vectos.

REPORT

Canmoor Developments Ltd

Grimshaw Lane, Manchester

February 2021

Transport Statement

Contents

Figures

Appendices

1 Introduction

1.1 Vectos has been appointed by Canmoor Developments Ltd to provide traffic and transport advice in relation to the proposed redevelopment of the former Mather & Platt Works on land north-east of Grimshaw Lane in Manchester. The strategic location of the site can be viewed at **Figure 1**.

1.2 Vehicular access to the site is achieved via an existing priority junction with Grimshaw Lane. The site is located within a predominantly industrial location, with industrial units adjoining the site to the north and south. Ten Acres Lane is located along the northern boundary of the site, whilst Grimshaw Lane is located to the south.

1.3 The site falls within the administrative boundary of Manchester City Council (MCC)

1.4 The proposals seek to demolish all existing buildings at the site and to construct 12 units with a flexible B2/B8/E use class. The 12 units will comprise a total floor space of 42,781 sqm (GIA).

1.5 As part of the proposals, access to the site will be retained via the existing access from Grimshaw Lane. No alterations are proposed to the existing vehicle access.

Report Structure

1.6 The remainder of this Transport Assessment has been structured as follows:

i) **Section 2: Existing Conditions** - provides a description of the existing site, transport network and transport conditions relevant to the development;

ii) **Section 3: Planning Policy** – considers the relevant transport policy at a national and local level in the context of the proposed development;

iii) **Section 4: Development Proposals** – explains the development proposals for the site;

iv) **Section 5: Trip Generation** - sets out the traffic generation potential of the proposed development; and,

v) **Section 6: Summary and Conclusions** – provides a summary and conclusion to the report.

2 Existing Conditions

2.1 This section will set out the site location in terms of the surrounding area, and the accessibility of the site by non-car modes of transport.

Existing Site and Surrounding Area

2.2 The strategic location of the site is shown in **Figure 1**, whilst the site's location in respect of the local area is shown in **Figure 2**.

2.3 The site is the former Mather & Platt Works, which closed in 2017. The site comprises several retained buildings, which total circa 25,200sqm of B2 floorspace. It is noted that several buildings on the site have also been demolished and have not been considered as consented floorspace.

2.4 The site is bound by Rochdale Canal to the north, Ten Acres Lane to the east, commercial uses to the south and Grimshaw Lane to the west. The site is located approximately 3km north east of the centre of Manchester.

Local Highway Network

2.5 A plan of the existing highways network can be viewed in **Figure 2**.

Grimshaw Lane

2.6 Grimshaw Lane runs to the west of the site on a north east-south west alignment. It is from this road that the site access is achieved. The road is a two-way single lane carriageway operating at 20mph. The road connects to Briscoe Lane to the south and a signal-controlled junction with Oldham Road (A62) and Mosall Road to the north. The road provides access to several commercial buildings as well as some residential properties.

Lord North Street

2.7 Lord North Street is located to the west of the site, opposite the Grimshaw Lane site access junction. The road is a two-way single lane carriageway running on an east-west alignment. The road operates at a 20mph speed limit and connects to Grimshaw Lane to the east and Alan Turing Way (A6010) to the west. Of note is a railway bridge located approximately 100m west of the junction with Grimshaw Lane which has a height restriction of 4m.

Briscoe Lane

2.8 Briscoe Lane runs to the south of the site on an east-west alignment. The road is a two-way single lane carriageway operating at 20mph. The road connects to Culcheth Lane to the east and Alan Turing Way (A6010) to the west. To the west of the junction with Grimshaw Lane, the area is largely commercial in nature, while to the east, it is largely residential. Of note is a railway bridge approximately 65m to the west of the junction with Grimshaw Lane that imposes a height restriction of 4.4m.

Oldham Road A62

2.9 Oldham Road (A62) runs to the north of the site on a broadly north east-south west alignment. The road connects to the Ring Road surrounding the centre of Manchester to the west and the junction with Junction 22 of the M60 (Manchester Outer Ring Road) and the A62 which, in its entirety, continues to Leeds.

2.10 In proximity to the site, the road operates at 30mph, to the west of the junction with Grimshaw Lane operating as a two-lane single carriageway. To the east of the junction with Grimshaw Lane, the road becomes a two-lane dual carriageway for a short section, continuing to operate at 30mph.

Accessibility by Non-Car Modes

Walking and Cycling

2.11 The site's accessibility by walking and cycling reflects its proximity to the centre of Manchester. The site is well connected to a network of good quality footways including along both sides of Grimshaw Lane, Lord North Street, Briscoe Lane and Oldham Road (A62). Along these roads, street lighting is provided as well as dropped kerbs where required.

2.12 With regard to cycling, National Cycle Network (NCN) Route 66 runs to the north of the site along the Rochdale Canal. Access to the Rochdale Canal can be achieved via an existing path within the site boundary from Ten Acres Lane and from Grimshaw Lane approximately 50m to the north of the site access junction. The route is also signed for use by pedestrians. In its entirety, the route runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. In proximity to the site, the route is off-road and provides connection to the surrounding residential areas.

2.13 In addition, NCN Route 60 runs to the west of the site and connects to NCN Route 66 at Alan Turing Way (A1060). This is a core local route that connects North Manchester to East Manchester using a mixture of on- and off-road facilities.

2.14 At the Oldham Lane (A62) / Grimshaw Lane / Monsall Road crossroads, advanced stop lines are available for cyclists. In addition, along Oldham Lane (A62) to the west of the junction with Grimshaw Lane, a shared bus / cycle / taxi lane is provided which is in operation Monday to Friday 07:00-10:00 and 16:00-19:00.

Bus Services

2.15 The site is located equidistant from bus stops to the north and south. Approximately 400m north of the site, bus stops are located on Oldham Road (A62). The eastbound bus stop benefits from a shelter and flag and pole arrangement. The westbound bus stop is also served by seating and timetable information. These stops are served by services 83, 84, 181, 182 and X84.

2.16 Approximately 400m south of the site, bus stops are located on Briscoe Lane which benefit from a flag and pole arrangement. These stops are served by services 74, 76, 76A, 709, 722, 724 and 726.

2.17 A summary of these services is provided in **Table 2.1**.

Table 2.1: Local Bus Routes (Peak Frequency)

Service Number	Route	Weekday	Saturday	Sunday
Oldham Road (A62)				
83	Manchester - Newton Heath - Oldham - Sholver	6 per hour	6 per hour	2 per hour
84	Manchester - Oldham - Uppermill	8 per hour	6 per hour	2 per hour
181	Manchester - Royton - Rochdale	1 per hour	1 per hour	-
182	Manchester - Royton - Rochdale	1 per hour	1 per hour	1 per hour
X84	Manchester - Hollinwood - Uppermill - Carrcote	1 per day	-	-
Briscoe Lane				
74	Manchester - Oldham	2 per hour (midday only)	-	-
76	Manchester - Oldham	5 per hour	5 per hour	2 per hour
76A	Manchester - Oldham	1 per hour	1 per hour	-

Tram Services

2.18 The nearest tram stop (Central Park) is located approximately 600m north of the site. The stop is served by the Pink Line. The service runs from Rochdale, through the centre of Manchester and on to East Didsbury. On weekdays and Saturdays, services are provided every 10 minutes, with services provided every 15 minutes on Sundays.

2.19 In addition, cycle stands are provided at the Central Park tram stop to facilitate multimodal journeys.

Rail Services

2.20 A number of railway stations are located approximately 3km from the site, namely Manchester Victoria, Ashburys and Moston. As such, due to the ease of accessibility and number of services available, Manchester Victoria Railway Station has been assessed.

2.21 Manchester Victoria Railway Station is located approximately 3km west of the site and can be accessed using either the Pink Line tram service or the 83, 84, 181 or 182 bus services. It can also be accessed in 15-20 minutes by bicycle, with 38 cycle stands provided at the station.

2.22 Manchester Victoria Railway Station is operated by Northern Railway with frequent services to destinations including Leeds, Liverpool Lime Street, Newcastle and Rochdale.

Summary

2.23 Based on the above information, it is evident that the site benefits from very good levels of accessibility with pedestrian connections to bus stops and cycle routes to the centre of Manchester and surrounding residential areas. This is supported by the proximity to frequent bus and tram services. As such, the proximity to sustainable transport facilities ensures future employees will be able to travel by sustainable means.

3 Planning Policy

3.1 This section of the Transport Statement addresses the relevant national and local policy, in the context of the proposed development.

National Policy

National Planning Policy Framework (NPPF) (February 2019)

3.2 The National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government in February 2019. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

3.3 Chapter 9 covers the promotion of 'Sustainable Transport' and states in paragraph 102 that transport issues should be considered in the earliest stages of plan-making and proposals, so that:

i) "a) the potential impacts of development on transport networks can be addressed;

ii) b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

iii) c) opportunities to promote walking, cycling and public transport use are identified and pursued;

iv) d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

v) e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

3.4 The NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

i) "a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

ii) b) safe and suitable access to the site can be achieved for all users; and

iii) c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

3.5 Guidance is provided on the consideration of proposals. It is mentioned that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

Local Policy

Manchester's Core Strategy Development Plan Document (July 2012)

3.6 Manchester's Core Strategy was adopted on 11th July 2012 and is the key document in the Local Plan. It sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.

3.7 Policy EC 1 'Employment and Economic Growth in Manchester' states a minimum of 200 ha of employment land will be developed between 2010-2027. This will ensure improved access for all to jobs via sustainable modes of transport.

3.8 Policy EC 5 'East Manchester', which the site is located in, continues to state that development of land for employment use, including in Central Park, will be supported. Development that is connected by non-car modes to residential neighbourhoods and that takes advantage of key transport infrastructure, such as arterial roads and public transport networks, will be supported.

3.9 Policy EC 6 outlines the role of the 'Central Park Strategic Employment Location' stating it is suitable for 60 ha of employment use (B1(b), B1(c), B2, B8, sui generis). Proposals are expected to "ensure the site is accessible to the East/North Manchester communities by a choice of sustainable and public transport provision".

3.10 Policy T 1 'Sustainable Transport' highlights the need to encourage modal shift away from the car to public transport, cycling and walking. This is supported by Policy T 2 'Accessible Areas of Opportunity and Need' whereby the Council will ensure that new development is easily accessible by sustainable modes. Priority will be given to connecting residents to employment locations, including in Central Park.

3.11 Policy CC 5 'Transport' states "The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in Appendix B."

3.12 **Table 3.1** provides a summary of the parking standards for B1, B2 and B8 land use.

Table 3.1: Car and Cycle Parking Standards

Land Use	Maximum Car Parking	Minimum Cycle Parking
B1: Business Park	1 space per 35 sqm	1 space per 200 sqm
B2: General Industry	1 space per 45 sqm	1 space per 450 sqm
B8: Storage and Distribution	1 space per 100 sqm	1 space per 850 sqm

3.13 With regard to car parking for Blue Badge holders, 6 bays plus 2% of the total capacity are required for each of the uses.

Summary

3.14 A summary of the policies are provided below:

i) Policy at all levels seeks to promote development in locations that are accessible by a choice of transport modes;

ii) Car parking should be provided at an appropriate level to encourage the use of sustainable transport;

iii) Access must be safe and suitable for all; and

iv) The impact of the development on the transport network must be acceptable by itself or with mitigation.

3.15 The remainder of the report will demonstrate that the proposed development achieves these policy aims.

4 Proposed Development

4.1 This section describes the development proposals in more detail and covers topics such as vehicular and pedestrian access and servicing arrangements.

Proposals

4.2 The proposed development seeks to redevelop the site and construct 12 units with a flexible B2/B8/E use class. The 12 units will comprise a total floor space of up to 42,781 sqm (GIA).

4.3 A breakdown of the proposed floor area for each unit is provided in **Table 4.1**.

Table 4.1: Proposed Development Floor Area

Unit	Floor Area
A	502
B	469
C	469
D	539
E	678
F	1068
1	3670
2	2397
3	3205
4	13564
5	11483
6	4738
TOTAL	**42781**

4.4 An indicative site layout plan is provided within **Appendix A**.

Access Arrangements

4.5 Access via the existing access and access road from Grimshaw Lane will be retained.

Parking Arrangements

4.6 It is proposed to provide 469 car parking spaces of which 31 bays will be allocated as disabled parking spaces. It is proposed to provide 43 cycle stands (86 cycle parking spaces).

4.7 Developments in Manchester are assessed against the car and cycle parking standards set out within Manchester's Local Development Framework, which was adopted in July 2012 and is summarised in **Table 4.2**.

Table 4.2: Car and Cycle Parking Standards

Land Use	Maximum Car Parking	Minimum Cycle Parking
B1: Business Park	1 space per 35 sqm	1 space per 200 sqm
B2: General Industry	1 space per 45 sqm	1 space per 450 sqm
B8: Storage and Distribution	1 space per 100 sqm	1 space per 850 sqm

4.8 A summary of the maximum car parking requirements for each unit based on the standards is provided in **Table 4.3**.

Table 4.3: Car Parking Provision

Unit / Floor area	Maximum Car Parking Provision		
	E	B2	B8
Unit A: 502	14	11	5
Unit B: 469	13	10	5
Unit C: 469	13	10	5
Unit D: 539	15	12	5
Unit E: 678	19	15	7
Unit F: 1068	31	24	11
Unit 1: 3670	105	82	37
Unit 2: 2397	68	53	24
Unit 3: 3205	92	71	32
Unit 4: 13564	388	301	136
Unit 5: 11483	328	255	115
Unit 6: 4738	135	105	47
TOTAL: 42,781 sqm	1222	951	428

4.9 Based on the maximum car parking standards, if the proposals were to fall under the E use class, a maximum of 1,222 car parking spaces could be provided, 951 spaces could be provided if the proposals fall under the B2 use class, or 428 spaces if the proposals fall under the B8 use class.

4.10 It is not known at this stage what the mix of proposed uses will be; however, it is considered that the proposed parking provision of 469 spaces accords with MCC's adopted standards.

4.11 A minimum of 6 bays for Blue Badge holders plus 2% of the total capacity are required. Based on this, a minimum of 16 spaces for Blue Badge holders are required. In accordance with this, a total of 31 spaces will be allocated for Blue Badge holders.

4.12 With regard to the provision of electric vehicle charging facilities, it is proposed that 5% of the spaces will be provided with active charging facilities from the outset, with an additional 5% provided with passive facilities for the future.

4.13 Similarly, a summary of the minimum cycle parking requirements for each unit based on the standards is provided in **Table 4.4**.

Table 4.4: Cycle Parking Provision

Unit / Floor area	Minimum Cycle Parking Provision		
	E	B2	B8
Unit A: 502	14	11	5
Unit B: 469	13	10	5
Unit C: 469	13	10	5
Unit D: 539	15	12	5
Unit E: 678	19	15	7
Unit F: 1068	31	24	11
Unit 1: 3670	105	82	37
Unit 2: 2397	68	53	24
Unit 3: 3205	92	71	32
Unit 4: 13564	388	301	136
Unit 5: 11483	328	255	115
Unit 6: 4738	135	105	47
TOTAL: 42,781 sqm	1222	951	428

4.14 Based on the cycle parking standards, if the proposals were to fall under the E use class, a minimum of 214 cycle parking spaces could be provided, 95 spaces could be provided if the proposals fall under the B2 use class, or 54 spaces if the proposals fall under the B8 use class.

4.15 Similar to the proposed level of car parking, the proposed level of cycle parking has been based on an average between the minimum B2/B8 cycle provision, which states a minimum of 76 spaces must be provided. Therefore, in line with this, the proposals will provide a total of 86 cycle parking spaces.

4.16 Whilst there are no known occupiers, Canmoor has extensive experience operating commercial and warehousing units throughout the country. It is their view that for units of the size and configuration of the proposed development, the level of car parking needs to be as proposed to make it attractive to potential occupiers

4.17 It should also be emphasised that the site is highly accessible by non-car modes such as bus and rail services. The site also benefits from a good network of pedestrian and cycle facilities within the immediate vicinity of the site. As such, it is considered that employees have every opportunity to travel to the site using sustainable forms of transport, reducing the potential demand for parking.

Servicing Arrangements

4.18 All servicing and deliveries will be undertaken on-site within the loading bays / parking forecourts associated with each of the units.

4.19 Swept path analysis has been undertaken to demonstrate HGVs and delivery vans accessing the loading bays for each unit. In addition, swept path analysis has been undertaken to demonstrate private vehicles manoeuvring around the site and accessing the car parking spaces. These drawings are included within **Appendix B**.

5 Trip Generation

5.1 This section of the report considers the level of vehicular traffic that is anticipated to be generated by the proposed development and assesses the potential impacts of this traffic in the context of the existing situation.

Existing Trip Generation

5.2 Whilst not operational, the site currently comprises a total of 25,200 sqm of B2 use. In order to assess the level of traffic likely to have been associated with the existing uses, reference has been made to the TRICS database using the following search parameters:

i) Land Use: Employment – Industrial Estate

ii) Regions: England excluding Greater London;

iii) Location Types: Edge of Town Centre, Suburban Area, Neighbourhood Centre.

5.3 The full TRICS output is presented at **Appendix C** whilst a summary of the resultant vehicle trip rates are provided in **Table 5.1** below. The HGV trip rates are numbers provided in the brackets.

Table 5.1: Existing Trip Rates and Trip Generation (B2 use class)

Time Period	Trip Rates			Trip Generation (22,200 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.382 (0.018)	0.112 (0.008)	0.494 (0.026)	96 (5)	28 (2)	124 (7)
PM Peak (17:00-18:00)	0.188 (0.000)	0.509 (0.008)	0.697 (0.008)	47 (0)	128 (2)	176 (2)

5.4 As set out in the table above, when fully operational, the existing use at the site had the potential to generate 124 and 176 two-way vehicle trips in the AM and PM peak hours respectively, with 7 and 2 two-way HGV trips in the peak hours.

Proposed Trip Generation

5.5 Vehicle trip rates have been derived from the TRICS database in order to estimate the potential trip generation of the proposals. The following search parameters were selected:

i) Land Use: Employment – Industrial Estate / Warehousing (commercial)

ii) Regions: England excluding Greater London;

iii) Location Types: Edge of Town Centre, Suburban Area, Neighbourhood Centre

5.6 The full TRICS output is presented at **Appendix C** whilst a summary of the resultant vehicle trip rates for the proposed E/B2/B8 uses are provided in **Tables 5.2, 5.3** and **5.4**. The HGV trip rates are numbers provided in the brackets.

Table 5.2: Existing Trip Rates and Trip Generation (E use class)

Time Period	Trip Rates			Trip Generation (42,781 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.403 (0.020)	0.247 (0.045)	0.650 (0.065)	172 (9)	106 (19)	278 (28)
PM Peak (17:00-18:00)	0.153 (0.007)	0.396 (0.008)	0.549 (0.015)	65 (3)	169 (3)	235 (6)

5.7 As set out in **Table 5.2**, if the development were to comprise E use class only, the site would result in 278 and 235 two-way vehicle trips in the AM and PM peak hours respectively, with 28 and 6 two-way HGV trips in the peak hours.

Table 5.3: Existing Trip Rates and Trip Generation (B2 use class)

Time Period	Trip Rates			Trip Generation (42,781 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.382 (0.018)	0.112 (0.008)	0.494 (0.026)	163 (8)	48 (3)	211 (11)
PM Peak (17:00-18:00)	0.188 (0.000)	0.509 (0.008)	0.697 (0.008)	80 (0)	218 (3)	298 (3)

5.8 As set out in **Table 5.3**, if the development were to comprise B2 use class only, the site would result in 211 and 298 two-way vehicle trips in the AM and PM peak hours respectively, with 11 and 3 two-way HGV trips in the peak hours.

Table 5.4: Existing Trip Rates and Trip Generation (B8 use class)

Time Period	Trip Rates			Trip Generation (42,781 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.129 (0.037)	0.138 (0.070)	0.267 (0.107)	55 (16)	59 (30)	114 (46)
PM Peak (17:00-18:00)	0.137 (0.091)	0.198 (0.046)	0.335 (0.137)	59 (39)	85 (20)	143 (59)

5.9 As set out in **Table 5.4**, if the development were to comprise B8 use class only, the site would result in 114 and 143 two-way vehicle trips in the AM and PM peak hours respectively, with 46 and 59 two-way HGV trips in the peak hours.

Net Change

5.10 A summary of the net change in vehicle trips when comparing the existing B2 units with the proposed E/B2/B8 units are provided in **Table 5.5**, **5.6** and **5.7** below.

Table 5.5: Net Change in Trips (E Use Class)

Time Period	Existing B2			Proposed E			Net Change		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak (08:00-09:00)	96 (5)	28 (2)	124 (7)	172 (9)	106 (19)	278 (28)	76 (4)	77 (17)	154 (21)
PM Peak (17:00-18:00)	47 (0)	128 (2)	176 (2)	65 (3)	169 (3)	235 (6)	18 (3)	41 (1)	59 (4)

5.11 As set out in **Table 5.5**, when compared to the existing use. if the development were to comprise E use class only, the site would result in an overall net increase of 154 and 23 two-way trips in the AM and PM peak hour respectively.

5.12 The proposals would also result in a small increase in HGV trips with 21 and 4 additional two-way HGV trips in the AM and PM peak hours respectively.

Table 5.6: Net Change in Trips (B2 Use Class)

Time Period	Existing B2			Proposed B2			Net Change		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak (08:00-09:00)	96 (5)	28 (2)	124 (7)	163 (8)	48 (3)	211 (11)	67 (3)	20 (1)	87 (5)
PM Peak (17:00-18:00)	47 (0)	128 (2)	176 (2)	80 (0)	218 (3)	298 (3)	33 (0)	89 (1)	123 (1)

5.13 As set out in **Table 5.6**, when compared to the existing use. if the development were to comprise B2 use class only, the site would result in an overall net increase of 87 and 123 two-way trips in the AM and PM peak hour respectively. The proposals would also result in a small increase in HGV trips with 5 and 1 two-way HGV trips in the AM and PM peak hour respectively.

Table 5.7: Net Change in Trips (B8 Use Class)

Time Period	Existing B2			Proposed B8			Net Change		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak (08:00-09:00)	96 (5)	28 (2)	124 (7)	55 (16)	59 (30)	114 (46)	-41 (11)	31 (28)	-10 (39)
PM Peak (17:00-18:00)	47 (0)	128 (2)	176 (2)	59 (39)	85 (20)	143 (59)	11 (39)	-44 (18)	-32 (57)

5.14 As set out in **Table 5.7**, when compared to the existing use. if the development were to comprise B8 use class only, the site would result in an overall net reduction of 10 and 32 two-way trips in the AM and PM peak hour respectively.

5.15 With regard to HGV trips, the proposed B8 is likely to result in an overall increase of 39 and 57 HGV trips in the AM and PM peak hour.

Summary

5.16 The largest increase in vehicle trips in the AM peak hour is likely to be experienced if the proposals were to comprise a E use class. Whilst the scheme will not comprise solely E use class, if it were, as a worse-case scenario this would be likely to result in an increase of 154 two-way trips in the AM peak hour.

