

**Timothy & Angela Sills**

**Church Farm,  
Hempstead**

**Highway Impact Assessment**

February 2022  
(Revision C, March 2023)



**BANCROFT  
CONSULTING**

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**CHURCH FARM, HEMPSTEAD  
HIGHWAY IMPACT ASSESSMENT  
FEBRUARY 2022 (REVISION C, MARCH 2023)**

**1.0 INTRODUCTION AND DEVELOPMENT PROPOSALS**

1.1 Bancroft Consulting were appointed by Timothy and Angela Sills to provide highways and transport advice in support of a planning application for redeveloping existing agricultural buildings at Church Farm in Hempstead, Essex. This Highway Impact Assessment has been prepared following initial preliminary discussions to establish the feasibility of different use options for each of the existing agricultural units.

1.2 By way of background, the site is currently occupied by 'Church Farm' which consists of 8 agricultural buildings of varying sizes and has a single access point from Church Road. **Appendix A** contains the location of these agricultural buildings, along with details of each building's gross floor area. The applicant also owns the adjacent dwelling and land on either side of the access. **Figure 1** shows the location of the site in context with its local surroundings.

1.3 The proposed development comprises a mixture of 'E(g)(iii)' (industrial processes which can be carried out in a residential area without detriment to its amenity) and 'B8' (storage or distribution) uses within the existing agricultural buildings. This can be summarised as follows:

- Building 1 (@ 694sqm) - B8 use
- Building 2 (@ 1,061sqm) - B8 use
- Building 3 (@ 222sqm) - E(g)(iii) use
- Building 4 (@ 213sqm) - E(g)(iii) use
- Building 5 (@ 393sqm) - B8 use
- Building 6 (@ 277sqm) - B8 use
- Building 7 (@ 70sqm) - B8 use
- Building 8 (@ 65sqm) - B8 use
- Total E(g)(iii) Use - 435sqm
- Total B8 Use - 2,560sqm

1.4 The objective of this Highway Impact Assessment is to seek to demonstrate how each of the proposed buildings could be satisfactorily served by access and parking provision. In doing so, this report also takes into account current Government policy contained within the National Planning Policy Framework [NPPF] (MHCLG, July 2021) and in particular, those within Paragraphs 110 and 111, which state that:

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

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

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

*(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46 ; and*

*(d) 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.” [Paragraph 110]*

*“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.” [Paragraph 111]*

1.5 This report also considers current best practice advice and design guidance in the document Manual for Streets [MfS] (DfT, March 2007) and its companion document Manual for Streets 2 [MfS2] (CIHT, September 2010). It also considers Essex County Council’s (ECC) supplementary guidance documents ‘The Essex Design Guide’ (2018) and ‘Parking Standards: Design and Good Practice’ (September 2009).

1.6 This Highway Impact Assessment has been completed following a detailed site visit on 17 March 2021 during which measurements and photographs were taken of the existing site access and surrounding highway network. Two sets of Automated Traffic Counts (ATCs) were also commissioned at the site frontage to gain an understanding of vehicle speeds and traffic flow along Church Road within the immediate vicinity of the site. The findings of the ATCs will be discussed later in the report along with reference to other key observations.

## 2.0 EXISTING CONDITIONS

- 2.1 **Figure 1** shows how the site is located north of Church Road. Church Road extends to High Street (B1054) approximately 200 metres to the west and Howe Lane / Boyston's Lane approximately 400 metres to the east of the site. The site is in a rural location and is mainly surrounded by undeveloped agricultural fields in all directions. However immediately adjacent to the site is a number of residential dwellings including 'Church Farm Cottages' that are also accessed from Church Road, whilst approximately 100 metres west of the site on Church Road is 'St Andrew's Church'.
- 2.2 Church Farm is accessed directly from Church Road. The access consists of a skewed bellmouth junction with a carriageway width of approximately 6 metres and corner radii of approximately 4 metres on the eastern edge and 10 metres on the western edge. As shown in 'Image 1' of **Appendix B**, there was evidence of vehicle overrun at both edges of the site access.
- 2.3 Immediately west of the site access is a large pond, which is separated by a fence line as shown in 'Image 2' of **Appendix B**. The access then extends approximately 60 metres north into the site, to a courtyard area surrounded by several agricultural units. **Appendix A** contains the location of these agricultural units along with a breakdown of their approximate floor area. This demonstrates how the farm can be divided up into 8 agricultural buildings, which have a combined floor area of approximately 2,995sqm. The largest of these units are Building 1 (694sqm) and Building 2 (1,061sqm). These agricultural buildings are used to store agricultural machinery, temporary storage of grain and support a general agricultural operation at the site.
- 2.4 Church Road is subject to a 30mph speed limit as it extends along the site frontage and has a carriageway width of between approximately 4.5 and 5 metres. There are no road markings or street lighting present within the immediate vicinity of the site as shown in 'Image 3' of **Appendix B**. Approximately 100 metres east of the site access is signage warning drivers of a speed limit change as shown in 'Image 4' of **Appendix B**. From this point Church Road becomes subject to a national de-restricted speed limit as it extends east towards Howe Lane / Boyston's Lane.

There are no footways along Church Road and several pedestrians were observed walking within the carriageway during the site visit. Church Road is bound by grass verges at both edges, these verges measure between approximately 1 and 3 metres wide. A subsequent review of OS Mapping has highlighted differences between what was measured on the ground and what is shown on the mapping. This includes the carriageway width measuring almost 2 metres less on OS Mapping than what was measured during the site visit.

- 2.5 **Figure 2** contains an extract from the 'CrashMap' website ([www.crashmap.co.uk](http://www.crashmap.co.uk)) which demonstrates how there have been no recorded accidents along Church Road during the most recent five-year period (2017 to 2021). This indicates that Church Road currently operates in a safe and suitable manner for all road users.
- 2.6 Two sets of ATCs were commissioned at the site frontage to establish vehicle approach speeds and traffic flow along Church Road. The ATCs were located at anchor points approximately 50 metres on either side of the access. The surveys were conducted over a 7-day period between 20 March and 26 March 2021, **Appendix C** contains a copy of the source ATC data along with a photograph of where each ATC tube was positioned in context with the site access. **Table 1** confirms that the recorded 85<sup>th</sup> percentile vehicle approach speed in the eastbound direction was 31.1mph (50.4kph), whilst **Table 5** confirms that the recorded 85<sup>th</sup> percentile vehicle approach speed in the westbound direction was 27.5mph (41.37kph). Using these 85<sup>th</sup> percentile speeds, visibility splay requirements of 50 metres to the west (eastbound traffic) and 41 metres to the east (westbound traffic) have been calculated as shown in **Tables 7** and **8**.
- 2.7 Although caution should be placed on assessing any traffic flow figures due to the nationwide Covid-19 lockdown that was present during the survey. **Tables 3** and **6** indicate that Church Road was lightly trafficked throughout the survey. This data corresponds with observations made during the site visit which also suggested that Church Road is lightly trafficked.

### 3.0 IMPACT ASSESSMENT

3.1 Although the proposed uses fall within the conventional planning use categories and have been assessed as such, it is understood that the final scheme will provide a 'first-step' opportunity for local businesses to grow. Hence, this assessment of likely conditions should be considered robust and an overestimate of the full operational implications. In line with the requirements of the NPPF, the following assessment seeks to demonstrate how the proposed scheme would not generate a material change in traffic conditions within the surrounding highway network or result in any severe impacts and could be satisfactorily served by an appropriate access and parking layout.

#### **Change in Traffic Conditions**

3.2 After a thorough analysis of the available TRICS sites, it was clear that there was no direct comparison to how the existing farm buildings could potentially operate. With most farm sites containing diversifications such as petting zoos, farm shops and cafés. However, based on experience of other similar schemes, a typical farming operation would generate around 30 two-way daily movements (usually split 70% staff/personal and 30% commercial movements). For the purpose of this assessment, it is considered that the existing farm could generate up to 30 daily two-way movements, consisting of 21 movements by staff (mainly car-based activity) and 9 commercial movements (mainly larger vehicles such as tractors and heavy goods vehicles). The busiest periods are typically between 0800 to 1100 hours and 1500 to 1900 hours.

3.3 To assess the potential traffic increase generated by the B8 (warehousing – self-storage) uses at the site, the TRICS database was searched. The category 'Employment – Warehousing (self-storage)' was interrogated, with any sites located in the Greater London, Ireland or Scotland regions removed. This showed a limited number of sites that were below 5,500 sqm in size and it also became apparent that there were no available sites in a 'Village' location. The search resulted in 3 potential sites, with 2 of the warehousing units being operated by a nationwide company 'Big Yellow Self Storage'. It is therefore considered that this is a robust assessment and the average trip rates from all 3 sites have been used. The

resulting daily profile of trip rates are summarised in **Table 9** alongside the corresponding trip generation for each building, with full details of the TRICS search provided at **Appendix D**.

- 3.4 To assess the potential traffic increase generated by the E(g)(iii) use, the TRICS database was searched again. It was quickly established that the database does not contain any surveyed sites that are classified as E(g)(iii) use and instead directs users to focus on sites that operate as 'light industry' which was previously classed as B1(c) use class (although now revoked). The database classifies B1(c) as 'light industry appropriate in a residential area' (which is considered to closely resemble E(g)(iii) use) and recommends that the category 'Employment – Industrial Units' is searched.
- 3.5 Upon completing a search of the 'Employment – Industrial Units' category, removing any sites located in Greater London, Wales and Scotland along with any sites that have a GFA exceeding 1,500sqm it was clear that there were limited examples that operate as mainly light industrial use. There were also no sites located in 'Village' locations and the majority were located in residential areas with good transport links. Despite this, it was considered reasonable that an average trip rate from the 5 available light industrial sites would offer a comparable trip rate to the proposed development. It is also important to note that the development is understood to be focused on providing facilities for small local businesses and the proposed GFA (222sqm and 213sqm) is considered to reflect the anticipated 'low-key' operations of each building. Because of this, the Highway Authority should have comfort that the trip rates used are robust and offer a reasonable assessment of the proposed E(g)(iii) use. The resulting daily profile of trip rates are summarised in **Table 10** alongside the corresponding trip generation for each building, with full details of the TRICS search provided at **Appendix E**.
- 3.6 Based on the information presented within **Tables 9** and **10**, it is evident that the proposed development would generate the following profile of trip generation during a typical weekday. The results also confirm a total daily increase from up to 30 agricultural movements to a daily two-way total of up to 106 movements.



Hour Beginning	Proposed B8 Use	Proposed E(g)(iii) Use	Total Two-Way Trips
0500		0	0
0600		2	2
0700	1	2	3
<b>0800 (AM Peak)</b>	<b>4</b>	<b>4</b>	<b>8</b>
0900	8	2	10
1000	9	4	13
1100	5	4	9
1200	13	4	17
1300	8	4	12
1400	6	0	6
1500	8	2	10
1600	5	2	7
<b>1700 (PM Peak)</b>	<b>5</b>	<b>2</b>	<b>7</b>
1800	0	0	0
1900		2	2
2000		0	0
<b>Daily Total</b>	<b>72</b>	<b>34</b>	<b>106</b>

3.7 The above results confirm that the proposed development would generate a maximum of 17 hourly two-way movements (1200 to 1300 hours), with 8 hourly two-way movements during the typical morning peak hour (0800 to 0900 hours) and 7 two-way movements during the typical evening peak hour (1700 to 1800 hours). Inspection of the existing flows summarised in **Table 3** shows how Church Road already accommodates up to 13 hourly movements with up to 3 hourly HGV movements without any recorded incidents. It is therefore considered that the proposed development traffic summarised above would not create any severe residual cumulative impact within the surrounding highway network and no further assessment should be required.

## Site Access Layout

- 3.8 **Drawing Number F21038/05 Revision C** demonstrates how the existing access could be improved to accommodate the proposed development. As a general rule, B8 use development will typically generate large articulated lorry manoeuvres whilst E(g)(iii) use is typically serviced by smaller rigid box van type vehicles. **Drawing Number F21038/06 Revision C** demonstrates how the proposed layout would ensure large articulated lorries (as a worst-case scenario) could enter and depart the site in a forward gear without overrunning the adjacent verges.
- 3.9 **Drawing Number F21038/05 Revision C** shows how the access would consist of a 7.5 metres wide carriageway with 10 metres kerb radii (as per the minimum requirements of a 'feeder' road type). The proposed layout has been designed around the swept path implications of the largest anticipated vehicle to access the site (articulated lorry) so the dimensions should be considered suitable to also fully accommodate other vehicles such as rigid trucks. Although ECC would typically require pedestrian infrastructure for this type of access such as 2 metres wide footways, due to the lack of pedestrian links along Church Road and the rural location of the site it is considered that the chance of visitors walking to the site is negligible. The drawing also demonstrates how the required visibility splays of 50 metres to the west and 41 metres to the east could be achieved within land that is owned by the applicant. This area should be left unobstructed and would require the removal of the hedgerow to the east of the access, this would be replaced by a hedge further back. This would ensure that "*safe and suitable access*" to the site can be achieved for all users as per the requirements of Paragraph 110 of the NPPF document.

## Parking Provision

- 3.10 Based on the requirements of ECC's 'Parking Standards – Design and Good Practice' document, 'B8' uses should provide a maximum of 1 parking space per 150sqm. The current proposals comprise 2,560sqm gross floor area of B8 use, which would equate to a maximum of 17 spaces being provided to serve this element of the scheme.

- 3.11 The parking standards document does not contain any specific standards for E(g)(iii) use, however for 'B1' 'light industry appropriate in residential area' use it requires a maximum of 1 parking space per 30sqm. The current proposals comprise 435sqm of E(g)(iii) use which would equate to a maximum of 15 spaces being provided to serve this element of the scheme. Based on this, the proposed scheme should provide a maximum of 32 parking spaces.
- 3.12 In terms of disabled parking, the document outlines that 5% of the overall provision should be marked disabled bays. Similarly, cycle parking should also be provided at 1 space per 500sqm for staff plus 1 space per 1000sqm for visitors, equalling a total provision of 9 spaces (6 for staff and 3 for visitors).
- 3.13 The latest site masterplan shown in **Appendix F** confirms that a total of 32 parking spaces would be provided to serve the development including 2 disabled bays. The Highway Authority should therefore be satisfied that a suitable level of car parking provision could be provided at the development.
- 3.14 The layout may also require a degree of HGV parking; however, this should be based on operational requirements. The ECC parking document also states that "*in all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway*". An initial review of the area available within the existing site layout suggests that this level of parking provision and turning area could be provided at the site.

### **Servicing**

- 3.15 **Appendix F** contains the latest site layout plan to confirm the internal arrangement and parking spaces. **Drawing Number F21038/07 Revision A** provides an assessment of internal service vehicle manoeuvres, including refuse vehicle movements within the site.
- 3.16 In line with standard requirements, refuse collection vehicles would be able to position themselves within 10 metres of a collection point when collecting four-wheeled containers (such as those typically used in commercial developments).

The size of the refuse collection vehicle should also be flexible due to the commercial nature of the proposed development.

## Sustainability

- 3.17 The village of Hempstead is located approximately 200 metres west of the site and contains several small amenities such as 'The Bluebell Inn' pub. The nearest set of bus stops to the site are located adjacent to the pub and the southbound stop consists of a sheltered arrangement with supporting timetable information. Both stops are served by bus routes '320' and '321' which are operated by Central Connect. Bus route '320' operates an average of 5 daily services on Monday to Saturday and connects to locations such as Haverhill, Radwinter, Saffron Walden and Audley End, whilst bus route '321' is a school bus service.
- 3.18 Published Government guidance requires that whilst all new development should be offered a choice of sustainable travel modes, the final solution must represent a reasonable balance between the type of development and its location. Paragraph 105 of the NPPF confirms:
- "The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, **opportunities to maximise sustainable transport solutions will vary between urban and rural areas [authors emphasis]**, and this should be taken into account in both plan-making and decision-making."*
- 3.19 In considering the scope for walking and cycling trips it is important to note how Paragraph 7.2.14 of the Manual for Streets publication confirms how shared surface streets are likely to work well "*where the volume of motor traffic is below 100 vehicles per hour (vph) (peak)*". Inspection of the above trip generation calculations confirms that even by adding the worst-case scenario of development peak (17 two-way movements between 1200 and 1300 hours) and network weekday average peak (13 two-way movements between 1100 and 1200 hours),

the maximum hourly flow of 30 movements would be well within this threshold for safe pedestrian movement.

