**0**	**6**	**12**	**175**	**470**	**666**	**663**	**467**	**217**	**44**	**23**	**1**	**48.8**	**41.0**	**7.5**

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
0000 - 0100	10	5	1	2	2	0	0	7	0	0	0	0	0	0	2	1	0	0
0100 - 0200	6	1	2	2	1	0	0	3	0	0	0	0	0	0	2	1	0	0
0200 - 0300	10	3	3	3	1	0	0	5	0	0	0	0	0	0	3	2	0	0
0300 - 0400	5	1	1	2	1	0	0	2	0	1	0	0	0	0	2	1	0	0
0400 - 0500	8	2	2	1	3	0	0	4	0	1	0	0	0	0	2	1	0	0
0500 - 0600	60	4	7	28	21	0	1	54	0	3	0	0	0	0	1	2	0	0
0600 - 0700	90	13	10	31	36	0	0	75	0	6	1	3	0	0	2	2	0	0
0700 - 0800	94	27	16	20	31	1	0	70	1	14	2	1	0	0	3	3	0	0
0800 - 0900	131	30	32	33	36	0	0	99	1	18	1	1	0	1	6	3	0	0
0900 - 1000	115	30	30	27	28	0	0	81	1	20	1	1	0	2	6	3	0	0
1000 - 1100	128	28	33	33	34	0	0	91	2	23	1	1	0	2	6	2	0	0
1100 - 1200	143	34	35	38	36	0	0	102	3	22	2	2	0	2	7	3	0	0
1200 - 1300	175	49	44	44	38	0	0	134	1	25	1	1	1	2	7	3	0	0
1300 - 1400	176	49	38	44	45	1	0	139	2	22	1	1	0	2	5	3	0	0
1400 - 1500	196	51	50	47	48	0	2	154	2	23	2	1	0	1	8	3	0	0
1500 - 1600	255	64	72	66	53	0	1	215	2	25	1	1	0	1	6	4	0	0
1600 - 1700	289	90	58	86	55	0	1	252	2	19	1	0	0	2	6	3	0	0
1700 - 1800	312	122	61	86	43	0	2	282	0	20	1	0	0	1	3	1	0	0
1800 - 1900	151	36	25	47	43	0	1	135	0	10	0	0	0	1	3	1	0	0
1900 - 2000	83	50	9	12	12	0	1	72	0	6	0	0	0	0	2	1	0	0
2000 - 2100	21	7	7	4	3	0	0	16	0	2	0	0	0	0	2	1	0	0
2100 - 2200	20	4	4	5	7	0	0	13	0	2	0	0	0	0	3	1	0	0
2200 - 2300	25	13	5	4	3	0	0	18	0	1	0	0	0	1	3	1	0	0
2300 - 0000	14	2	2	2	8	0	0	11	0	0	0	0	0	1	1	1	0	0
0700 - 1900	**2165**	**610**	**494**	**571**	**490**	**2**	**7**	**1754**	**17**	**241**	**14**	**10**	**1**	**17**	**66**	**32**	**0**	**0**
0600 - 2200	**2379**	**684**	**524**	**623**	**548**	**2**	**8**	**1930**	**17**	**257**	**15**	**13**	**1**	**17**	**75**	**37**	**0**	**0**
0600 - 0000	**2418**	**699**	**531**	**629**	**559**	**2**	**8**	**1959**	**17**	**258**	**15**	**13**	**1**	**19**	**79**	**39**	**0**	**0**
0000 - 0000	**2517**	**715**	**547**	**667**	**588**	**2**	**9**	**2034**	**17**	**263**	**15**	**13**	**1**	**19**	**91**	**47**	**0**	**0**

Time	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	0	0	0	0	1	1	1	2	2	2	1	0	0	-	-	-
0100 - 0200	0	0	0	0	0	1	1	1	1	1	0	0	0	-	-	-
0200 - 0300	0	0	0	0	2	1	2	2	1	1	1	0	0	-	-	-
0300 - 0400	0	0	0	0	0	1	2	2	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	1	1	2	2	2	1	0	0	0	-	-	-
0500 - 0600	0	0	0	0	1	5	9	13	17	10	3	1	0	53.3	45.4	7.6
0600 - 0700	0	0	0	0	5	12	19	23	21	7	1	1	0	50.1	42.7	7.1
0700 - 0800	0	0	0	0	7	15	24	23	17	6	1	1	0	49.6	42.2	7.2
0800 - 0900	0	0	0	1	11	27	37	32	17	5	1	1	0	47.3	40.1	6.9
0900 - 1000	0	1	0	1	11	27	30	23	13	6	1	1	0	47	39.1	7.6
1000 - 1100	0	0	0	1	11	27	37	30	15	5	2	1	0	46.5	39.5	6.8
1100 - 1200	0	0	0	1	14	35	38	32	16	6	1	1	0	46.2	38.8	7.1
1200 - 1300	0	0	1	2	17	39	53	37	17	8	1	0	0	45.8	38.6	6.9
1300 - 1400	0	0	1	2	16	41	53	37	18	7	1	1	0	45.8	38.8	6.7
1400 - 1500	0	0	1	2	20	37	49	49	25	10	2	1	0	46.9	39.4	7.2
1500 - 1600	0	0	0	0	26	50	75	58	32	10	1	1	0	46.4	39.4	6.8
1600 - 1700	0	0	0	1	21	67	79	70	36	10	2	1	0	47.1	40	6.8
1700 - 1800	0	0	1	1	21	68	83	71	42	17	6	1	0	48.7	41.3	7.2
1800 - 1900	0	0	0	0	7	15	37	42	28	14	6	2	0	51	43.2	7.5
1900 - 2000	0	0	0	0	4	8	15	25	19	8	4	1	0	51.8	43.8	7.7
2000 - 2100	0	0	0	0	1	2	5	4	4	3	1	0	0	52.2	43.3	8.6
2100 - 2200	0	0	0	0	2	2	4	4	4	3	0	0	0	51.5	43.4	7.8
2200 - 2300	0	0	0	0	1	4	4	5	5	3	2	1	0	52.4	43.3	8.8
2300 - 0000	0	0	0	0	0	2	2	3	4	2	0	0	0	50.4	43.7	6.5
0700 - 1900	**0**	**1**	**4**	**12**	**182**	**448**	**595**	**504**	**276**	**104**	**25**	**12**	**0**	**47.4**	**40.0**	**7.1**
0600 - 2200	**0**	**1**	**4**	**12**	**194**	**472**	**638**	**560**	**324**	**125**	**31**	**14**	**0**	**48.4**	**40.9**	**7.2**
0600 - 0000	**0**	**1**	**4**	**12**	**195**	**478**	**644**	**568**	**333**	**130**	**33**	**15**	**0**	**48.7**	**41.1**	**7.3**
0000 - 0000	**0**	**1**	**4**	**12**	**200**	**488**	**661**	**590**	**356**	**145**	**38**	**16**	**0**	**48.9**	**41.4**	**7.3**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
Mon	2982	875	672	763	672	5	17	2378	22	343	20	17	1	25	93	61	0	0
Tue	3012	874	663	769	706	6	13	2378	22	356	28	16	0	17	117	58	1	0
Wed	3079	912	636	824	707	8	13	2468	20	332	24	24	2	21	112	53	2	0
Thu	3126	883	706	875	662	5	12	2495	14	341	24	17	1	31	112	73	1	0
Fri	2744	736	601	738	669	4	12	2183	23	296	25	16	3	17	124	40	1	0
Sat	1395	380	298	351	366	2	2	1226	16	95	3	1	0	4	33	12	1	0
Sun	1291	356	251	348	336	1	5	1109	13	87	1	0	2	11	43	19	0	0

Time	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
Mon	0	5	5	18	275	653	893	611	362	126	23	10	1	46.2	38.9	7.0
Tue	0	4	2	22	293	707	821	681	355	97	23	6	1	45.8	38.7	6.9
Wed	0	6	5	12	266	672	852	693	363	138	55	14	3	47.0	39.4	7.3
Thu	0	0	7	15	236	606	794	778	431	193	42	21	3	47.8	40.2	7.4
Fri	0	0	6	12	175	470	666	663	467	217	44	23	1	48.8	41.0	7.5
Sat	1	2	3	4	73	146	301	364	301	130	47	22	1	50.9	42.8	7.8
Sun	2	0	4	6	83	164	291	349	214	124	37	16	1	50.1	41.9	7.9

APPENDIX B – ACCESS AND TRACKING

Cora IHT Ltd. Adamson House, Towers Business Park, Wilmslow Road, Manchester, M20 2YY
Email: toan.chau@coraiht.com
Registered in England No 10321930



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.