5.17 The largest increase in vehicle trips in the PM peak hour is likely to be experienced if the proposals were to comprise a B2 use class. As a worst-case scenario, this is likely to result in an increase of 123 two-way trips in the PM peak hour. However, similarly, the proposals will not comprise solely B2 use class.

5.18 The B8 use class would result in the largest increase in HGV trips when compared to the existing use, however this would only result in an additional 39 and 57 two-way HGV trips in the AM and PM peak hours. This is the equivalent of one additional HGV trip between every circa 1-2 minutes.

6 Development Impact Assessment

6.1 This section sets out the methodology used to assess the impact of the proposed development on the local highway network and the results of this assessment.

Baseline Data

6.2 The site access road forms a crossroads junction with Grimshaw Lane and Lord North Street. The layout of the access junction also comprises two separate priority junctions to the north and south of the crossroads. As such, for the purpose of this assessment, the junction has been modelled assuming a crossroads junction as well as two additional priority-controlled junctions.

6.3 With regard to obtaining baseline data for this junction, as traffic surveys have not been able to be commissioned due to the COVID-19 outbreak, baseline data has therefore been obtained from Greater Manchester's Saturn Model (GMSM), which is validated to a base year of 2017.

6.4 A TEMPRO growth rate has then been applied to the 2017 base year data to factor up to the 2022 opening year.

6.5 To assess the impact of the proposals, the AM and PM peak hours of the following modelling scenarios have been assessed:

- 2022 Opening Year;
- 2022 Opening Year with development;
- 2027 Future Year with development.

6.6 The modelling results for all the assessed scenarios are included within **Appendix D**. The junction has been modelled assuming the following:

- Arm A: Grimshaw Lane (N)
- Arm B: Site Access
- Arm C: Grimshaw Lane (S)
- Arm D: Lord North Street

2022 Opening Year with Development

6.7 The results of the 2022 opening year assessment are presented in **Table 6.1.**

Table 6.1: Site Access/Grimshaw Lane crossroads – 2022 opening year

Movement	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Stream B-CD	0.00	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-AD	0.00	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-BCD	4.7	24.56	0.80	C	1.1	9.45	0.47	A
Stream D-AB	0.2	8.31	0.18	A	1.6	18.36	0.62	C
Stream D-BC	0.3	21.42	0.26	C	0.9	29.13	0.48	D
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A

6.8 **Table 6.1** indicates that the Site Access / Grimshaw Lane junction operates within capacity in the 2022 opening year scenario. The largest RFC experienced in this scenario is 0.80 along the Grimshaw Lane N arm.

6.9 The results of the 2022 opening year with development assessment are presented in **Table 6.2 – Table 6.4.**

Table 6.2: Site Access/Grimshaw Lane crossroads – 2022 opening year with Development

Movement	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Stream B-CD	0.0	11.49	0.02	B	0.0	9.14	0.02	A
Stream B-AD	0.0	11.44	0.02	B	0.0	9.10	0.02	A
Stream A-BCD	4.7	24.56	0.80	C	1.1	9.45	0.47	A
Stream D-AB	0.3	9.56	0.21	A	1.8	20.62	0.65	C
Stream D-BC	0.4	21.60	0.27	C	1.0	31.81	0.51	D
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A

Table 6.3: Site Access/Grimshaw Lane northern priority junction – 2022 opening year with development

Movement	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.4	14.64	0.29	B	0.4	12.94	0.26	B
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

Table 6.4: Site Access/Grimshaw Lane southern priority junction– 2022 opening year with development

Movement	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Stream B-C	0.0	5.41	0.01	A	0.0	5.33	0.01	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	4.24	0.01	A	0.0	4.73	0.01	A

6.10 The modelling results summarised above demonstrate that the likely volume of traffic generated by the proposed development will result in a negligible impact on the operation of the site access junction.

2027 Future Year with Development

6.11 The results of the 2027 future year with development assessment are presented in **Table 6.5 – Table 6.7.**

Table 6.5: Site Access/Grimshaw Lane crossroads – 2027 future year with development

Movement	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Stream B-CD	0.0	12.07	0.02	B	0.0	9.35	0.02	A
Stream B-AD	0.0	12.00	0.02	B	0.0	9.31	0.02	A
Stream A-BCD	7.2	35.53	0.87	E	1.2	10.03	0.50	B
Stream D-AB	0.3	10.13	0.23	B	2.5	27.36	0.73	D
Stream D-BC	0.4	24.33	0.31	C	1.4	42.54	0.59	E
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A

Table 6.6: Site Access/Grimshaw Lane northern priority junction – 2027 future year with development

Movement	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.4	15.56	0.30	C	0.4	13.54	0.27	B
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

Table 6.7: Site Access/Grimshaw Lane southern priority junction– 2027 future year with development

Movement	AM Peak				PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Stream B-C	0.0	5.46	0.01	A	0.0	5.37	0.01	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	4.18	0.01	A	0.0	4.68	0.01	A

6.12 **Table 6.5 – Table 6.7** indicate that in the 2027 future year with development scenario, the Site Access / Grimshaw Lane junction will continue to operate within capacity during both peak hours.

Summary

6.13 The results of the junction assessment indicates that in 2022 and 2027, the Site Access / Grimshaw Lane will continue to operate within capacity with the proposed development.

6.14 It is considered that the analysis presented for the 2022 + Development scenario above demonstrates the direct impact of the proposed development at the site access junction. The additional future year scenarios present a cumulative assessment and therefore include other potential developments. As summarised above, the proposed development would result in a negligible impact on the site access' operation.

7 Summary and Conclusions

7.1 Vectos has been appointed by Canmoor Developments Ltd to provide traffic and transport advice in relation to the proposed redevelopment of land north-east of Grimshaw Lane, Manchester.

7.2 The site currently comprises the former Mather & Platt Works, which closed in 2017. Vehicular access to the site is via an existing priority junction with Grimshaw Lane.

7.3 The site benefits from very good levels of accessibility with pedestrian connections to bus stops and cycle routes to the centre of Manchester and surrounding residential areas. This is supported by the proximity to frequent bus and tram services. As such, the proximity to sustainable transport facilities ensures future employees will be able to travel by sustainable means.

7.4 The proposed development seeks to redevelop the site to provide 12 units with a flexible E/B2/B8 use class. The 12 units will comprise a total floor space of 42,781 sqm (GIA). Vehicular access to the site will continue to be achieved via the existing access from Grimshaw Lane.

7.5 In line with the adopted parking standards and given the proposed flexible E/B2/B8 use class, the proposals seek to provide a total of 469 car and 86 cycle parking spaces.

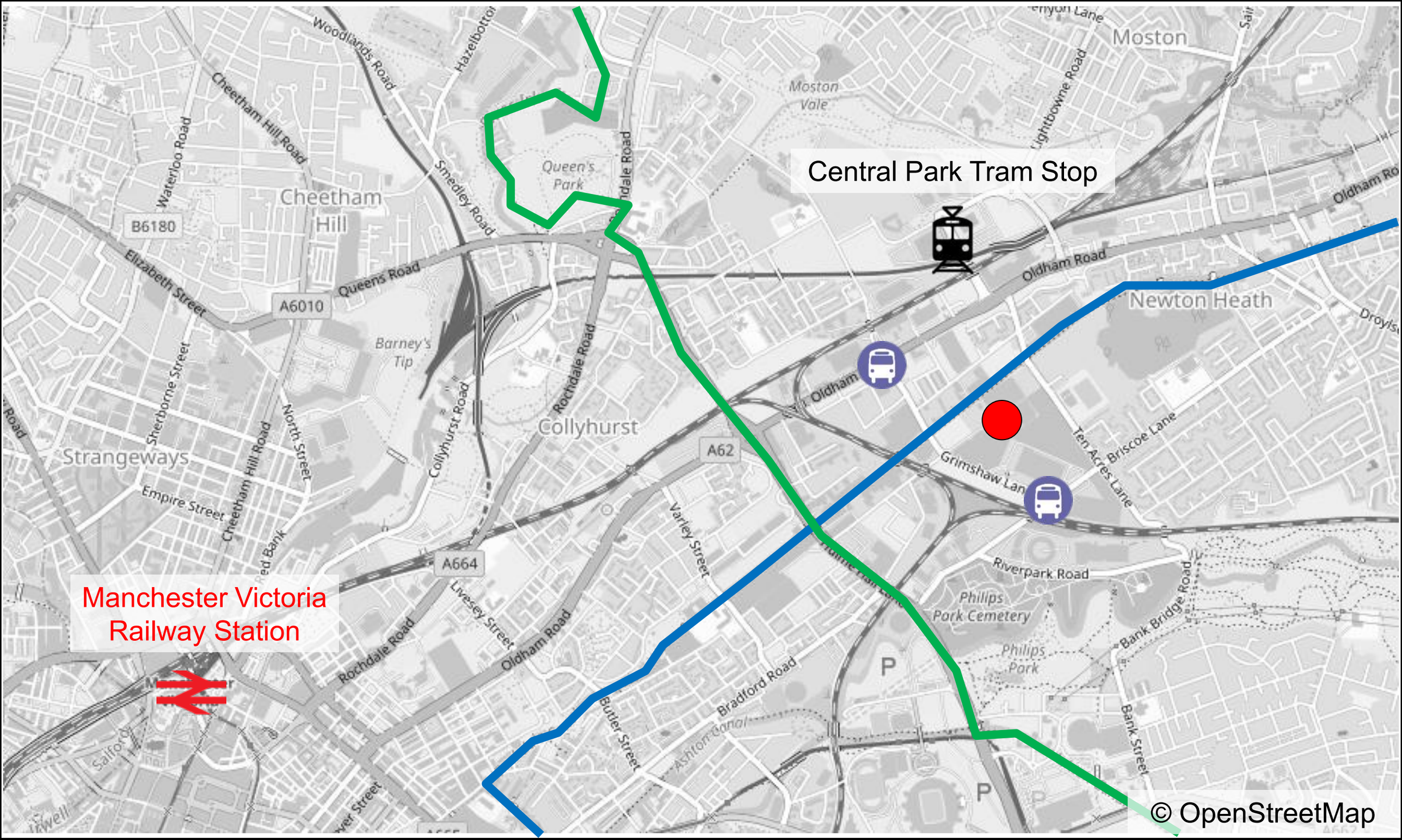
7.6 The proposed total car parking provision is lower than that which would be required by applying the parking standards of Manchester City Council. Evidence presented within this report demonstrates that the site is highly accessible by non-car modes such as bus and rail services. The site also benefits from a good network of pedestrian and cycle facilities within the immediate vicinity of the site. As such, it is considered that employees have every opportunity to travel to the site using sustainable forms of transport, reducing the potential demand for parking. As such, it is considered that the proposed provision is sufficient to meet the likely parking demand generated by the proposed units.

7.7 An assessment of the Site Access / Grimshaw Lane junction has been undertaken, which demonstrates that the junction will continue to operate within capacity in 2022 and 2027 with the proposed development traffic.

7.8 It is therefore considered that the junction capacity analysis demonstrates that the proposed development would not have a severe impact on the operation of the local highway network.

7.9 Based on the above, it is therefore considered that there is no transport or highways related reason as to why the proposed development should not be granted planning permission.

Figures



Key:

- Site Location
- Nearby Bus Stop
- Nearby Tram Stop
- Railway Station
- NCN Route 66
- NCN Route 60

Grimshaw Lane, Manchester

Hale

Strategic Site Location

vectos.

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Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
SB	ES	23/10/2020	NTS	Figure 1

Key:

- Site Boundary
- Nearby Bus Stop
- NCN Route 66

Grimshaw Lane, Manchester

Hale

Local Site Location

DRAWN:	CHECKED:	DATE:	SCALES:
SB	ES	23/10/2020	NTS

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DRAWING REFERENCE: Figure 2

Appendix A

DRAFT

N

Existing public footpath ■■ between 'Ten Acres Lane' & 'Canal Tow Path' ■■ byway(No. 66). (within ownership but beyond fence line)

Existing Sub Station to be removed

Mature Willow, RPZ over site boundary

Unit A 5,400ft²

Unit B 5,050ft²

Unit C 5,050ft²

Unit D 5,800ft²

Unit E 7,300ft²

Unit F 11,500ft²

Unit 1 39,500ft²

Unit 2 25,800ft²

Unit 3 34,500ft²

Unit 4 146,000ft²

Unit 5 123,600ft²

Unit 6 51,000ft²

Retaining Wall extent to be confirmed

Site Entrance

Site Access

ROCHDALE CANAL

TEN ACRES LANE

GRIMSHAW LANE

STAPLEHURST ROAD

MAKKAH CLOSE

BRISCOE LANE

Depot

Ardwick Junction

Bakery

Travelling Crane

Overflow

Track

Sub Sta

El Sub Sta

Tks

GG

MP 2.0

KEY

1. Recycling & Refuse
2. Cycle Storage (Sheffield Stands)
3. Motorbike Parking Bay
4. EV Electric Car Charging Points
5. Area for External Plant

S/S Existing Electrical Sub Station

S/S Proposed Electrical Sub Station

Unit Entrance

Proposed Fence Line

Trees & Vegetation Existing & Proposed

- Existing Trees
- Existing Vegetation
- Ground Cover: evergreen and decidous shrub ground cover planting with specimen shrubs.
- Deciduous Hedge: shrub hedge planted in double staggered rows as detailed.
- Specimen Shrub: specimen native shrub planting as detailed.
- Wild flower meadow areas: to be seeded with wildflower seed mix as detailed; refer to notes.
- Native Shrub Planting: native shrub planting mix under planted with wildflower seed mix as detailed.
- Bulb Planting: native bulbs to be scattered within soil as detailed.
- Tree Planting: tree planting with tree canopy spread illustrated at 25 years growth.

Disclaimer:
Subject to survey.
The topographical information shown is based on the topographical survey by Greenhatch Group
Survey project no. *37505_T Rev1 January 2021*

Notes:

KEY

Site Boundary
(103,050m²/ 25.46 acres /10.31ha)

AREA SCHEDULE(GIA)

UNIT A (GIA)	**5,400ft²**
Warehouse (Incl. office Undercroft)	4,450ft²
Office (FF Only)	950ft²
Car parking spaces	*5*
UNIT B (GIA)	**5,050ft²**
Warehouse (Incl. office Undercroft)	4,175ft²
Office (FF Only)	875ft²
Car parking spaces	*4*
UNIT C (GIA)	**5,050ft²**
Warehouse (Incl. office Undercroft)	4,175ft²
Office (FF Only)	875ft²
Car parking spaces	*4*
UNIT D (GIA)	**5,800ft²**
Warehouse (Incl. office Undercroft)	4,750ft²
Office (FF Only)	1,050ft²
Car parking spaces	*5*
UNIT E (GIA)	**7,300ft²**
Warehouse (Incl. office Undercroft)	5,950ft²
Office (FF Only)	1,350ft²
Car parking spaces	*8*
UNIT F (GIA)	**11,500ft²**
Warehouse (Incl. office Undercroft)	9,900ft²
Office (FF Only)	1,600ft²
Car parking spaces	*11*
UNIT 1 (GIA)	**39,500ft²**
Warehouse (Incl. office Undercroft)	36,900ft²
Office (FF Only)	2,600ft²
Car parking spaces	*53*
UNIT 2 (GIA)	**25,800ft²**
Warehouse (Incl. office Undercroft)	23,750ft²
Office (FF Only)	2,050ft²
Car parking spaces	*39*
UNIT 3 (GIA)	**34,500ft²**
Warehouse (Incl. office Undercroft)	31,900ft²
Office (FF Only)	2,600ft²
Car parking spaces	*45*
UNIT 4 (GIA)	**146,000ft²**
Warehouse (Incl. office Undercroft)	136,400ft²
Office (FF Only)	4,800ft²
Office (SF Only)	4,800ft²
Car parking spaces	*120*
UNIT 5 (GIA)	**123,600ft²**
Warehouse (Incl. office Undercroft)	116,300ft²
Office (FF Only)	3,650ft²
Office (SF Only)	3,650ft²
Car parking spaces	*100*
UNIT 6 (GIA)	**51,000ft²**
Warehouse (Incl. office Undercroft)	47,400ft²
Office (FF Only)	3,600ft²
Car parking spaces	*75*
TOTAL AREA (GIA)	**460,500ft²**
Car parking spaces	*469*

Rev:	Notes:	Date:	Dwn:	Iss:
C	Update following survey info.	02.02.21	HT	HA
B	Unit Amendments	01.02.21	HT	HA
A	Site Amendments	20.01.21	HT	HA
-	DRAFT ISSUE	14.01.21	HT	HA

Suitability Code:

0 10 20 30 40 50

CANMOOR

hale
ARCHITECTURE
22c Leathermarket Street, London, SE1 3HP

Project:
Grimshaw Lane, Manchester

Drawing Title:
Proposed Site Plan

Project No:	Scale @ A1 @ A3	Revision:
20066	1:1000 / 1:2000	C

Drawing No:
PL-1003

Appendix B

34,500ft²

ft²

Unit 6
51,000ft²

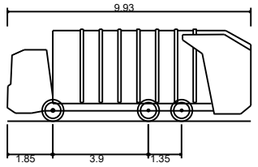
S/S

S/S

N

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Refer to Hale Architects dwg. PL1003C - Proposed Site Plan.



Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)	
Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.100m

Key

Bin Store

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:

Hale Architects

PROJECT:

Grimshaw Lane, Manchester

DRAWING TITLE:

Swept Path Analysis
Unit 6
Refuse Vehicle

SCALES:

1:500 at A3

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JM	ES	11.02.2021

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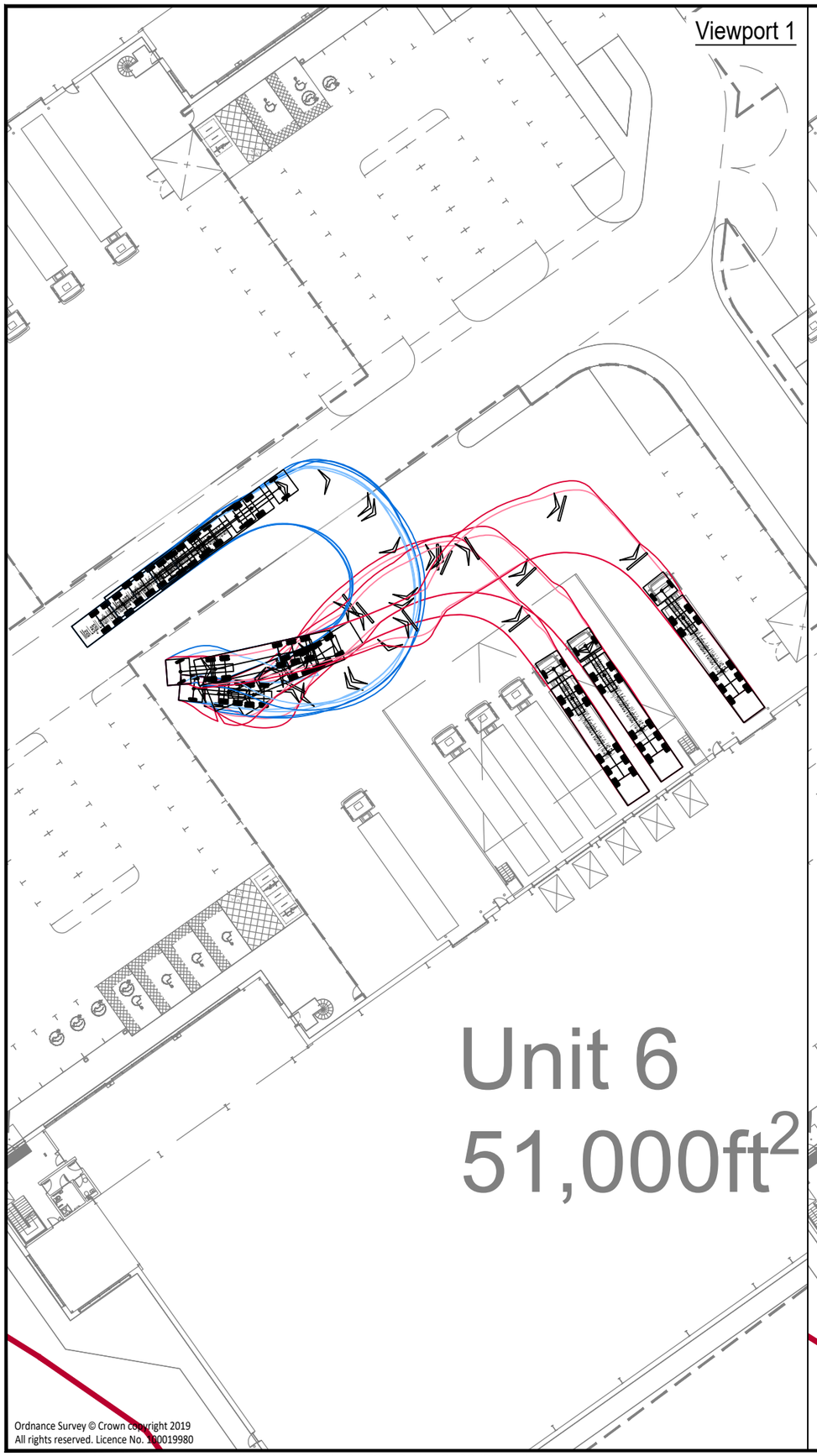
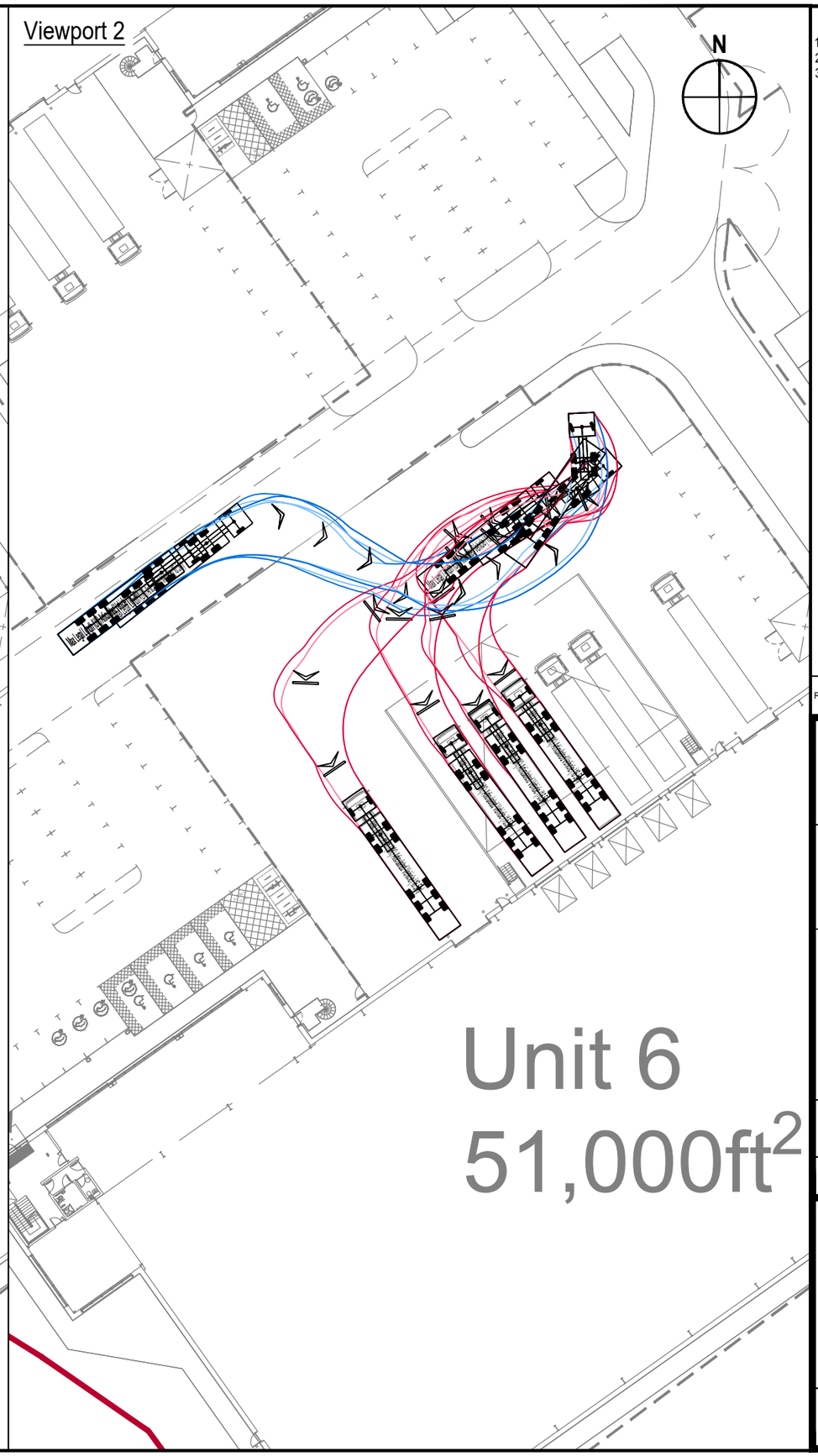
Viewport 1