- 3.20 Shared surface carriageways are commonplace in rural environments and in this instance, there is no evidence to suggest that the proposed development traffic increases would lead to a barrier for pedestrian and cyclist access along Church Road, where access to other supporting amenities can be secured.

## 4.0 SUMMARY AND CONCLUSIONS

4.1 Bancroft Consulting were appointed by Timothy and Angela Sills to provide highways and transport advice in respect of proposals to redevelop existing agricultural buildings at Church Farm in Hempstead, Essex. This Highway Impact Assessment has been prepared to support a planning application for a mixed E(g)(iii)/B8 conversion of these buildings at the site.

4.2 The proposed development would be as follows:

- Building 1 (@ 694sqm) - B8 use
- Building 2 (@ 1,061sqm) - B8 use
- Building 3 (@ 222sqm) - E(g)(iii) use
- Building 4 (@ 213sqm) - E(g)(iii) use
- Building 5 (@ 393sqm) - B8 use
- Building 6 (@ 277sqm) - B8 use
- Building 7 (@ 70sqm) - B8 use
- Building 8 (@ 65sqm) - B8 use
- Total E(g)(iii) Use - 435sqm
- Total B8 Use - 2,560sqm

4.3 Based on trip rates for each use that have been identified from the TRICS database it has been possible to calculate that the proposed development could generate maximum increases of up to 17 hourly two-way movements and up to 106 daily movements. This should not represent a significant change to the current operation of Church Road where no highway safety problems exist. Hence, it should be reasonable to conclude that the proposed development could be delivered in accordance with Paragraph 111 of the NPPF.

4.4 Access to the proposed development would be provided in accordance with the layout shown in **Drawing Number F21038/05 Revision C**. It is evident that the proposed layout would fully accommodate the required geometry and visibility splays (in accordance with recorded approach speeds), as well as HGV turning manoeuvres. It should therefore be reasonable to conclude that the proposed

development could deliver 'safe and suitable access' in accordance with the requirements of Paragraph 110 of the NPPF.

- 4.5 This assessment has identified how 31 car parking spaces including 2 disabled bays would be provided throughout the site to serve the individual units in accordance with ECC's adopted standards. Inspection of the current proposed layout suggests there should be adequate space to accommodate the refuse/servicing requirements and although the precise requirements of the proposed units will be confirmed, the general arrangement illustrates access to each unit should be achievable.
- 4.6 In considering the above, it is considered that the proposed development could be delivered in accordance with the principles of published Government policy guidance set out with the NPPF, and in particular Paragraphs 110 and 111. Hence, the Highway Authority should be in a position to offer their support of the planning application.

Period beginning	SATURDAY 20/03/21		SUNDAY 21/03/21		MONDAY 22/03/21		TUESDAY 23/03/21		WEDNESDAY 24/03/21		THURSDAY 25/03/21		FRIDAY 26/03/21		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
03:00	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
07:00	3	0	2	0	0	0	1	0	1	0	0	0	1	0	1	0	1	0
08:00	1	0	4	2	3	0	5	1	4	0	4	0	4	1	4	0	4	1
09:00	6	0	2	0	4	1	2	1	1	0	2	1	2	0	2	1	3	0
10:00	4	0	0	0	3	1	8	2	3	2	9	0	4	1	5	1	4	1
11:00	3	0	4	0	5	0	9	3	7	0	12	2	2	0	7	1	6	1
12:00	2	0	4	0	3	0	6	0	13	1	2	1	3	0	5	0	5	0
13:00	3	0	2	0	8	0	5	1	5	0	4	1	4	1	5	1	4	0
14:00	6	0	8	0	1	0	7	3	7	0	2	0	4	1	4	1	5	1
15:00	8	0	4	0	4	2	3	1	6	0	5	0	2	0	4	1	5	0
16:00	9	0	4	0	0	0	3	0	2	0	5	1	3	0	3	0	4	0
17:00	7	0	3	0	7	0	5	0	3	0	6	0	7	0	6	0	5	0
18:00	2	1	1	0	1	0	2	0	1	0	1	0	1	0	1	0	1	0
19:00	1	0	2	0	0	0	1	0	2	0	3	0	2	0	2	0	2	0
20:00	0	0	0	0	0	0	1	0	2	0	0	0	1	0	1	0	1	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>																		
12hr 7-19	54	1	38	2	39	4	56	12	53	3	52	6	37	4	47	6	47	5
18hr 6-24	55	1	40	2	40	4	59	12	58	3	57	6	41	4	51	6	50	5
24hr 0-24	56	2	40	2	40	4	60	13	58	3	59	7	41	4	52	6	51	5
7 day average speed			25.1															
7 day average 85th percentile			31.1															

**TABLE 1: SUMMARY OF ATC 1 DATA (WESTERN SITE), CHURCH ROAD, HEMPSTEAD - EASTBOUND**



Period beginning	SATURDAY 20/03/21		SUNDAY 21/03/21		MONDAY 22/03/21		TUESDAY 23/03/21		WEDNESDAY 24/03/21		THURSDAY 25/03/21		FRIDAY 26/03/21		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	0	0	3	0	4	0	5	0	5	0	4	0	4	0	3	0
08:00	1	0	2	0	5	0	5	1	3	0	5	1	3	0	4	0	3	0
09:00	10	0	3	0	4	2	2	1	3	1	3	0	6	0	4	1	4	1
10:00	10	2	2	0	4	1	8	2	8	3	7	1	5	2	6	2	6	2
11:00	5	0	4	0	6	0	8	1	6	0	8	1	3	0	6	0	6	0
12:00	5	2	4	1	0	0	4	0	6	1	8	1	3	0	4	0	4	1
13:00	2	0	2	0	5	1	8	1	6	0	2	1	4	2	5	1	4	1
14:00	6	1	4	0	5	0	5	3	6	1	4	0	5	2	5	1	5	1
15:00	4	0	4	1	4	0	6	3	5	0	6	1	4	0	5	1	5	1
16:00	8	0	1	0	3	0	4	0	3	0	1	0	2	0	3	0	3	0
17:00	4	0	4	0	2	0	4	0	1	0	2	0	2	0	2	0	3	0
18:00	2	1	2	0	0	0	2	0	1	0	3	0	0	0	1	0	1	0
19:00	0	0	2	0	1	0	1	0	0	0	1	1	1	0	1	0	1	0
20:00	0	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	0	0
21:00	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>																		
12hr 7-19	58	6	32	2	41	4	60	12	53	6	54	6	41	6	50	7	48	6
18hr 6-24	59	6	35	2	43	4	62	12	56	6	56	7	43	6	52	7	51	6
24hr 0-24	59	6	35	2	43	4	62	12	56	6	56	7	43	6	52	7	51	6
7 day average speed			23.3															
7 day average 85th percentile			28.6															

**TABLE 2: SUMMARY OF ATC 1 DATA (WESTERN SITE), CHURCH ROAD, HEMPSTEAD - WESTBOUND**

Period beginning	SATURDAY 20/03/21		SUNDAY 21/03/21		MONDAY 22/03/21		TUESDAY 23/03/21		WEDNESDAY 24/03/21		THURSDAY 25/03/21		FRIDAY 26/03/21		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
03:00	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
07:00	4	0	2	0	3	0	5	0	6	0	5	0	5	0	5	0	4	0
08:00	2	0	6	2	8	0	10	2	7	0	9	1	7	1	8	1	7	1
09:00	16	0	5	0	8	3	4	2	4	1	5	1	8	0	6	1	7	1
10:00	14	2	2	0	7	2	16	4	11	5	16	1	9	3	12	3	11	2
11:00	8	0	8	0	11	0	17	4	13	0	20	3	5	0	13	1	12	1
12:00	7	2	8	1	3	0	10	0	19	2	10	2	6	0	10	1	9	1
13:00	5	0	4	0	13	1	13	2	11	0	6	2	8	3	10	2	9	1
14:00	12	1	12	0	6	0	12	6	13	1	6	0	9	3	9	2	10	2
15:00	12	0	8	1	8	2	9	4	11	0	11	1	6	0	9	1	9	1
16:00	17	0	5	0	3	0	7	0	5	0	6	1	5	0	5	0	7	0
17:00	11	0	7	0	9	0	9	0	4	0	8	0	9	0	8	0	8	0
18:00	4	2	3	0	1	0	4	0	2	0	4	0	1	0	2	0	3	0
19:00	1	0	4	0	1	0	2	0	2	0	4	1	3	0	2	0	2	0
20:00	0	0	0	0	1	0	1	0	4	0	0	0	1	0	1	0	1	0
21:00	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>																		
12hr 7-19	112	7	70	4	80	8	116	24	106	9	106	12	78	10	97	13	95	11
18hr 6-24	114	7	75	4	83	8	121	24	114	9	113	13	84	10	103	13	101	11
24hr 0-24	115	8	75	4	83	8	122	25	114	9	115	14	84	10	104	13	101	11

**TABLE 3: SUMMARY OF ATC 1 DATA (WESTERN SITE), CHURCH ROAD, HEMPSTEAD - TWO-WAY**

Period beginning	SATURDAY 20/03/21		SUNDAY 21/03/21		MONDAY 22/03/21		TUESDAY 23/03/21		WEDNESDAY 24/03/21		THURSDAY 25/03/21		FRIDAY 26/03/21		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
03:00	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0
07:00	3	0	2	0	0	0	1	0	1	0	1	0	1	0	1	0	1	0
08:00	1	0	4	2	1	0	3	1	4	0	3	0	4	1	3	0	3	1
09:00	6	0	2	0	3	0	1	1	1	0	1	1	2	0	2	0	2	0
10:00	4	0	0	0	4	1	7	2	3	1	7	0	4	0	5	1	4	1
11:00	2	0	3	0	5	0	7	2	6	0	12	2	3	0	7	1	5	1
12:00	2	0	4	0	3	0	3	0	7	0	2	1	3	0	4	0	3	0
13:00	3	0	2	0	8	0	4	0	5	0	3	1	2	0	4	0	4	0
14:00	6	0	6	0	1	0	5	2	6	0	1	0	5	1	4	1	4	0
15:00	6	0	3	0	4	2	3	1	5	0	3	0	2	0	3	1	4	0
16:00	7	0	4	0	0	0	3	0	2	0	4	1	2	0	2	0	3	0
17:00	7	0	3	0	7	0	4	0	3	0	5	0	6	0	5	0	5	0
18:00	1	0	0	0	1	0	2	0	0	0	2	1	1	0	1	0	1	0
19:00	1	0	1	0	0	0	1	0	2	0	3	0	2	0	2	0	1	0
20:00	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>																		
12hr 7-19	48	0	33	2	37	3	43	9	43	1	44	7	35	2	40	4	40	3
18hr 6-24	49	0	34	2	38	3	46	9	46	1	48	7	39	2	43	4	43	3
24hr 0-24	50	1	34	2	38	3	47	10	46	1	50	8	39	2	44	5	43	4
7 day average speed			21.2															
7 day average 85th percentile			27.5															

**TABLE 4: SUMMARY OF ATC 2 DATA (EASTERN SITE), CHURCH ROAD, HEMPSTEAD - EASTBOUND**

Period beginning	SATURDAY 20/03/21		SUNDAY 21/03/21		MONDAY 22/03/21		TUESDAY 23/03/21		WEDNESDAY 24/03/21		THURSDAY 25/03/21		FRIDAY 26/03/21		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	0	0	3	0	3	0	4	0	4	0	4	0	4	0	3	0
08:00	1	0	2	0	4	0	4	1	3	0	4	1	3	0	4	0	3	0
09:00	11	1	3	0	5	2	1	0	3	1	3	0	6	0	4	1	5	1
10:00	9	1	2	0	2	0	6	1	6	2	5	0	4	0	5	1	5	1
11:00	5	0	4	0	6	0	6	1	6	0	8	2	4	1	6	1	6	1
12:00	5	2	3	1	0	0	3	0	5	0	7	2	3	0	4	0	4	1
13:00	1	0	3	0	5	1	5	0	2	0	2	1	2	2	3	1	3	1
14:00	6	1	4	0	4	1	3	2	4	1	3	1	6	2	4	1	4	1
15:00	3	0	3	0	4	0	6	2	4	0	3	1	2	0	4	1	4	0
16:00	6	0	1	0	3	0	4	0	3	0	1	0	2	0	3	0	3	0
17:00	3	0	4	0	3	1	2	0	1	0	2	0	2	0	2	0	2	0
18:00	1	0	1	0	0	0	2	0	0	0	3	0	0	0	1	0	1	0
19:00	0	0	1	0	1	0	1	0	0	0	1	1	1	0	1	0	1	0
20:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
21:00	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>																		
12hr 7-19	52	5	30	1	39	5	45	7	41	4	45	8	38	5	42	6	41	5
18hr 6-24	53	5	32	1	41	5	47	7	43	4	47	9	40	5	44	6	43	5
24hr 0-24	53	5	32	1	41	5	47	7	43	4	47	9	40	5	44	6	43	5
7 day average speed			21.7															
7 day average 85th percentile			27.5															

**TABLE 5: SUMMARY OF ATC 2 DATA (EASTERN SITE), CHURCH ROAD, HEMPSTEAD - WESTBOUND**

Period beginning	SATURDAY 20/03/21		SUNDAY 21/03/21		MONDAY 22/03/21		TUESDAY 23/03/21		WEDNESDAY 24/03/21		THURSDAY 25/03/21		FRIDAY 26/03/21		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
03:00	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0
07:00	4	0	2	0	3	0	4	0	5	0	5	0	5	0	4	0	4	0
08:00	2	0	6	2	5	0	7	2	7	0	7	1	7	1	7	1	6	1
09:00	17	1	5	0	8	2	2	1	4	1	4	1	8	0	5	1	7	1
10:00	13	1	2	0	6	1	13	3	9	3	12	0	8	0	10	1	9	1
11:00	7	0	7	0	11	0	13	3	12	0	20	4	7	1	13	2	11	1
12:00	7	2	7	1	3	0	6	0	12	0	9	3	6	0	7	1	7	1
13:00	4	0	5	0	13	1	9	0	7	0	5	2	4	2	8	1	7	1
14:00	12	1	10	0	5	1	8	4	10	1	4	1	11	3	8	2	9	2
15:00	9	0	6	0	8	2	9	3	9	0	6	1	4	0	7	1	7	1
16:00	13	0	5	0	3	0	7	0	5	0	5	1	4	0	5	0	6	0
17:00	10	0	7	0	10	1	6	0	4	0	7	0	8	0	7	0	7	0
18:00	2	0	1	0	1	0	4	0	0	0	5	1	1	0	2	0	2	0
19:00	1	0	2	0	1	0	2	0	2	0	4	1	3	0	2	0	2	0
20:00	0	0	0	0	1	0	1	0	2	0	0	0	1	0	1	0	1	0
21:00	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>																		
12hr 7-19	100	5	63	3	76	8	88	16	84	5	89	15	73	7	82	10	82	8
18hr 6-24	102	5	66	3	79	8	93	16	89	5	95	16	79	7	87	10	86	9
24hr 0-24	103	6	66	3	79	8	94	17	89	5	97	17	79	7	88	11	87	9