2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By

Coraiht

Adamson House, Towers Business Park
Wilmslow Road
Manchester
M20 2YY

Tel: 0161 955 4422
Email: manchester@coraiht.com
Web: www.coraiht.com

Client

Net World Sports Limited

Project

Land South of Bryn Lane
Wrexham

Title

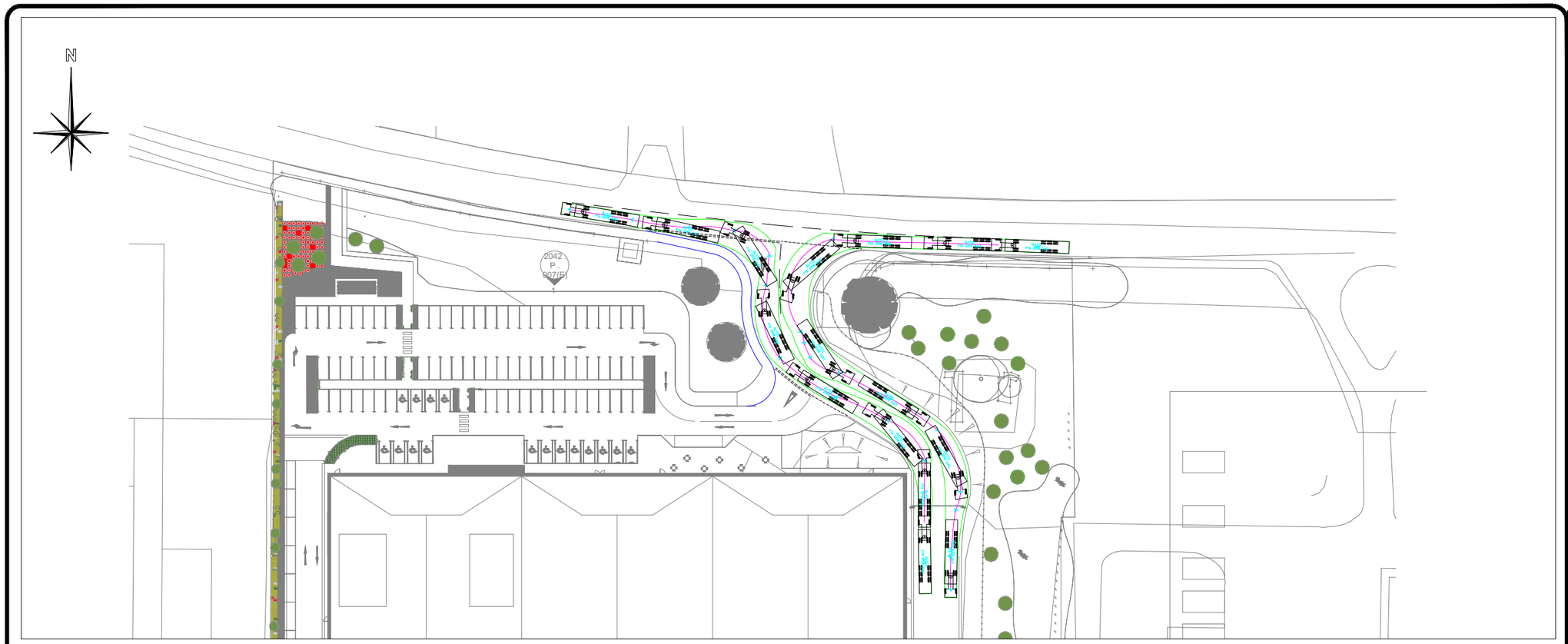
Proposed Access Arrangement

Drawing Status

Job No. 16-3015

Drawn	Checked	Scale at A3	Date	Issue Date
MC	TC	1:500	04/03/26	-

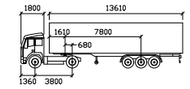
Drawing No. 004 -



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.

2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.



Artic

	mm		
Tractor Width	2550	Lock to Lock Time	6.0
Trailer Width	2550	Steering Angle	40.7
Tractor Track	2550	Articulating Angle	70.0
Trailer Track	2550		

Rev	Date	Description	Ckd	By

Adamson House, Towers Business Park
Wilmslow Road
Manchester
M20 2YY

Tel: 0161 955 4422
Email: manchester@coraiht.com
Web: www.coraiht.com

Client

Net World Sports Limited

Project

Land South of Bryn Lane
Wrexham

Title

Proposed Access
Arrangement
Tracking

Drawing Status

Job No. 16-3015

Drawn	Checked	Scale at A3	Date	Issue Date
MC	TC	1:500	04/03/26	-

Drawing No. 005 -

APPENDIX C – B2 SITE LAYOUT

Cora IHT Ltd. Adamson House, Towers Business Park, Wilmslow Road, Manchester, M20 2YY
Email: toan.chau@coraiht.com
Registered in England No 10321930

North

0 5 10 20 30 40 50

GRAPHIC SCALE 1:500

1. This drawing has been produced for the client for the project on the site shown. It was prepared for a purpose agreed with the client and will have a commensurate degree of accuracy.
2. This drawing is not intended for use by any other person or for any other purpose without express permissions.
3. Pace Architecture Limited accept no liability whatsoever if this drawing is used by any other person or for any other purpose.
4. Do not scale from this drawing. All measurements to be checked on site.
5. Report to the Architect any discprenacies or information requiring updated.
6. CDM (2015) - All designers have a duty to review, identify and circulate health and safety risks when apparent.
7. Under CDM (2015) Pace Architecture ltd assumes the role of 'Designer', unless otherwise appointed in writing by the client.
8. If in doubt ask.

THE ABOVE TO BE DESIGNED BY SPECIALISTS IN ACCORDANCE WITH BRITISH STANDARDS BELOW:

BS 9999 (2017) - Fire safety in the design, management and use of buildings – Code of practice
BS 6564 (2017) - Sanitary installations. Code of practice for the design of sanitary facilities
BS 5266 (2016) - Emergency Lighting - Code of practice for the emergency lighting of premises
BS 5499 (2014) - Guidance for the selection and use of safety signs and fire safety notices