Viewport 2



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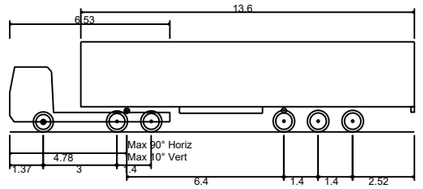

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

Hale Architects

PROJECT:

Grimshaw Lane, Manchester

DRAWING TITLE:

Swept Path Analysis
Unit 6
16.5m Articulated Vehicle

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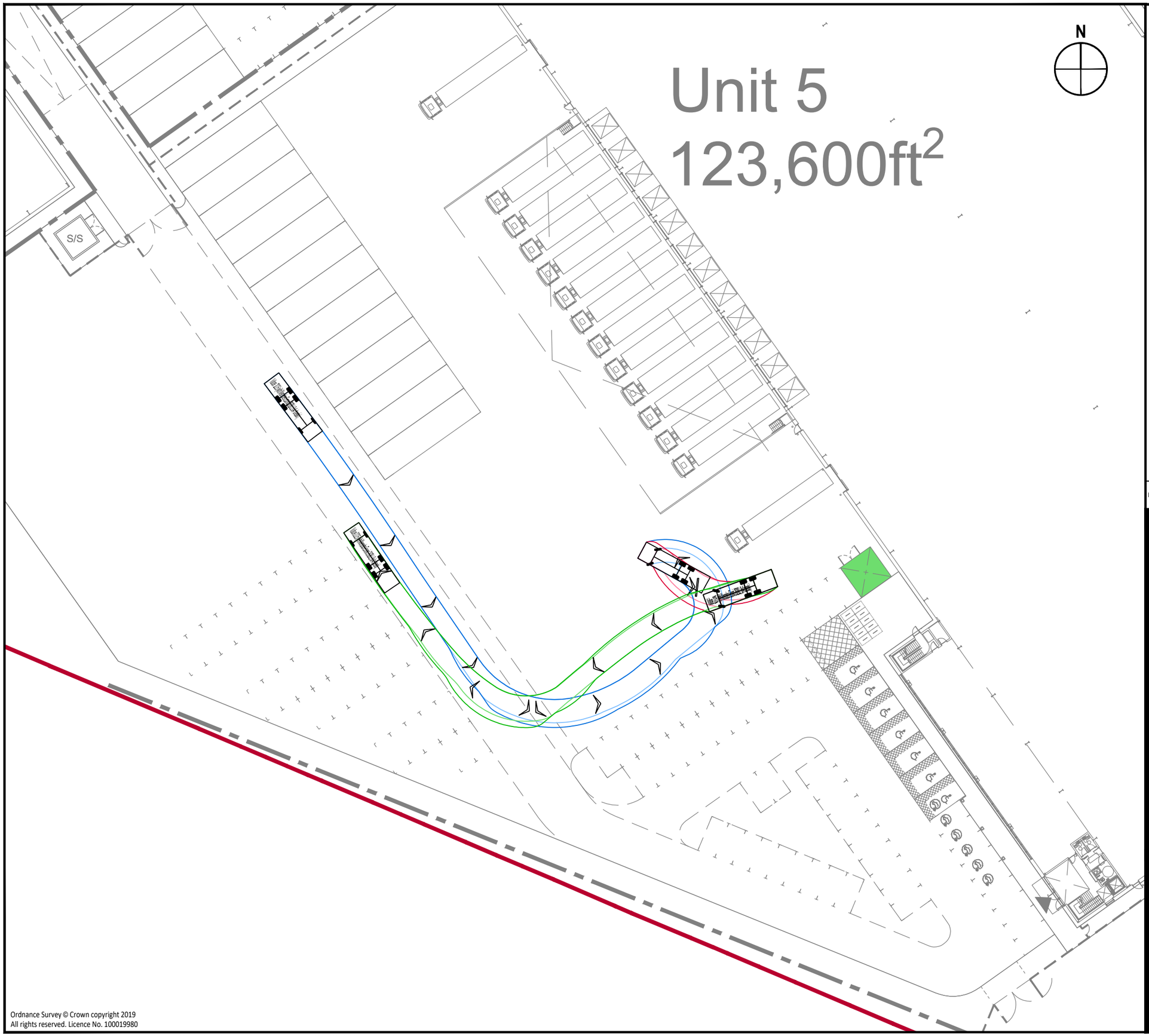

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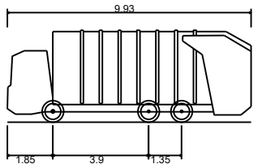

Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)	
Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.100m

Key

Bin Store

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

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PROJECT:

Grimshaw Lane, Manchester

DRAWING TITLE:

Swept Path Analysis
Unit 5
Refuse Vehicle

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Loading Bays

Trailer Bays

N

Unit 5
123,600

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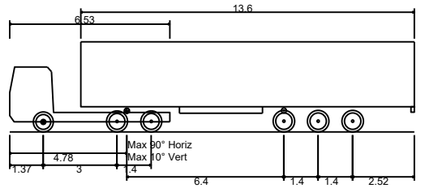

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Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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PROJECT:

Grimshaw Lane, Manchester

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Swept Path Analysis
Unit 5
16.5m Articulated Vehicle

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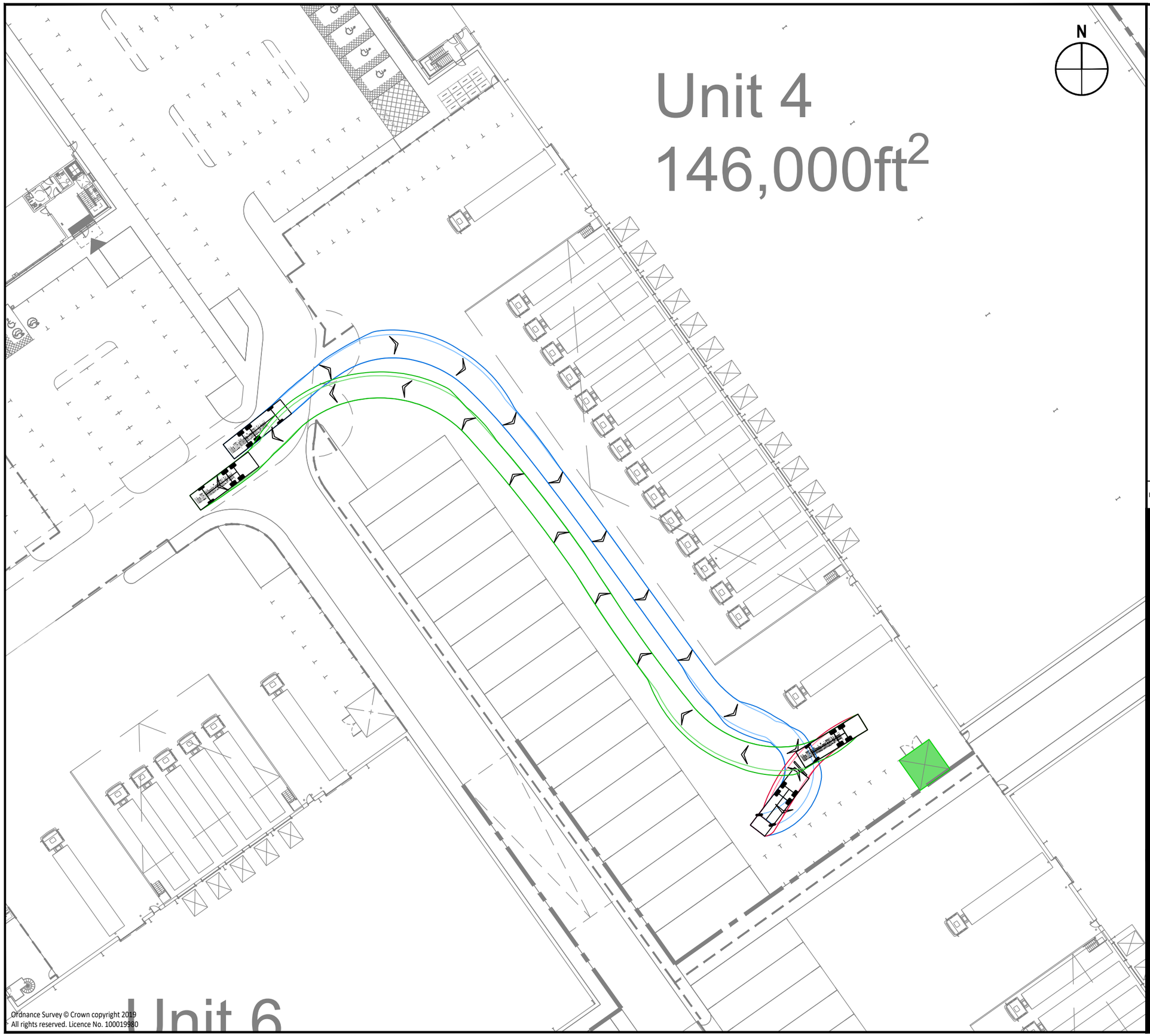

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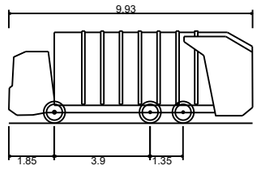

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Track Width	2.490m
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Key

Bin Store

REV.	DETAILS	DRAWN	CHECKED	DATE
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PROJECT:

Grimshaw Lane, Manchester

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Swept Path Analysis
Unit 4
Refuse Vehicle

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Loading Bays

Unit 4
146,000ft

Trailer Bays

Unit 4
146,000ft^2

N

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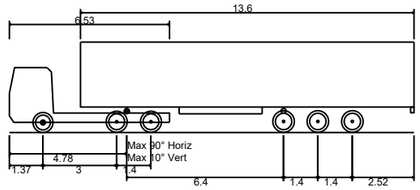

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REV.	DETAILS	DRAWN	CHECKED	DATE
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PROJECT:

Grimshaw Lane, Manchester

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Swept Path Analysis
Unit 4
16.5m Articulated Vehicle

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Unit 2
25,800ft²

Unit 2
Bay 1

Unit 2
Bay 2

5,800ft²

N

Gate to be widened by 2m

2.00

Gate to be widened by 2m

2.00

Unit 3
Bays 1 & 2

Unit 3
Bay 3

t²

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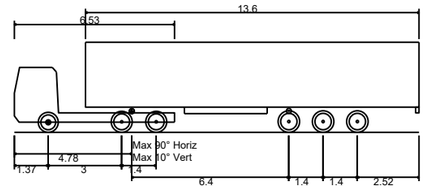

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

Hale Architects

PROJECT:

Grimshaw Lane, Manchester

DRAWING TITLE:

Swept Path Analysis
Units 2 & 3
16.5m Articulated Vehicle

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
CJM	JM	29.01.2021

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DRAWING NUMBER: 205229/AT/P01

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Unit 3
34,500ft²

Unit 2
25,800ft²

Unit 6

N

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Notes:

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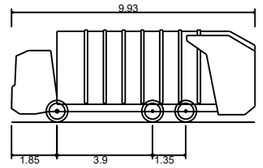

Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)	
Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.100m

Key

Bin Store

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
Hale Architects

PROJECT:
Grimshaw Lane, Manchester

DRAWING TITLE:
Swept Path Analysis
Units 2 & 3
Refuse Vehicle

SCALES:
1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	ES	11.02.2021

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25,800ft²

N

Unit 1
39,500ft²

Unit D
5,800ft²

Unit C
5,050ft²

Unit B
5,050ft²

Unit A
5,400ft²

S/S

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Notes:

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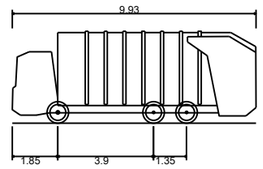

Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)	
Overall Length	9.930m
Overall Width	2.490m
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Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.100m

Key

Bin Store

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

Hale Architects

PROJECT:

Grimshaw Lane, Manchester

DRAWING TITLE:

Swept Path Analysis
Unit 1
Refuse Vehicle

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
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Viewport 1

Unit 1
39,500ft²

B
0ft²

Unit A
5,400ft²

Viewport 2

Unit 1
39,500ft²

N

B
0ft²

Unit A
5,400ft²

Notes:

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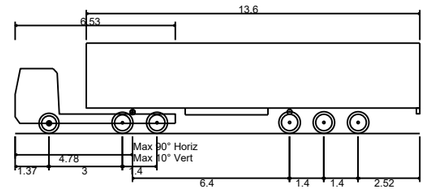
3. Refer to Hale Architects dwg. PL1003C - Proposed Site Plan.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

Hale Architects

PROJECT:

Grimshaw Lane, Manchester

DRAWING TITLE:

Swept Path Analysis
Unit 1
16.5m Articulated Vehicle

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	ES	11.02.2021

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nit 2
5,800ft²

Unit 6
51,000ft²

N

5.00
6.00
2.50
3.60
5.03
S/S

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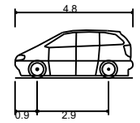

Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
Hale Architects

PROJECT:
Grimshaw Lane, Manchester

DRAWING TITLE:
Car Park Layout Review
Unit 6

SCALES:
1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	ES	11.02.2021

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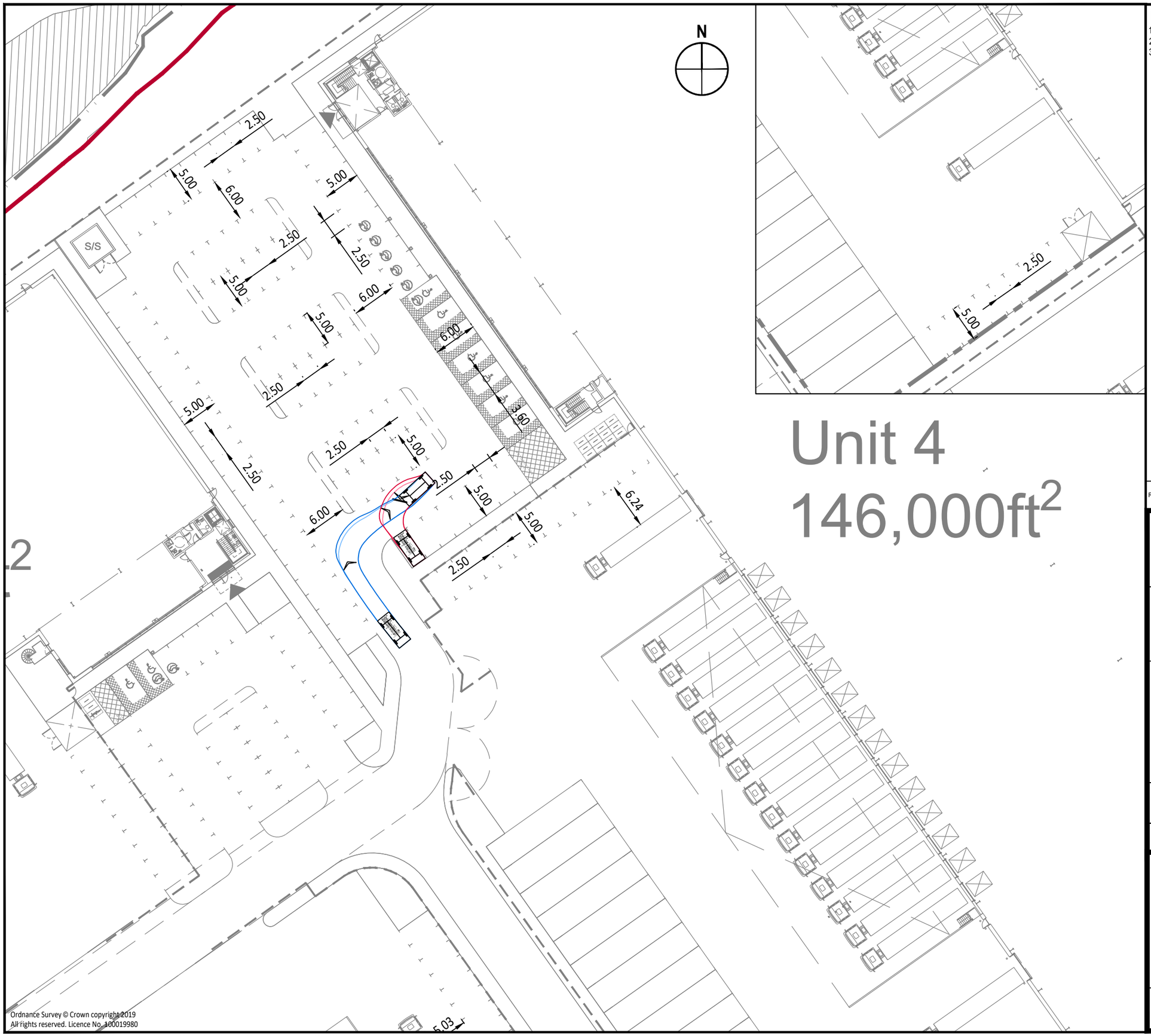

Notes:

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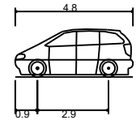
3. Refer to Hale Architects dwg: PL1003C - Proposed Site Plan



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

Hale Architects

PROJECT:

Grimshaw Lane, Manchester

DRAWING TITLE:

Car Park Layout Review
Unit 4

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
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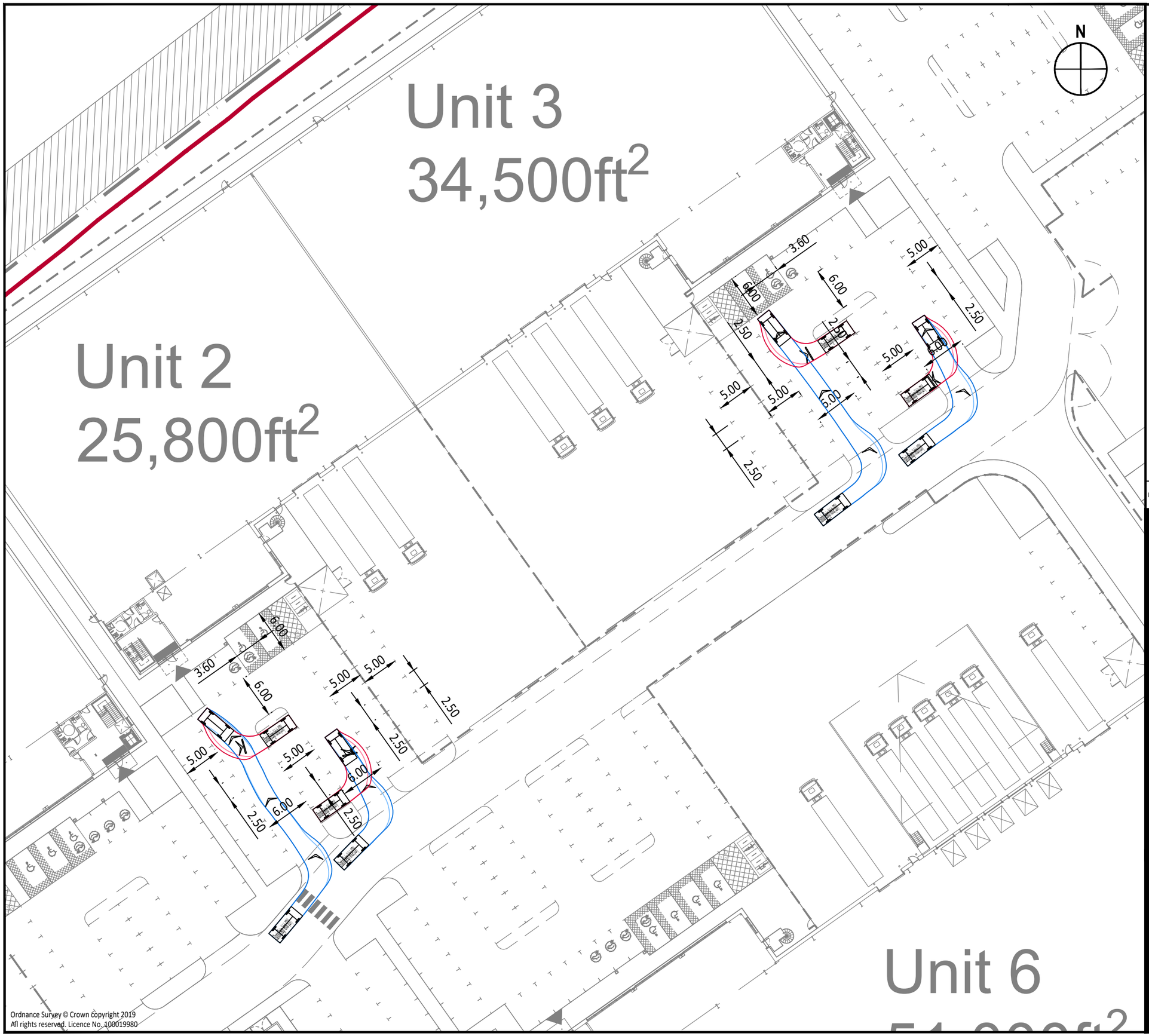