**TABLE 6: SUMMARY OF ATC 2 DATA (EASTERN SITE), CHURCH ROAD, HEMPSTEAD - TWO-WAY**

<b>Vehicle speeds</b>	31.10 mph 50.04 kph 13.90 v (m/s) 193.21 v <sup>2</sup>	<b>Formula:</b> $SSD = vt + v^2 / 2(d+0.1a)$	<b>Manual for Streets 2</b>				<b>DMRB</b>	
<b>Driver Perception-Reaction time</b>	1.5 t (s) 20.85 v x t		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)		
<b>Deceleration Rate</b>	0.375 g 3.68 d (m/s) 7.36 2d	Perception-Reaction Time (t)	1.5s	1.5s	2s	2s		
<b>Gradient</b>	0.00 a* 3.68 d+0.1a 7.3575 2(d+0.1a)	Deceleration Rate (g = 9.81m/s <sup>2</sup> )	0.45g	0.375g	0.375g	0.25g		
<b>Stopping Sight Distance (SSD) =</b>	v t + 20.85	$v^2 / 2(d+0.1a)$	=	SSD				
<b>SSD Bonnet Adjusted (SSD+2.4)**</b>	49.51	26.26	=	47.11				

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

\* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

\*\* 2.4 metres added to splay to allow for bonnet length of approaching vehicles

**TABLE 7: VISIBILITY SPLAY CALCULATOR: CHURCH ROAD, HEMPSTEAD (WESTERN SITE) - EASTBOUND**

<b>Vehicle speeds</b>	27.50 mph 44.25 kph 12.29 v (m/s) 151.07 v <sup>2</sup>	<b>Formula:</b> $SSD = vt + v^2 / 2(d+0.1a)$	<b>Manual for Streets 2</b>				<b>DMRB</b>	
<b>Driver Perception-Reaction time</b>	1.5 t (s) 18.44 v x t		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)		
<b>Deceleration Rate</b>	0.375 g 3.68 d (m/s) 7.36 2d	Perception-Reaction Time (t)	1.5s	1.5s	2s	2s		
<b>Gradient</b>	0.00 a* 3.68 d+0.1a 7.3575 2(d+0.1a)	Deceleration Rate (g = 9.81m/s <sup>2</sup> )	0.45g	0.375g	0.375g	0.25g		
<b>Stopping Sight Distance (SSD) =</b>	v t + 18.44 +	$v^2 / 2(d+0.1a)$	=	SSD				
<b>SSD Bonnet Adjusted (SSD+2.4)**</b>	41.37	20.53	=	38.97				

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

\* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

\*\* 2.4 metres added to splay to allow for bonnet length of approaching vehicles

**TABLE 8: VISIBILITY SPLAY CALCULATOR: CHURCH ROAD, HEMPSTEAD (EASTERN SITE) - WESTBOUND**

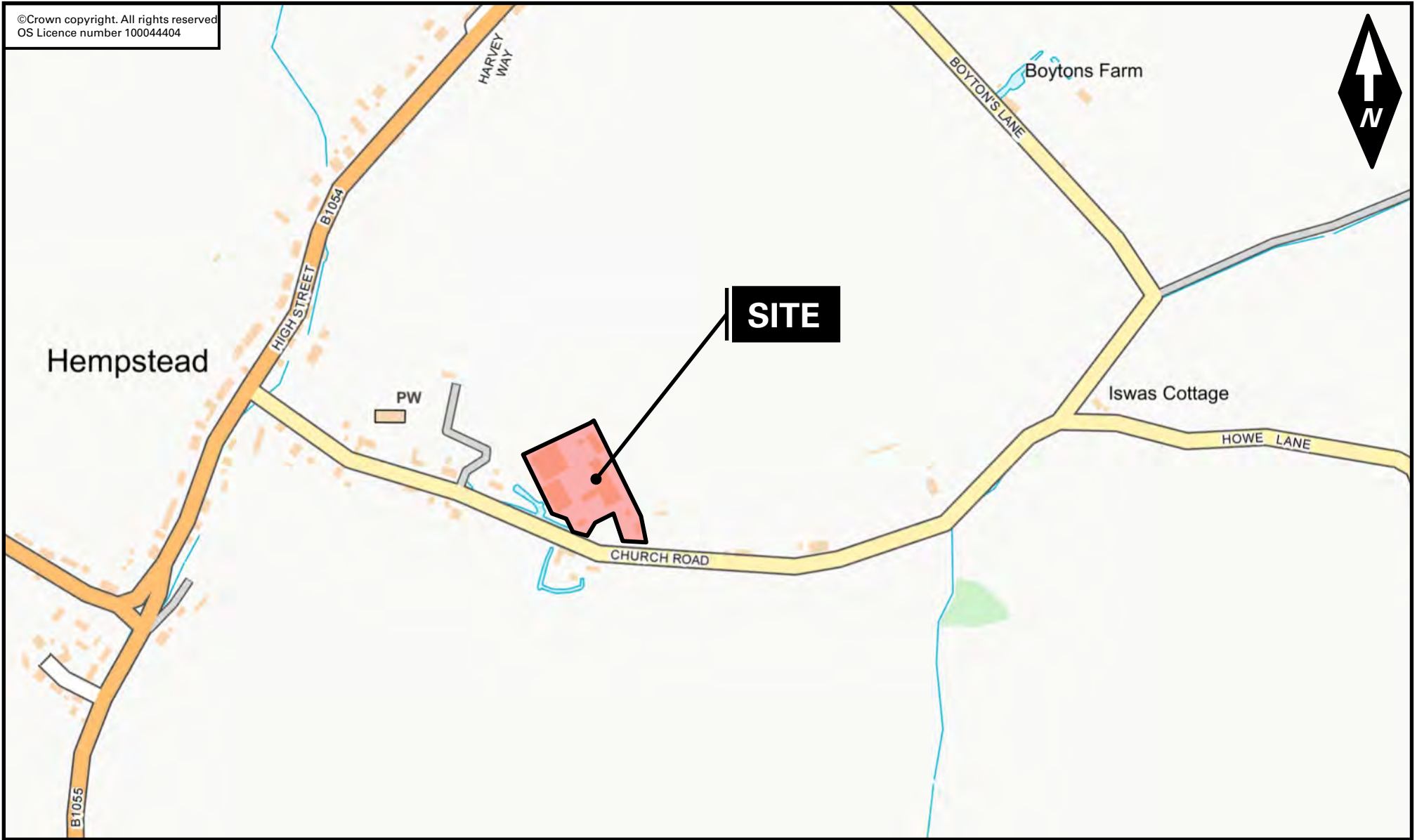
Time Period	Trip Rates (per 100sqm)		B8 use (2560sqm)																		Total					
	Arrive	Depart	Building 1 (694sqm)			Building 2 (1061sqm)			Building 5 (393sqm)			Building 6 (277sqm)			Building 7 (70sqm)			Building 8 (65sqm)								
			Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total			
07:00-08:00	0.060	0.023	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00-09:00	0.120	0.083	1	1	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
09:00-10:00	0.173	0.158	1	1	2	2	2	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8
10:00-11:00	0.181	0.151	1	1	2	2	2	4	1	1	2	1	0	1	0	0	0	0	0	0	0	0	0	5	4	9
11:00-12:00	0.128	0.098	1	1	2	1	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5
12:00-13:00	0.218	0.248	2	2	4	2	3	5	1	1	2	1	1	2	0	0	0	0	0	0	0	0	0	6	7	13
13:00-14:00	0.158	0.143	1	1	2	2	2	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8
14:00-15:00	0.120	0.143	1	1	2	1	2	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6
15:00-16:00	0.151	0.143	1	1	2	2	2	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8
16:00-17:00	0.113	0.135	1	1	2	1	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5
17:00-18:00	0.060	0.143	0	1	1	1	2	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5
18:00-19:00	0.008	0.023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily</b>	1.490	1.491	10	11	21	16	18	34	6	8	14	2	1	3	0	0	0	0	0	0	0	0	0	34	38	72

**TABLE 9: PROPOSED 'WAREHOUSING - SELF STORAGE' DAILY TRAFFIC GENERATION PROFILE (WEEKDAY)**

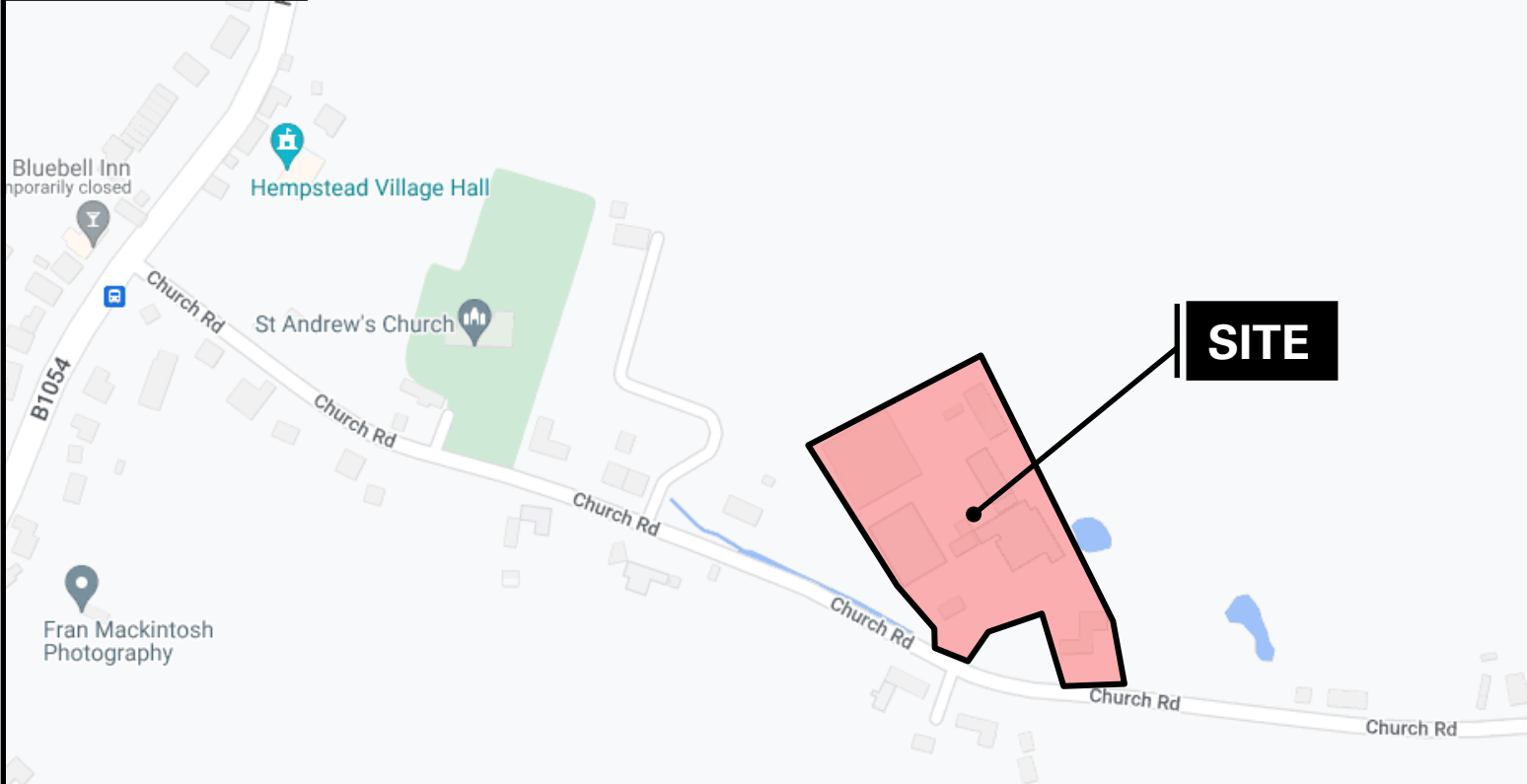


Time Period	Trip Rates (per 100sqm)		Eg(iii) use (435sqm)									
	Arrive	Depart	Building 3 (222sqm)			Building 4 (213sqm)			Total			
			Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total	
05:00-06:00	0.082	0.000	0	0	0	0	0	0	0	0	0	0
06:00-07:00	0.082	0.246	0	1	1	0	1	1	0	2	2	2
07:00-08:00	0.357	0.027	1	0	1	1	0	1	2	0	2	2
08:00-09:00	0.658	0.412	1	1	2	1	1	2	2	2	4	4
09:00-10:00	0.439	0.165	1	0	1	1	0	1	2	0	2	2
10:00-11:00	0.412	0.274	1	1	2	1	1	2	2	2	4	4
11:00-12:00	0.274	0.384	1	1	2	1	1	2	2	2	4	4
12:00-13:00	0.357	0.412	1	1	2	1	1	2	2	2	4	4
13:00-14:00	0.412	0.357	1	1	2	1	1	2	2	2	4	4
14:00-15:00	0.165	0.219	0	0	0	0	0	0	0	0	0	0
15:00-16:00	0.302	0.219	1	0	1	1	0	1	2	0	2	2
16:00-17:00	0.137	0.631	0	1	1	0	1	1	0	2	2	2
17:00-18:00	0.055	0.494	0	1	1	0	1	1	0	2	2	2
18:00-19:00	0.082	0.137	0	0	0	0	0	0	0	0	0	0
19:00-20:00	0.164	0.246	0	1	1	0	1	1	0	2	2	2
20:00-21:00	0.000	0.000	0	0	0	0	0	0	0	0	0	0
<b>Daily</b>	3.978	4.223	8	9	17	8	9	17	16	18	34	34

**TABLE 10: PROPOSED 'EMPLOYMENT - LIGHT INDUSTRIAL' DAILY TRAFFIC GENERATION PROFILE (WEEKDAY)**



SCALE: <b>Do Not Scale</b>	CLIENT: <b>TIMOTHY AND ANGELA SILLS</b>	JOB TITLE: <b>CHURCH FARM, HEMPSTEAD</b>		
DATE: <b>10.05.22</b>			JOB NUMBER: <b>F21038</b>	FIGURE: <b>1</b>
DRAWN: <b>MB</b>	TITLE: <b>SITE LOCATION PLAN</b>			



**Incident Severity**

Slight
 Serious
 Fatal

**Years**

5 of 23 years selected

**Severity**

Fatal	<input checked="" type="checkbox"/>
Serious	<input checked="" type="checkbox"/>
Slight	<input checked="" type="checkbox"/>