2.4m x 120m Viz. Splay to West
HEA07 - Safe & Healthy Surroundings Dedicated Cycle/Pedestrian Path
HEA 07 -'Safe & Healthy Surroundings Outside space providing building users with an external amenity area. Space to be accessible & designated non-smoking"
Exisitng Bryn Lane Footway
Proposed Sub-Station Subject to detailed design by the utility provider.
Exisitng Bryn Lane site access adjusted to increase highway access safety and away from T1 RPA.
Exisitng Bryn Lane Footway
HEA-06 SECURITY - NW POLICE RECOMMENDATIONS Existing Boundary Fence to remain to assert 'Site Demarcation'
2042 . P . 007(E) 1
2.4m x 120m Viz. Splay to East
TRA 02 - Cycle Store Minimum 30 Covered Cycle Spaces
HEA07 - Safe & Healthy Surroundings - Dedicated Cycle/Pedestrian Path
HEA-06 SECURITY - NW POLICE RECOMMENDATIONS Existing Boundary Fence to remain to assert 'Site Demarcation'
Exisitng concrete structure to be removed. Refer to 'Demolition Plan', Drg. No. 2042.P.007
ONE WAY
Car Parking = 94 ISpaces
DROP OFF POINT
TRA 02 -Electric Vehicle Charging 11 Functional (EVC) + 1 with future capability (F-EVC) (20% = 29 bays total provision)
HEA 07 -Safe & Healthy Surroundings Drop-Off Point
HEA-06 SECURITY-POLICE RECOMMENDATIONS Vehicle Barrier - Site Movement Control Measures
Solar Panels Indicative layout - TBC by specialist designer
HEA07 - Safe & Healthy Surroundings Perimeter guarded pathway
Car Parking = 16 tandem spaces - 4m x 2.4m
2042 . P . 007(E) 4
2042 . P . 007(E) 2
HEA07 - Safe & Healthy Surroundings Goods-In Waiting Lane
WST 03 -Operational Waste Enclosed seperate recycling and waste storage areas. Area designated for future compactor
canopy over
MAT 05 - Resilience Barriers and bollards to protect from vehicle impact in hight risk areas.
Pipe
2042 P 007(E) 3
Existing Concrete Drain
HEA-06 SECURITY - NW POLICE RECOMMENDATIONS Existing Boundary Fence to remain to assert 'Site Demarcation'
Proposed Wildlife Pond
SV

KEY

LANDSCAPE

Soft Landscape *15,419m2*
Refer to submitted design by Landscape Architect Drg. 1059-01-NLD.151 Bryn Lane South - v2 by 'Nicholsons'

SP9 Policy Ecology Corridor
9,900m2

HARDSCAPE

Asphalt
To car parks & access road - 2560m2

Paving - 1,057m2
(includes substation, not inc. public pathway)

Concrete
To service yard - 7,796m2

Trees - To be Retained
Refer to submitted design by Landscape Architect Drg.1059-01-NLD.151 Bryn Lane South - v2 by 'Nicholsons'

Trees - To be Removed
Refer to submitted AIA Ref 'BTC2998' by 'Bowland Tree Consultancy'.

Disabled Parking Bays
15 No. Proposed

Covered Cycle Shelter
30 spaces provided

Vehicle Barriers

1.8m Palisade Fencing

Fence
Restricting personnel access to SP9 Corridor

INTERNAL AREAS	
Name	Area
Ancillary	603 m²
Circulation	1070 m²
Office	1331 m²
St/Serv	345 m²
Warehouse	10858 m²
	14208 m²

LOCAL PLANNING GUIDANCE NOTE NO.16
Figure B

Type of Development	Parking Standard	Cycle Parking Standard
B1 Business and light industry	1 car space per 30m² gross floor space	1 cycle space per 300m² gross floor space
B2 General Industry	1 car space per 50m² gross floor space	1 cycle space per 500m² gross floor space
B8 Storage and Distribution	1 car space per 100m² gross floor space	1 cycle space per 1000m² gross floor space

INDICATED PARKING PROVISION CALCULATIONS

285 Car Spaces (286 shown)	(14,208m2 / 1 per 100m2)
29 Disabled Spaces	(10% of gross provision)
29 Cycle Spaces	(14,208m2 / 1 per 500m2)

NET WORLD SPORTS

PURPOSE OF ISSUE
FEASIBILITY

PACE | ARCHITECTURE

PROJECT
LAND SOUTH _ B2 100%

ADDRESS
Bryn Lane, Wrexham Industrial Estate

TITLE
Proposed Site Plan

CLIENT
Mauna Kea Limited

DRAWN BY	CHECKED BY	DATE
NC	AC	26.02.26

SCALE (@ A1)	PROJECT NUMBER
1 : 500	2042

DRAWING NUMBER	REV
2042 . P . 004	

26/02/2026 14:58:28

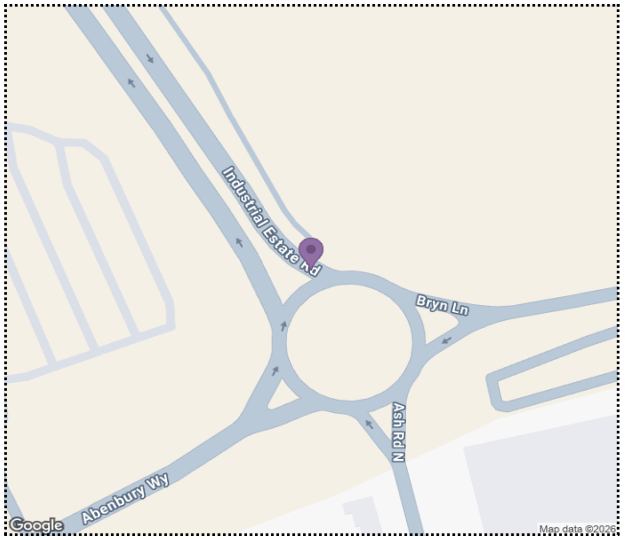
APPENDIX D – CRASHMAP INFO

Cora IHT Ltd. Adamson House, Towers Business Park, Wilmslow Road, Manchester, M20 2YY
Email: toan.chau@coraiht.com
Registered in England No 10321930

crashmap.co.uk

Validated Data

Crash Date:	Monday, April 26, 2021	**Time of Crash:**	06:10:00	**Crash Reference:**	202160Z057006
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	338057 350923
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Crash Date: Monday, April 26, 2021 **Time of Crash:** 06:10:00 **Crash Reference:** 202160Z057006

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	26 - 35	Unknown	Nearside	Unknown	None	None
2	Pedal cycle	-1	Male	16 - 20	Unknown	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

APPENDIX E – TEMPRO DATA

Cora IHT Ltd. Adamson House, Towers Business Park, Wilmslow Road, Manchester, M20 2YY
Email: toan.chau@coraiht.com
Registered in England No 10321930

Select data type

- Growth factors (2030 Data/2023 Data)
- Future Year (2030) - Base Year (2023)

Results

NTM Traffic Growth Calculations

Scenario: Regional **Base Year: 2023** **Future Year: 2030**

Time Period: Weekday AM peak period (0700 - 0959)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

- [x] Wrexham 020 (W02000420)