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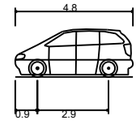

Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

Hale Architects

PROJECT:

Grimshaw Lane, Manchester

DRAWING TITLE:

Car Park Layout Review
Units 2 & 3

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	ES	11.02.2021

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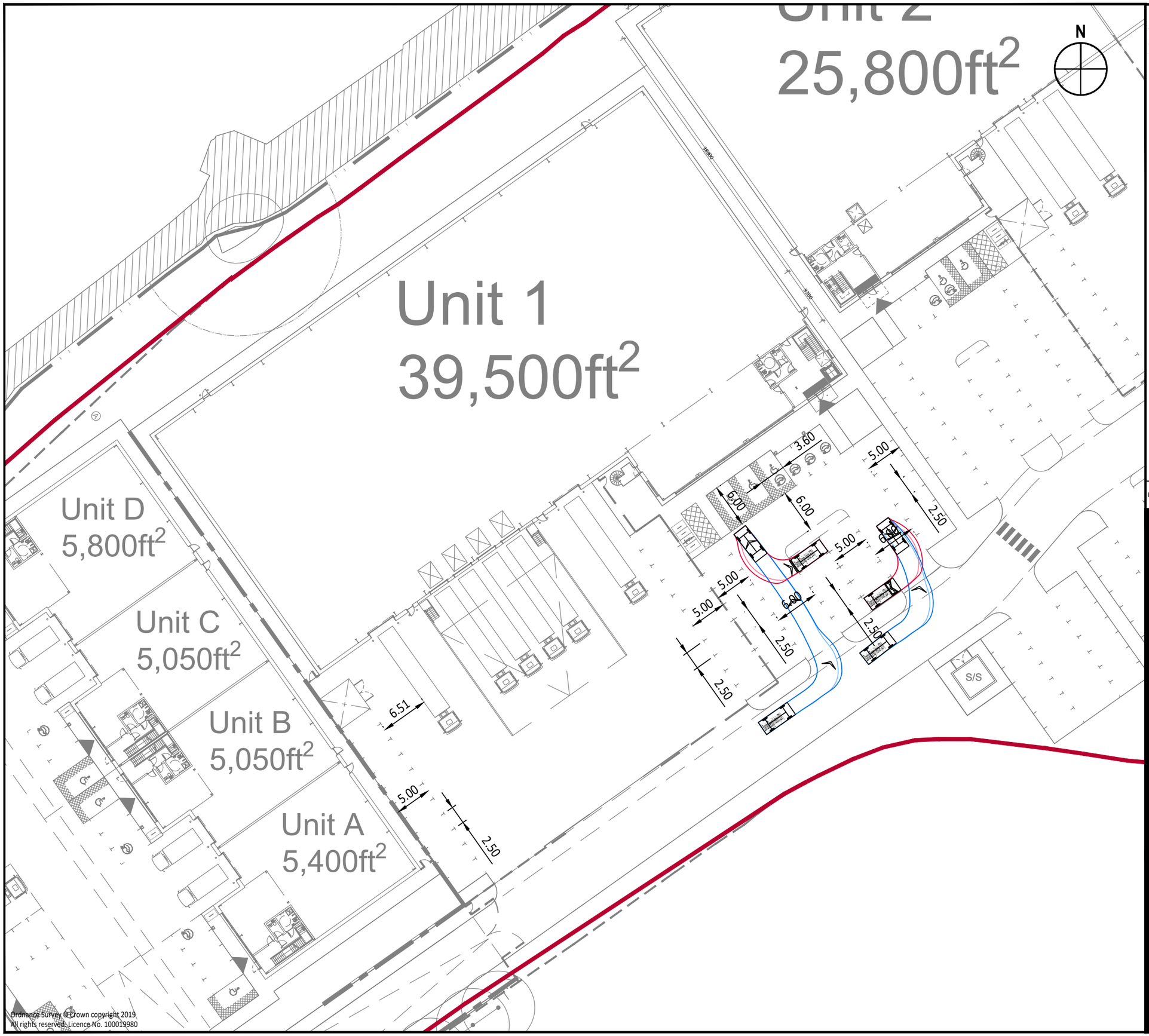

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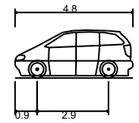

Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
Hale Architects

PROJECT:
Grimshaw Lane, Manchester

DRAWING TITLE:
Car Park Layout Review
Unit 1

SCALES:
1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	ES	11.02.2021

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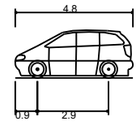

Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
Hale Architects

PROJECT:
Grimshaw Lane, Manchester

DRAWING TITLE:
Car Park Layout Review
Units A - F

SCALES:
1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	ES	11.02.2021

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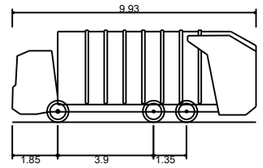

Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)	
Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.100m

Key

Bin Store

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

Hale Architects

PROJECT:

Grimshaw Lane, Manchester

DRAWING TITLE:

Swept Path Analysis
Units A - F
Refuse Vehicle

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	ES	11.02.2021

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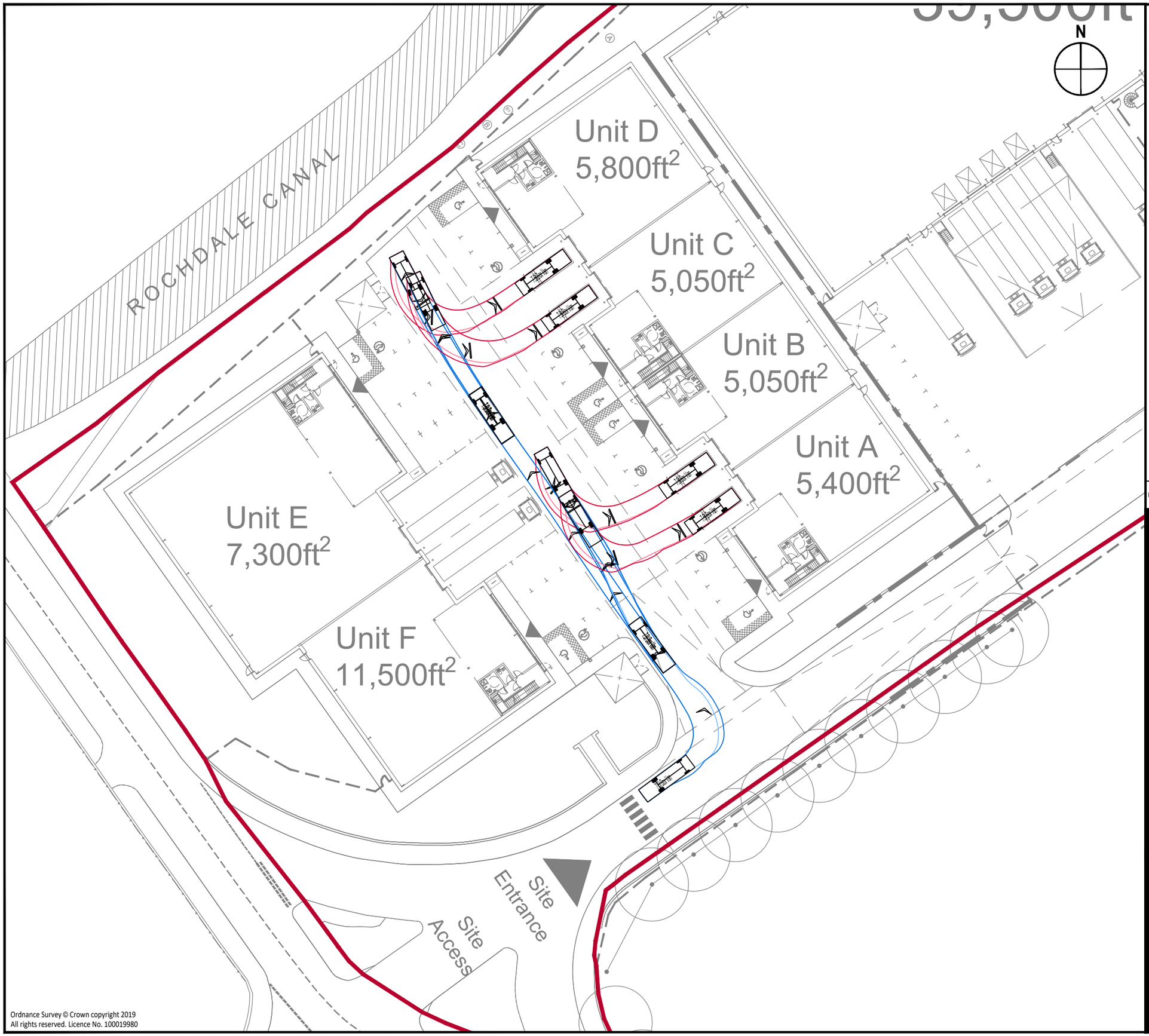

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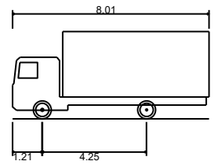
3. Refer to Hale Architects dwg. PL1003C - Proposed Site Plan for masterplan



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

Hale Architects

PROJECT:

Grimshaw Lane, Manchester

DRAWING TITLE:

Swept Path Analysis
Units A - D
7.5t Box Van

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	ES	11.02.2021

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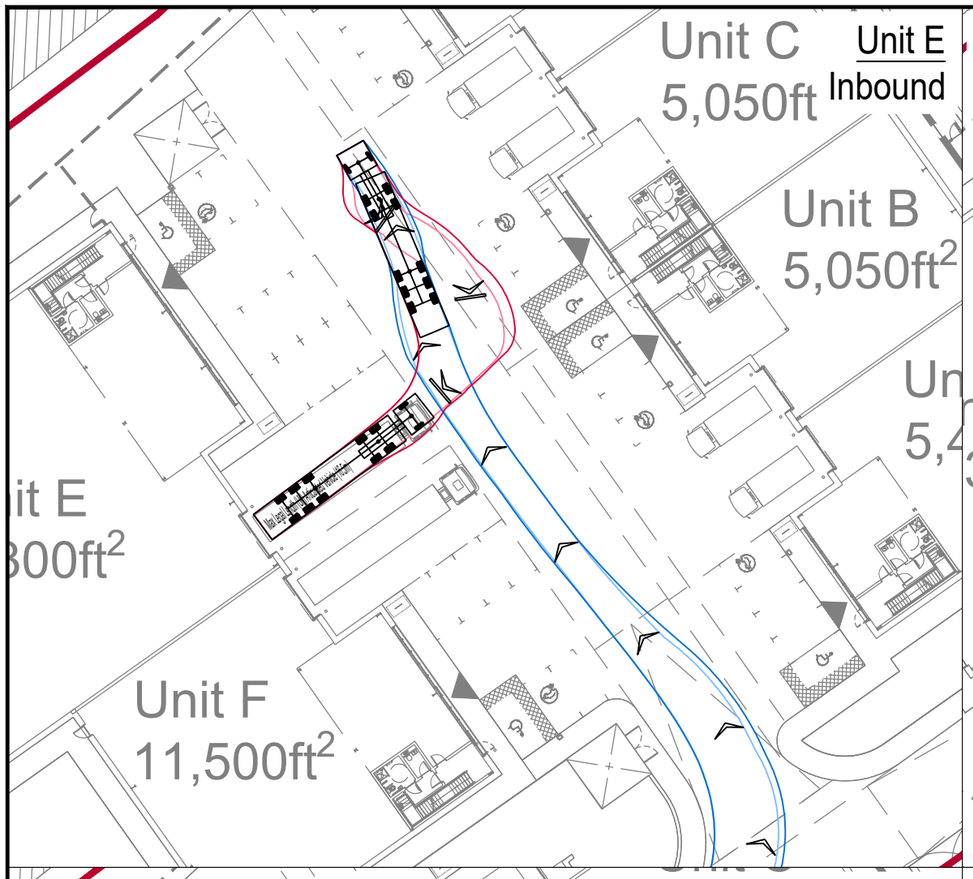

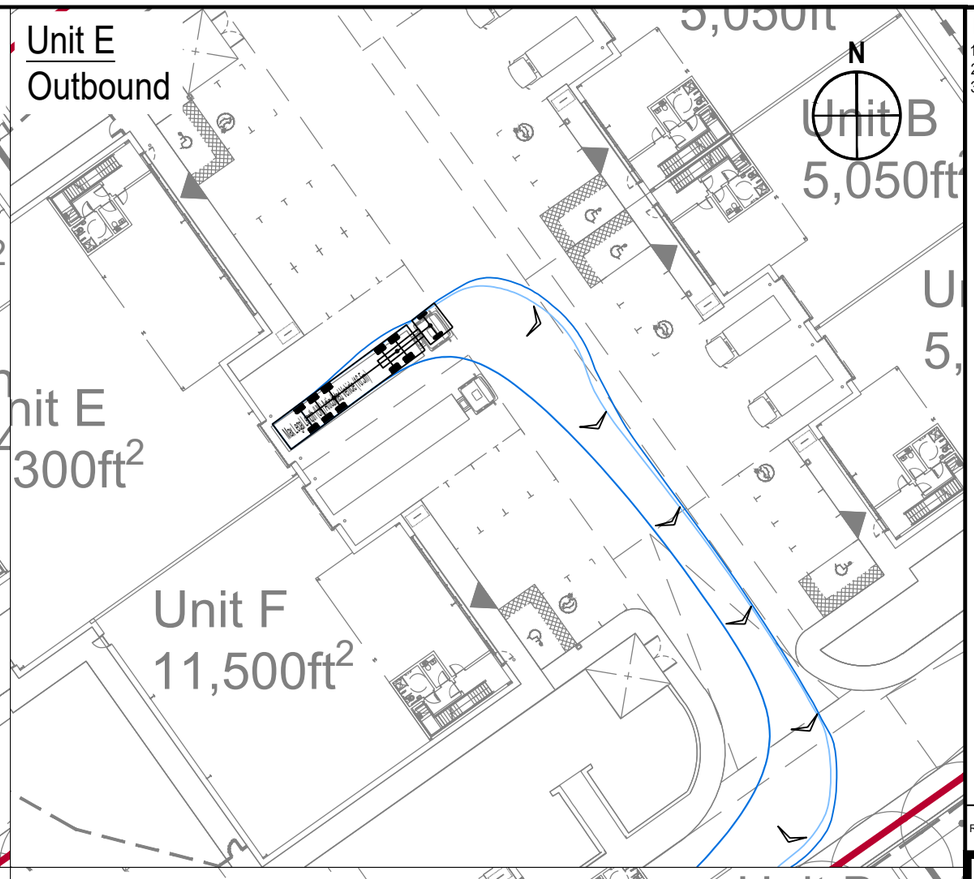

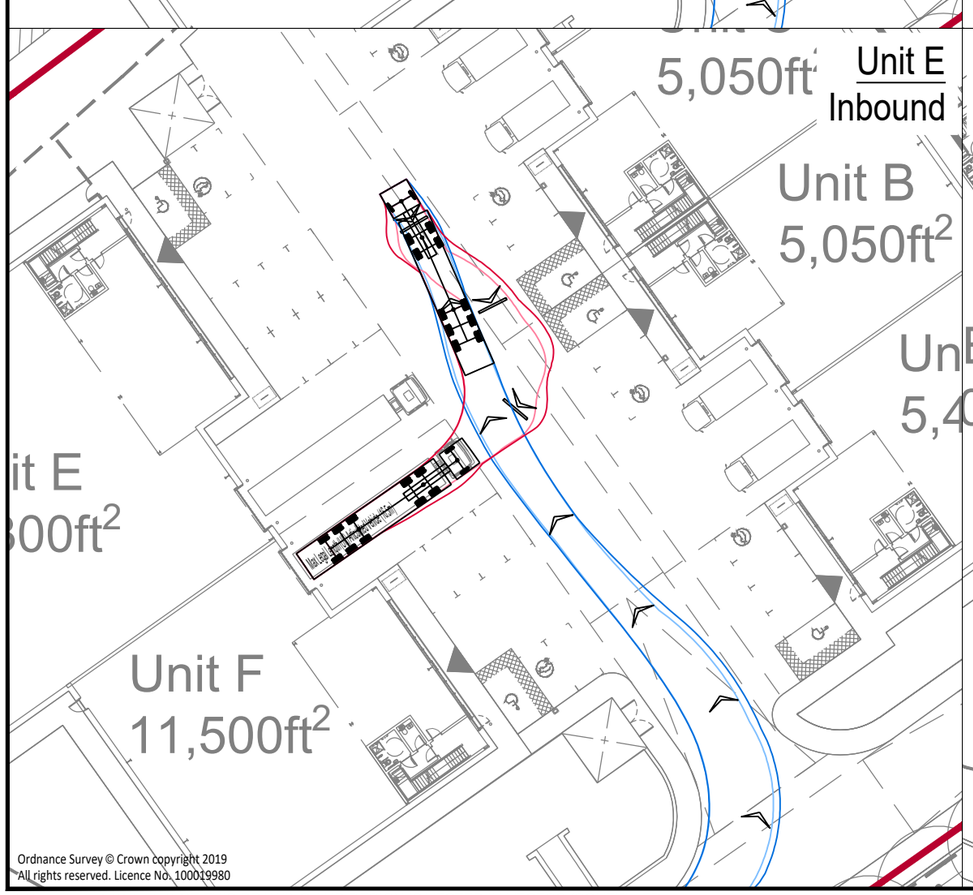

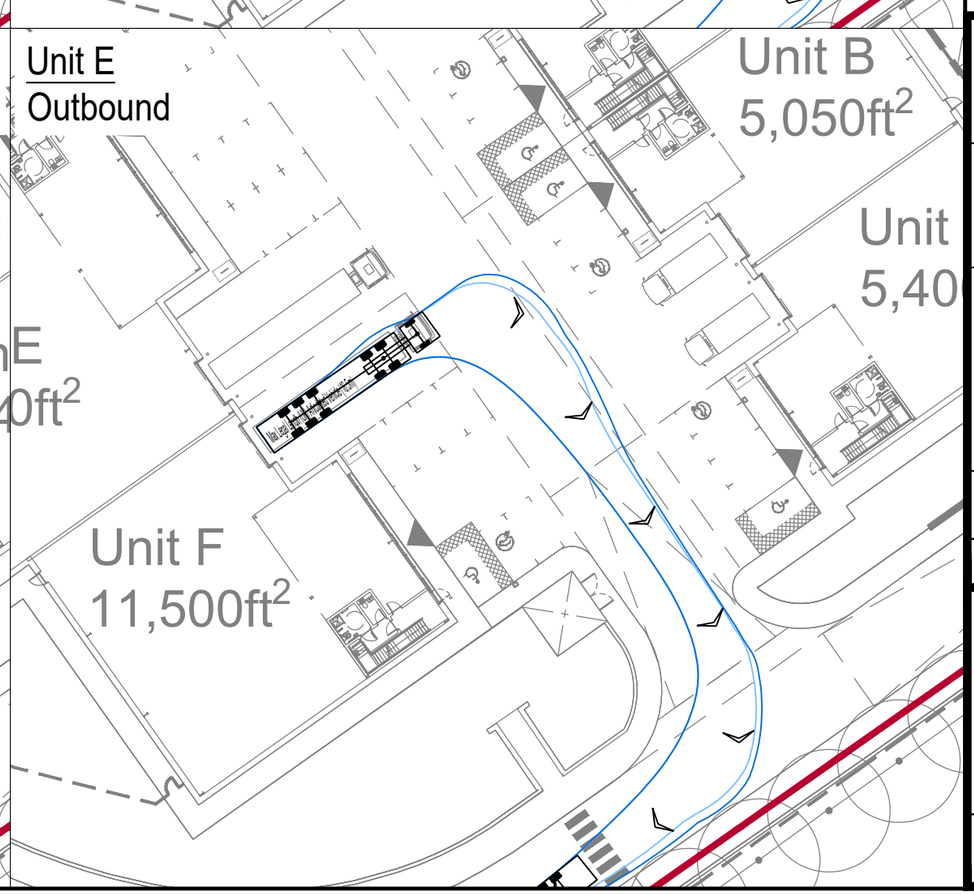

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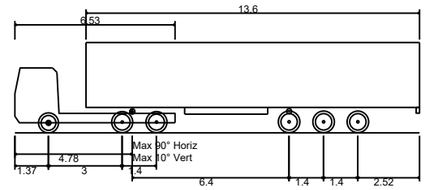

Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
Hale Architects

PROJECT:
Grimshaw Lane, Manchester

DRAWING TITLE:
Swept Path Analysis
Units E & F
16.5m Articulated Vehicle

SCALES:
1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	ES	11.02.2021

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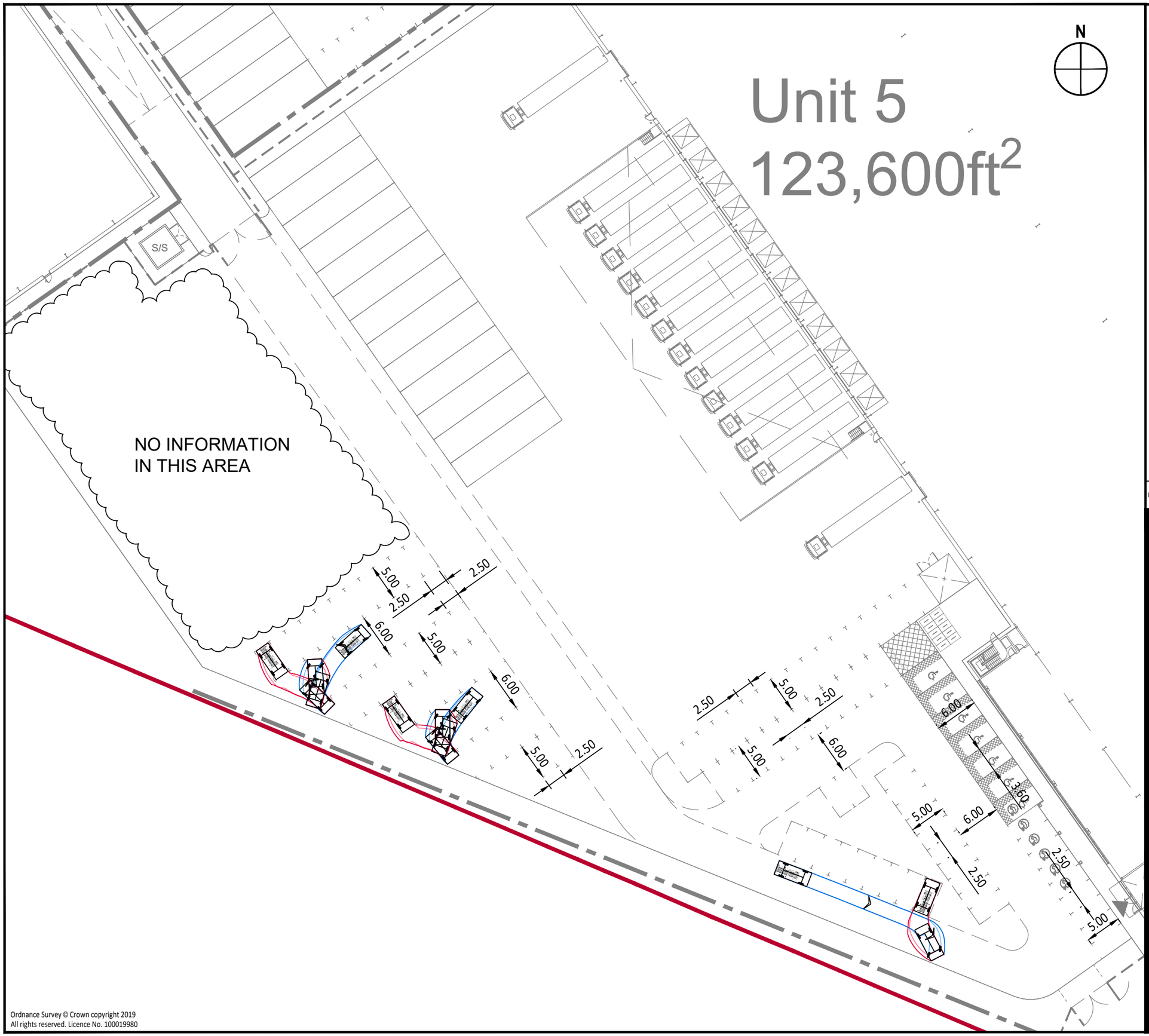