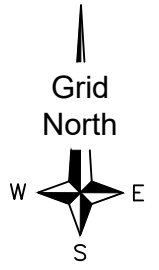
**Casualty Types:**

All Casualty Types

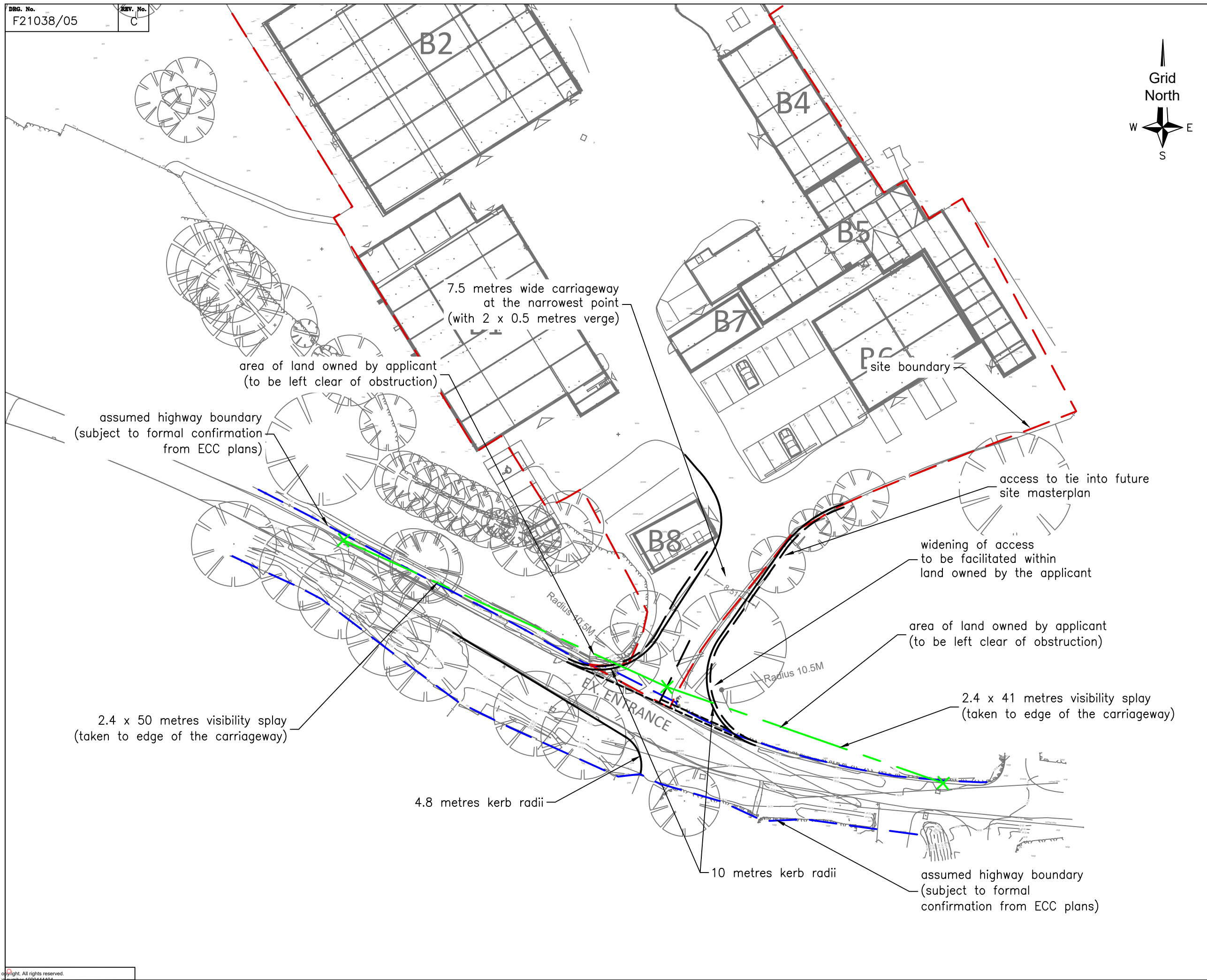
**Vehicles Involved:**

All Vehicle Types

SCALE: <b>Do Not Scale</b>	CLIENT: <b>TIMOTHY AND ANGELA SILLS</b>	JOB TITLE: <b>CHURCH FARM, HEMPSTEAD</b>		
DATE: <b>10.05.22</b>				
DRAWN: <b>MB</b>	TITLE: <b>ACCIDENT DATA TAKEN FROM CRASHMAP.CO.UK (2017-2021)</b>		JOB NUMBER: <b>F21038</b>	FIGURE: <b>2</b>



NOTES:  
• DETAILS OF APPLICANT AND HIGHWAY BOUNDARY LAND OWNERSHIP SUBJECT TO FORMAL CONFIRMATION.



REV.	DATE	DESCRIPTION	BY	CHECKED BY
C	23.03.23	REVISED WITH LATEST MASTERPLAN	MB	WM
B	04.05.22	REVISED FOLLOWING CLIENT COMMENTS	MB	RT
A	14.04.22	UPDATED WITH TOPO MAPPING	CAB	WM

CLIENT  
TIMOTHY AND ANGELA SILLS

CONTRACT  
CHURCH FARM, HEMPSTEAD

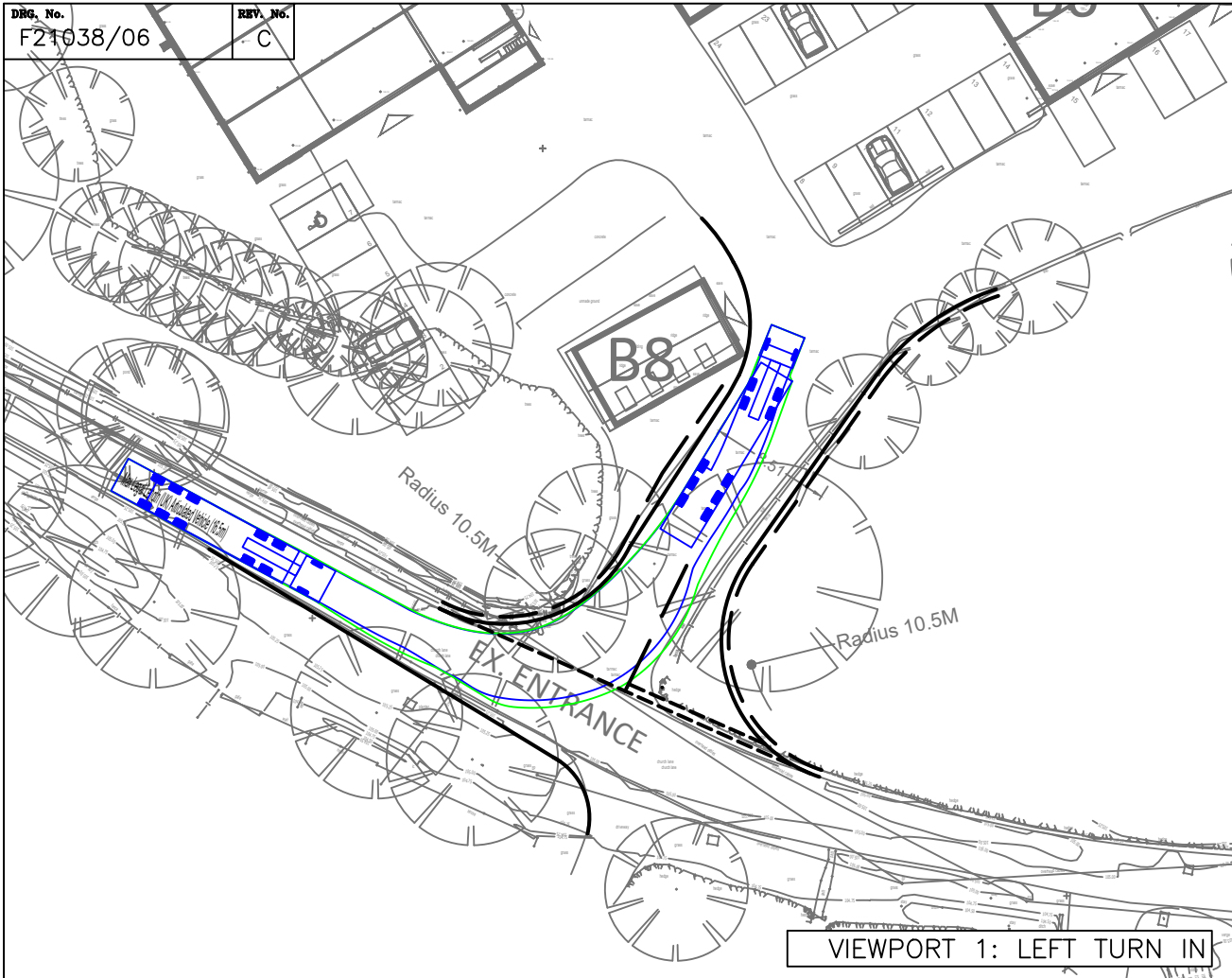
TITLE  
PROPOSED SITE ACCESS LAYOUT

**bc BANCROFT CONSULTING**  
Bancroft Consulting Ltd  
Jarodale House  
7 Gregory Boulevard  
Nottingham  
NG7 6LB  
t 0115 9602919  
f 0115 9648201  
e office@bancroftconsulting.co.uk

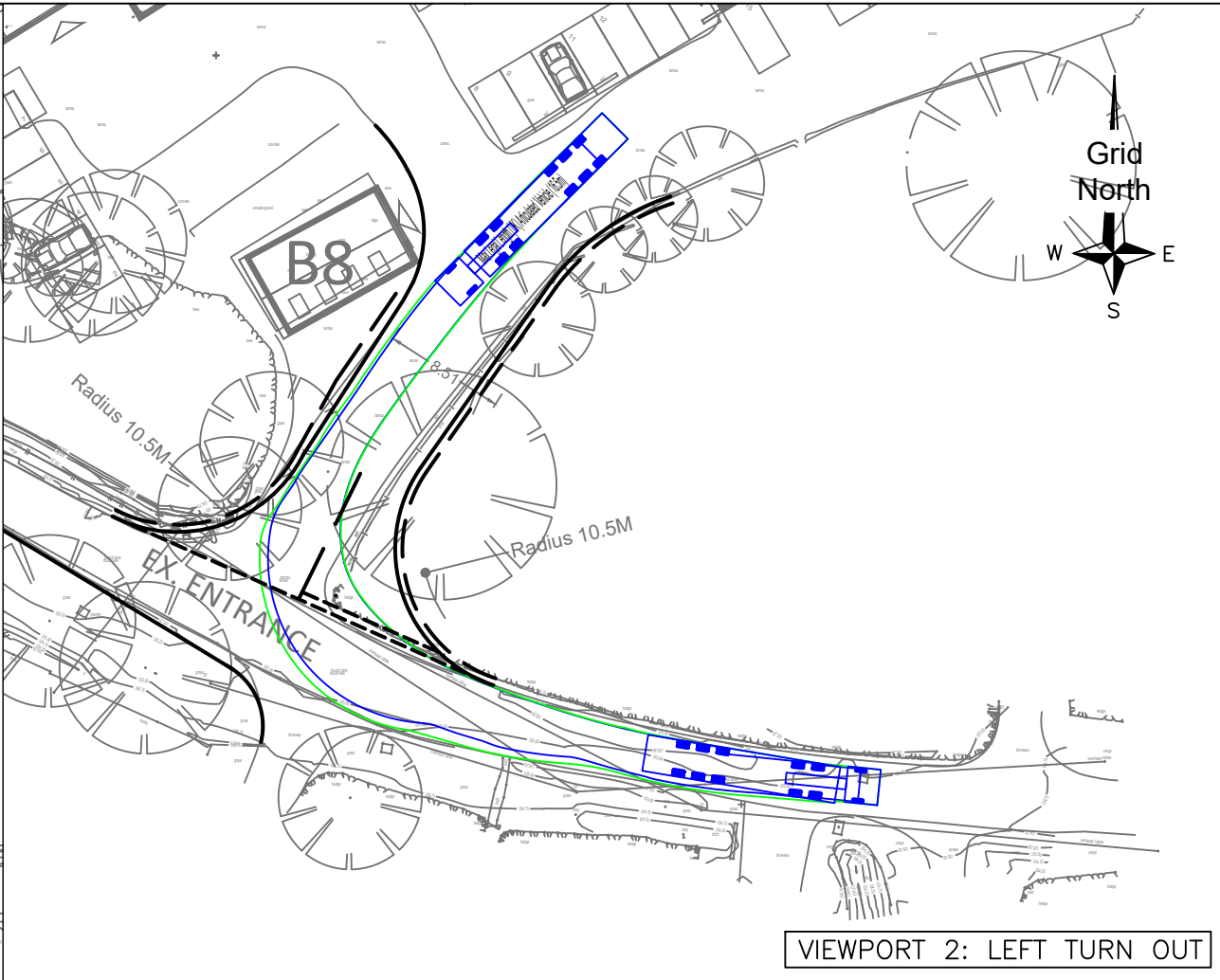
DRAWN BY	
NAME (PRINT)	DATE
CAB	09.02.22
CHECKED BY	
NAME (PRINT)	DATE
CJB	09.02.22
SCALE 1:500@A3	STATUS PRELIMINARY
DRG. NO. F21038/05	REV. C

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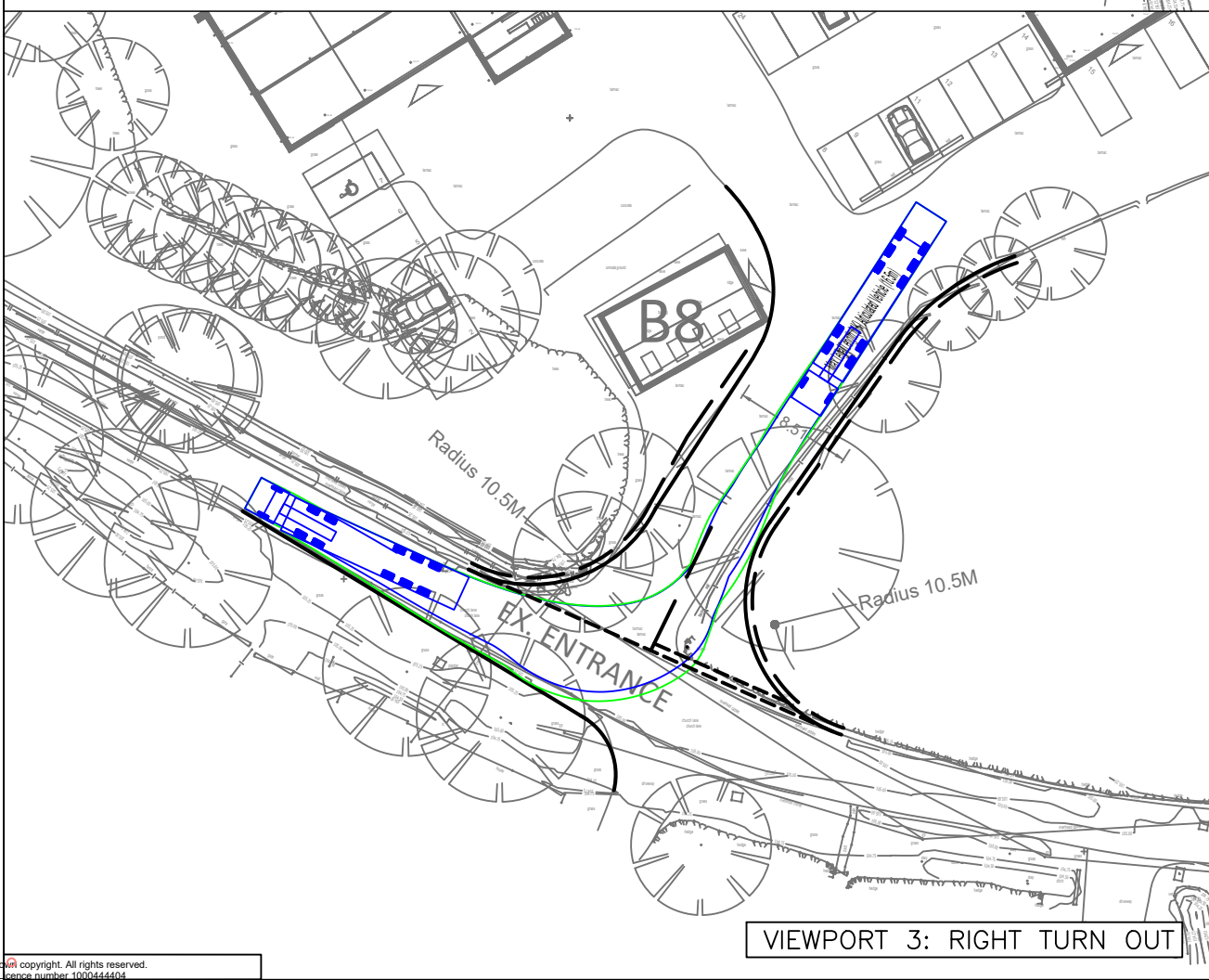
NOTES:  
 • DETAILS OF APPLICANT AND HIGHWAY BOUNDARY LAND OWNERSHIP SUBJECT TO FORMAL CONFIRMATION.