3. Select area type:

- Urban
- Rural
- All

4. Select road type:

- Motorway
- Trunk
- A Road
- Minor
- All

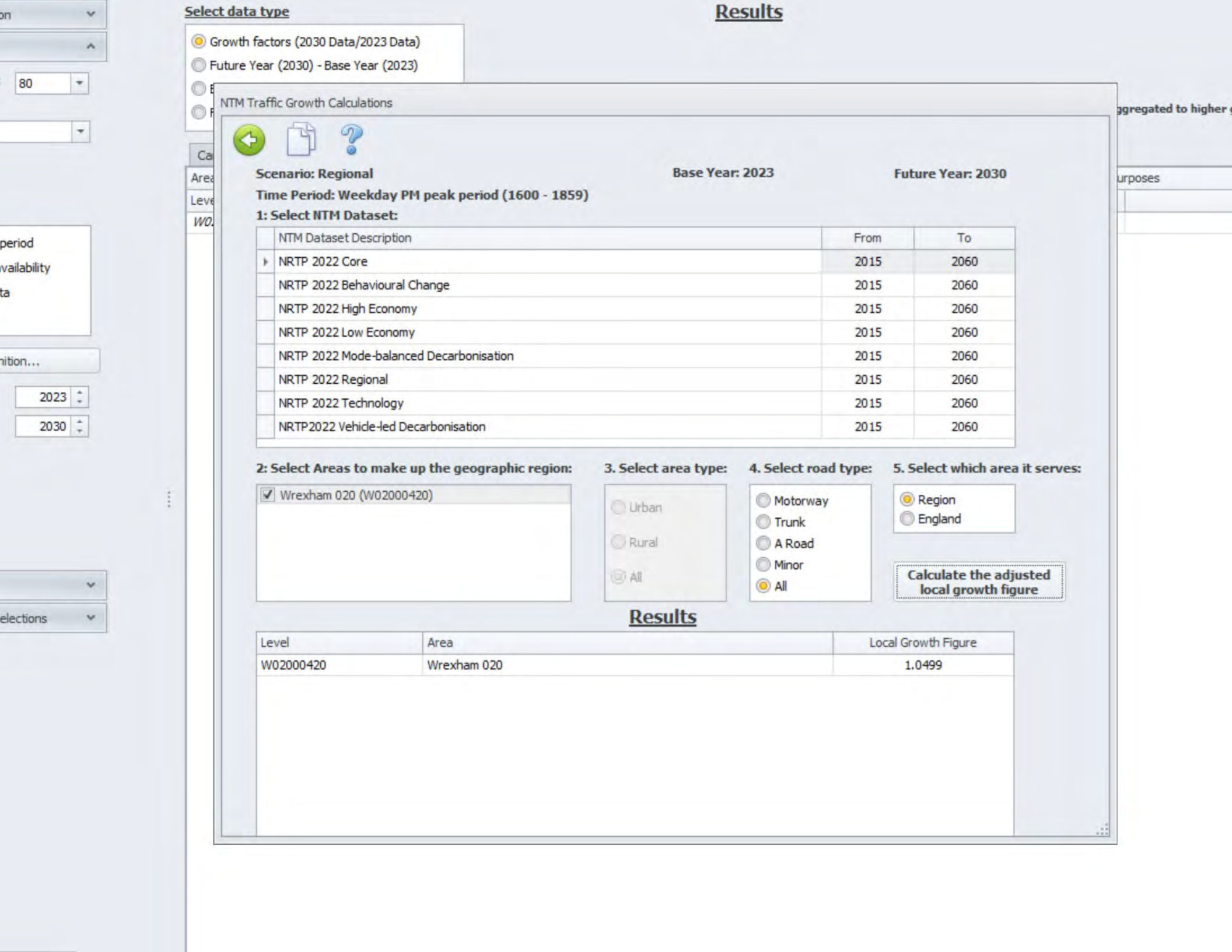
5. Select which area it serves:

- Region
- England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
W02000420	Wrexham 020	1.0499


Select data type
Growth factors (2030 Data/2023 Data)
Future Year (2030) - Base Year (2023)
Results
NTM Traffic Growth Calculations
Scenario: Regional
Base Year: 2023
Future Year: 2030
Time Period: Weekday PM peak period (1600 - 1859)
1: Select NTM Dataset:
NTM Dataset Description
From
To
NRTP 2022 Core
2015
2060
NRTP 2022 Behavioural Change
2015
2060
NRTP 2022 High Economy
2015
2060
NRTP 2022 Low Economy
2015
2060
NRTP 2022 Mode-balanced Decarbonisation
2015
2060
NRTP 2022 Regional
2015
2060
NRTP 2022 Technology
2015
2060
NRTP2022 Vehicle-led Decarbonisation
2015
2060
2: Select Areas to make up the geographic region:
Wrexham 020 (W02000420)
3. Select area type:
Urban
Rural
All
4. Select road type:
Motorway
Trunk
A Road
Minor
All
5. Select which area it serves:
Region
England
Calculate the adjusted local growth figure
Results
Level
Area
Local Growth Figure
W02000420
Wrexham 020
1.0499

Select data type

Results

- Growth factors (2037 Data/2023 Data)
- Future Year (2037) - Base Year (2023)

NTM Traffic Growth Calculations

Scenario: Regional **Base Year: 2023** **Future Year: 2037**

Time Period: Weekday AM peak period (0700 - 0959)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

- [x] Wrexham 020 (W02000420)

3. Select area type:

- Urban
- Rural
- All

4. Select road type:

- Motorway
- Trunk
- A Road
- Minor
- All

5. Select which area it serves:

- Region
- England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
W02000420	Wrexham 020	1.0937

Select data type

- Growth factors (2037 Data/2023 Data)
- Future Year (2037) - Base Year (2023)

Results

NTM Traffic Growth Calculations

Scenario: Regional **Base Year: 2023** **Future Year: 2037**

Time Period: Weekday PM peak period (1600 - 1859)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

- [x] Wrexham 020 (W02000420)

3. Select area type:

- Urban
- Rural
- All

4. Select road type:

- Motorway
- Trunk
- A Road
- Minor
- All

5. Select which area it serves:

- Region
- England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
W02000420	Wrexham 020	1.0927

APPENDIX F – TRICS DATA

Cora IHT Ltd. Adamson House, Towers Business Park, Wilmslow Road, Manchester, M20 2YY
Email: toan.chau@coraiht.com
Registered in England No 10321930

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	HD	HILLINGDON	1 day
	HO	HOUNSLOW	1 day
02	**SOUTH EAST**		
	EX	ESSEX	1 day
	HF	HERTFORDSHIRE	1 day
03	**SOUTH WEST**		
	DC	DORSET	1 day
04	**EAST ANGLIA**		
	SF	SUFFOLK	1 day
11	**SCOTLAND**		
	GC	GLASGOW CITY	1 day
13	**MUNSTER**		
	CR	CORK	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 day

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

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	6226 to 18600 (units:sqm)
Range Selected by User:	5000 to 20000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/90 to 24/06/25

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:

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

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
Suburban Area	6 days

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:

Commercial Zone	1 days
Industrial Zone	6 days
No Sub Category	1 days
Residential Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	3 days
Servicing vehicles Unknown	5 days

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Secondary Filtering Selection:

Use Class:

B8	7 surveys
N/A	2 surveys

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

Population within 500m Range:

200 - 3269

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	3 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	3 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	1 surveys
500,001 or More	2 surveys

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 surveys
0.6 to 1.0	3 surveys
1.1 to 1.5	5 surveys

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.

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Petrol filling station:

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

Travel Plan:

No	7 surveys
Yes	2 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1b - Very poor	1 surveys
2 - Poor	1 surveys
No PTAL Present	7 surveys

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

COVID-19 Restrictions:

No

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1	**AN-02-F-02**	**TESCO DISTRIBUTION CENTRE**	**ANTRIM**

APOLLO ROAD
BELFAST
Suburban Area
Industrial Zone
Gross floor area: 10832.00 sqm
Survey date: Thursday 29/07/2010 Survey Type: Manual

2	**CR-02-F-01**	**WAREHOUSING ESTATE**	**CORK**

TRAMORE ROAD
CORK
BALLYPHEHANE
Suburban Area
No Sub Category
Gross floor area: 14400.00 sqm
Survey date: Wednesday 07/12/2005 Survey Type: Manual

3	**DC-02-F-02**	**PHARMACY DISTRIBRUTION**	**DORSET**

MERCERY ROAD
WEYMOUTH
RADIPOLE
Edge of Town
Commercial Zone
Gross floor area: 6226.00 sqm
Survey date: Friday 09/05/2025 Survey Type: Manual

4	**EX-02-F-01**	**SPORTS SUPPLEMENTS**	**ESSEX**

BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Gross floor area: 6560.00 sqm
Survey date: Friday 18/05/2018 Survey Type: Manual

5	**GC-02-F-01**	**DISTRIBUTION CEN.**	**GLASGOW CITY**

BARRACHNIE ROAD
GLASGOW
GARROWHILL
Suburban Area
Residential Zone
Gross floor area: 11504.00 sqm
Survey date: Survey Type: Manual