Notes:

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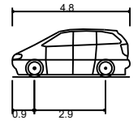
3. Refer to Hale Architects dwg: PL1003C - Proposed Site Plan



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

Hale Architects

PROJECT:

Grimshaw Lane, Manchester

DRAWING TITLE:

Car Park Layout Review
Unit 5

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	ES	11.02.2021

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DRAWING NUMBER:	REVISION:
205229/SK11	-

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Appendix C

Calculation Reference: AUDIT-152301-200512-0538

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE

VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	WL	WILTSHIRE	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 7500 to 23480 (units: sqm)
Range Selected by User: 7000 to 24000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

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

Selected Location Sub Categories:

Industrial Zone	2
Development Zone	1
Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

n/a	1 days
Not Known	1 days
B1	2 days
B2	2 days

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

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 **LN-02-D-03** **INDUSTRIAL ESTATE** **LINCOLNSHIRE**
DEACON ROAD
LINCOLN

Edge of Town
Industrial Zone
Total Gross floor area: 11265 sqm
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

2 **NR-02-D-01** **INDUSTRIAL ESTATE** **NORTHAMPTONSHIRE**
ROBINSON WAY
KETTERING

Edge of Town
Industrial Zone
Total Gross floor area: 12900 sqm
Survey date: THURSDAY *23/10/14* *Survey Type: MANUAL*

3 **TW-02-D-08** **INDUSTRIAL ESTATE** **TYNE & WEAR**
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY *04/04/17* *Survey Type: MANUAL*

4 **WL-02-D-02** **INDUSTRIAL ESTATE** **WILTSHIRE**
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY *20/09/16* *Survey Type: MANUAL*

5 **WM-02-D-02** **INDUSTRIAL ESTATE** **WEST MIDLANDS**
DUNLOP WAY
BIRMINGHAM

Edge of Town
Residential Zone
Total Gross floor area: 23480 sqm
Survey date: WEDNESDAY *07/11/12* *Survey Type: MANUAL*

6 **WY-02-D-08** **INDUSTRIAL ESTATE** **WEST YORKSHIRE**
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Gross floor area: 11305 sqm
Survey date: WEDNESDAY *17/10/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-02-D-04	No B1c
BR-02-D-05	Little B1c
ES-02-D-06	Little B1c
KC-02-D-02	No B1c
LC-02-D-06	No B1c
WO-02-D-02	No B1c
WY-02-D-04	Little B1c

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.018	1	11265	0.000	1	11265	0.018
06:30 - 07:00	1	11265	0.036	1	11265	0.018	1	11265	0.054
07:00 - 07:30	6	12343	0.149	6	12343	0.032	6	12343	0.181
07:30 - 08:00	**6**	**12343**	**0.290**	6	12343	0.070	**6**	**12343**	**0.360**
08:00 - 08:30	6	12343	0.223	6	12343	0.123	6	12343	0.346
08:30 - 09:00	6	12343	0.180	6	12343	0.124	6	12343	0.304
09:00 - 09:30	6	12343	0.162	6	12343	0.161	6	12343	0.323
09:30 - 10:00	6	12343	0.139	6	12343	0.117	6	12343	0.256
10:00 - 10:30	6	12343	0.161	6	12343	0.150	6	12343	0.311
10:30 - 11:00	6	12343	0.099	6	12343	0.119	6	12343	0.218
11:00 - 11:30	6	12343	0.124	6	12343	0.126	6	12343	0.250
11:30 - 12:00	6	12343	0.128	6	12343	0.122	6	12343	0.250
12:00 - 12:30	6	12343	0.149	6	12343	0.120	6	12343	0.269
12:30 - 13:00	6	12343	0.123	6	12343	0.139	6	12343	0.262
13:00 - 13:30	6	12343	0.153	6	12343	0.177	6	12343	0.330
13:30 - 14:00	6	12343	0.151	6	12343	0.127	6	12343	0.278
14:00 - 14:30	6	12343	0.120	6	12343	0.142	6	12343	0.262
14:30 - 15:00	6	12343	0.123	6	12343	0.107	6	12343	0.230
15:00 - 15:30	6	12343	0.101	6	12343	0.155	6	12343	0.256
15:30 - 16:00	6	12343	0.097	6	12343	0.170	6	12343	0.267
16:00 - 16:30	6	12343	0.147	6	12343	0.190	6	12343	0.337
16:30 - 17:00	6	12343	0.120	6	12343	0.185	6	12343	0.305
17:00 - 17:30	6	12343	0.065	6	12343	0.181	6	12343	0.246
17:30 - 18:00	6	12343	0.088	**6**	**12343**	**0.215**	6	12343	0.303
18:00 - 18:30	6	12343	0.032	6	12343	0.063	6	12343	0.095
18:30 - 19:00	6	12343	0.030	6	12343	0.061	6	12343	0.091
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.208			3.194			6.402

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:	7500 - 23480 (units: sqm)
Survey date date range:	01/01/12 - 28/06/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
07:30 - 08:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:00 - 08:30	6	12343	0.001	6	12343	0.001	6	12343	0.002
08:30 - 09:00	**6**	**12343**	**0.004**	**6**	**12343**	**0.004**	**6**	**12343**	**0.008**
09:00 - 09:30	6	12343	0.001	6	12343	0.001	6	12343	0.002
09:30 - 10:00	6	12343	0.001	6	12343	0.000	6	12343	0.001
10:00 - 10:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:30 - 11:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:00 - 11:30	6	12343	0.000	6	12343	0.001	6	12343	0.001
11:30 - 12:00	6	12343	0.003	6	12343	0.001	6	12343	0.004
12:00 - 12:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:30 - 13:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:00 - 13:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:30 - 14:00	6	12343	0.003	6	12343	0.000	6	12343	0.003
14:00 - 14:30	6	12343	0.000	6	12343	0.001	6	12343	0.001
14:30 - 15:00	6	12343	0.001	6	12343	0.001	6	12343	0.002
15:00 - 15:30	6	12343	0.004	6	12343	0.004	6	12343	0.008
15:30 - 16:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:00 - 16:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:30 - 17:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:00 - 17:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:30 - 18:00	6	12343	0.001	6	12343	0.001	6	12343	0.002
18:00 - 18:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:30 - 19:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.019			0.015			0.034

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	6	12343	0.003	6	12343	0.007	6	12343	0.010
07:30 - 08:00	6	12343	0.020	6	12343	0.004	6	12343	0.024
08:00 - 08:30	6	12343	0.008	6	12343	0.019	6	12343	0.027
08:30 - 09:00	6	12343	0.012	**6**	**12343**	**0.026**	6	12343	0.038
09:00 - 09:30	**6**	**12343**	**0.024**	6	12343	0.022	**6**	**12343**	**0.046**
09:30 - 10:00	6	12343	0.015	6	12343	0.016	6	12343	0.031
10:00 - 10:30	6	12343	0.019	6	12343	0.023	6	12343	0.042
10:30 - 11:00	6	12343	0.018	6	12343	0.018	6	12343	0.036
11:00 - 11:30	6	12343	0.012	6	12343	0.016	6	12343	0.028
11:30 - 12:00	6	12343	0.015	6	12343	0.012	6	12343	0.027
12:00 - 12:30	6	12343	0.019	6	12343	0.009	6	12343	0.028
12:30 - 13:00	6	12343	0.020	6	12343	0.020	6	12343	0.040
13:00 - 13:30	6	12343	0.022	6	12343	0.014	6	12343	0.036
13:30 - 14:00	6	12343	0.023	6	12343	0.015	6	12343	0.038
14:00 - 14:30	6	12343	0.005	6	12343	0.015	6	12343	0.020
14:30 - 15:00	6	12343	0.012	6	12343	0.014	6	12343	0.026
15:00 - 15:30	6	12343	0.011	6	12343	0.011	6	12343	0.022
15:30 - 16:00	6	12343	0.005	6	12343	0.008	6	12343	0.013
16:00 - 16:30	6	12343	0.007	6	12343	0.005	6	12343	0.012
16:30 - 17:00	6	12343	0.003	6	12343	0.001	6	12343	0.004
17:00 - 17:30	6	12343	0.003	6	12343	0.003	6	12343	0.006
17:30 - 18:00	6	12343	0.004	6	12343	0.005	6	12343	0.009
18:00 - 18:30	6	12343	0.001	6	12343	0.000	6	12343	0.001
18:30 - 19:00	6	12343	0.001	6	12343	0.000	6	12343	0.001
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.282			0.283			0.565

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	6	12343	0.000	**6**	**12343**	**0.004**	6	12343	0.004
07:30 - 08:00	6	12343	0.000	6	12343	0.004	6	12343	0.004
08:00 - 08:30	**6**	**12343**	**0.005**	6	12343	0.000	6	12343	0.005
08:30 - 09:00	6	12343	0.000	6	12343	0.001	6	12343	0.001
09:00 - 09:30	6	12343	0.005	6	12343	0.003	**6**	**12343**	**0.008**
09:30 - 10:00	6	12343	0.001	6	12343	0.000	6	12343	0.001
10:00 - 10:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:30 - 11:00	6	12343	0.001	6	12343	0.000	6	12343	0.001
11:00 - 11:30	6	12343	0.000	6	12343	0.001	6	12343	0.001
11:30 - 12:00	6	12343	0.001	6	12343	0.000	6	12343	0.001
12:00 - 12:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:30 - 13:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:00 - 13:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:30 - 14:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:00 - 14:30	6	12343	0.000	6	12343	0.003	6	12343	0.003
14:30 - 15:00	6	12343	0.000	6	12343	0.003	6	12343	0.003
15:00 - 15:30	6	12343	0.001	6	12343	0.001	6	12343	0.002
15:30 - 16:00	6	12343	0.001	6	12343	0.000	6	12343	0.001
16:00 - 16:30	6	12343	0.003	6	12343	0.000	6	12343	0.003
16:30 - 17:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:00 - 17:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:30 - 18:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:00 - 18:30	6	12343	0.003	6	12343	0.000	6	12343	0.003
18:30 - 19:00	6	12343	0.001	6	12343	0.000	6	12343	0.001
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.022			0.020			0.042

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

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

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	**6**	**12343**	**0.007**	6	12343	0.000	6	12343	0.007
07:30 - 08:00	6	12343	0.004	6	12343	0.000	6	12343	0.004
08:00 - 08:30	6	12343	0.005	6	12343	0.001	6	12343	0.006
08:30 - 09:00	6	12343	0.001	6	12343	0.000	6	12343	0.001
09:00 - 09:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:30 - 10:00	6	12343	0.001	6	12343	0.000	6	12343	0.001
10:00 - 10:30	6	12343	0.001	6	12343	0.000	6	12343	0.001
10:30 - 11:00	6	12343	0.003	6	12343	0.001	6	12343	0.004
11:00 - 11:30	6	12343	0.000	6	12343	0.001	6	12343	0.001
11:30 - 12:00	6	12343	0.001	6	12343	0.000	6	12343	0.001
12:00 - 12:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:30 - 13:00	6	12343	0.000	6	12343	0.003	6	12343	0.003
13:00 - 13:30	6	12343	0.005	6	12343	0.000	6	12343	0.005
13:30 - 14:00	6	12343	0.001	6	12343	0.001	6	12343	0.002
14:00 - 14:30	6	12343	0.004	6	12343	0.004	6	12343	0.008
14:30 - 15:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:00 - 15:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:30 - 16:00	6	12343	0.003	**6**	**12343**	**0.011**	**6**	**12343**	**0.014**
16:00 - 16:30	6	12343	0.000	6	12343	0.007	6	12343	0.007
16:30 - 17:00	6	12343	0.000	6	12343	0.003	6	12343	0.003
17:00 - 17:30	6	12343	0.001	6	12343	0.004	6	12343	0.005
17:30 - 18:00	6	12343	0.000	6	12343	0.007	6	12343	0.007
18:00 - 18:30	6	12343	0.000	6	12343	0.001	6	12343	0.001
18:30 - 19:00	6	12343	0.001	6	12343	0.000	6	12343	0.001
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.038			0.044			0.082

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

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

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

Light Vehicles (LV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
07:30 - 08:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:00 - 08:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:30 - 09:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:00 - 09:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:30 - 10:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:00 - 10:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:30 - 11:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:00 - 11:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:30 - 12:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:00 - 12:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:30 - 13:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:00 - 13:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:30 - 14:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:00 - 14:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:30 - 15:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:00 - 15:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:30 - 16:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:00 - 16:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:30 - 17:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:00 - 17:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:30 - 18:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:00 - 18:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:30 - 19:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Rigid Trucks - No Trailer (OGV1)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
07:30 - 08:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:00 - 08:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:30 - 09:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:00 - 09:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:30 - 10:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:00 - 10:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:30 - 11:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:00 - 11:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:30 - 12:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:00 - 12:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:30 - 13:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:00 - 13:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:30 - 14:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:00 - 14:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:30 - 15:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:00 - 15:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:30 - 16:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:00 - 16:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:30 - 17:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:00 - 17:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:30 - 18:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:00 - 18:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:30 - 19:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Trucks Towing Trailers (OGV2)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
07:30 - 08:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:00 - 08:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:30 - 09:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:00 - 09:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:30 - 10:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:00 - 10:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:30 - 11:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:00 - 11:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:30 - 12:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:00 - 12:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:30 - 13:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:00 - 13:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:30 - 14:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:00 - 14:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:30 - 15:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:00 - 15:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:30 - 16:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:00 - 16:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:30 - 17:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:00 - 17:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:30 - 18:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:00 - 18:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:30 - 19:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Buses

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
07:30 - 08:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:00 - 08:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:30 - 09:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:00 - 09:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:30 - 10:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:00 - 10:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:30 - 11:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:00 - 11:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:30 - 12:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:00 - 12:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:30 - 13:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:00 - 13:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:30 - 14:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:00 - 14:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:30 - 15:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:00 - 15:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:30 - 16:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:00 - 16:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:30 - 17:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:00 - 17:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:30 - 18:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:00 - 18:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:30 - 19:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Non-Motorised Vehicles (NMV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
07:30 - 08:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:00 - 08:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:30 - 09:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:00 - 09:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:30 - 10:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:00 - 10:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:30 - 11:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:00 - 11:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:30 - 12:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:00 - 12:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:30 - 13:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:00 - 13:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:30 - 14:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:00 - 14:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:30 - 15:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:00 - 15:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:30 - 16:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:00 - 16:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:30 - 17:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:00 - 17:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:30 - 18:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:00 - 18:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:30 - 19:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Cycles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
07:30 - 08:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:00 - 08:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:30 - 09:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:00 - 09:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:30 - 10:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:00 - 10:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:30 - 11:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:00 - 11:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:30 - 12:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:00 - 12:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:30 - 13:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:00 - 13:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:30 - 14:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:00 - 14:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:30 - 15:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:00 - 15:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:30 - 16:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:00 - 16:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:30 - 17:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:00 - 17:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:30 - 18:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:00 - 18:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:30 - 19:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Scooters

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
07:30 - 08:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:00 - 08:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:30 - 09:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:00 - 09:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:30 - 10:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:00 - 10:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:30 - 11:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:00 - 11:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:30 - 12:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:00 - 12:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:30 - 13:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:00 - 13:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:30 - 14:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:00 - 14:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:30 - 15:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:00 - 15:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:30 - 16:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:00 - 16:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:30 - 17:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:00 - 17:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:30 - 18:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:00 - 18:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:30 - 19:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Non-Vehicular People Movements (NVPM)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
06:30 - 07:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
07:00 - 07:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
07:30 - 08:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:00 - 08:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
08:30 - 09:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:00 - 09:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
09:30 - 10:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:00 - 10:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
10:30 - 11:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:00 - 11:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
11:30 - 12:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:00 - 12:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
12:30 - 13:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:00 - 13:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
13:30 - 14:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:00 - 14:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
14:30 - 15:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:00 - 15:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
15:30 - 16:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:00 - 16:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
16:30 - 17:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:00 - 17:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
17:30 - 18:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:00 - 18:30	6	12343	0.000	6	12343	0.000	6	12343	0.000
18:30 - 19:00	6	12343	0.000	6	12343	0.000	6	12343	0.000
19:00 - 19:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
19:30 - 20:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:00 - 20:30	1	11265	0.000	1	11265	0.000	1	11265	0.000
20:30 - 21:00	1	11265	0.000	1	11265	0.000	1	11265	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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Calculation Reference: AUDIT-152301-200512-0539

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	KC	KENT	1 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 7380 to 18018 (units: sqm)
Range Selected by User: 7000 to 24000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Not Known	1 days
B2	4 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	5 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 **BR-02-D-04** **INDUSTRIAL ESTATE** **BRISTOL CITY**
CROFTS END ROAD
BRISTOL
SPEEDWELL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 18018 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

2 **BR-02-D-05** **INDUSTRIAL ESTATE** **BRISTOL CITY**
NOVERS HILL
BRISTOL
BEDMINSTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 18128 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

3 **ES-02-D-06** **INDUSTRIAL ESTATE** **EAST SUSSEX**
COURTLANDS ROAD
EASTBOURNE

Edge of Town
Residential Zone
Total Gross floor area: 7525 sqm
Survey date: MONDAY *21/10/13* *Survey Type: MANUAL*

4 **KC-02-D-02** **INDUSTRIAL ESTATE** **KENT**
SOUTHWELL ROAD
DEAL

Edge of Town
Residential Zone
Total Gross floor area: 10715 sqm
Survey date: WEDNESDAY *28/11/12* *Survey Type: MANUAL*

5 **WY-02-D-08** **INDUSTRIAL ESTATE** **WEST YORKSHIRE**
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Gross floor area: 11305 sqm
Survey date: WEDNESDAY *17/10/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LC-02-D-06	To little B2
LN-02-D-03	No B2
TW-02-D-08	To little B2
WM-02-D-02	No B2
WO-02-D-02	Includes B1a
WY-02-D-04	To much B1a

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.073	5	10633	0.009	5	10633	0.082
07:30 - 08:00	5	10633	0.149	5	10633	0.039	5	10633	0.188
08:00 - 08:30	**5**	**10633**	**0.192**	5	10633	0.056	5	10633	0.248
08:30 - 09:00	5	10633	0.190	5	10633	0.056	5	10633	0.246
09:00 - 09:30	5	10633	0.117	5	10633	0.073	5	10633	0.190
09:30 - 10:00	5	10633	0.120	5	10633	0.077	5	10633	0.197
10:00 - 10:30	5	10633	0.115	5	10633	0.079	5	10633	0.194
10:30 - 11:00	5	10633	0.077	5	10633	0.071	5	10633	0.148
11:00 - 11:30	5	10633	0.088	5	10633	0.077	5	10633	0.165
11:30 - 12:00	5	10633	0.113	5	10633	0.088	5	10633	0.201
12:00 - 12:30	5	10633	0.115	5	10633	0.120	5	10633	0.235
12:30 - 13:00	5	10633	0.094	5	10633	0.113	5	10633	0.207
13:00 - 13:30	5	10633	0.118	5	10633	0.115	5	10633	0.233
13:30 - 14:00	5	10633	0.111	5	10633	0.109	5	10633	0.220
14:00 - 14:30	5	10633	0.120	5	10633	0.118	5	10633	0.238
14:30 - 15:00	5	10633	0.111	5	10633	0.111	5	10633	0.222
15:00 - 15:30	5	10633	0.088	5	10633	0.115	5	10633	0.203
15:30 - 16:00	5	10633	0.143	5	10633	0.143	5	10633	0.286
16:00 - 16:30	5	10633	0.171	5	10633	0.171	5	10633	0.342
16:30 - 17:00	5	10633	0.175	5	10633	0.216	**5**	**10633**	**0.391**
17:00 - 17:30	5	10633	0.070	5	10633	0.246	5	10633	0.316
17:30 - 18:00	5	10633	0.118	**5**	**10633**	**0.263**	5	10633	0.381
18:00 - 18:30	5	10633	0.039	5	10633	0.109	5	10633	0.148
18:30 - 19:00	5	10633	0.047	5	10633	0.090	5	10633	0.137
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.754			2.664			5.418

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:	7380 - 18018 (units: sqm)
Survey date date range:	01/01/12 - 28/06/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
07:30 - 08:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:00 - 08:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:30 - 09:00	**5**	**10633**	**0.004**	**5**	**10633**	**0.004**	**5**	**10633**	**0.008**
09:00 - 09:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:30 - 10:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:00 - 10:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:30 - 11:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:00 - 13:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:30 - 15:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:00 - 16:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:30 - 17:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:00 - 17:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:30 - 18:00	5	10633	0.002	5	10633	0.002	5	10633	0.004
18:00 - 18:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:30 - 19:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.002	5	10633	0.002	5	10633	0.004
07:30 - 08:00	5	10633	0.008	5	10633	0.011	5	10633	0.019
08:00 - 08:30	5	10633	0.009	5	10633	0.004	5	10633	0.013
08:30 - 09:00	5	10633	0.009	5	10633	0.004	5	10633	0.013
09:00 - 09:30	5	10633	0.009	5	10633	0.011	5	10633	0.020
09:30 - 10:00	5	10633	0.009	5	10633	0.015	5	10633	0.024
10:00 - 10:30	5	10633	0.009	5	10633	0.009	5	10633	0.018
10:30 - 11:00	5	10633	0.011	5	10633	0.009	5	10633	0.020
11:00 - 11:30	5	10633	0.006	5	10633	0.013	5	10633	0.019
11:30 - 12:00	5	10633	0.011	5	10633	0.006	5	10633	0.017
12:00 - 12:30	5	10633	0.015	5	10633	0.011	5	10633	0.026
12:30 - 13:00	5	10633	0.019	**5**	**10633**	**0.023**	5	10633	0.042
13:00 - 13:30	5	10633	0.008	5	10633	0.011	5	10633	0.019
13:30 - 14:00	5	10633	0.013	5	10633	0.013	5	10633	0.026
14:00 - 14:30	5	10633	0.004	5	10633	0.008	5	10633	0.012
14:30 - 15:00	5	10633	0.009	5	10633	0.004	5	10633	0.013
15:00 - 15:30	5	10633	0.017	5	10633	0.015	5	10633	0.032
15:30 - 16:00	**5**	**10633**	**0.024**	5	10633	0.023	**5**	**10633**	**0.047**
16:00 - 16:30	5	10633	0.008	5	10633	0.009	5	10633	0.017
16:30 - 17:00	5	10633	0.006	5	10633	0.008	5	10633	0.014
17:00 - 17:30	5	10633	0.000	5	10633	0.006	5	10633	0.006
17:30 - 18:00	5	10633	0.000	5	10633	0.002	5	10633	0.002
18:00 - 18:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:30 - 19:00	5	10633	0.002	5	10633	0.000	5	10633	0.002
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.208			0.217			0.425