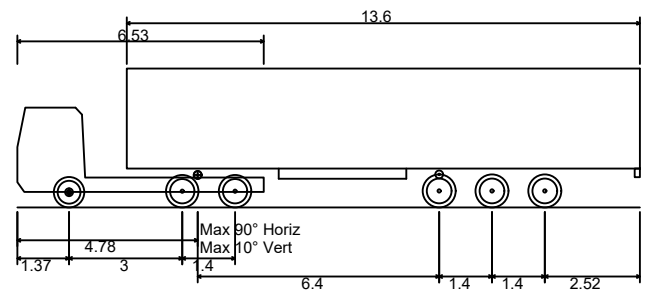
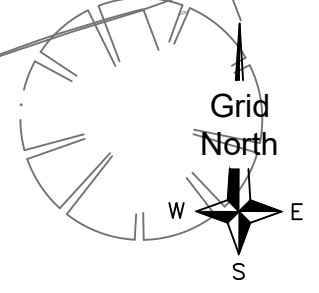
VIEWPORT 1: LEFT TURN IN



VIEWPORT 2: LEFT TURN OUT



VIEWPORT 3: RIGHT TURN OUT



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.	DATE	DESCRIPTION	BY	CHECK
C	23.03.23	REVISED WITH LATEST MASTERPLAN	MB	WM
B	04.05.22	REVISED FOLLOWING CLIENT COMMENTS	MB	RT
A	14.04.22	UPDATED WITH TOPO MAPPING	CAB	WM

CLIENT  
 TIMOTHY AND ANGELA SILLS

CONTRACT  
 CHURCH FARM, HEMPSTEAD

TITLE  
 SWEEP PATH ASSESSMENTS  
 (16.5 METRES  
 ARTICULATED LORRY)

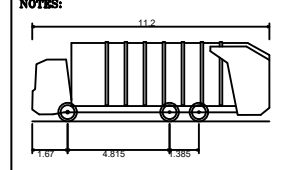
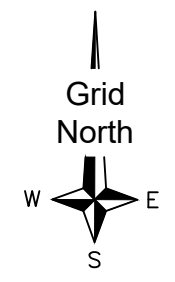
**bc BANCROFT CONSULTING**  
**Bancroft Consulting Ltd**  
 Jarodale House  
 7 Gregory Boulevard  
 Nottingham  
 NG7 6LB  
 t 0115 9602919  
 f 0115 9648201  
 e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
CAB	09.02.22
CHECKED BY	
NAME (PRINT)	DATE
CJB	09.02.22
SCALE 1:500@A3	STATUS PRELIMINARY
DRG. NO. F21038/06	REV. C

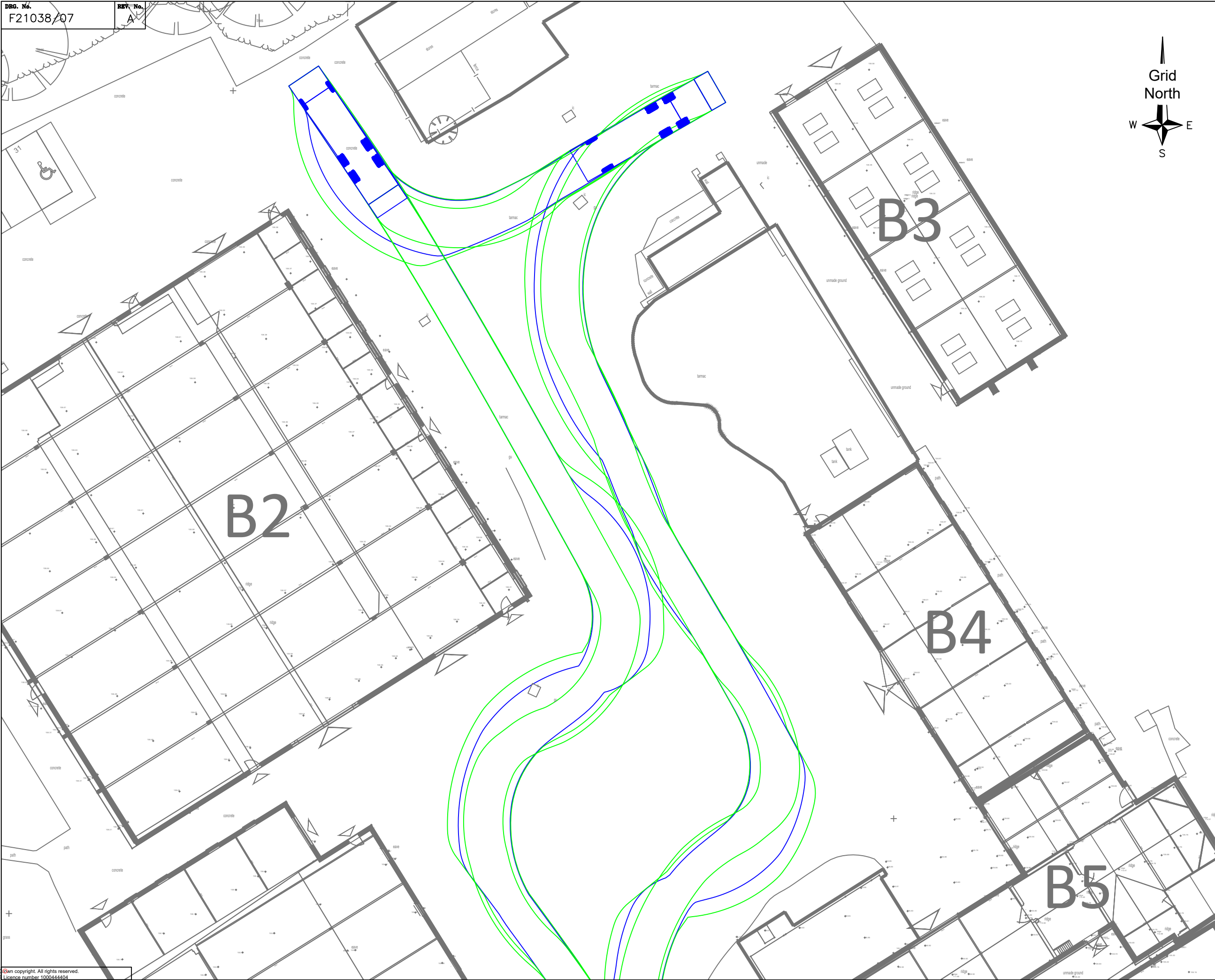
DRG. No.  
F21038/07

REV. No.  
A

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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
 Overall Length 11.200m  
 Overall Width 2.530m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.500m



A	23.03.23	REVISED WITH LATEST MASTERPLAN	MB	WM
REV.	DATE	DESCRIPTION	BY	CHECK

CLIENT  
TIMOTHY AND ANGELA SILLS

CONTRACT  
CHURCH FARM, HEMPSTEAD

TITLE  
SWEEP PATH ASSESSMENT  
(REFUSE VEHICLE)

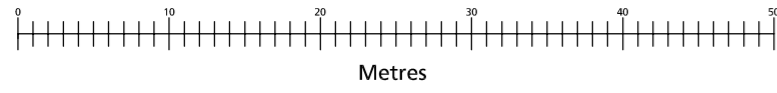
**bc BANCROFT CONSULTING**  
**Bancroft Consulting Ltd**  
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 7 Gregory Boulevard  
 Nottingham  
 NG7 6LB  
 t 0115 9602919  
 f 0115 9648201  
 e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
MB	09.05.22
CHECKED BY	
NAME (PRINT)	DATE
RT	09.05.22
SCALE 1:500@A3	STATUS PRELIMINARY
DRG. NO. F21038/07	REV A

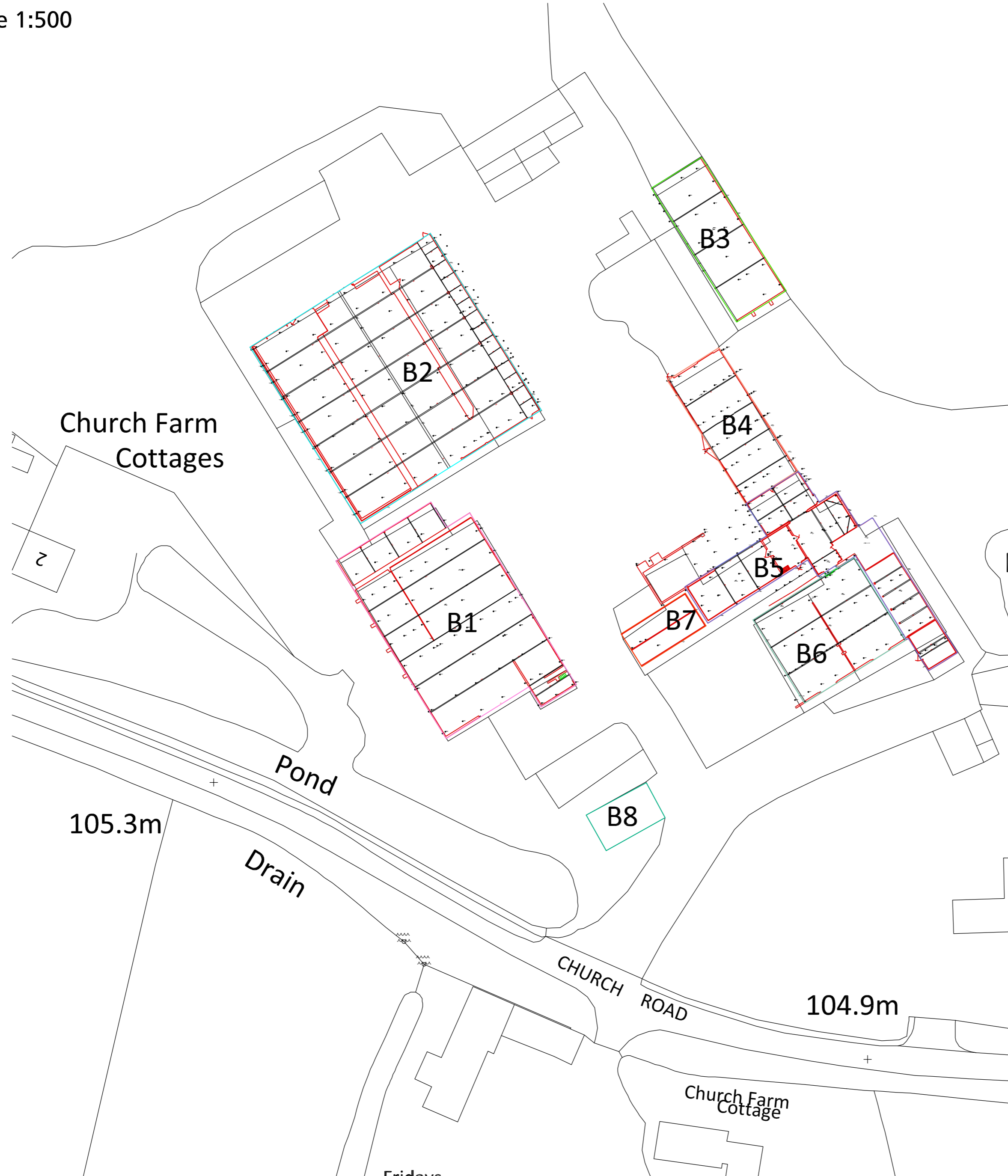
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## **APPENDIX A – EXISTING SITE PLAN**

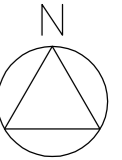
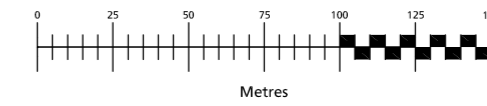
Notes:



**SITE BLOCK PLAN**  
Scale 1:500



**LOCATION PLAN**  
Scale 1:2500




	01/01/2021	FIRST ISSUE
REVISION	DATE	AMENDMENT

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SURVEYORS | PLANNERS | ARCHITECTS  
HERTFORDSHIRE | NORFOLK | WARWICKSHIRE | SOMERSET  
Phone (01279) 771188 | E-mail post@sworders.com

SCHEME:  
**CHURCH FARM, CHURCH HILL  
HEMPSTEAD ESSEX CB10 2PA**

TITLE:  
**EXISTING  
SITE & LOCATION PLAN**

SCALE	PAPER SIZE	DRAWN BY	CHECKED BY	DATE
1:500/2500	A2L	MSM	JS	12.11.2021

CLIENT NO.	DRAWING No.	REVISION
SIL2752	220540DWG001	/

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AREAS & PARKING FOR EXISTING & PROPOSED BUILDINGS

CHURCH FARM CHURCH HILL HEMPSTEAD CB10 2PA

CLIENT NO: SIL2752

JOB NO: 220540

REV: /

12/11/2021

Area Calculations and Ex & Proposed Parking						
Existing Buildings		Footprint M <sup>2</sup>			GIA	
Site Area - xxx M <sup>2</sup> (xxxHa)						
Barn 1		694.00				
Barn 2		1061.00				
Barn 3		222.00				
Barn 4		213.00				
Barn 5		393.00				
Barn 6		277.00				
Barn 7		70.00				
Barn 8		65.00				
<b>Totals Areas of Existing Buildings</b>		<b>2995</b>				

## **APPENDIX B – ON SITE IMAGES**



Image 1 – Indications of vehicle overrun at both edges of the site access.



Image 2 – Large pond to west of access, separated by fence line.



Image 3 – Church Road within the immediate vicinity of the site, demonstrating that there are no road marking or street lighting present.



Image 4 – Signage alerting drivers of a speed limit change approximately 100 metres east of the site access.



Image 5 – Existing site access layout.



Image 6 – Kerb radii at existing site access.



Image 7 – Visibility to the east of the access.



Image 8 – Visibility to the west of the access.