6	**HD-02-F-01**	**FOOD DISTRIBUTOR**	**HILLINGDON**

NINE ACRES CLOSE
HAYES
Edge of Town
Industrial Zone
Gross floor area: 8673.00 sqm
Survey date: Thursday 27/09/2018 Survey Type: Manual

7	**HF-02-F-02**	**SUPERSTORE DISTRIBUTION**	**HERTFORDSHIRE**

BLACK FAN ROAD
WELWYN GARDEN CITY
PANSHANGER
Suburban Area
Industrial Zone
Gross floor area: 18600.00 sqm
Survey date: Friday 06/09/2002 Survey Type: Manual

8	**HO-02-F-01**	**LOGISTICS AND FREIGHT**	**HOUNSLOW**

ASCOT ROAD

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FELTHAM
Suburban Area
Industrial Zone
Gross floor area: 13500.00 sqm
Survey date: Wednesday 23/11/2016

Survey Type: Manual

9	**SF-02-F-04**	**WAREHOUSING & DISTRIBUTION**	**SUFFOLK**

HADLEIGH ROAD
IPSWICH
Suburban Area
Industrial Zone
Gross floor area: 17650.00 sqm
Survey date:

Survey Type: Manual

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**1**	**17650**	**0.096**	**0.000**	**0.096**
06:00-07:00	**1**	**17650**	**0.125**	**0.011**	**0.136**
07:00-08:00	**9**	**11994**	**0.379**	**0.175**	**0.554**
08:00-09:00	**9**	**11994**	**0.462**	**0.140**	**0.602**
09:00-10:00	**9**	**11994**	**0.340**	**0.183**	**0.523**
10:00-11:00	**9**	**11994**	**0.214**	**0.167**	**0.381**
11:00-12:00	**9**	**11994**	**0.209**	**0.187**	**0.396**
12:00-13:00	**9**	**11994**	**0.221**	**0.266**	**0.487**
13:00-14:00	**9**	**11994**	**0.308**	**0.256**	**0.564**
14:00-15:00	**9**	**11994**	**0.245**	**0.259**	**0.504**
15:00-16:00	**9**	**11994**	**0.176**	**0.249**	**0.425**
16:00-17:00	**9**	**11994**	**0.157**	**0.315**	**0.472**
17:00-18:00	**9**	**11994**	**0.143**	**0.428**	**0.571**
18:00-19:00	**9**	**11994**	**0.077**	**0.277**	**0.354**
19:00-20:00	**1**	**17650**	**0.000**	**0.011**	**0.011**
20:00-21:00	**1**	**17650**	**0.006**	**0.006**	**0.012**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.158**	**2.930**	**6.088**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	10/09/2001 - 09/05/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	17650	0.102	0.000	0.102
06:00-07:00	1	17650	0.159	0.011	0.170
07:00-08:00	9	11994	0.496	0.206	0.702
08:00-09:00	9	11994	0.610	0.158	0.768
09:00-10:00	9	11994	0.424	0.215	0.639
10:00-11:00	9	11994	0.245	0.183	0.428
11:00-12:00	9	11994	0.242	0.214	0.456
12:00-13:00	9	11994	0.310	0.362	0.672
13:00-14:00	9	11994	0.430	0.359	0.789
14:00-15:00	9	11994	0.338	0.323	0.661
15:00-16:00	9	11994	0.205	0.315	0.520
16:00-17:00	9	11994	0.207	0.449	0.656
17:00-18:00	9	11994	0.185	0.528	0.713
18:00-19:00	9	11994	0.091	0.325	0.416
19:00-20:00	1	17650	0.000	0.017	0.017
20:00-21:00	1	17650	0.006	0.017	0.023
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.050	3.682	7.732

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	10/09/2001 - 09/05/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**1**	**17650**	**0.000**	**0.000**	**0.000**
06:00-07:00	**1**	**17650**	**0.000**	**0.000**	**0.000**
07:00-08:00	**9**	**11994**	**0.017**	**0.001**	**0.018**
08:00-09:00	**9**	**11994**	**0.018**	**0.002**	**0.020**
09:00-10:00	**9**	**11994**	**0.004**	**0.000**	**0.004**
10:00-11:00	**9**	**11994**	**0.000**	**0.001**	**0.001**
11:00-12:00	**9**	**11994**	**0.004**	**0.003**	**0.007**
12:00-13:00	**9**	**11994**	**0.004**	**0.001**	**0.005**
13:00-14:00	**9**	**11994**	**0.005**	**0.006**	**0.011**
14:00-15:00	**9**	**11994**	**0.006**	**0.002**	**0.008**
15:00-16:00	**9**	**11994**	**0.000**	**0.007**	**0.007**
16:00-17:00	**9**	**11994**	**0.011**	**0.023**	**0.034**
17:00-18:00	**9**	**11994**	**0.006**	**0.011**	**0.017**
18:00-19:00	**9**	**11994**	**0.002**	**0.006**	**0.008**
19:00-20:00	**1**	**17650**	**0.000**	**0.006**	**0.006**
20:00-21:00	**1**	**17650**	**0.000**	**0.011**	**0.011**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.077**	**0.080**	**0.157**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	10/09/2001 - 09/05/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	17650	0.000	0.000	0.000
06:00-07:00	1	17650	0.000	0.000	0.000
07:00-08:00	9	11994	0.004	0.001	0.005
08:00-09:00	9	11994	0.001	0.001	0.002
09:00-10:00	9	11994	0.000	0.000	0.000
10:00-11:00	9	11994	0.000	0.000	0.000
11:00-12:00	9	11994	0.001	0.000	0.001
12:00-13:00	9	11994	0.002	0.002	0.004
13:00-14:00	9	11994	0.000	0.000	0.000
14:00-15:00	9	11994	0.001	0.001	0.002
15:00-16:00	9	11994	0.002	0.002	0.004
16:00-17:00	9	11994	0.001	0.002	0.003
17:00-18:00	9	11994	0.003	0.002	0.005
18:00-19:00	9	11994	0.000	0.001	0.001
19:00-20:00	1	17650	0.000	0.000	0.000
20:00-21:00	1	17650	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.015	0.012	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.

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	10/09/2001 - 27/09/2018
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	17650	0.000	0.000	0.000
06:00-07:00	1	17650	0.023	0.000	0.023
07:00-08:00	9	11994	0.053	0.057	0.110
08:00-09:00	9	11994	0.061	0.065	0.126
09:00-10:00	9	11994	0.047	0.060	0.107
10:00-11:00	9	11994	0.069	0.061	0.130
11:00-12:00	9	11994	0.070	0.053	0.123
12:00-13:00	9	11994	0.068	0.055	0.123
13:00-14:00	9	11994	0.073	0.050	0.123
14:00-15:00	9	11994	0.063	0.048	0.111
15:00-16:00	9	11994	0.067	0.052	0.119
16:00-17:00	9	11994	0.054	0.043	0.097
17:00-18:00	9	11994	0.043	0.031	0.074
18:00-19:00	9	11994	0.022	0.029	0.051
19:00-20:00	1	17650	0.000	0.000	0.000
20:00-21:00	1	17650	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.713	0.604	1.317