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
07:30 - 08:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:00 - 08:30	**5**	**10633**	**0.002**	5	10633	0.000	**5**	**10633**	**0.002**
08:30 - 09:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:00 - 09:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:30 - 10:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:00 - 10:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:30 - 11:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.000	**5**	**10633**	**0.002**	5	10633	0.002
13:00 - 13:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:30 - 15:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:00 - 16:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:30 - 17:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:00 - 17:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:30 - 18:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:00 - 18:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:30 - 19:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.002	5	10633	0.000	5	10633	0.002
07:30 - 08:00	**5**	**10633**	**0.011**	5	10633	0.000	**5**	**10633**	**0.011**
08:00 - 08:30	5	10633	0.009	5	10633	0.000	5	10633	0.009
08:30 - 09:00	5	10633	0.008	5	10633	0.000	5	10633	0.008
09:00 - 09:30	5	10633	0.002	5	10633	0.000	5	10633	0.002
09:30 - 10:00	5	10633	0.004	5	10633	0.000	5	10633	0.004
10:00 - 10:30	5	10633	0.004	5	10633	0.000	5	10633	0.004
10:30 - 11:00	5	10633	0.004	5	10633	0.002	5	10633	0.006
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.002	5	10633	0.002
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.000	5	10633	0.004	5	10633	0.004
13:00 - 13:30	5	10633	0.004	5	10633	0.002	5	10633	0.006
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.002	5	10633	0.002	5	10633	0.004
14:30 - 15:00	5	10633	0.000	5	10633	0.002	5	10633	0.002
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.004	5	10633	0.004
16:00 - 16:30	5	10633	0.000	**5**	**10633**	**0.009**	5	10633	0.009
16:30 - 17:00	5	10633	0.000	5	10633	0.006	5	10633	0.006
17:00 - 17:30	5	10633	0.000	5	10633	0.009	5	10633	0.009
17:30 - 18:00	5	10633	0.002	5	10633	0.004	5	10633	0.006
18:00 - 18:30	5	10633	0.000	5	10633	0.006	5	10633	0.006
18:30 - 19:00	5	10633	0.000	5	10633	0.004	5	10633	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.052			0.056			0.108

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

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

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.006	5	10633	0.000	5	10633	0.006
07:30 - 08:00	5	10633	0.013	5	10633	0.002	5	10633	0.015
08:00 - 08:30	5	10633	0.015	5	10633	0.004	5	10633	0.019
08:30 - 09:00	5	10633	0.013	5	10633	0.004	5	10633	0.017
09:00 - 09:30	5	10633	0.008	5	10633	0.004	5	10633	0.012
09:30 - 10:00	5	10633	0.008	5	10633	0.004	5	10633	0.012
10:00 - 10:30	5	10633	0.023	5	10633	0.011	5	10633	0.034
10:30 - 11:00	5	10633	0.002	5	10633	0.008	5	10633	0.010
11:00 - 11:30	5	10633	0.017	5	10633	0.009	5	10633	0.026
11:30 - 12:00	5	10633	0.021	5	10633	0.013	5	10633	0.034
12:00 - 12:30	5	10633	0.009	5	10633	0.006	5	10633	0.015
12:30 - 13:00	5	10633	0.006	5	10633	0.013	5	10633	0.019
13:00 - 13:30	5	10633	0.017	5	10633	0.015	5	10633	0.032
13:30 - 14:00	5	10633	0.009	5	10633	0.011	5	10633	0.020
14:00 - 14:30	5	10633	0.011	5	10633	0.015	5	10633	0.026
14:30 - 15:00	5	10633	0.009	5	10633	0.011	5	10633	0.020
15:00 - 15:30	5	10633	0.008	5	10633	0.008	5	10633	0.016
15:30 - 16:00	5	10633	0.032	5	10633	0.011	5	10633	0.043
16:00 - 16:30	**5**	**10633**	**0.103**	5	10633	0.038	5	10633	0.141
16:30 - 17:00	5	10633	0.096	5	10633	0.060	5	10633	0.156
17:00 - 17:30	5	10633	0.026	5	10633	0.058	5	10633	0.084
17:30 - 18:00	5	10633	0.087	**5**	**10633**	**0.120**	**5**	**10633**	**0.207**
18:00 - 18:30	5	10633	0.028	5	10633	0.034	5	10633	0.062
18:30 - 19:00	5	10633	0.026	5	10633	0.058	5	10633	0.084
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.593			0.517			1.110

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.026	5	10633	0.004	5	10633	0.030
07:30 - 08:00	5	10633	0.038	5	10633	0.013	5	10633	0.051
08:00 - 08:30	5	10633	0.024	5	10633	0.030	5	10633	0.054
08:30 - 09:00	5	10633	0.034	5	10633	0.024	5	10633	0.058
09:00 - 09:30	5	10633	0.026	5	10633	0.039	5	10633	0.065
09:30 - 10:00	5	10633	0.030	5	10633	0.023	5	10633	0.053
10:00 - 10:30	5	10633	0.017	5	10633	0.021	5	10633	0.038
10:30 - 11:00	5	10633	0.026	5	10633	0.021	5	10633	0.047
11:00 - 11:30	5	10633	0.026	5	10633	0.030	5	10633	0.056
11:30 - 12:00	5	10633	0.030	5	10633	0.023	5	10633	0.053
12:00 - 12:30	5	10633	0.036	**5**	**10633**	**0.053**	**5**	**10633**	**0.089**
12:30 - 13:00	5	10633	0.030	5	10633	0.021	5	10633	0.051
13:00 - 13:30	5	10633	0.023	5	10633	0.026	5	10633	0.049
13:30 - 14:00	**5**	**10633**	**0.041**	5	10633	0.028	5	10633	0.069
14:00 - 14:30	5	10633	0.032	5	10633	0.030	5	10633	0.062
14:30 - 15:00	5	10633	0.032	5	10633	0.036	5	10633	0.068
15:00 - 15:30	5	10633	0.024	5	10633	0.017	5	10633	0.041
15:30 - 16:00	5	10633	0.030	5	10633	0.041	5	10633	0.071
16:00 - 16:30	5	10633	0.028	5	10633	0.028	5	10633	0.056
16:30 - 17:00	5	10633	0.032	5	10633	0.038	5	10633	0.070
17:00 - 17:30	5	10633	0.015	5	10633	0.032	5	10633	0.047
17:30 - 18:00	5	10633	0.015	5	10633	0.019	5	10633	0.034
18:00 - 18:30	5	10633	0.002	5	10633	0.019	5	10633	0.021
18:30 - 19:00	5	10633	0.002	5	10633	0.006	5	10633	0.008
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.619			0.622			1.241

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

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

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
07:30 - 08:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:00 - 08:30	**5**	**10633**	**0.002**	5	10633	0.000	5	10633	0.002
08:30 - 09:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:00 - 09:30	5	10633	0.002	**5**	**10633**	**0.002**	**5**	**10633**	**0.004**
09:30 - 10:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:00 - 10:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:30 - 11:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.002	5	10633	0.002	5	10633	0.004
13:00 - 13:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:30 - 15:00	5	10633	0.000	5	10633	0.002	5	10633	0.002
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:00 - 16:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:30 - 17:00	5	10633	0.002	5	10633	0.002	5	10633	0.004
17:00 - 17:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:30 - 18:00	5	10633	0.002	5	10633	0.000	5	10633	0.002
18:00 - 18:30	5	10633	0.000	5	10633	0.002	5	10633	0.002
18:30 - 19:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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

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

Light Vehicles (LV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
07:30 - 08:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:00 - 08:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:30 - 09:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:00 - 09:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:30 - 10:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:00 - 10:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:30 - 11:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:00 - 13:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:30 - 15:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:00 - 16:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:30 - 17:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:00 - 17:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:30 - 18:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:00 - 18:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:30 - 19:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Rigid Trucks - No Trailer (OGV1)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
07:30 - 08:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:00 - 08:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:30 - 09:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:00 - 09:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:30 - 10:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:00 - 10:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:30 - 11:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:00 - 13:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:30 - 15:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:00 - 16:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:30 - 17:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:00 - 17:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:30 - 18:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:00 - 18:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:30 - 19:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Trucks Towing Trailers (OGV2)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
07:30 - 08:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:00 - 08:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:30 - 09:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:00 - 09:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:30 - 10:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:00 - 10:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:30 - 11:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:00 - 13:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:30 - 15:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:00 - 16:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:30 - 17:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:00 - 17:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:30 - 18:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:00 - 18:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:30 - 19:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Buses

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
07:30 - 08:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:00 - 08:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:30 - 09:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:00 - 09:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:30 - 10:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:00 - 10:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:30 - 11:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:00 - 13:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:30 - 15:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:00 - 16:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:30 - 17:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:00 - 17:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:30 - 18:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:00 - 18:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:30 - 19:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Non-Motorised Vehicles (NMV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
07:30 - 08:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:00 - 08:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:30 - 09:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:00 - 09:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:30 - 10:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:00 - 10:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:30 - 11:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:00 - 13:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:30 - 15:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:00 - 16:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:30 - 17:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:00 - 17:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:30 - 18:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:00 - 18:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:30 - 19:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Cycles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
07:30 - 08:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:00 - 08:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:30 - 09:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:00 - 09:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:30 - 10:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:00 - 10:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:30 - 11:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:00 - 13:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:30 - 15:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:00 - 16:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:30 - 17:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:00 - 17:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:30 - 18:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:00 - 18:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:30 - 19:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Scooters

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
07:30 - 08:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:00 - 08:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:30 - 09:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:00 - 09:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:30 - 10:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:00 - 10:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:30 - 11:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:00 - 13:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:30 - 15:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:00 - 16:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:30 - 17:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:00 - 17:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:30 - 18:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:00 - 18:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:30 - 19:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Non-Vehicular People Movements (NVPM)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
07:30 - 08:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:00 - 08:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
08:30 - 09:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:00 - 09:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
09:30 - 10:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:00 - 10:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
10:30 - 11:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:00 - 11:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
11:30 - 12:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:00 - 12:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
12:30 - 13:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:00 - 13:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
13:30 - 14:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:00 - 14:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
14:30 - 15:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:00 - 15:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
15:30 - 16:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:00 - 16:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
16:30 - 17:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:00 - 17:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
17:30 - 18:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:00 - 18:30	5	10633	0.000	5	10633	0.000	5	10633	0.000
18:30 - 19:00	5	10633	0.000	5	10633	0.000	5	10633	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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Calculation Reference: AUDIT-152301-200512-0500

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 10446 to 22270 (units: sqm)
Range Selected by User: 7000 to 24000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 14/03/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	1

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

Secondary Filtering selection:

Use Class:

B8	4 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 **HC-02-F-02** **LOGISTICS** **HAMPSHIRE**
RUTHERFORD ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 13200 sqm
Survey date: THURSDAY *16/06/16* *Survey Type: MANUAL*

2 **KC-02-F-02** **COMMERCIAL WAREHOUSING** **KENT**
MILLS ROAD
AYLESFORD
QUARRY WOOD
Edge of Town
Industrial Zone
Total Gross floor area: 11200 sqm
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

3 **SF-02-F-02** **WAREHOUSING** **SUFFOLK**
WALTON ROAD
FELIXSTOWE

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 22270 sqm
Survey date: THURSDAY *11/07/13* *Survey Type: MANUAL*

4 **WY-02-F-02** **DISTRIBUTION COMPANY** **WEST YORKSHIRE**
STAITHGATE LANE
BRADFORD
NEWHALL
Edge of Town
Industrial Zone
Total Gross floor area: 10446 sqm
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

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

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.043	2	16358	0.031	2	16358	0.074
05:30 - 06:00	2	16358	0.083	2	16358	0.052	2	16358	0.135
06:00 - 06:30	2	16358	0.070	2	16358	0.064	2	16358	0.134
06:30 - 07:00	**2**	**16358**	**0.150**	2	16358	0.058	**2**	**16358**	**0.208**
07:00 - 07:30	4	14279	0.119	4	14279	0.070	4	14279	0.189
07:30 - 08:00	4	14279	0.121	4	14279	0.070	4	14279	0.191
08:00 - 08:30	4	14279	0.061	4	14279	0.082	4	14279	0.143
08:30 - 09:00	4	14279	0.068	4	14279	0.056	4	14279	0.124
09:00 - 09:30	4	14279	0.072	4	14279	0.054	4	14279	0.126
09:30 - 10:00	4	14279	0.081	4	14279	0.056	4	14279	0.137
10:00 - 10:30	4	14279	0.053	4	14279	0.060	4	14279	0.113
10:30 - 11:00	4	14279	0.072	4	14279	0.060	4	14279	0.132
11:00 - 11:30	4	14279	0.049	4	14279	0.054	4	14279	0.103
11:30 - 12:00	4	14279	0.058	4	14279	0.065	4	14279	0.123
12:00 - 12:30	4	14279	0.051	4	14279	0.049	4	14279	0.100
12:30 - 13:00	4	14279	0.056	4	14279	0.040	4	14279	0.096
13:00 - 13:30	4	14279	0.046	4	14279	0.061	4	14279	0.107
13:30 - 14:00	4	14279	0.067	4	14279	0.088	4	14279	0.155
14:00 - 14:30	4	14279	0.044	4	14279	0.072	4	14279	0.116
14:30 - 15:00	4	14279	0.063	4	14279	0.070	4	14279	0.133
15:00 - 15:30	4	14279	0.068	4	14279	0.081	4	14279	0.149
15:30 - 16:00	4	14279	0.060	4	14279	0.049	4	14279	0.109
16:00 - 16:30	4	14279	0.070	4	14279	0.110	4	14279	0.180
16:30 - 17:00	4	14279	0.047	4	14279	0.086	4	14279	0.133
17:00 - 17:30	4	14279	0.086	**4**	**14279**	**0.116**	4	14279	0.202
17:30 - 18:00	4	14279	0.051	4	14279	0.082	4	14279	0.133
18:00 - 18:30	4	14279	0.030	4	14279	0.060	4	14279	0.090
18:30 - 19:00	4	14279	0.032	4	14279	0.042	4	14279	0.074
19:00 - 19:30	2	16358	0.037	2	16358	0.067	2	16358	0.104
19:30 - 20:00	2	16358	0.018	2	16358	0.034	2	16358	0.052
20:00 - 20:30	2	16358	0.009	2	16358	0.028	2	16358	0.037
20:30 - 21:00	2	16358	0.034	2	16358	0.021	2	16358	0.055
21:00 - 21:30	1	22270	0.018	1	22270	0.009	1	22270	0.027
21:30 - 22:00	1	22270	0.013	1	22270	0.009	1	22270	0.022
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.000			2.006			4.006

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:	10446 - 22270 (units: sqm)
Survey date date range:	01/01/12 - 14/03/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.003	2	16358	0.003	2	16358	0.006
06:30 - 07:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
07:00 - 07:30	**4**	**14279**	**0.005**	**4**	**14279**	**0.004**	**4**	**14279**	**0.009**
07:30 - 08:00	4	14279	0.002	4	14279	0.004	4	14279	0.006
08:00 - 08:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:30 - 09:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:00 - 09:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:30 - 10:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:00 - 10:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:30 - 11:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:00 - 11:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:30 - 12:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:00 - 12:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:30 - 13:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:00 - 13:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:30 - 14:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:00 - 14:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:30 - 15:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:00 - 15:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:30 - 16:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:00 - 16:30	4	14279	0.004	4	14279	0.004	4	14279	0.008
16:30 - 17:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:00 - 17:30	4	14279	0.002	4	14279	0.002	4	14279	0.004
17:30 - 18:00	4	14279	0.002	4	14279	0.002	4	14279	0.004
18:00 - 18:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:30 - 19:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.019			0.037

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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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.012	2	16358	0.021	2	16358	0.033
05:30 - 06:00	2	16358	0.021	2	16358	0.043	2	16358	0.064
06:00 - 06:30	2	16358	0.018	2	16358	0.046	2	16358	0.064
06:30 - 07:00	2	16358	0.028	**2**	**16358**	**0.049**	**2**	**16358**	**0.077**
07:00 - 07:30	4	14279	0.039	4	14279	0.037	4	14279	0.076
07:30 - 08:00	4	14279	0.021	4	14279	0.039	4	14279	0.060
08:00 - 08:30	4	14279	0.018	4	14279	0.042	4	14279	0.060
08:30 - 09:00	4	14279	0.019	4	14279	0.028	4	14279	0.047
09:00 - 09:30	4	14279	0.035	4	14279	0.030	4	14279	0.065
09:30 - 10:00	4	14279	0.032	4	14279	0.016	4	14279	0.048
10:00 - 10:30	4	14279	0.037	4	14279	0.028	4	14279	0.065
10:30 - 11:00	4	14279	0.035	4	14279	0.018	4	14279	0.053
11:00 - 11:30	4	14279	0.035	4	14279	0.025	4	14279	0.060
11:30 - 12:00	4	14279	0.021	4	14279	0.019	4	14279	0.040
12:00 - 12:30	4	14279	0.026	4	14279	0.019	4	14279	0.045
12:30 - 13:00	4	14279	0.019	4	14279	0.012	4	14279	0.031
13:00 - 13:30	4	14279	0.019	4	14279	0.026	4	14279	0.045
13:30 - 14:00	4	14279	0.016	4	14279	0.037	4	14279	0.053
14:00 - 14:30	4	14279	0.019	4	14279	0.025	4	14279	0.044
14:30 - 15:00	4	14279	0.023	4	14279	0.030	4	14279	0.053
15:00 - 15:30	4	14279	0.030	4	14279	0.033	4	14279	0.063
15:30 - 16:00	4	14279	0.033	4	14279	0.019	4	14279	0.052
16:00 - 16:30	4	14279	0.039	4	14279	0.028	4	14279	0.067
16:30 - 17:00	4	14279	0.033	4	14279	0.026	4	14279	0.059
17:00 - 17:30	**4**	**14279**	**0.051**	4	14279	0.016	4	14279	0.067
17:30 - 18:00	4	14279	0.040	4	14279	0.030	4	14279	0.070
18:00 - 18:30	4	14279	0.019	4	14279	0.019	4	14279	0.038
18:30 - 19:00	4	14279	0.026	4	14279	0.012	4	14279	0.038
19:00 - 19:30	2	16358	0.012	2	16358	0.024	2	16358	0.036
19:30 - 20:00	2	16358	0.006	2	16358	0.009	2	16358	0.015
20:00 - 20:30	2	16358	0.009	2	16358	0.021	2	16358	0.030
20:30 - 21:00	2	16358	0.009	2	16358	0.012	2	16358	0.021
21:00 - 21:30	1	22270	0.013	1	22270	0.004	1	22270	0.017
21:30 - 22:00	1	22270	0.013	1	22270	0.000	1	22270	0.013
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.826			0.843			1.669

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

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

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:30 - 07:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
07:00 - 07:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
07:30 - 08:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:00 - 08:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:30 - 09:00	**4**	**14279**	**0.009**	4	14279	0.000	**4**	**14279**	**0.009**
09:00 - 09:30	4	14279	0.002	4	14279	0.000	4	14279	0.002
09:30 - 10:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:00 - 10:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:30 - 11:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:00 - 11:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:30 - 12:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:00 - 12:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:30 - 13:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:00 - 13:30	4	14279	0.004	4	14279	0.000	4	14279	0.004
13:30 - 14:00	4	14279	0.002	4	14279	0.000	4	14279	0.002
14:00 - 14:30	4	14279	0.000	4	14279	0.002	4	14279	0.002
14:30 - 15:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:00 - 15:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:30 - 16:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:00 - 16:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:30 - 17:00	4	14279	0.002	4	14279	0.005	4	14279	0.007
17:00 - 17:30	4	14279	0.000	**4**	**14279**	**0.007**	4	14279	0.007
17:30 - 18:00	4	14279	0.000	4	14279	0.005	4	14279	0.005
18:00 - 18:30	4	14279	0.000	4	14279	0.002	4	14279	0.002
18:30 - 19:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.019			0.021			0.040

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

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

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.024	2	16358	0.006	2	16358	0.030
05:30 - 06:00	2	16358	0.061	2	16358	0.009	2	16358	0.070
06:00 - 06:30	2	16358	0.040	2	16358	0.012	2	16358	0.052
06:30 - 07:00	**2**	**16358**	**0.101**	2	16358	0.006	**2**	**16358**	**0.107**
07:00 - 07:30	4	14279	0.051	4	14279	0.014	4	14279	0.065
07:30 - 08:00	4	14279	0.081	4	14279	0.014	4	14279	0.095
08:00 - 08:30	4	14279	0.032	4	14279	0.014	4	14279	0.046
08:30 - 09:00	4	14279	0.035	4	14279	0.012	4	14279	0.047
09:00 - 09:30	4	14279	0.019	4	14279	0.014	4	14279	0.033
09:30 - 10:00	4	14279	0.026	4	14279	0.016	4	14279	0.042
10:00 - 10:30	4	14279	0.005	4	14279	0.016	4	14279	0.021
10:30 - 11:00	4	14279	0.018	4	14279	0.023	4	14279	0.041
11:00 - 11:30	4	14279	0.009	4	14279	0.021	4	14279	0.030
11:30 - 12:00	4	14279	0.016	4	14279	0.025	4	14279	0.041
12:00 - 12:30	4	14279	0.009	4	14279	0.021	4	14279	0.030
12:30 - 13:00	4	14279	0.019	4	14279	0.012	4	14279	0.031
13:00 - 13:30	4	14279	0.018	4	14279	0.023	4	14279	0.041
13:30 - 14:00	4	14279	0.035	4	14279	0.039	4	14279	0.074
14:00 - 14:30	4	14279	0.012	4	14279	0.030	4	14279	0.042
14:30 - 15:00	4	14279	0.026	4	14279	0.035	4	14279	0.061
15:00 - 15:30	4	14279	0.018	4	14279	0.030	4	14279	0.048
15:30 - 16:00	4	14279	0.019	4	14279	0.021	4	14279	0.040
16:00 - 16:30	4	14279	0.014	4	14279	0.063	4	14279	0.077
16:30 - 17:00	4	14279	0.014	4	14279	0.051	4	14279	0.065
17:00 - 17:30	4	14279	0.018	**4**	**14279**	**0.070**	4	14279	0.088
17:30 - 18:00	4	14279	0.004	4	14279	0.039	4	14279	0.043
18:00 - 18:30	4	14279	0.009	4	14279	0.037	4	14279	0.046
18:30 - 19:00	4	14279	0.000	4	14279	0.026	4	14279	0.026
19:00 - 19:30	2	16358	0.015	2	16358	0.043	2	16358	0.058
19:30 - 20:00	2	16358	0.006	2	16358	0.015	2	16358	0.021
20:00 - 20:30	2	16358	0.000	2	16358	0.006	2	16358	0.006
20:30 - 21:00	2	16358	0.018	2	16358	0.003	2	16358	0.021
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.772			0.766			1.538