## **APPENDIX C – ATC DATA**

ATC Requests – Church Road,  
Hempstead, Saffron Walden  
(CB10 2PA)





SITE: CHURCH RD HAMPSTEAD ATC 1 WEST

LOCATION: attached to telegraph pole



GRID REFERENCE: 52.015219, 0.383540

DIRECTION: EASTBOUND

SPEED LIMIT: 30

20 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
0900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
1000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1100	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	22.4	-
1200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
1300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
1400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
1500	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	20.4	-
1600	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
<b>07-19</b>	<b>56</b>	<b>53</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22.1</b>	<b>29.1</b>
<b>06-22</b>	<b>57</b>	<b>54</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22.1</b>	<b>29.1</b>
<b>06-00</b>	<b>57</b>	<b>54</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22.1</b>	<b>29.1</b>
<b>00-00</b>	<b>58</b>	<b>54</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22.3</b>	<b>29.3</b>

21 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26 -	
0800	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	25.3 -	
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6 -	
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
1100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29 -	
1200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8 -	
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9 -	
1400	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20.5 -	
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1600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4 -	
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1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3 -	
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2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
<b>07-19</b>	<b>39</b>	<b>36</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23.5</b>	<b>28.8</b>
<b>06-22</b>	<b>41</b>	<b>38</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23.3</b>	<b>28.8</b>
<b>06-00</b>	<b>41</b>	<b>38</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23.3</b>	<b>28.8</b>
<b>00-00</b>	<b>41</b>	<b>38</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23.3</b>	<b>28.8</b>

22 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2 -
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7 -
0900	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6 -
1000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27 -
1100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7 -
1200	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24.2 -
1300	10	8	0	0	0	0	0	0	0	0	0	0	0	0	2	24.1 -	
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4 -
1500	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	29.9 -
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
1700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9 -
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1 -
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
<b>07-19</b>	<b>42</b>	<b>35</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>26.1</b>	<b>32.6</b>
<b>06-22</b>	<b>43</b>	<b>36</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>26.3</b>	<b>32.8</b>
<b>06-00</b>	<b>43</b>	<b>36</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>26.3</b>	<b>32.8</b>
<b>00-00</b>	<b>43</b>	<b>36</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>26.3</b>	<b>32.8</b>

23 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-
0800	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
0900	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1000	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1100	9	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
1200	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	24.4	-
1300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1400	7	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1500	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	26.4	-
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>57</b>	<b>44</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>25.2</b>	<b>31</b>	
<b>06-22</b>	<b>60</b>	<b>47</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>25.6</b>	<b>32.4</b>		
<b>06-00</b>	<b>60</b>	<b>47</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>25.6</b>	<b>32.4</b>		
<b>00-00</b>	<b>61</b>	<b>47</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>25.7</b>	<b>32.5</b>		

24 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6 -	
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4 -	
0800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6 -	
0900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5 -	
1000	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	25.3 -	
1100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1 -	
1200	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25	
1300	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25.3 -	
1400	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4 -	
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2 -	
1600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2 -	
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29 -	
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3 -	
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4 -	
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7 -	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
<b>07-19</b>	<b>54</b>	<b>50</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25.7</b>	<b>30.6</b>
<b>06-22</b>	<b>59</b>	<b>55</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25.8</b>	<b>31.3</b>
<b>06-00</b>	<b>59</b>	<b>55</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25.8</b>	<b>31.3</b>
<b>00-00</b>	<b>59</b>	<b>55</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25.8</b>	<b>31.3</b>

25 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.7 -
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1 -
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8 -
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27 -
0900	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	18.9 -
1000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5 -
1100	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	24.5 27.8
1200	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15.6 -
1300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.5 -
1400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1 -
1500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9 -
1600	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.2 -
1700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4 -
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4 -
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4 -
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2 -
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
<b>07-19</b>	<b>53</b>	<b>46</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>24.4</b>	<b>29.9</b>
<b>06-22</b>	<b>57</b>	<b>50</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>24.9</b>	<b>30.2</b>
<b>06-00</b>	<b>58</b>	<b>51</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>30.3</b>
<b>00-00</b>	<b>60</b>	<b>52</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>24.9</b>	<b>30.3</b>

26 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0600	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23.2	
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	
0800	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	
1000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.8	
1100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	
1200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	
1300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.5	
1400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.2	
1500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	
1700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
<b>07-19</b>	<b>37</b>	<b>33</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.6</b>	<b>31.1</b>
<b>06-22</b>	<b>42</b>	<b>37</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25.6</b>	<b>32.2</b>
<b>06-00</b>	<b>42</b>	<b>37</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25.6</b>	<b>32.2</b>
<b>00-00</b>	<b>42</b>	<b>37</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25.6</b>	<b>32.2</b>

SITE: CHURCH RD HAMPSTEAD ATC 1 WEST

LOCATION: attached to telegraph pole



GRID REFERENCE: 52.015219, 0.383540

DIRECTION: WESTBOUND

SPEED LIMIT: 30

20 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3 -	-
0700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	23 -	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8 -	-
0900	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	22 -	-
1000	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	21.5 -	-
1100	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	24.3 -	-
1200	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	23.7 -	-
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4 -	-
1400	7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	19.6 -	-
1500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5 -	-
1600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6 -	-
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3 -	-
1800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	19.8 -	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12.8 -	-
<b>07-19</b>	<b>61</b>	<b>52</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>21.5</b>	<b>26.6</b>
<b>06-22</b>	<b>62</b>	<b>53</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>21.6</b>	<b>26.9</b>
<b>06-00</b>	<b>63</b>	<b>53</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>21.5</b>	<b>26.8</b>
<b>00-00</b>	<b>63</b>	<b>53</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>21.5</b>	<b>26.8</b>



21 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7 -	
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1 -	
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1 -	
1100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1 -	
1200	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.5 -	
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7 -	
1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8 -	
1500	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19 -	
1600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5 -	
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4 -	
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3 -	
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4 -	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2100	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22.4 -	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
<b>07-19</b>	<b>32</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.3</b>	<b>26.8</b>
<b>06-22</b>	<b>36</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22.1</b>	<b>27.5</b>	
<b>06-00</b>	<b>36</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22.1</b>	<b>27.5</b>	
<b>00-00</b>	<b>36</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22.1</b>	<b>27.5</b>	

22 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2 -
0800	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9 -
0900	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.9 -
1000	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	20.2 -
1100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6 -
1200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9.5 -
1300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.5 -
1400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1 -
1500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2 -
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5 -
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8 -
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5 -
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3 -
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
<b>07-19</b>	<b>43</b>	<b>37</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>24.5</b>	<b>30.2</b>
<b>06-22</b>	<b>45</b>	<b>39</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>24.7</b>	<b>30.4</b>
<b>06-00</b>	<b>45</b>	<b>39</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>24.7</b>	<b>30.4</b>
<b>00-00</b>	<b>45</b>	<b>39</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>24.7</b>	<b>30.4</b>

23 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5
0800	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.9
0900	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5
1000	8	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	21
1100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6
1200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1
1300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.4
1400	5	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	23.8
1500	6	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	18.6
1600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
<b>07-19</b>	<b>60</b>	<b>48</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22.2</b>	<b>28.1</b>
<b>06-22</b>	<b>61</b>	<b>49</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22.3</b>	<b>28.1</b>
<b>06-00</b>	<b>62</b>	<b>50</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22.3</b>	<b>28</b>
<b>00-00</b>	<b>62</b>	<b>50</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22.3</b>	<b>28</b>

24 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5 -
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3 -
0900	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.7 -
1000	8	5	0	2	1	0	0	0	0	0	0	0	0	0	0	0	23.5 -
1100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1 -
1200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20 -
1300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8 -
1400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22 -
1500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9 -
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6 -
1700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21.6 -
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7 -
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4 -
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5 -
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
<b>07-19</b>	<b>54</b>	<b>47</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22.8</b>	<b>28.8</b>
<b>06-22</b>	<b>57</b>	<b>50</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22.6</b>	<b>28.8</b>
<b>06-00</b>	<b>57</b>	<b>50</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22.6</b>	<b>28.8</b>
<b>00-00</b>	<b>57</b>	<b>50</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22.6</b>	<b>28.8</b>

25 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9 -	
0800	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.2 -	
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1 -	
1000	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.2 -	
1100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.2 -	
1200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.8 -	
1300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.8 -	
1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2 -	
1500	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6 -	
1600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1 -	
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9 -	
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4 -	
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8 -	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3 -	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
<b>07-19</b>	<b>54</b>	<b>48</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.4</b>	<b>31.2</b>
<b>06-22</b>	<b>56</b>	<b>49</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.3</b>	<b>31.2</b>
<b>06-00</b>	<b>56</b>	<b>49</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.3</b>	<b>31.2</b>
<b>00-00</b>	<b>56</b>	<b>49</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.3</b>	<b>31.2</b>

26 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8 -	
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8 -	
0900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1 -	
1000	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	27.3 -	
1100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27 -	
1200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3 -	
1300	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22.5 -	
1400	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.7 -	
1500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1 -	
1600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6 -	
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4 -	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8 -	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24 -	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
<b>07-19</b>	<b>41</b>	<b>35</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>28.2</b>
<b>06-22</b>	<b>42</b>	<b>36</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.3</b>	<b>29.2</b>
<b>06-00</b>	<b>43</b>	<b>37</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.3</b>	<b>29</b>
<b>00-00</b>	<b>43</b>	<b>37</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.3</b>	<b>29</b>

SITE: CHURCH RD HAMPSTEAD ATC 2 EAST

LOCATION: attached to telegraph pole



GRID REFERENCE: 52.014887, 0.384543

DIRECTION: EASTBOUND

SPEED LIMIT: 30

20 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.4
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6
0900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7
1000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6
1100	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	14.9
1200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4
1300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1
1400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8
1600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8
1700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
<b>07-19</b>	<b>49</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19.2</b>	<b>27</b>
<b>06-22</b>	<b>50</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19.3</b>	<b>27</b>
<b>06-00</b>	<b>50</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19.3</b>	<b>27</b>
<b>00-00</b>	<b>51</b>	<b>49</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19.6</b>	<b>27</b>

21 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
0800	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
1400	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	17.9	-
1500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
1600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>34</b>	<b>31</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19.2</b>	<b>22.8</b>	
<b>06-22</b>	<b>35</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18.9</b>	<b>22.8</b>	
<b>06-00</b>	<b>35</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18.9</b>	<b>22.8</b>	
<b>00-00</b>	<b>35</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18.9</b>	<b>22.8</b>	



22 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1000	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	17.1	-
1100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1200	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	20.2	-
1300	10	8	0	0	0	0	0	0	0	0	0	0	0	0	2	19.1	-
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
1500	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>41</b>	<b>34</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>20.8</b>	<b>27.5</b>
<b>06-22</b>	<b>42</b>	<b>35</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>20.8</b>	<b>27.4</b>
<b>06-00</b>	<b>42</b>	<b>35</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>20.8</b>	<b>27.4</b>
<b>00-00</b>	<b>42</b>	<b>35</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>20.8</b>	<b>27.4</b>

23 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0800	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	22.7	-
0900	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	17.4	-
1000	7	5	0	1	1	0	0	0	0	0	0	0	0	0	0	22.5	-
1100	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	25.2	-
1200	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	21.1	-
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
1400	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1500	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	19.6	-
1600	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	21.4	-
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>46</b>	<b>34</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>22.7</b>	<b>27.7</b>
<b>06-22</b>	<b>49</b>	<b>37</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>22.9</b>	<b>27.7</b>
<b>06-00</b>	<b>49</b>	<b>37</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>22.9</b>	<b>27.7</b>
<b>00-00</b>	<b>50</b>	<b>37</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>23.1</b>	<b>28</b>

24 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
0800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
0900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
1000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	17.6	-
1100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
1300	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	23.6	-
1400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
1600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>44</b>	<b>42</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21.4</b>	<b>27.3</b>
<b>06-22</b>	<b>47</b>	<b>45</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21.4</b>	<b>27.6</b>
<b>06-00</b>	<b>47</b>	<b>45</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21.4</b>	<b>27.6</b>
<b>00-00</b>	<b>47</b>	<b>45</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21.4</b>	<b>27.6</b>

25 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
0900	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	18.9	-
1000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
1100	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	21.1	23.9
1200	3	1	0	1	0	0	0	0	0	0	0	0	0	0	1	13.7	-
1300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-
1500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1600	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
1800	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	15.7	-
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>45</b>	<b>37</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>21.1</b>	<b>27</b>
<b>06-22</b>	<b>48</b>	<b>40</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>21.5</b>	<b>27.1</b>
<b>06-00</b>	<b>49</b>	<b>41</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>21.7</b>	<b>27.3</b>
<b>00-00</b>	<b>51</b>	<b>42</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>21.8</b>	<b>27.6</b>

26 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16.5 -	
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9 -	
0800	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2 -	
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2 -	
1000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1 -	
1100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17 -	
1200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3 -	
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2 -	
1400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7 -	
1500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9 -	
1600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9 -	
1700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7 -	
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7 -	
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5 -	
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5 -	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
<b>07-19</b>	<b>35</b>	<b>33</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>27</b>
<b>06-22</b>	<b>40</b>	<b>37</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>20.8</b>	<b>27.8</b>
<b>06-00</b>	<b>40</b>	<b>37</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>20.8</b>	<b>27.8</b>
<b>00-00</b>	<b>40</b>	<b>37</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>20.8</b>	<b>27.8</b>

SITE: CHURCH RD HAMPSTEAD ATC 2 EAST

LOCATION: attached to telegraph pole



GRID REFERENCE: 52.014887, 0.384543

DIRECTION: WESTBOUND

SPEED LIMIT: 30

20 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	21.1	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0900	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	19.8	26.2
1000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	19	-
1100	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	19.8	-
1200	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	22.4	-
1300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-
1400	7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	18.7	-
1500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-
1600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	-
<b>07-19</b>	<b>55</b>	<b>47</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>19.7</b>	<b>26</b>
<b>06-22</b>	<b>56</b>	<b>48</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>19.9</b>	<b>26.4</b>
<b>06-00</b>	<b>57</b>	<b>48</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19.7</b>	<b>26.3</b>
<b>00-00</b>	<b>57</b>	<b>48</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19.7</b>	<b>26.3</b>

21 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2 -
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17 -
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7 -
1100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2 -
1200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8 -
1300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8 -
1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20 -
1500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4 -
1600	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.2 -
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4 -
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8 -
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11 -
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21.7 -
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
<b>07-19</b>	<b>31</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19.2</b>	<b>23.8</b>
<b>06-22</b>	<b>34</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>19.1</b>	<b>23.9</b>
<b>06-00</b>	<b>34</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>19.1</b>	<b>23.9</b>
<b>00-00</b>	<b>34</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>19.1</b>	<b>23.9</b>

22 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7 -
0800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6 -
0900	5	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	23.1 -
1000	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17.4 -
1100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9 -
1200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9.1 -
1300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.1 -
1400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.9 -
1500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7 -
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8 -
1700	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6 -
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6 -
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2 -
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
<b>07-19</b>	<b>41</b>	<b>34</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22.4</b>	<b>28.7</b>
<b>06-22</b>	<b>43</b>	<b>36</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22.7</b>	<b>28.9</b>
<b>06-00</b>	<b>43</b>	<b>36</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22.7</b>	<b>28.9</b>
<b>00-00</b>	<b>43</b>	<b>36</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22.7</b>	<b>28.9</b>



23 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1 -
0800	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.3 -
0900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7 -
1000	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5 -
1100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20 -
1200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6 -
1300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7 -
1400	3	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	23.4 -
1500	6	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	18.3 -
1600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3 -
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6 -
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2 -
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5 -
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6 -
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>45</b>	<b>38</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>26.4</b>
<b>06-22</b>	<b>46</b>	<b>39</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>21.7</b>	<b>26.3</b>
<b>06-00</b>	<b>47</b>	<b>40</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>21.8</b>	<b>26.3</b>
<b>00-00</b>	<b>47</b>	<b>40</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>21.8</b>	<b>26.3</b>

24 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
0900	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1000	6	4	0	1	1	0	0	0	0	0	0	0	0	0	0	21.8	-
1100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
1200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
1700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19.4	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>42</b>	<b>37</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22.8</b>	<b>28.1</b>
<b>06-22</b>	<b>44</b>	<b>39</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22.5</b>	<b>28</b>
<b>06-00</b>	<b>44</b>	<b>39</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22.5</b>	<b>28</b>
<b>00-00</b>	<b>44</b>	<b>39</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22.5</b>	<b>28</b>

25 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
0800	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
1000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1100	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	22.4	-
1200	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1500	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	20.2	-
1600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>07-19</b>	<b>45</b>	<b>37</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>28.7</b>
<b>06-22</b>	<b>47</b>	<b>38</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>28.6</b>
<b>06-00</b>	<b>47</b>	<b>38</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>28.6</b>
<b>00-00</b>	<b>47</b>	<b>38</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>28.6</b>

26 March 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8 -	
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2 -	
0900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2 -	
1000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5 -	
1100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.9 -	
1200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3 -	
1300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.7 -	
1400	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23.6 -	
1500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7 -	
1600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5 -	
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7 -	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27 -	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4 -	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
<b>07-19</b>	<b>38</b>	<b>33</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>27.4</b>
<b>06-22</b>	<b>39</b>	<b>34</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.6</b>	<b>27.3</b>
<b>06-00</b>	<b>40</b>	<b>35</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.6</b>	<b>27.3</b>
<b>00-00</b>	<b>40</b>	<b>35</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.6</b>	<b>27.3</b>

**APPENDIX D – TRICS OUTPUT DATA**  
**(B8 USE)**

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : E - WAREHOUSING (SELF STORAGE)  
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	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: 2860 to 5500 (units: sqm)  
 Range Selected by User: 1900 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 17/11/16

*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	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	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	1
Development Zone	1
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:

B8	3 days
----	--------

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

Filter by Site Operations Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 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:

125,001 to 250,000	1 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	1 days
1.1 to 1.5	2 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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NT-02-E-02 LENTON LANE NOTTINGHAM	BIG YELLOW SELF STORAGE	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm <i>Survey date: THURSDAY 17/11/16</i>		<i>Survey Type: MANUAL</i>
2	TW-02-E-01 STONEGATE CLOSE GATESHEAD	1ST STORAGE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5500 sqm <i>Survey date: MONDAY 13/06/16</i>		<i>Survey Type: MANUAL</i>
3	WL-02-E-01 DRAKES WAY SWINDON	BIG YELLOW SELF STORAGE	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm <i>Survey date: WEDNESDAY 21/09/16</i>		<i>Survey Type: MANUAL</i>

*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.*



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)  
TOTAL VEHICLESRanking Type: TOTALS Time Range: 08:00-09:00  
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.109	Arrivals: 0.143
Departures: 0.018	Departures: 0.108
Totals: 0.127	Totals: 0.251

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NT-02-E-02	BIG YELLOW SEL	NOTTINGHAM	NOTTINGHAMSHIRE	2860	Thu	17/11/16	0.280	0.245	0.525
2	TW-02-E-01	1ST STORAGE	GATESHEAD	TYNE & WEAR	5500	Mon	13/06/16	0.109	0.018	0.127
3	WL-02-E-01	BIG YELLOW SEL	SWINDON	WILTSHIRE	4925	Wed	21/09/16	0.041	0.061	0.102

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m<sup>2</sup> GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : E - WAREHOUSING (SELF STORAGE)  
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	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: 2860 to 5500 (units: sqm)  
 Range Selected by User: 1900 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 17/11/16

*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	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	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	1
Development Zone	1
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:

B8	3 days
----	--------

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

Filter by Site Operations Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 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:

125,001 to 250,000	1 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	1 days
1.1 to 1.5	2 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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NT-02-E-02 LENTON LANE NOTTINGHAM	BIG YELLOW SELF STORAGE	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm <i>Survey date: THURSDAY 17/11/16</i>		<i>Survey Type: MANUAL</i>
2	TW-02-E-01 STONEGATE CLOSE GATESHEAD	1ST STORAGE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5500 sqm <i>Survey date: MONDAY 13/06/16</i>		<i>Survey Type: MANUAL</i>
3	WL-02-E-01 DRAKES WAY SWINDON	BIG YELLOW SELF STORAGE	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm <i>Survey date: WEDNESDAY 21/09/16</i>		<i>Survey Type: MANUAL</i>

*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.*

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)  
TOTAL VEHICLESRanking Type: TOTALS Time Range: 17:00-18:00  
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.081	Arrivals: 0.068
Departures: 0.183	Departures: 0.161
Totals: 0.264	Totals: 0.229

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NT-02-E-02	BIG YELLOW SEL	NOTTINGHAM	NOTTINGHAMSHIRE	2860	Thu	17/11/16	0.105	0.245	0.350
2	WL-02-E-01	BIG YELLOW SEL	SWINDON	WILTSHIRE	4925	Wed	21/09/16	0.081	0.183	0.264
3	TW-02-E-01	1ST STORAGE	GATESHEAD	TYNE & WEAR	5500	Mon	13/06/16	0.018	0.055	0.073

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : E - WAREHOUSING (SELF STORAGE)  
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	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: 2860 to 5500 (units: sqm)  
 Range Selected by User: 1900 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 17/11/16

*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	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	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	1
Development Zone	1
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:

B8	3 days
----	--------

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

Filter by Site Operations Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 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:

125,001 to 250,000	1 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	1 days
1.1 to 1.5	2 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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NT-02-E-02 LENTON LANE NOTTINGHAM	BIG YELLOW SELF STORAGE	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm <i>Survey date: THURSDAY 17/11/16</i>		<i>Survey Type: MANUAL</i>
2	TW-02-E-01 STONEGATE CLOSE GATESHEAD	1ST STORAGE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5500 sqm <i>Survey date: MONDAY 13/06/16</i>		<i>Survey Type: MANUAL</i>
3	WL-02-E-01 DRAKES WAY SWINDON	BIG YELLOW SELF STORAGE	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm <i>Survey date: WEDNESDAY 21/09/16</i>		<i>Survey Type: MANUAL</i>

*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.*



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)  
TOTAL VEHICLESRanking Type: TOTALS Time Range: 07:00-19:00  
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 1.665	Arrivals: 1.639
Departures: 1.645	Departures: 1.638
Totals: 3.310	Totals: 3.277

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NT-02-E-02	BIG YELLOW SEL	NOTTINGHAM	NOTTINGHAMSHIRE	2860	Thu	17/11/16	2.378	2.378	4.756
2	WL-02-E-01	BIG YELLOW SEL	SWINDON	WILTSHIRE	4925	Wed	21/09/16	1.665	1.645	3.310
3	TW-02-E-01	1ST STORAGE	GATESHEAD	TYNE & WEAR	5500	Mon	13/06/16	0.873	0.891	1.764

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m<sup>2</sup> GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site Reference: TW-02-E-01  
 Created: Version: 7.4.3 07/09/17  
 Latitude/Longitude: 54.95380, -1.56007  
 Land Use Type: 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)  
 Region/Area: NORTH/TYNE & WEAR

Description: 1ST STORAGE  
 Street: STONEYGATE CLOSE  
 District:  
 Town: GATESHEAD  
 Post Code: NE10 0AZ  
 Planning Authority: GATESHEAD COUNCIL

Location: Suburban Area (PPS6 Out of Centre)  
 Location Sub Category: Industrial Zone  
 Use Class: B8

Breakdown of Site Operations

Offices 0%  
 Research & Development 0%  
 Light Industrial 0%  
 General Industrial 0%  
 Storage & Distribution 100%

Population within 500m: 1400  
 Population within 1 Mile: 25,001 to 50,000  
 Population within 5 Miles: 500,001 or More  
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	228	354	582
Monday-Friday	0700-1000	56	116	172
Monday-Friday	1600-1900	52	106	158
Saturday	0700-1900	190	258	448
Sunday	0700-1900	106	194	300

Is site associated with a travel plan: No  
 If not, are there any plans to implement a Travel Plan in the future? No  
 Is survey data available before the implementation of the Travel Plan?  
 Is the location of the site hilly or flat: Flat  
 Urban Regeneration: No

Gross floor area 5500 sqm  
 Total Full Time Employees 2  
 Total Part Time Employees 2

No. of developments for this Site: 1  
 No. of survey Days for this Site: 1

Comments

To the east of Gateshead town centre, the site is located off the north side of the A184, 3km west of the A194 and the A194(M). Industrial developments can be found immediately to the west, north west, north and north east of the site with housing developments to the east and further to the south. There are also some retail units in the local vicinity as well as a railway college and veterinary hospital to the south west.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
South Shields	5	50
Team Valley	4	25

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes  
 8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes  
 9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes  
 10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
North Shields	5	30
South Hyton	5	40

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to those listed above, there is also one bus service per hour to Wrekenton taking 15 minutes.  
 In addition to those listed above, there is also one rail service per hour to Newcastle upon Tyne taking 11 minutes.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

There are several cycle paths and routes within close proximity to the site.

14. Public transport

There are several bus stops and a metro station within close proximity to the site.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2016
Nearest Primary School	0.8 kilometres
Nearest Secondary School	1.5 kilometres
Nearest Local Shop/Corner Shop	1.8 kilometres
Nearest Main Supermarket	3.4 kilometres
Nearest Doctors Surgery	1.2 kilometres
Nearest Hospital with Minor Injuries/A & E	2.8 kilometres
Nearest Sports/Leisure Centre	1.8 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00041800
Number of people employed within Census Output Area	125
Number of households within Census Output Area	128
Number of people living within Census Output Area	284
Area of Census Output Area (hectares)	37.00
Population density within Census Output Area (per hectare)	7.70

SITE PHOTO



Site reference: TW-02-E-01  
Trade name: 1ST STORAGE CENTRE

Site area (h/a): 0.49  
Gross floor area (sqm) 5500  
External permanent storage  
area (included in GFA) 0  
GFA not in use (sqm) 0

Open since 2006  
Total Employees 4  
Full Time Employees 2 50%  
Part Time Employees 2 50%  
Approximate % of total employees working  
standard 9-5 hours or similar 50%  
GFA per employee 1375.000  
Number of units 1  
Name of nearest site SAFESTORE  
Distance to nearest similar site 5.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs 08:00 to 18:00  
Friday 08:00 to 18:00  
Saturday 09:00 to 15:00  
Sunday 09:00 to 15:00

On-Site parking

Total no. of parking spaces 20  
 Parking Spaces Per 100m2 GFA 0.364

Number of spaces

Employee 5  
 Disabled 1  
 Visitor/Customer 11  
 OGV parking bays 0  
 Cycle racks 0  
 OGV loading bays 3  
 Parent & Toddler 0  
 Motorcycle spaces 0  
 Electronic Vehicle Charging Points 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

The site is controlled by a gated barrier.

Site parking surface or non-surface (multi-storey/underground)  
 Surface

General Comments on Parking

The five employee car park spaces are unmarked.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)  
 Yes  
 off-site (on-street, in designated loading/servicing bays)  
 No  
 off-site (in restricted areas e.g. double yellow lines)  
 No

Off-Site parking details

Is there off-site parking available Yes  
 Off-Site parking included in the counts Yes  
 Free On-Street parking available nearby Yes  
 If yes, considered easy to find a space Yes  
 If prepared to pay, easy to find somewhere to park off-site all day Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)  
 Yes, Only Some Parts of the Area  
 Permitted on-street parking for non-residents available within this CPZ  
 No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available  
 Approx. available spaces 500  
 Parking located within a control parking zone (CPZ)  
 Yes  
 Charges for this Off-Street parking Yes, All Day  
 Charge amount 220  
 Charge period Day

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site  
 No

Site reference: TW-02-E-01 Survey date: 13/06/16 Day of week: Monday

Survey type: Manual Count  
 AM weather: Mild and Light Rain  
 PM weather: Hot and Light Rain

Initial car park occupancy: 2 Final car park occupancy: 1

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 55% (20 On-Site Spaces)

Data proportions in %

Motor cars	54	Motor cycles	0	Public service	0
Light goods	37	OGV (1)	7	OGV (2)	2
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 48	Dep 49	Totals 97	Parking Accum
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	0	0	0	2
07:30-08:00	1	0	1	3
08:00-08:30	2	0	2	5
08:30-09:00	4	1	5	8
09:00-09:30	2	4	6	6
09:30-10:00	6	3	9	9
10:00-10:30	4	5	9	8
10:30-11:00	5	4	9	9
11:00-11:30	2	1	3	10
11:30-12:00	2	2	4	10
12:00-12:30	4	3	7	11
12:30-13:00	2	5	7	8
13:00-13:30	0	0	0	8
13:30-14:00	2	3	5	7
14:00-14:30	1	0	1	8
14:30-15:00	2	2	4	8
15:00-15:30	0	0	0	8
15:30-16:00	6	5	11	9
16:00-16:30	1	4	5	6
16:30-17:00	0	2	2	4
17:00-17:30	1	3	4	2
17:30-18:00	0	0	0	2
18:00-18:30	0	1	1	1
18:30-19:00	1	1	2	1
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				

Comments

No taxis, motorcycles, PSVs or cycles either entered or exited the site on the day of the survey.

The two initial car park occupants were LGVs.

The final car park occupant was a car.

During the survey there were nine inbound servicing vehicles trips, five of which were LGVs and four of which were OGVs and there were nine outbound servicing vehicle trips, five of which were LGVs and four of which were OGVs.

Site reference: TW-02-E-01 Survey date: 13/06/16 Day of week: Monday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 75 OGV (2) 25

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 4	Dep 4	Totals 8	Accumulation
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	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	3	2	5	(1)
10:00-10:30	0	1	1	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	1	1	2	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
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				



Site reference: TW-02-E-01

Survey date: 13/06/16

Day of week: Monday

Vehicles surveyed: Cars

Time	Arr 24	Dep 23	Totals 47	Accumulation
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	0	0	0	(0)
07:30-08:00	1	0	1	(1)
08:00-08:30	1	0	1	(2)
08:30-09:00	2	0	2	(4)
09:00-09:30	1	1	2	(4)
09:30-10:00	3	1	4	(6)
10:00-10:30	2	3	5	(5)
10:30-11:00	3	1	4	(7)
11:00-11:30	2	1	3	(8)
11:30-12:00	0	0	0	(8)
12:00-12:30	1	1	2	(8)
12:30-13:00	1	2	3	(7)
13:00-13:30	0	0	0	(7)
13:30-14:00	2	3	5	(6)
14:00-14:30	0	0	0	(6)
14:30-15:00	1	1	2	(6)
15:00-15:30	0	0	0	(6)
15:30-16:00	2	1	3	(7)
16:00-16:30	1	3	4	(5)
16:30-17:00	0	1	1	(4)
17:00-17:30	0	2	2	(2)
17:30-18:00	0	0	0	(2)
18:00-18:30	0	1	1	(1)
18:30-19:00	1	1	2	(1)
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				

Site reference: TW-02-E-01

Survey date: 13/06/16

Day of week: Monday

Vehicles surveyed: LGV

Time	Arr 20	Dep 22	Totals 42	Accumulation
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	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	1	0	1	(1)
08:30-09:00	2	1	3	(2)
09:00-09:30	1	3	4	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	2	1	3	(1)
10:30-11:00	2	3	5	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	2	2	4	(0)
12:00-12:30	3	2	5	(1)
12:30-13:00	1	3	4	(-1)
13:00-13:30	0	0	0	(-1)
13:30-14:00	0	0	0	(-1)
14:00-14:30	1	0	1	(0)
14:30-15:00	1	1	2	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	3	3	6	(0)
16:00-16:30	0	1	1	(-1)
16:30-17:00	0	1	1	(-2)
17:00-17:30	1	1	2	(-2)
17:30-18:00	0	0	0	(-2)
18:00-18:30	0	0	0	(-2)
18:30-19:00	0	0	0	(-2)
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				

Site Reference: WL-02-E-01  
 Created: Version: 7.4.3 27/07/17  
 Latitude/Longitude: 51.56829, -1.75604  
 Land Use Type: 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)  
 Region/Area: SOUTH WEST/WILTSHIRE

Description: BIG YELLOW SELF STORAGE  
 Street: DRAKES WAY  
 District:  
 Town: SWINDON  
 Post Code: SN3 3JN  
 Planning Authority: SWINDON BOROUGH C.

Location: Suburban Area (PPS6 Out of Centre)  
 Location Sub Category: No Sub Category  
 Use Class: B8

#### Breakdown of Site Operations

Offices	0%
Research & Development	0%
Light Industrial	0%
General Industrial	0%
Storage & Distribution	100%

Population within 500m: 1600  
 Population within 1 Mile: 25,001 to 50,000  
 Population within 5 Miles: 125,001 to 250,000  
 Car ownership within 5 Miles: 1.1 to 1.5

#### Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	294		294
Monday-Friday	0700-1000	74		74
Monday-Friday	1600-1900	70		70
Saturday	0700-1900	244		244
Sunday	0700-1900	108		108

Is site associated with a travel plan: No  
 If not, are there any plans to implement a Travel Plan in the future? No  
 Is survey data available before the implementation of the Travel Plan?  
 Is the location of the site hilly or flat: Flat  
 Urban Regeneration: No

Gross floor area: 4925 sqm  
 Total Full Time Employees: 3  
 Total Part Time Employees: 0

No. of developments for this Site: 1  
 No. of survey Days for this Site: 1

#### Comments

This Big Yellow Self Storage in Swindon is conveniently located on Drakes Way (A4312) and is close to Greenbridge Retail Park. Drakes Way joins the A420 to the north east, which heads towards Oxford. Drake Way also heads south west into Swindon town centre.