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	10/09/2001 - 04/11/2024
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**1**	**17650**	**0.102**	**0.000**	**0.102**
06:00-07:00	**1**	**17650**	**0.130**	**0.011**	**0.141**
07:00-08:00	**9**	**11994**	**0.422**	**0.199**	**0.621**
08:00-09:00	**9**	**11994**	**0.517**	**0.149**	**0.666**
09:00-10:00	**9**	**11994**	**0.374**	**0.200**	**0.574**
10:00-11:00	**9**	**11994**	**0.234**	**0.176**	**0.410**
11:00-12:00	**9**	**11994**	**0.224**	**0.199**	**0.423**
12:00-13:00	**9**	**11994**	**0.251**	**0.305**	**0.556**
13:00-14:00	**9**	**11994**	**0.353**	**0.285**	**0.638**
14:00-15:00	**9**	**11994**	**0.281**	**0.280**	**0.561**
15:00-16:00	**9**	**11994**	**0.192**	**0.275**	**0.467**
16:00-17:00	**9**	**11994**	**0.170**	**0.363**	**0.533**
17:00-18:00	**9**	**11994**	**0.151**	**0.470**	**0.621**
18:00-19:00	**9**	**11994**	**0.081**	**0.301**	**0.382**
19:00-20:00	**1**	**17650**	**0.000**	**0.011**	**0.011**
20:00-21:00	**1**	**17650**	**0.006**	**0.006**	**0.012**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.488**	**3.230**	**6.718**

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

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	10/09/2001 - 09/05/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	17650	0.000	0.000	0.000
06:00-07:00	1	17650	0.011	0.000	0.011
07:00-08:00	9	11994	0.036	0.004	0.040
08:00-09:00	9	11994	0.038	0.007	0.045
09:00-10:00	9	11994	0.041	0.014	0.055
10:00-11:00	9	11994	0.011	0.006	0.017
11:00-12:00	9	11994	0.011	0.011	0.022
12:00-13:00	9	11994	0.034	0.039	0.073
13:00-14:00	9	11994	0.068	0.068	0.136
14:00-15:00	9	11994	0.045	0.023	0.068
15:00-16:00	9	11994	0.008	0.019	0.027
16:00-17:00	9	11994	0.015	0.027	0.042
17:00-18:00	9	11994	0.012	0.020	0.032
18:00-19:00	9	11994	0.007	0.013	0.020
19:00-20:00	1	17650	0.000	0.000	0.000
20:00-21:00	1	17650	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.337	0.251	0.588

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

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	10/09/2001 - 09/05/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	17650	0.000	0.000	0.000
06:00-07:00	1	17650	0.017	0.000	0.017
07:00-08:00	9	11994	0.021	0.002	0.023
08:00-09:00	9	11994	0.038	0.000	0.038
09:00-10:00	9	11994	0.006	0.001	0.007
10:00-11:00	9	11994	0.000	0.000	0.000
11:00-12:00	9	11994	0.003	0.001	0.004
12:00-13:00	9	11994	0.021	0.018	0.039
13:00-14:00	9	11994	0.005	0.001	0.006
14:00-15:00	9	11994	0.006	0.019	0.025
15:00-16:00	9	11994	0.005	0.014	0.019
16:00-17:00	9	11994	0.010	0.036	0.046
17:00-18:00	9	11994	0.017	0.027	0.044
18:00-19:00	9	11994	0.001	0.005	0.006
19:00-20:00	1	17650	0.000	0.000	0.000
20:00-21:00	1	17650	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.150	0.124	0.274

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

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	10/09/2001 - 09/05/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 day
02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 day
	HF	HERTFORDSHIRE	1 day
	WS	WEST SUSSEX	1 day
03	**SOUTH WEST**		
	CW	CORNWALL	2 days
	DC	DORSET	1 day
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day
10	**WALES**		
	CF	CARDIFF	1 day

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

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	5070 to 19857 (units:sqm)
Range Selected by User:	5000 to 20000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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:

Friday	1 days
Monday	1 days
Thursday	3 days
Tuesday	1 days
Wednesday	5 days

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

Selected survey types:

Manual count	11
Direction ATC Count	0

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

Selected Locations:

Edge of Town	6 days
Free Standing	1 days
Neighbourhood Centre	1 days
Suburban Area	3 days

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	8 days
No Sub Category	1 days
Out of Town	1 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	4 days
Servicing vehicles Unknown	7 days

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Secondary Filtering Selection:

Use Class:

Not Known	11 surveys

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

Population within 500m Range:

172 - 5400

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	4 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	5 surveys
1.6 to 2.0	2 surveys

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.

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Petrol filling station:

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

Travel Plan:

No	10 surveys
Yes	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 surveys

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

COVID-19 Restrictions:

No

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1	**AC-02-C-01**	**BAKERY**	**CHESHIRE WEST & CHESTER**

GADBROOK PARK
NORTHWICH
HIGH SHURLACH
Edge of Town
Industrial Zone
Gross floor area: 15000.00 sqm
Survey date: Thursday 21/06/2007 Survey Type: Manual

2	**BT-02-C-02**	**FOOD PRODUCTION**	**BRENT**

ABBEYDALE ROAD
ALPERTON
Suburban Area
Industrial Zone
Gross floor area: 6100.00 sqm
Survey date: Wednesday 10/09/2014 Survey Type: Manual

3	**CF-02-C-02**	**BAKERY**	**CARDIFF**

MAES-Y-COED ROAD
CARDIFF
Suburban Area
Industrial Zone
Gross floor area: 14125.00 sqm
Survey date: Thursday 06/10/2016 Survey Type: Manual

4	**CW-02-C-01**	**FOOD DISTRIBUTION**	**CORNWALL**

WILSON WAY
CAMBORNE
POOL
Suburban Area
Industrial Zone
Gross floor area: 10200.00 sqm
Survey date: Friday 08/06/2007 Survey Type: Manual

5	**CW-02-C-02**	**LIGHTING COMPANY**	**CORNWALL**

NORMANDY WAY
BODMIN
Edge of Town
Industrial Zone
Gross floor area: 17675.00 sqm
Survey date: Wednesday 06/06/2007 Survey Type: Manual

6	**DC-02-C-07**	**NEW LOOK**	**DORSET**

MERCERY ROAD
WEYMOUTH
Edge of Town
No Sub Category
Gross floor area: 5467.00 sqm
Survey date: Survey Type: Manual

7	**HC-02-C-02**	**GIN DISTILLERY**	**HAMPSHIRE**

LONDON ROAD
LAVERSTOKE
Neighbourhood Centre
Village
Gross floor area: 8000.00 sqm
Survey date: Wednesday 09/05/2018 Survey Type: Manual

8	**HF-02-C-02**	**FRESH PRODUCE**	**HERTFORDSHIRE**

COCKERELL CLOSE
STEVENAGE
Edge of Town
Industrial Zone

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Gross floor area: 17834.00 sqm
Survey date: Wednesday 08/11/2023 Survey Type: Manual

9	**WK-02-C-01**	**MACHINE ENGINEERING**	**WARWICKSHIRE**

CASTLE MOUND WAY
RUGBY
Edge of Town
Industrial Zone
Gross floor area: 9216.00 sqm
Survey date: Wednesday 10/11/2021 Survey Type: Manual

10	**WM-02-C-03**	**INDUSTRIAL GLASS**	**WEST MIDLANDS**

DOWNING STREET
SMETHWICK
Edge of Town
Industrial Zone
Gross floor area: 5070.00 sqm
Survey date: Tuesday 06/11/2012 Survey Type: Manual

11	**WS-02-C-02**	**AVIATION COMPANY**	**WEST SUSSEX**

MAYDWELL AVENUE
NEAR HORSHAM
SLINFOLD
Free Standing
Out of Town
Gross floor area: 11375.00 sqm
Survey date: Thursday 23/01/2014 Survey Type: Manual