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.000	2	16358	0.003	2	16358	0.003
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.003	2	16358	0.003	2	16358	0.006
06:30 - 07:00	2	16358	0.006	2	16358	0.003	2	16358	0.009
07:00 - 07:30	4	14279	0.021	4	14279	0.014	4	14279	0.035
07:30 - 08:00	4	14279	0.011	4	14279	0.014	4	14279	0.025
08:00 - 08:30	4	14279	0.011	4	14279	0.023	4	14279	0.034
08:30 - 09:00	4	14279	0.011	4	14279	0.009	4	14279	0.020
09:00 - 09:30	4	14279	0.018	4	14279	0.009	4	14279	0.027
09:30 - 10:00	**4**	**14279**	**0.023**	**4**	**14279**	**0.025**	**4**	**14279**	**0.048**
10:00 - 10:30	4	14279	0.011	4	14279	0.014	4	14279	0.025
10:30 - 11:00	4	14279	0.016	4	14279	0.018	4	14279	0.034
11:00 - 11:30	4	14279	0.005	4	14279	0.009	4	14279	0.014
11:30 - 12:00	4	14279	0.018	4	14279	0.019	4	14279	0.037
12:00 - 12:30	4	14279	0.011	4	14279	0.007	4	14279	0.018
12:30 - 13:00	4	14279	0.014	4	14279	0.016	4	14279	0.030
13:00 - 13:30	4	14279	0.009	4	14279	0.011	4	14279	0.020
13:30 - 14:00	4	14279	0.011	4	14279	0.012	4	14279	0.023
14:00 - 14:30	4	14279	0.011	4	14279	0.016	4	14279	0.027
14:30 - 15:00	4	14279	0.011	4	14279	0.004	4	14279	0.015
15:00 - 15:30	4	14279	0.021	4	14279	0.018	4	14279	0.039
15:30 - 16:00	4	14279	0.005	4	14279	0.009	4	14279	0.014
16:00 - 16:30	4	14279	0.014	4	14279	0.012	4	14279	0.026
16:30 - 17:00	4	14279	0.000	4	14279	0.005	4	14279	0.005
17:00 - 17:30	4	14279	0.012	4	14279	0.016	4	14279	0.028
17:30 - 18:00	4	14279	0.004	4	14279	0.005	4	14279	0.009
18:00 - 18:30	4	14279	0.002	4	14279	0.002	4	14279	0.004
18:30 - 19:00	4	14279	0.002	4	14279	0.002	4	14279	0.004
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.003	2	16358	0.003	2	16358	0.006
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.006	2	16358	0.003	2	16358	0.009
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.290			0.304			0.594

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

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

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	**2**	**16358**	**0.003**	2	16358	0.000	2	16358	0.003
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:30 - 07:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
07:00 - 07:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
07:30 - 08:00	4	14279	0.002	4	14279	0.000	4	14279	0.002
08:00 - 08:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:30 - 09:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:00 - 09:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:30 - 10:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:00 - 10:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:30 - 11:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:00 - 11:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:30 - 12:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:00 - 12:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:30 - 13:00	4	14279	0.002	4	14279	0.000	4	14279	0.002
13:00 - 13:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:30 - 14:00	4	14279	0.002	4	14279	0.000	4	14279	0.002
14:00 - 14:30	4	14279	0.002	4	14279	0.002	4	14279	0.004
14:30 - 15:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:00 - 15:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:30 - 16:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:00 - 16:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:30 - 17:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:00 - 17:30	4	14279	0.000	**4**	**14279**	**0.005**	**4**	**14279**	**0.005**
17:30 - 18:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:00 - 18:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:30 - 19:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.011			0.007			0.018

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

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

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

Light Vehicles (LV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:30 - 07:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
07:00 - 07:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
07:30 - 08:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:00 - 08:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:30 - 09:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:00 - 09:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:30 - 10:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:00 - 10:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:30 - 11:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:00 - 11:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:30 - 12:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:00 - 12:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:30 - 13:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:00 - 13:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:30 - 14:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:00 - 14:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:30 - 15:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:00 - 15:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:30 - 16:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:00 - 16:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:30 - 17:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:00 - 17:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:30 - 18:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:00 - 18:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:30 - 19:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Rigid Trucks - No Trailer (OGV1)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:30 - 07:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
07:00 - 07:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
07:30 - 08:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:00 - 08:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:30 - 09:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:00 - 09:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:30 - 10:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:00 - 10:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:30 - 11:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:00 - 11:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:30 - 12:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:00 - 12:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:30 - 13:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:00 - 13:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:30 - 14:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:00 - 14:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:30 - 15:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:00 - 15:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:30 - 16:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:00 - 16:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:30 - 17:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:00 - 17:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:30 - 18:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:00 - 18:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:30 - 19:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Trucks Towing Trailers (OGV2)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:30 - 07:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
07:00 - 07:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
07:30 - 08:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:00 - 08:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:30 - 09:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:00 - 09:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:30 - 10:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:00 - 10:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:30 - 11:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:00 - 11:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:30 - 12:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:00 - 12:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:30 - 13:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:00 - 13:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:30 - 14:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:00 - 14:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:30 - 15:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:00 - 15:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:30 - 16:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:00 - 16:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:30 - 17:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:00 - 17:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:30 - 18:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:00 - 18:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:30 - 19:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Buses

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:30 - 07:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
07:00 - 07:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
07:30 - 08:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:00 - 08:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:30 - 09:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:00 - 09:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:30 - 10:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:00 - 10:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:30 - 11:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:00 - 11:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:30 - 12:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:00 - 12:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:30 - 13:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:00 - 13:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:30 - 14:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:00 - 14:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:30 - 15:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:00 - 15:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:30 - 16:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:00 - 16:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:30 - 17:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:00 - 17:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:30 - 18:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:00 - 18:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:30 - 19:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Non-Motorised Vehicles (NMV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:30 - 07:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
07:00 - 07:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
07:30 - 08:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:00 - 08:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:30 - 09:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:00 - 09:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:30 - 10:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:00 - 10:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:30 - 11:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:00 - 11:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:30 - 12:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:00 - 12:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:30 - 13:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:00 - 13:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:30 - 14:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:00 - 14:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:30 - 15:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:00 - 15:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:30 - 16:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:00 - 16:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:30 - 17:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:00 - 17:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:30 - 18:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:00 - 18:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:30 - 19:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Cycles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:30 - 07:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
07:00 - 07:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
07:30 - 08:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:00 - 08:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:30 - 09:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:00 - 09:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:30 - 10:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:00 - 10:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:30 - 11:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:00 - 11:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:30 - 12:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:00 - 12:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:30 - 13:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:00 - 13:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:30 - 14:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:00 - 14:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:30 - 15:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:00 - 15:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:30 - 16:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:00 - 16:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:30 - 17:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:00 - 17:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:30 - 18:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:00 - 18:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:30 - 19:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Scooters

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:30 - 07:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
07:00 - 07:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
07:30 - 08:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:00 - 08:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:30 - 09:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:00 - 09:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:30 - 10:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:00 - 10:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:30 - 11:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:00 - 11:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:30 - 12:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:00 - 12:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:30 - 13:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:00 - 13:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:30 - 14:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:00 - 14:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:30 - 15:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:00 - 15:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:30 - 16:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:00 - 16:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:30 - 17:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:00 - 17:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:30 - 18:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:00 - 18:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:30 - 19:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Non-Vehicular People Movements (NVPM)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
05:30 - 06:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:00 - 06:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
06:30 - 07:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
07:00 - 07:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
07:30 - 08:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:00 - 08:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
08:30 - 09:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:00 - 09:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
09:30 - 10:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:00 - 10:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
10:30 - 11:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:00 - 11:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
11:30 - 12:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:00 - 12:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
12:30 - 13:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:00 - 13:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
13:30 - 14:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:00 - 14:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
14:30 - 15:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:00 - 15:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
15:30 - 16:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:00 - 16:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
16:30 - 17:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:00 - 17:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
17:30 - 18:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:00 - 18:30	4	14279	0.000	4	14279	0.000	4	14279	0.000
18:30 - 19:00	4	14279	0.000	4	14279	0.000	4	14279	0.000
19:00 - 19:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
19:30 - 20:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:00 - 20:30	2	16358	0.000	2	16358	0.000	2	16358	0.000
20:30 - 21:00	2	16358	0.000	2	16358	0.000	2	16358	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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Appendix D

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Grimshaw Lane_Site Access Crossroads V2.j9
Path: X:\Projects\200000\205229 - Grimshaw Lane, Manchester\MODELLING\Crossroads and Priority Junctions\Crossroads
Report generation date: 12/02/2021 12:54:33

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Opening Year 2022									
Stream B-C D	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-AD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream A-B C D		4.7	24.56	0.80	C		1.1	9.45	0.47	A
Stream D-AB		0.2	8.31	0.18	A		1.6	18.36	0.62	C
Stream D-B C		0.3	21.42	0.26	C		0.9	29.13	0.48	D
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Opening Year 2022 with Development									
Stream B-C D	D3	0.0	11.49	0.02	B	D4	0.0	9.14	0.02	A
Stream B-AD		0.0	11.44	0.02	B		0.0	9.10	0.02	A
Stream A-B C D		4.7	24.56	0.80	C		1.1	9.45	0.47	A
Stream D-AB		0.3	9.56	0.21	A		1.8	20.62	0.65	C
Stream D-B C		0.4	21.60	0.27	C		1.0	31.81	0.51	D
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Future Year 2027 with Development									
Stream B-C D	D5	0.0	12.07	0.02	B	D6	0.0	9.35	0.02	A
Stream B-AD		0.0	12.00	0.02	B		0.0	9.31	0.02	A
Stream A-B C D		7.2	35.53	0.87	E		1.2	10.03	0.50	B
Stream D-AB		0.3	10.13	0.23	B		2.5	27.36	0.73	D
Stream D-B C		0.4	24.33	0.31	C		1.4	42.54	0.59	E
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	Grimshaw Lane/Site Access Crossroads
Location	
Site number	
Date	11/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\taylor.davis
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	Opening Year 2022	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	Opening Year 2022	PM	ONE HOUR	16:45	18:15	15	✓	✓
D3	Opening Year 2022 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓
D4	Opening Year 2022 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	Future Year 2027 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	Future Year 2027 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Opening Year 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D1 - Opening Year 2022, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Crossroads	Crossroads	Two-way		12.29	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Grimshaw Lane (N)		Major
B	Site Access		Minor
C	Grimshaw Lane S		Major
D	Lord North Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.34			172.8	✓	0.00
C	7.34			146.1	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.95	4.10	4.10	4.10	4.02	✓	1.00	81	62
D	One lane plus flare	7.82	4.59	3.63	3.63	3.63	✓	1.00	20	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	674	-	-	-	-	-	-	0.246	0.351	0.246	-	-	-
B-A	560	0.096	0.243	0.243	-	-	-	0.153	0.347	-	0.243	0.243	0.121
B-C	695	0.100	0.253	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	560	0.096	0.243	0.243	-	-	-	0.153	0.347	0.153	-	-	-
B-D, offside lane	560	0.096	0.243	0.243	-	-	-	0.153	0.347	0.153	-	-	-
C-B	659	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
D-A	689	-	-	-	-	-	-	0.251	-	0.099	-	-	-
D-B, nearside lane	535	0.146	0.146	0.331	-	-	-	0.232	0.232	0.092	-	-	-
D-B, offside lane	468	0.128	0.128	0.290	-	-	-	0.203	0.203	0.080	-	-	-
D-C	468	-	0.128	0.290	0.101	0.203	0.203	0.203	0.203	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	Opening Year 2022	AM	ONE HOUR	07:45	09:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	589	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	462	100.000
D		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	254	335
	B	0	0	0	0
	C	383	0	0	79
	D	84	0	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
A-BCD	0.80	24.56	4.7	C	520	520
A-B					0	0
A-C					69	69
D-AB	0.18	8.31	0.2	A	84	84
D-BC	0.26	21.42	0.3	C	54	54
C-ABD	0.00	0.00	0.0	A	0	0
C-D					79	79
C-A					383	383

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	0	466	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	360	0.000	0	0.0	0.0	0.000	A
A-BCD	440	110	728	0.605	438	1.1	1.8	12.357	B
A-B	0	0			0				
A-C	89	22			89				
D-AB	76	19	565	0.134	75	0.1	0.2	7.346	A
D-BC	49	12	274	0.177	48	0.2	0.2	15.920	C
C-ABD	0	0	499	0.000	0	0.0	0.0	0.000	A
C-D	71	18			71				
C-A	344	86			344				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	0	426	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	315	0.000	0	0.0	0.0	0.000	A
A-BCD	595	149	745	0.798	584	1.8	4.4	21.949	C
A-B	0	0			0				
A-C	54	13			54				
D-AB	92	23	527	0.175	92	0.2	0.2	8.269	A
D-BC	59	15	230	0.259	59	0.2	0.3	21.038	C
C-ABD	0	0	462	0.000	0	0.0	0.0	0.000	A
C-D	87	22			87				
C-A	422	105			422				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	0	423	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	312	0.000	0	0.0	0.0	0.000	A
A-BCD	599	150	748	0.801	598	4.4	4.7	24.557	C
A-B	0	0			0				
A-C	50	12			50				
D-AB	92	23	526	0.176	92	0.2	0.2	8.307	A
D-BC	59	15	227	0.261	59	0.3	0.3	21.418	C
C-ABD	0	0	459	0.000	0	0.0	0.0	0.000	A
C-D	87	22			87				
C-A	422	105			422				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	0	462	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	357	0.000	0	0.0	0.0	0.000	A
A-BCD	445	111	733	0.607	456	4.7	2.0	13.634	B
A-B	0	0			0				
A-C	85	21			85				
D-AB	76	19	563	0.134	76	0.2	0.2	7.386	A
D-BC	49	12	271	0.179	49	0.3	0.2	16.226	C
C-ABD	0	0	495	0.000	0	0.0	0.0	0.000	A
C-D	71	18			71				
C-A	344	86			344				

Opening Year 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D2 - Opening Year 2022, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Crossroads	Crossroads	Two-way		10.16	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	Opening Year 2022	PM	ONE HOUR	16:45	18:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	398	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	305	100.000
D		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	173	225
	B	0	0	0	0
	C	305	0	0	0
	D	290	0	102	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.00	0.00	0.0	A	0	0
B-AD	0.00	0.00	0.0	A	0	0
A-BCD	0.47	9.45	1.1	A	299	299
A-B					0	0
A-C					99	99
D-AB	0.62	18.36	1.6	C	290	290
D-BC	0.48	29.13	0.9	D	102	102
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					305	305

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	0	520	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	390	0.000	0	0.0	0.0	0.000	A
A-BCD	259	65	710	0.365	259	0.5	0.7	7.978	A
A-B	0	0			0				
A-C	98	25			98				
D-AB	261	65	576	0.453	260	0.6	0.8	11.345	B
D-BC	92	23	292	0.314	91	0.3	0.4	17.840	C
C-ABD	0	0	551	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	274	69			274				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	0	496	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	350	0.000	0	0.0	0.0	0.000	A
A-BCD	338	84	720	0.469	336	0.7	1.0	9.384	A
A-B	0	0			0				
A-C	100	25			100				
D-AB	319	80	518	0.617	316	0.8	1.5	17.634	C
D-BC	112	28	237	0.473	111	0.4	0.8	28.040	D
C-ABD	0	0	527	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	336	84			336				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	0	495	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	349	0.000	0	0.0	0.0	0.000	A
A-BCD	338	85	720	0.470	338	1.0	1.1	9.455	A
A-B	0	0			0				
A-C	100	25			100				
D-AB	319	80	515	0.620	319	1.5	1.6	18.364	C
D-BC	112	28	235	0.477	112	0.8	0.9	29.128	D
C-ABD	0	0	526	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	336	84			336				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	0	519	0.000	0	0.0	0.0	0.000	A
B-AD	0	0	389	0.000	0	0.0	0.0	0.000	A
A-BCD	260	65	710	0.366	261	1.1	0.7	8.057	A
A-B	0	0			0				
A-C	98	24			98				
D-AB	261	65	573	0.455	264	1.6	0.9	11.749	B
D-BC	92	23	290	0.316	93	0.9	0.5	18.405	C
C-ABD	0	0	550	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	274	69			274				

Opening Year 2022 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D3 - Opening Year 2022 with Development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Crossroads	Crossroads	Two-way		12.40	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	Opening Year 2022 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	589	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	462	100.000
D		ONE HOUR	✓	147	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	254	335
	B	0	0	0	11
	C	383	0	0	79
	D	84	9	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.02	11.49	0.0	B	6	6
B-AD	0.02	11.44	0.0	B	6	6
A-BCD	0.80	24.56	4.7	C	520	520
A-B					0	0
A-C					69	69
D-AB	0.21	9.56	0.3	A	90	90
D-BC	0.27	21.60	0.4	C	57	57
C-ABD	0.00	0.00	0.0	A	0	0
C-D					79	79
C-A					383	383

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	1	366	0.014	5	0.0	0.0	9.971	A
B-AD	5	1	367	0.013	5	0.0	0.0	9.937	A
A-BCD	440	110	728	0.605	438	1.1	1.8	12.357	B
A-B	0	0			0				
A-C	89	22			89				
D-AB	80	20	523	0.153	80	0.1	0.2	8.119	A
D-BC	52	13	279	0.186	52	0.2	0.2	15.851	C
C-ABD	0	0	499	0.000	0	0.0	0.0	0.000	A
C-D	71	18			71				
C-A	344	86			344				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	2	322	0.019	6	0.0	0.0	11.401	B
B-AD	6	2	323	0.019	6	0.0	0.0	11.346	B
A-BCD	595	149	745	0.798	584	1.8	4.4	21.949	C
A-B	0	0			0				
A-C	54	13			54				
D-AB	99	25	477	0.207	98	0.2	0.3	9.492	A
D-BC	63	16	232	0.272	63	0.2	0.4	21.200	C
C-ABD	0	0	462	0.000	0	0.0	0.0	0.000	A
C-D	87	22			87				
C-A	422	105			422				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	2	319	0.019	6	0.0	0.0	11.493	B
B-AD	6	2	321	0.019	6	0.0	0.0	11.437	B
A-BCD	599	150	748	0.801	598	4.4	4.7	24.557	C
A-B	0	0			0				
A-C	50	12			50				
D-AB	99	25	475	0.208	99	0.3	0.3	9.563	A
D-BC	63	16	230	0.275	63	0.4	0.4	21.603	C
C-ABD	0	0	459	0.000	0	0.0	0.0	0.000	A
C-D	87	22			87				
C-A	422	105			422				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	1	362	0.014	5	0.0	0.0	10.073	B
B-AD	5	1	364	0.014	5	0.0	0.0	10.038	B
A-BCD	445	111	733	0.607	456	4.7	2.0	13.634	B
A-B	0	0			0				
A-C	85	21			85				
D-AB	80	20	521	0.154	81	0.3	0.2	8.178	A
D-BC	52	13	276	0.188	52	0.4	0.2	16.168	C
C-ABD	0	0	495	0.000	0	0.0	0.0	0.000	A
C-D	71	18			71				
C-A	344	86			344				

Opening Year 2022 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D4 - Opening Year 2022 with Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Crossroads	Crossroads	Two-way		11.08	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	Opening Year 2022 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	398	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	305	100.000
D		ONE HOUR	✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	173	225
	B	0	0	0	11
	C	305	0	0	0
	D	290	8	102	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.02	9.14	0.0	A	6	6
B-AD	0.02	9.10	0.0	A	6	6
A-BCD	0.47	9.45	1.1	A	299	299
A-B					0	0
A-C					99	99
D-AB	0.65	20.62	1.8	C	295	295
D-BC	0.51	31.81	1.0	D	105	105
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					305	305

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	1	430	0.012	5	0.0	0.0	8.472	A
B-AD	5	1	431	0.011	5	0.0	0.0	8.447	A
A-BCD	259	65	710	0.365	259	0.5	0.7	7.978	A
A-B	0	0			0				
A-C	98	25			98				
D-AB	265	66	564	0.470	264	0.6	0.9	11.942	B
D-BC	94	24	289	0.326	94	0.3	0.5	18.373	C
C-ABD	0	0	551	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	274	69			274				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	2	400	0.015	6	0.0	0.0	9.128	A
B-AD	6	2	402	0.015	6	0.0	0.0	9.093	A
A-BCD	338	84	720	0.469	336	0.7	1.0	9.384	A
A-B	0	0			0				
A-C	100	25			100				
D-AB	325	81	503	0.647	322	0.9	1.7	19.551	C
D-BC	115	29	230	0.500	113	0.5	0.9	30.293	D
C-ABD	0	0	527	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	336	84			336				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	2	400	0.015	6	0.0	0.0	9.136	A
B-AD	6	2	402	0.015	6	0.0	0.0	9.101	A
A-BCD	338	85	720	0.470	338	1.0	1.1	9.455	A
A-B	0	0			0				
A-C	100	25			100				
D-AB	325	81	499	0.652	325	1.7	1.8	20.623	C
D-BC	115	29	228	0.505	115	0.9	1.0	31.809	D
C-ABD	0	0	526	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	336	84			336				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	1	429	0.012	5	0.0	0.0	8.484	A
B-AD	5	1	431	0.011	5	0.0	0.0	8.461	A
A-BCD	260	65	710	0.366	261	1.1	0.7	8.057	A
A-B	0	0			0				
A-C	98	24			98				
D-AB	265	66	561	0.473	269	1.8	0.9	12.471	B
D-BC	94	24	287	0.329	96	1.0	0.5	19.078	C
C-ABD	0	0	550	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	274	69			274				

Future Year 2027 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D5 - Future Year 2027 with Development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Crossroads	Crossroads	Two-way		17.78	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	Future Year 2027 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	622	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	487	100.000
D		ONE HOUR	✓	154	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	268	354
	B	0	0	0	11
	C	404	0	0	83
	D	88	9	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.02	12.07	0.0	B	6	6
B-AD	0.02	12.00	0.0	B	6	6
A-BCD	0.87	35.53	7.2	E	566	566
A-B					0	0
A-C					56	56
D-AB	0.23	10.13	0.3	B	94	94
D-BC	0.31	24.33	0.4	C	60	60
C-ABD	0.00	0.00	0.0	A	0	0
C-D					83	83
C-A					404	404