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**13525**	**0.078**	**0.007**	**0.085**
06:00-07:00	**4**	**11131**	**0.229**	**0.124**	**0.353**
07:00-08:00	**11**	**10915**	**0.320**	**0.095**	**0.415**
08:00-09:00	**11**	**10915**	**0.548**	**0.079**	**0.627**
09:00-10:00	**11**	**10915**	**0.185**	**0.101**	**0.286**
10:00-11:00	**11**	**10915**	**0.145**	**0.110**	**0.255**
11:00-12:00	**11**	**10915**	**0.086**	**0.091**	**0.177**
12:00-13:00	**11**	**10915**	**0.120**	**0.169**	**0.289**
13:00-14:00	**11**	**10915**	**0.227**	**0.176**	**0.403**
14:00-15:00	**11**	**10915**	**0.111**	**0.213**	**0.324**
15:00-16:00	**11**	**10915**	**0.064**	**0.125**	**0.189**
16:00-17:00	**11**	**10915**	**0.091**	**0.295**	**0.386**
17:00-18:00	**11**	**10915**	**0.090**	**0.431**	**0.521**
18:00-19:00	**10**	**11396**	**0.109**	**0.245**	**0.354**
19:00-20:00	**4**	**11606**	**0.015**	**0.054**	**0.069**
20:00-21:00	**3**	**11683**	**0.003**	**0.049**	**0.052**
21:00-22:00	**1**	**8000**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**2.421**	**2.364**	**4.785**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	06/06/2007 - 08/11/2023
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**13525**	**0.078**	**0.007**	**0.085**
06:00-07:00	**4**	**11131**	**0.665**	**0.182**	**0.847**
07:00-08:00	**11**	**10915**	**0.426**	**0.122**	**0.548**
08:00-09:00	**11**	**10915**	**0.672**	**0.091**	**0.763**
09:00-10:00	**11**	**10915**	**0.277**	**0.130**	**0.407**
10:00-11:00	**11**	**10915**	**0.245**	**0.164**	**0.409**
11:00-12:00	**11**	**10915**	**0.172**	**0.127**	**0.299**
12:00-13:00	**11**	**10915**	**0.196**	**0.282**	**0.478**
13:00-14:00	**11**	**10915**	**0.416**	**0.283**	**0.699**
14:00-15:00	**11**	**10915**	**0.149**	**0.401**	**0.550**
15:00-16:00	**11**	**10915**	**0.152**	**0.204**	**0.356**
16:00-17:00	**11**	**10915**	**0.208**	**0.434**	**0.642**
17:00-18:00	**11**	**10915**	**0.181**	**0.745**	**0.926**
18:00-19:00	**10**	**11396**	**0.211**	**0.364**	**0.575**
19:00-20:00	**4**	**11606**	**0.062**	**0.179**	**0.241**
20:00-21:00	**3**	**11683**	**0.011**	**0.285**	**0.296**
21:00-22:00	**1**	**8000**	**0.012**	**0.000**	**0.012**
22:00-23:00					
23:00-00:00					
Total Rates:			**4.133**	**4.000**	**8.133**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	06/06/2007 - 08/11/2023
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**13525**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**11131**	**0.027**	**0.002**	**0.029**
07:00-08:00	**11**	**10915**	**0.012**	**0.005**	**0.017**
08:00-09:00	**11**	**10915**	**0.007**	**0.001**	**0.008**
09:00-10:00	**11**	**10915**	**0.002**	**0.000**	**0.002**
10:00-11:00	**11**	**10915**	**0.000**	**0.002**	**0.002**
11:00-12:00	**11**	**10915**	**0.001**	**0.001**	**0.002**
12:00-13:00	**11**	**10915**	**0.000**	**0.002**	**0.002**
13:00-14:00	**11**	**10915**	**0.013**	**0.006**	**0.019**
14:00-15:00	**11**	**10915**	**0.002**	**0.014**	**0.016**
15:00-16:00	**11**	**10915**	**0.000**	**0.004**	**0.004**
16:00-17:00	**11**	**10915**	**0.002**	**0.011**	**0.013**
17:00-18:00	**11**	**10915**	**0.006**	**0.012**	**0.018**
18:00-19:00	**10**	**11396**	**0.009**	**0.007**	**0.016**
19:00-20:00	**4**	**11606**	**0.000**	**0.004**	**0.004**
20:00-21:00	**3**	**11683**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**8000**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.081**	**0.071**	**0.152**

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

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	06/06/2007 - 08/11/2023
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**13525**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**11131**	**0.002**	**0.002**	**0.004**
07:00-08:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
08:00-09:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
09:00-10:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
10:00-11:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
11:00-12:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
12:00-13:00	**11**	**10915**	**0.001**	**0.000**	**0.001**
13:00-14:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
14:00-15:00	**11**	**10915**	**0.001**	**0.000**	**0.001**
15:00-16:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
16:00-17:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
17:00-18:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
18:00-19:00	**10**	**11396**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**11606**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**11683**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**8000**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.004**	**0.002**	**0.006**

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

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	21/06/2007 - 08/11/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**13525**	**0.004**	**0.000**	**0.004**
06:00-07:00	**4**	**11131**	**0.004**	**0.004**	**0.008**
07:00-08:00	**11**	**10915**	**0.010**	**0.012**	**0.022**
08:00-09:00	**11**	**10915**	**0.022**	**0.019**	**0.041**
09:00-10:00	**11**	**10915**	**0.045**	**0.015**	**0.060**
10:00-11:00	**11**	**10915**	**0.042**	**0.023**	**0.065**
11:00-12:00	**11**	**10915**	**0.027**	**0.020**	**0.047**
12:00-13:00	**11**	**10915**	**0.022**	**0.012**	**0.034**
13:00-14:00	**11**	**10915**	**0.025**	**0.018**	**0.043**
14:00-15:00	**11**	**10915**	**0.021**	**0.019**	**0.040**
15:00-16:00	**11**	**10915**	**0.010**	**0.007**	**0.017**
16:00-17:00	**11**	**10915**	**0.015**	**0.012**	**0.027**
17:00-18:00	**11**	**10915**	**0.006**	**0.004**	**0.010**
18:00-19:00	**10**	**11396**	**0.007**	**0.007**	**0.014**
19:00-20:00	**4**	**11606**	**0.002**	**0.000**	**0.002**
20:00-21:00	**3**	**11683**	**0.000**	**0.003**	**0.003**
21:00-22:00	**1**	**8000**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.262**	**0.175**	**0.437**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	06/06/2007 - 08/11/2023
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**13525**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**11131**	**0.000**	**0.000**	**0.000**
07:00-08:00	**11**	**10915**	**0.009**	**0.008**	**0.017**
08:00-09:00	**11**	**10915**	**0.001**	**0.002**	**0.003**
09:00-10:00	**11**	**10915**	**0.004**	**0.004**	**0.008**
10:00-11:00	**11**	**10915**	**0.003**	**0.003**	**0.006**
11:00-12:00	**11**	**10915**	**0.002**	**0.002**	**0.004**
12:00-13:00	**11**	**10915**	**0.003**	**0.003**	**0.006**
13:00-14:00	**11**	**10915**	**0.002**	**0.002**	**0.004**
14:00-15:00	**11**	**10915**	**0.002**	**0.002**	**0.004**
15:00-16:00	**11**	**10915**	**0.004**	**0.005**	**0.009**
16:00-17:00	**11**	**10915**	**0.007**	**0.005**	**0.012**
17:00-18:00	**11**	**10915**	**0.003**	**0.007**	**0.010**
18:00-19:00	**10**	**11396**	**0.003**	**0.003**	**0.006**
19:00-20:00	**4**	**11606**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**11683**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**8000**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.043**	**0.046**	**0.089**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	06/06/2007 - 08/11/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**13525**	**0.074**	**0.007**	**0.081**
06:00-07:00	**4**	**11131**	**0.310**	**0.119**	**0.429**
07:00-08:00	**11**	**10915**	**0.376**	**0.098**	**0.474**
08:00-09:00	**11**	**10915**	**0.610**	**0.079**	**0.689**
09:00-10:00	**11**	**10915**	**0.213**	**0.103**	**0.316**
10:00-11:00	**11**	**10915**	**0.184**	**0.117**	**0.301**
11:00-12:00	**11**	**10915**	**0.100**	**0.098**	**0.198**
12:00-13:00	**11**	**10915**	**0.136**	**0.199**	**0.335**
13:00-14:00	**11**	**10915**	**0.300**	**0.224**	**0.524**
14:00-15:00	**11**	**10915**	**0.127**	**0.282**	**0.409**
15:00-16:00	**11**	**10915**	**0.073**	**0.142**	**0.215**
16:00-17:00	**11**	**10915**	**0.101**	**0.361**	**0.462**
17:00-18:00	**11**	**10915**	**0.095**	**0.514**	**0.609**
18:00-19:00	**10**	**11396**	**0.126**	**0.297**	**0.423**
19:00-20:00	**4**	**11606**	**0.017**	**0.067**	**0.084**
20:00-21:00	**3**	**11683**	**0.003**	**0.083**	**0.086**
21:00-22:00	**1**	**8000**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**2.845**	**2.790**	**5.635**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	06/06/2007 - 08/11/2023
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**13525**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**11131**	**0.200**	**0.013**	**0.213**
07:00-08:00	**11**	**10915**	**0.025**	**0.014**	**0.039**
08:00-09:00	**11**	**10915**	**0.037**	**0.009**	**0.046**
09:00-10:00	**11**	**10915**	**0.036**	**0.026**	**0.062**
10:00-11:00	**11**	**10915**	**0.026**	**0.016**	**0.042**
11:00-12:00	**11**	**10915**	**0.023**	**0.022**	**0.045**
12:00-13:00	**11**	**10915**	**0.020**	**0.047**	**0.067**
13:00-14:00	**11**	**10915**	**0.077**	**0.028**	**0.105**
14:00-15:00	**11**	**10915**	**0.015**	**0.046**	**0.061**
15:00-16:00	**11**	**10915**	**0.021**	**0.028**	**0.049**
16:00-17:00	**11**	**10915**	**0.093**	**0.027**	**0.120**
17:00-18:00	**11**	**10915**	**0.022**	**0.138**	**0.160**
18:00-19:00	**10**	**11396**	**0.014**	**0.023**	**0.037**
19:00-20:00	**4**	**11606**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**11683**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**8000**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.609**	**0.437**	**1.046**

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

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	06/06/2007 - 08/11/2023
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	13525	0.004	0.000	0.004
06:00-07:00	4	11131	0.121	0.047	0.168
07:00-08:00	11	10915	0.012	0.004	0.016
08:00-09:00	11	10915	0.018	0.002	0.020
09:00-10:00	11	10915	0.027	0.001	0.028
10:00-11:00	11	10915	0.035	0.029	0.064
11:00-12:00	11	10915	0.047	0.006	0.053
12:00-13:00	11	10915	0.040	0.035	0.075
13:00-14:00	11	10915	0.026	0.025	0.051
14:00-15:00	11	10915	0.005	0.059	0.064
15:00-16:00	11	10915	0.057	0.030	0.087
16:00-17:00	11	10915	0.012	0.035	0.047
17:00-18:00	11	10915	0.058	0.080	0.138
18:00-19:00	10	11396	0.061	0.038	0.099
19:00-20:00	4	11606	0.045	0.108	0.153
20:00-21:00	3	11683	0.009	0.203	0.212
21:00-22:00	1	8000	0.012	0.000	0.012
22:00-23:00					
23:00-00:00					
Total Rates:			0.589	0.702	1.291

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	21/06/2007 - 08/11/2023
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**13525**	**0.004**	**0.000**	**0.004**
06:00-07:00	**4**	**11131**	**0.103**	**0.047**	**0.150**
07:00-08:00	**11**	**10915**	**0.010**	**0.003**	**0.013**
08:00-09:00	**11**	**10915**	**0.017**	**0.002**	**0.019**
09:00-10:00	**11**	**10915**	**0.005**	**0.001**	**0.006**
10:00-11:00	**11**	**10915**	**0.012**	**0.007**	**0.019**
11:00-12:00	**11**	**10915**	**0.006**	**0.005**	**0.011**
12:00-13:00	**11**	**10915**	**0.012**	**0.012**	**0.024**
13:00-14:00	**11**	**10915**	**0.007**	**0.006**	**0.013**
14:00-15:00	**11**	**10915**	**0.005**	**0.008**	**0.013**
15:00-16:00	**11**	**10915**	**0.002**	**0.007**	**0.009**
16:00-17:00	**11**	**10915**	**0.011**	**0.008**	**0.019**
17:00-18:00	**11**	**10915**	**0.012**	**0.044**	**0.056**
18:00-19:00	**10**	**11396**	**0.039**	**0.015**	**0.054**
19:00-20:00	**4**	**11606**	**0.000**	**0.043**	**0.043**
20:00-21:00	**3**	**11683**	**0.006**	**0.071**	**0.077**
21:00-22:00	**1**	**8000**	**0.012**	**0.000**	**0.012**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.263**	**0.279**	**0.542**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	21/06/2007 - 08/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**13525**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**11131**	**0.009**	**0.000**	**0.009**
07:00-08:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
08:00-09:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
09:00-10:00	**11**	**10915**	**0.022**	**0.000**	**0.022**
10:00-11:00	**11**	**10915**	**0.023**	**0.022**	**0.045**
11:00-12:00	**11**	**10915**	**0.042**	**0.001**	**0.043**
12:00-13:00	**11**	**10915**	**0.027**	**0.023**	**0.050**
13:00-14:00	**11**	**10915**	**0.019**	**0.018**	**0.037**
14:00-15:00	**11**	**10915**	**0.000**	**0.050**	**0.050**
15:00-16:00	**11**	**10915**	**0.055**	**0.019**	**0.074**
16:00-17:00	**11**	**10915**	**0.000**	**0.027**	**0.027**
17:00-18:00	**11**	**10915**	**0.047**	**0.028**	**0.075**
18:00-19:00	**10**	**11396**	**0.021**	**0.023**	**0.044**
19:00-20:00	**4**	**11606**	**0.045**	**0.065**	**0.110**
20:00-21:00	**3**	**11683**	**0.003**	**0.131**	**0.134**
21:00-22:00	**1**	**8000**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.313**	**0.407**	**0.720**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	09/05/2018 - 08/11/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**2**	**13525**	**0.000**	**0.000**	**0.000**
06:00-07:00	**4**	**11131**	**0.009**	**0.000**	**0.009**
07:00-08:00	**11**	**10915**	**0.002**	**0.001**	**0.003**
08:00-09:00	**11**	**10915**	**0.002**	**0.000**	**0.002**
09:00-10:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
10:00-11:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
11:00-12:00	**11**	**10915**	**0.000**	**0.000**	**0.000**
12:00-13:00	**11**	**10915**	**0.001**	**0.000**	**0.001**
13:00-14:00	**11**	**10915**	**0.000**	**0.001**	**0.001**
14:00-15:00	**11**	**10915**	**0.000**	**0.001**	**0.001**
15:00-16:00	**11**	**10915**	**0.000**	**0.003**	**0.003**
16:00-17:00	**11**	**10915**	**0.001**	**0.000**	**0.001**
17:00-18:00	**11**	**10915**	**0.000**	**0.007**	**0.007**
18:00-19:00	**10**	**11396**	**0.001**	**0.000**	**0.001**
19:00-20:00	**4**	**11606**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**11683**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**8000**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.016**	**0.013**	**0.029**

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

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Parameter Summary:

Trip rate parameter range selected:	5000 - 20000 (units: sqm)
Survey date date range:	06/11/2012 - 08/11/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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