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	1	355	0.014	5	0.0	0.0	10.279	B
B-AD	5	1	356	0.014	5	0.0	0.0	10.242	B
A-BCD	476	119	732	0.650	473	1.3	2.2	13.821	B
A-B	0	0			0				
A-C	83	21			83				
D-AB	84	21	515	0.163	84	0.1	0.2	8.353	A
D-BC	55	14	267	0.204	54	0.2	0.3	16.874	C
C-ABD	0	0	490	0.000	0	0.0	0.0	0.000	A
C-D	75	19			75				
C-A	363	91			363				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	2	308	0.020	6	0.0	0.0	11.907	B
B-AD	6	2	310	0.020	6	0.0	0.0	11.847	B
A-BCD	648	162	750	0.863	631	2.2	6.3	28.809	D
A-B	0	0			0				
A-C	37	9			37				
D-AB	103	26	462	0.223	103	0.2	0.3	10.009	B
D-BC	66	17	218	0.305	66	0.3	0.4	23.575	C
C-ABD	0	0	451	0.000	0	0.0	0.0	0.000	A
C-D	91	23			91				
C-A	445	111			445				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	2	304	0.020	6	0.0	0.0	12.067	B
B-AD	6	2	306	0.020	6	0.0	0.0	12.005	B
A-BCD	655	164	755	0.867	652	6.3	7.2	35.533	E
A-B	0	0			0				
A-C	30	7			30				
D-AB	103	26	459	0.225	103	0.3	0.3	10.132	B
D-BC	66	17	214	0.310	66	0.4	0.4	24.330	C
C-ABD	0	0	446	0.000	0	0.0	0.0	0.000	A
C-D	91	23			91				
C-A	445	111			445				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	1	349	0.014	5	0.0	0.0	10.451	B
B-AD	5	1	351	0.014	5	0.0	0.0	10.415	B
A-BCD	484	121	739	0.655	503	7.2	2.5	16.568	C
A-B	0	0			0				
A-C	75	19			75				
D-AB	84	21	511	0.164	84	0.3	0.2	8.447	A
D-BC	54	14	262	0.208	55	0.4	0.3	17.434	C
C-ABD	0	0	483	0.000	0	0.0	0.0	0.000	A
C-D	75	19			75				
C-A	363	91			363				

Future Year 2027 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D6 - Future Year 2027 with Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Crossroads	Crossroads	Two-way		14.08	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	Future Year 2027 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	420	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	322	100.000
D		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	183	237
	B	0	0	0	11
	C	322	0	0	0
	D	306	8	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.02	9.35	0.0	A	6	6
B-AD	0.02	9.31	0.0	A	6	6
A-BCD	0.50	10.03	1.2	B	320	320
A-B					0	0
A-C					100	100
D-AB	0.73	27.36	2.5	D	312	312
D-BC	0.59	42.54	1.4	E	110	110
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					322	322

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	1	423	0.012	5	0.0	0.0	8.618	A
B-AD	5	1	424	0.012	5	0.0	0.0	8.592	A
A-BCD	278	69	713	0.390	277	0.5	0.7	8.261	A
A-B	0	0			0				
A-C	100	25			100				
D-AB	280	70	551	0.507	278	0.6	1.0	13.113	B
D-BC	100	25	276	0.361	99	0.4	0.5	20.211	C
C-ABD	0	0	545	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	289	72			289				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	2	392	0.015	6	0.0	0.0	9.337	A
B-AD	6	2	393	0.015	6	0.0	0.0	9.300	A
A-BCD	363	91	723	0.502	361	0.7	1.2	9.939	A
A-B	0	0			0				
A-C	100	25			100				
D-AB	343	86	479	0.717	338	1.0	2.3	24.684	C
D-BC	121	30	209	0.581	119	0.5	1.3	38.606	E
C-ABD	0	0	520	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	355	89			355				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	2	391	0.015	6	0.0	0.0	9.347	A
B-AD	6	2	393	0.015	6	0.0	0.0	9.310	A
A-BCD	363	91	724	0.502	363	1.2	1.2	10.031	B
A-B	0	0			0				
A-C	99	25			99				
D-AB	343	86	473	0.726	343	2.3	2.5	27.365	D
D-BC	121	30	205	0.593	121	1.3	1.4	42.537	E
C-ABD	0	0	519	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	355	89			355				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	1	422	0.012	5	0.0	0.0	8.634	A
B-AD	5	1	423	0.012	5	0.0	0.0	8.608	A
A-BCD	278	70	713	0.390	280	1.2	0.8	8.360	A
A-B	0	0			0				
A-C	99	25			99				
D-AB	280	70	546	0.513	286	2.5	1.1	14.123	B
D-BC	99	25	272	0.365	103	1.4	0.6	21.561	C
C-ABD	0	0	544	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	289	72			289				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Grimshaw Lane_Site Access Northern Priority Junction V2.j9
Path: X:\Projects\200000\205229 - Grimshaw Lane, Manchester\MODELLING\Crossroads and Priority Junctions\Northern Priority Junction
Report generation date: 12/02/2021 12:59:41

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Opening Year 2022									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Opening Year 2022 with Development									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.4	14.64	0.29	B		0.4	12.94	0.26	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Future Year 2027 with Development									
Stream B-C	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream B-A		0.4	15.56	0.30	C		0.4	13.54	0.27	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	Grimshaw Lane/Site Access Northern Priority Junction
Location	
Site number	
Date	12/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\taylor.davis
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	Opening Year 2022	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	Opening Year 2022	PM	ONE HOUR	16:45	18:15	15	✓	✓
D3	Opening Year 2022 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓
D4	Opening Year 2022 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	Future Year 2027 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	Future Year 2027 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Opening Year 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D1 - Opening Year 2022, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Northern Priority Junction	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Grimshaw Lane (N)		Major
B	Site Access		Minor
C	Grimshaw Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.35			118.3	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.05	3.93	3.93	3.93	3.93	✓	1.00	110	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	598	0.103	0.259	0.163	0.370
B-C	733	0.106	0.267	-	-
C-B	642	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	Opening Year 2022	AM	ONE HOUR	07:45	09:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	590	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	466	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	590
	B	0	0	0
	C	466	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					466	466
A-B					0	0
A-C					590	590

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	591	0.000	0	0.0	0.0	0.000	A
B-A	0	0	392	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	518	0.000	0	0.0	0.0	0.000	A
C-A	419	105			419				
A-B	0	0			0				
A-C	530	133			530				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	559	0.000	0	0.0	0.0	0.000	A
B-A	0	0	346	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	490	0.000	0	0.0	0.0	0.000	A
C-A	513	128			513				
A-B	0	0			0				
A-C	650	162			650				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	559	0.000	0	0.0	0.0	0.000	A
B-A	0	0	346	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	490	0.000	0	0.0	0.0	0.000	A
C-A	513	128			513				
A-B	0	0			0				
A-C	650	162			650				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	591	0.000	0	0.0	0.0	0.000	A
B-A	0	0	392	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	518	0.000	0	0.0	0.0	0.000	A
C-A	419	105			419				
A-B	0	0			0				
A-C	530	133			530				

Opening Year 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D2 - Opening Year 2022, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Northern Priority Junction	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	Opening Year 2022	PM	ONE HOUR	16:45	18:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	398	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	595	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	398
	B	0	0	0
	C	595	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					595	595
A-B					0	0
A-C					398	398

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	637	0.000	0	0.0	0.0	0.000	A
B-A	0	0	418	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	535	134			535				
A-B	0	0			0				
A-C	358	89			358				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	616	0.000	0	0.0	0.0	0.000	A
B-A	0	0	378	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	540	0.000	0	0.0	0.0	0.000	A
C-A	655	164			655				
A-B	0	0			0				
A-C	438	110			438				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	616	0.000	0	0.0	0.0	0.000	A
B-A	0	0	378	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	540	0.000	0	0.0	0.0	0.000	A
C-A	655	164			655				
A-B	0	0			0				
A-C	438	110			438				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	637	0.000	0	0.0	0.0	0.000	A
B-A	0	0	418	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	535	134			535				
A-B	0	0			0				
A-C	358	89			358				

Opening Year 2022 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D3 - Opening Year 2022 with Development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Northern Priority Junction	T-Junction	Two-way		1.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	Opening Year 2022 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	663	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	466	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	73	590
	B	89	0	0
	C	466	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.29	14.64	0.4	B	89	89
C-AB	0.00	0.00	0.0	A	0	0
C-A					466	466
A-B					73	73
A-C					590	590

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	505	0.000	0	0.0	0.0	0.000	A
B-A	80	20	392	0.204	80	0.2	0.3	11.505	B
C-AB	0	0	503	0.000	0	0.0	0.0	0.000	A
C-A	419	105			419				
A-B	66	16			66				
A-C	530	133			530				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	466	0.000	0	0.0	0.0	0.000	A
B-A	98	24	344	0.285	97	0.3	0.4	14.581	B
C-AB	0	0	471	0.000	0	0.0	0.0	0.000	A
C-A	513	128			513				
A-B	80	20			80				
A-C	650	162			650				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	466	0.000	0	0.0	0.0	0.000	A
B-A	98	24	344	0.285	98	0.4	0.4	14.644	B
C-AB	0	0	471	0.000	0	0.0	0.0	0.000	A
C-A	513	128			513				
A-B	80	20			80				
A-C	650	162			650				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	505	0.000	0	0.0	0.0	0.000	A
B-A	80	20	392	0.204	81	0.4	0.3	11.567	B
C-AB	0	0	503	0.000	0	0.0	0.0	0.000	A
C-A	419	105			419				
A-B	66	16			66				
A-C	530	133			530				

Opening Year 2022 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D4 - Opening Year 2022 with Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Northern Priority Junction	T-Junction	Two-way		1.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	Opening Year 2022 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	459	100.000
B		ONE HOUR	✓	90	100.000
C		ONE HOUR	✓	595	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	61	398
	B	90	0	0
	C	595	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.26	12.94	0.4	B	90	90
C-AB	0.00	0.00	0.0	A	0	0
C-A					595	595
A-B					61	61
A-C					398	398

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	548	0.000	0	0.0	0.0	0.000	A
B-A	81	20	420	0.193	81	0.2	0.2	10.609	B
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	535	134			535				
A-B	55	14			55				
A-C	358	89			358				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	518	0.000	0	0.0	0.0	0.000	A
B-A	99	25	377	0.263	99	0.2	0.3	12.895	B
C-AB	0	0	524	0.000	0	0.0	0.0	0.000	A
C-A	655	164			655				
A-B	67	17			67				
A-C	438	110			438				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	518	0.000	0	0.0	0.0	0.000	A
B-A	99	25	377	0.263	99	0.3	0.4	12.938	B
C-AB	0	0	524	0.000	0	0.0	0.0	0.000	A
C-A	655	164			655				
A-B	67	17			67				
A-C	438	110			438				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	547	0.000	0	0.0	0.0	0.000	A
B-A	81	20	420	0.193	81	0.4	0.2	10.651	B
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	535	134			535				
A-B	55	14			55				
A-C	358	89			358				

Future Year 2027 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D5 - Future Year 2027 with Development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Northern Priority Junction	T-Junction	Two-way		1.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	Future Year 2027 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	696	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	493	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	73	623
	B	89	0	0
	C	493	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.30	15.56	0.4	C	89	89
C-AB	0.00	0.00	0.0	A	0	0
C-A					493	493
A-B					73	73
A-C					623	623

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	497	0.000	0	0.0	0.0	0.000	A
B-A	80	20	380	0.210	80	0.2	0.3	11.956	B
C-AB	0	0	496	0.000	0	0.0	0.0	0.000	A
C-A	443	111			443				
A-B	66	16			66				
A-C	560	140			560				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	456	0.000	0	0.0	0.0	0.000	A
B-A	98	24	329	0.298	97	0.3	0.4	15.485	C
C-AB	0	0	463	0.000	0	0.0	0.0	0.000	A
C-A	543	136			543				
A-B	80	20			80				
A-C	686	171			686				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	456	0.000	0	0.0	0.0	0.000	A
B-A	98	24	329	0.298	98	0.4	0.4	15.562	C
C-AB	0	0	463	0.000	0	0.0	0.0	0.000	A
C-A	543	136			543				
A-B	80	20			80				
A-C	686	171			686				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	497	0.000	0	0.0	0.0	0.000	A
B-A	80	20	380	0.210	81	0.4	0.3	12.027	B
C-AB	0	0	496	0.000	0	0.0	0.0	0.000	A
C-A	443	111			443				
A-B	66	16			66				
A-C	560	140			560				

Future Year 2027 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D6 - Future Year 2027 with Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Northern Priority Junction	T-Junction	Two-way		1.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	Future Year 2027 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	481	100.000
B		ONE HOUR	✓	90	100.000
C		ONE HOUR	✓	628	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	61	420
	B	90	0	0
	C	628	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.27	13.54	0.4	B	90	90
C-AB	0.00	0.00	0.0	A	0	0
C-A					628	628
A-B					61	61
A-C					420	420

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	542	0.000	0	0.0	0.0	0.000	A
B-A	81	20	410	0.198	81	0.2	0.2	10.934	B
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	565	141			565				
A-B	55	14			55				
A-C	378	94			378				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	511	0.000	0	0.0	0.0	0.000	A
B-A	99	25	365	0.272	99	0.2	0.4	13.492	B
C-AB	0	0	518	0.000	0	0.0	0.0	0.000	A
C-A	691	173			691				
A-B	67	17			67				
A-C	462	116			462				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	511	0.000	0	0.0	0.0	0.000	A
B-A	99	25	365	0.272	99	0.4	0.4	13.540	B
C-AB	0	0	518	0.000	0	0.0	0.0	0.000	A
C-A	691	173			691				
A-B	67	17			67				
A-C	462	116			462				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	542	0.000	0	0.0	0.0	0.000	A
B-A	81	20	410	0.198	81	0.4	0.2	10.983	B
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	565	141			565				
A-B	55	14			55				
A-C	378	94			378				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Grimshaw Lane_Site Access Southern Priority Junction V2.j9
Path: X:\Projects\200000\205229 - Grimshaw Lane, Manchester\MODELLING\Crossroads and Priority Junctions\Southern Priority Junction
Report generation date: 12/02/2021 13:03:23

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Opening Year 2022									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Opening Year 2022 with Development									
Stream B-C	D3	0.0	5.41	0.01	A	D4	0.0	5.33	0.01	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	4.24	0.01	A		0.0	4.73	0.01	A
	Future Year 2027 with Development									
Stream B-C	D5	0.0	5.46	0.01	A	D6	0.0	5.37	0.01	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	4.18	0.01	A		0.0	4.68	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	Grimshaw Lane/Site Access Southern Priority Junction
Location	
Site number	
Date	12/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\taylor.davis
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	Opening Year 2022	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	Opening Year 2022	PM	ONE HOUR	16:45	18:15	15	✓	✓
D3	Opening Year 2022 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓
D4	Opening Year 2022 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	Future Year 2027 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	Future Year 2027 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Opening Year 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D1 - Opening Year 2022, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Southern Priority Junction	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Grimshaw Lane (N)		Major
B	Site Access		Minor
C	Grimshaw Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.27			112.4	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.32	4.32	4.32	4.17	✓	1.00	47	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	605	0.104	0.263	0.166	0.376
B-C	805	0.117	0.295	-	-
C-B	639	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	Opening Year 2022	AM	ONE HOUR	07:45	09:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	308	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	462	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	308
	B	0	0	0
	C	462	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					462	462
A-B					0	0
A-C					308	308

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	724	0.000	0	0.0	0.0	0.000	A
B-A	0	0	464	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	415	104			415				
A-B	0	0			0				
A-C	277	69			277				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	705	0.000	0	0.0	0.0	0.000	A
B-A	0	0	432	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	560	0.000	0	0.0	0.0	0.000	A
C-A	509	127			509				
A-B	0	0			0				
A-C	339	85			339				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	705	0.000	0	0.0	0.0	0.000	A
B-A	0	0	432	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	560	0.000	0	0.0	0.0	0.000	A
C-A	509	127			509				
A-B	0	0			0				
A-C	339	85			339				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	724	0.000	0	0.0	0.0	0.000	A
B-A	0	0	464	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	415	104			415				
A-B	0	0			0				
A-C	277	69			277				

Opening Year 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D2 - Opening Year 2022, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Southern Priority Junction	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	Opening Year 2022	PM	ONE HOUR	16:45	18:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	275	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	275
	B	0	0	0
	C	305	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					305	305
A-B					0	0
A-C					275	275

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	733	0.000	0	0.0	0.0	0.000	A
B-A	0	0	495	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	274	69			274				
A-B	0	0			0				
A-C	247	62			247				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	716	0.000	0	0.0	0.0	0.000	A
B-A	0	0	470	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	568	0.000	0	0.0	0.0	0.000	A
C-A	336	84			336				
A-B	0	0			0				
A-C	303	76			303				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	716	0.000	0	0.0	0.0	0.000	A
B-A	0	0	470	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	568	0.000	0	0.0	0.0	0.000	A
C-A	336	84			336				
A-B	0	0			0				
A-C	303	76			303				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	733	0.000	0	0.0	0.0	0.000	A
B-A	0	0	495	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	274	69			274				
A-B	0	0			0				
A-C	247	62			247				

Opening Year 2022 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D3 - Opening Year 2022 with Development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Southern Priority Junction	T-Junction	Two-way		0.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	Opening Year 2022 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	308	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	308
	B	0	0	6
	C	462	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.41	0.0	A	6	6
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.24	0.0	A	11	11
C-A					456	456
A-B					0	0
A-C					308	308

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	689	0.008	5	0.0	0.0	5.264	A
B-A	0	0	485	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	857	0.010	9	0.0	0.0	4.243	A
C-A	411	103			411				
A-B	0	0			0				
A-C	277	69			277				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	672	0.010	7	0.0	0.0	5.412	A
B-A	0	0	451	0.000	0	0.0	0.0	0.000	A
C-AB	13	3	910	0.014	12	0.0	0.0	4.009	A
C-A	502	125			502				
A-B	0	0			0				
A-C	339	85			339				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	672	0.010	7	0.0	0.0	5.412	A
B-A	0	0	451	0.000	0	0.0	0.0	0.000	A
C-AB	13	3	910	0.014	13	0.0	0.0	4.011	A
C-A	502	125			502				
A-B	0	0			0				
A-C	339	85			339				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	689	0.008	5	0.0	0.0	5.264	A
B-A	0	0	485	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	857	0.010	9	0.0	0.0	4.243	A
C-A	411	103			411				
A-B	0	0			0				
A-C	277	69			277				

Opening Year 2022 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D4 - Opening Year 2022 with Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Southern Priority Junction	T-Junction	Two-way		0.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	Opening Year 2022 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	275	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	309	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	275
	B	0	0	6
	C	305	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.33	0.0	A	6	6
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.73	0.0	A	7	7
C-A					302	302
A-B					0	0
A-C					275	275

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	697	0.008	5	0.0	0.0	5.201	A
B-A	0	0	518	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	767	0.007	6	0.0	0.0	4.728	A
C-A	272	68			272				
A-B	0	0			0				
A-C	247	62			247				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	682	0.010	7	0.0	0.0	5.330	A
B-A	0	0	492	0.000	0	0.0	0.0	0.000	A
C-AB	8	2	798	0.010	8	0.0	0.0	4.554	A
C-A	333	83			333				
A-B	0	0			0				
A-C	303	76			303				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	682	0.010	7	0.0	0.0	5.330	A
B-A	0	0	492	0.000	0	0.0	0.0	0.000	A
C-AB	8	2	798	0.010	8	0.0	0.0	4.554	A
C-A	333	83			333				
A-B	0	0			0				
A-C	303	76			303				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	697	0.008	5	0.0	0.0	5.203	A
B-A	0	0	518	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	767	0.007	6	0.0	0.0	4.730	A
C-A	272	68			272				
A-B	0	0			0				
A-C	247	62			247				

Future Year 2027 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D5 - Future Year 2027 with Development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Southern Priority Junction	T-Junction	Two-way		0.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	Future Year 2027 with Development	AM	ONE HOUR	07:45	09:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	326	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	493	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	326
	B	0	0	6
	C	488	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.46	0.0	A	6	6
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.18	0.0	A	11	11
C-A					482	482
A-B					0	0
A-C					326	326

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	685	0.008	5	0.0	0.0	5.299	A
B-A	0	0	477	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	870	0.010	9	0.0	0.0	4.180	A
C-A	434	109			434				
A-B	0	0			0				
A-C	293	73			293				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	666	0.010	7	0.0	0.0	5.458	A
B-A	0	0	441	0.000	0	0.0	0.0	0.000	A
C-AB	13	3	927	0.014	13	0.0	0.0	3.940	A
C-A	530	132			530				
A-B	0	0			0				
A-C	359	90			359				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	666	0.010	7	0.0	0.0	5.458	A
B-A	0	0	441	0.000	0	0.0	0.0	0.000	A
C-AB	13	3	927	0.014	13	0.0	0.0	3.941	A
C-A	530	132			530				
A-B	0	0			0				
A-C	359	90			359				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	685	0.008	5	0.0	0.0	5.301	A
B-A	0	0	477	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	870	0.010	9	0.0	0.0	4.182	A
C-A	434	109			434				
A-B	0	0			0				
A-C	293	73			293				

Future Year 2027 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Sets	D6 - Future Year 2027 with Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Grimshaw Lane/Site Access Southern Priority Junction	T-Junction	Two-way		0.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	Future Year 2027 with Development	PM	ONE HOUR	16:45	18:15	15	✓	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	291	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	326	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	291
	B	0	0	6
	C	322	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.37	0.0	A	6	6
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.68	0.0	A	7	7
C-A					319	319
A-B					0	0
A-C					291	291

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	693	0.008	5	0.0	0.0	5.231	A
B-A	0	0	512	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	774	0.007	6	0.0	0.0	4.683	A
C-A	287	72			287				
A-B	0	0			0				
A-C	262	65			262				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	677	0.010	7	0.0	0.0	5.369	A
B-A	0	0	484	0.000	0	0.0	0.0	0.000	A
C-AB	8	2	808	0.010	8	0.0	0.0	4.501	A
C-A	351	88			351				
A-B	0	0			0				
A-C	320	80			320				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	677	0.010	7	0.0	0.0	5.369	A
B-A	0	0	484	0.000	0	0.0	0.0	0.000	A
C-AB	8	2	808	0.010	8	0.0	0.0	4.503	A
C-A	351	88			351				
A-B	0	0			0				
A-C	320	80			320				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	693	0.008	5	0.0	0.0	5.231	A
B-A	0	0	512	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	774	0.007	6	0.0	0.0	4.683	A
C-A	287	72			287				
A-B	0	0			0				
A-C	262	65			262				

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