Local developments close to the site include Greenbridge Retail Park, offices and residential developments.

#### Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes  
 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes  
 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Highworth	5	15
Covingham	5	10
Oxford	2	30

Design features encouraging non-car modes

12. Pedestrians

There are footpaths present and an underpass under Drakes Way, enabling access to the nearby residential and commercial areas.

13. Pedal cycles

None

14. Public transport

The site is in close proximity to frequent bus services to Swindon town centre and other areas. Bus stops are available with shelters, seating and information.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2016
Nearest Primary School	2.0 kilometres
Nearest Secondary School	2.3 kilometres
Nearest Local Shop/Corner Shop	1.2 kilometres
Nearest Main Supermarket	2.7 kilometres
Nearest Doctors Surgery	2.6 kilometres
Nearest Hospital with Minor Injuries/A & E	3.5 kilometres
Nearest Sports/Leisure Centre	4.0 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E36000716P
Number of people employed within Census Output Area	5478
Number of households within Census Output Area	132
Number of people living within Census Output Area	6439
Area of Census Output Area (hectares)	46.00
Population density within Census Output Area (per hectare)	8.00

SITE PHOTO



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: WL-02-E-01  
Trade name: BIG YELLOW SELF STORAGE

Site area (h/a): 0.39  
Gross floor area (sqm) 4925  
External permanent storage  
area (included in GFA) 0  
GFA not in use (sqm) 0

Open since 2004  
Total Employees 3  
Full Time Employees 3  
Part Time Employees 0  
Approximate % of total employees working  
standard 9-5 hours or similar 3%  
GFA per employee 1641.667  
Number of units 1  
Name of nearest site LOK 'N' STORE  
Distance to nearest similar site 2.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs 08:00 to 18:00  
Friday 08:00 to 18:00  
Saturday 08:00 to 18:00  
Sunday 10:00 to 16:00

On-Site parking

Total no. of parking spaces 25  
 Parking Spaces Per 100m2 GFA 0.508

Number of spaces

Employee 0  
 Disabled 1  
 Visitor/Customer 19  
 OGV parking bays 2  
 Cycle racks 0  
 OGV loading bays 3  
 Parent & Toddler 0  
 Motorcycle spaces 0  
 Electronic Vehicle Charging Points 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There is a gated access and the site is closed after opening hours.

Site parking surface or non-surface (multi-storey/underground)  
 Surface

General Comments on Parking

The site has 10 unmarked spaces (included in the number of visitor spaces shown).  
 Some vehicles remained on site overnight. The car park was operating near capacity for most of the day.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)  
 Yes  
 off-site (on-street, in designated loading/servicing bays)  
 No  
 off-site (in restricted areas e.g. double yellow lines)  
 Yes

Off-Site parking details

Is there off-site parking available Yes  
 Off-Site parking included in the counts Yes  
 Free On-Street parking available nearby No  
 If prepared to pay, easy to find somewhere to park off-site all day Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)  
 Yes, Most of the Area  
 Permitted on-street parking for non-residents available within this CPZ  
 No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available  
 Approx. available spaces 2000  
 Parking located within a control parking zone (CPZ)  
 Yes  
 Charges for this Off-Street parking No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site  
 No

Site reference: WL-02-E-01 Survey date: 21/09/16 Day of week: Wednesday

Survey type: Manual Count  
 AM weather: Mild and Windy  
 PM weather: Mild and Windy

Initial car park occupancy: 3 Final car park occupancy: 4

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 52% (25 On-Site Spaces)

Data proportions in %

Motor cars	50	Motor cycles	1	Public service	0
Light goods	40	OGV (1)	4	OGV (2)	0
				Taxis	5

Servicing Vehicles count recorded No

Time	Arr 82	Dep 81	Totals 163	Parking Accum
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	0	1	1	2
07:30-08:00	7	2	9	7
08:00-08:30	2	1	3	8
08:30-09:00	0	2	2	6
09:00-09:30	5	2	7	9
09:30-10:00	6	7	13	8
10:00-10:30	5	3	8	10
10:30-11:00	3	3	6	10
11:00-11:30	1	4	5	7
11:30-12:00	4	0	4	11
12:00-12:30	9	9	18	11
12:30-13:00	5	6	11	10
13:00-13:30	6	5	11	11
13:30-14:00	6	4	10	13
14:00-14:30	3	6	9	10
14:30-15:00	2	4	6	8
15:00-15:30	5	5	10	8
15:30-16:00	1	1	2	8
16:00-16:30	5	1	6	12
16:30-17:00	3	5	8	10
17:00-17:30	2	2	4	10
17:30-18:00	2	7	9	5
18:00-18:30	0	1	1	4
18:30-19:00	0	0	0	4
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				



Site reference: WL-02-E-01 Survey date: 21/09/16 Day of week: Wednesday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 3	Dep 3	Totals 6	Accumulation
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	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	1	1	2	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	1	1	2	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	1	0	1	(1)
16:30-17:00	0	1	1	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
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				

Site reference: WL-02-E-01

Survey date: 21/09/16

Day of week: Wednesday

Vehicles surveyed: Taxis

Time	Arr 4	Dep 4	Totals 8	Accumulation
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	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	1	1	2	(0)
10:00-10:30	2	2	4	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	1	0	1	(1)
17:00-17:30	0	1	1	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
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				

Site reference: WL-02-E-01

Survey date: 21/09/16

Day of week: Wednesday

Vehicles surveyed: Cars

Time	Arr 41	Dep 40	Totals 81	Accumulation
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	0	0	0	(0)
07:30-08:00	5	0	5	(5)
08:00-08:30	1	1	2	(5)
08:30-09:00	0	1	1	(4)
09:00-09:30	3	2	5	(5)
09:30-10:00	3	3	6	(5)
10:00-10:30	2	0	2	(7)
10:30-11:00	2	1	3	(8)
11:00-11:30	1	3	4	(6)
11:30-12:00	3	0	3	(9)
12:00-12:30	4	5	9	(8)
12:30-13:00	1	1	2	(8)
13:00-13:30	4	4	8	(8)
13:30-14:00	3	1	4	(10)
14:00-14:30	2	6	8	(6)
14:30-15:00	1	1	2	(6)
15:00-15:30	1	2	3	(5)
15:30-16:00	0	0	0	(5)
16:00-16:30	2	0	2	(7)
16:30-17:00	1	2	3	(6)
17:00-17:30	1	1	2	(6)
17:30-18:00	1	5	6	(2)
18:00-18:30	0	1	1	(1)
18:30-19:00	0	0	0	(1)
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				

Site reference: WL-02-E-01

Survey date: 21/09/16

Day of week: Wednesday

Vehicles surveyed: LGV

Time	Arr 33	Dep 33	Totals 66	Accumulation
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	0	1	1	(-1)
07:30-08:00	2	2	4	(-1)
08:00-08:30	1	0	1	(0)
08:30-09:00	0	1	1	(-1)
09:00-09:30	2	0	2	(1)
09:30-10:00	2	3	5	(0)
10:00-10:30	1	1	2	(0)
10:30-11:00	1	2	3	(-1)
11:00-11:30	0	1	1	(-2)
11:30-12:00	1	0	1	(-1)
12:00-12:30	3	2	5	(0)
12:30-13:00	4	5	9	(-1)
13:00-13:30	2	1	3	(0)
13:30-14:00	3	3	6	(0)
14:00-14:30	1	0	1	(1)
14:30-15:00	1	3	4	(-1)
15:00-15:30	3	2	5	(0)
15:30-16:00	1	1	2	(0)
16:00-16:30	2	1	3	(1)
16:30-17:00	1	2	3	(0)
17:00-17:30	1	0	1	(1)
17:30-18:00	1	2	3	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
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				

Site reference: WL-02-E-01

Survey date: 21/09/16

Day of week: Wednesday

Vehicles surveyed: Motor Cycles

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	1	1	2	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
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				

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site Reference: NT-02-E-02  
 Created: Version: 7.4.2 17/02/17  
 Latitude/Longitude: 52.93734, -1.17444  
 Land Use Type: 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)  
 Region/Area: EAST MIDLANDS/NOTTINGHAMSHIRE

Description: BIG YELLOW SELF STORAGE  
 Street: LENTON LANE  
 District:  
 Town: NOTTINGHAM  
 Post Code: NG7 2NR  
 Planning Authority: NOTTINGHAM CITY C.

Location: Suburban Area (PPS6 Out of Centre)  
 Location Sub Category: Development Zone  
 Use Class: B8

Breakdown of Site Operations

Offices 0%  
 Research & Development 0%  
 Light Industrial 0%  
 General Industrial 0%  
 Storage & Distribution 100%

Population within 500m: 587  
 Population within 1 Mile: 10,001 to 15,000  
 Population within 5 Miles: 250,001 to 500,000  
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	74		74
Monday-Friday	0700-1000	19		19
Monday-Friday	1600-1900	15		15
Saturday	0700-1900	12		12
Sunday	0700-1900			

Is site associated with a travel plan: No  
 If not, are there any plans to implement a Travel Plan in the future? No  
 Is survey data available before the implementation of the Travel Plan?  
 Is the location of the site hilly or flat: Flat  
 Urban Regeneration: No

Gross floor area 2860 sqm  
 Total Full Time Employees 4  
 Total Part Time Employees 0

No. of developments for this Site: 1  
 No. of survey Days for this Site: 1

Comments

This site is located to the south-west of the centre of Nottingham. The nearest main route is the A52 Clifton Blvd, a dual carriageway running north and south. Various other local roads head towards various parts of the local area. The site is within an area of industrial, leisure and commercial development, with the University of Nottingham having a campus just to the east.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Clifton	2	24

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the bus service shown there are hourly services available to Mount Street (30 minutes journey time) and Clifton (18 minutes journey time).

Design features encouraging non-car modes

12. Pedestrians

There are dropped kerbs, wide and well maintained pathways and good lighting.

13. Pedal cycles

The roads are well maintained and there is good lighting present. The site has a cycle rack at the entrance door.

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2016
Nearest Primary School	1.1 kilometres
Nearest Secondary School	2.8 kilometres
Nearest Local Shop/Corner Shop	0.7 kilometres
Nearest Main Supermarket	1.1 kilometres
Nearest Doctors Surgery	1.9 kilometres
Nearest Hospital with Minor Injuries/A & E	1.4 kilometres
Nearest Sports/Leisure Centre	1.6 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00070259
Number of people employed within Census Output Area	111
Number of households within Census Output Area	123
Number of people living within Census Output Area	376
Area of Census Output Area (hectares)	288.00
Population density within Census Output Area (per hectare)	1.30

SITE PHOTO





Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	NT-02-E-02
Trade name:	BIG YELLOW SELF STORAGE
Site area (h/a):	0.67
Gross floor area (sqm)	2860
External permanent storage area (included in GFA)	0
GFA not in use (sqm)	0
Open since	2004
Total Employees	4
Full Time Employees	4
Part Time Employees	0
Approximate % of total employees working standard 9-5 hours or similar	%
GFA per employee	715.000
Number of units	1
Name of nearest site	JUMBO SELF STORAGE
Distance to nearest similar site	1.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	08:00	to	20:00
Friday	08:00	to	20:00
Saturday	08:00	to	18:00
Sunday	09:00	to	17:00

On-Site parking

Total no. of parking spaces 10  
Parking Spaces Per 100m2 GFA 0.350

Number of spaces

Employee 0  
Disabled 0  
Visitor/Customer 10  
OGV parking bays 0  
Cycle racks 6  
OGV loading bays 0  
Parent & Toddler 0  
Motorcycle spaces 0  
Electronic Vehicle Charging Points 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

The car park is well maintained and has no requirement for active enforcement.

Site parking surface or non-surface (multi-storey/underground)  
Surface

General Comments on Parking

Parking is also available on local roads, with there being no parking restrictions in place.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)  
Yes  
off-site (on-street, in designated loading/servicing bays)  
No  
off-site (in restricted areas e.g. double yellow lines)  
No

Off-Site parking details

Is there off-site parking available Yes  
Off-Site parking included in the counts No  
Free On-Street parking available nearby Yes  
If yes, considered easy to find a space No  
If prepared to pay, easy to find somewhere to park off-site all day No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)  
No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site  
Yes  
Approximate journey time from the facility to the site  
21

Site reference: NT-02-E-02 Survey date: 17/11/16 Day of week: Thursday

Survey type: Manual Count  
 AM weather: Freezing and Clear  
 PM weather: Freezing and Clear

Initial car park occupancy: 0 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 40% (10 On-Site Spaces)

Data proportions in %

Motor cars	62	Motor cycles	1	Public service	0
Light goods	37	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 68	Dep 68	Totals 136	Parking Accum
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	0	0	0	0
07:30-08:00	0	0	0	0
08:00-08:30	3	3	6	0
08:30-09:00	5	4	9	1
09:00-09:30	3	2	5	2
09:30-10:00	1	3	4	0
10:00-10:30	5	3	8	2
10:30-11:00	2	2	4	2
11:00-11:30	4	3	7	3
11:30-12:00	4	3	7	4
12:00-12:30	5	5	10	4
12:30-13:00	4	5	9	3
13:00-13:30	5	4	9	4
13:30-14:00	2	3	5	3
14:00-14:30	4	4	8	3
14:30-15:00	4	3	7	4
15:00-15:30	3	3	6	4
15:30-16:00	5	5	10	4
16:00-16:30	3	4	7	3
16:30-17:00	3	2	5	4
17:00-17:30	3	6	9	1
17:30-18:00	0	1	1	0
18:00-18:30	0	0	0	0
18:30-19:00	0	0	0	0
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				

Comments

No OGV's, PSV's or taxis visited the site during this survey.

Site reference: NT-02-E-02

Survey date: 17/11/16

Day of week: Thursday

Vehicles surveyed: Cars

Time	Arr 42	Dep 41	Totals 83	Accumulation
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	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	2	2	4	(0)
08:30-09:00	3	3	6	(0)
09:00-09:30	3	1	4	(2)
09:30-10:00	1	3	4	(0)
10:00-10:30	3	2	5	(1)
10:30-11:00	2	1	3	(2)
11:00-11:30	2	1	3	(3)
11:30-12:00	2	1	3	(4)
12:00-12:30	3	3	6	(4)
12:30-13:00	3	4	7	(3)
13:00-13:30	3	3	6	(3)
13:30-14:00	2	2	4	(3)
14:00-14:30	2	2	4	(3)
14:30-15:00	1	1	2	(3)
15:00-15:30	1	1	2	(3)
15:30-16:00	2	2	4	(3)
16:00-16:30	3	3	6	(3)
16:30-17:00	2	1	3	(4)
17:00-17:30	2	5	7	(1)
17:30-18:00	0	0	0	(1)
18:00-18:30	0	0	0	(1)
18:30-19:00	0	0	0	(1)
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				

Site reference: NT-02-E-02

Survey date: 17/11/16

Day of week: Thursday

Vehicles surveyed: LGV

Time	Arr 25	Dep 26	Totals 51	Accumulation
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	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	1	1	2	(0)
08:30-09:00	2	1	3	(1)
09:00-09:30	0	1	1	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	2	1	3	(1)
10:30-11:00	0	1	1	(0)
11:00-11:30	1	1	2	(0)
11:30-12:00	2	2	4	(0)
12:00-12:30	2	2	4	(0)
12:30-13:00	1	1	2	(0)
13:00-13:30	2	1	3	(1)
13:30-14:00	0	1	1	(0)
14:00-14:30	2	2	4	(0)
14:30-15:00	3	2	5	(1)
15:00-15:30	2	2	4	(1)
15:30-16:00	3	3	6	(1)
16:00-16:30	0	1	1	(0)
16:30-17:00	1	1	2	(0)
17:00-17:30	1	1	2	(0)
17:30-18:00	0	1	1	(-1)
18:00-18:30	0	0	0	(-1)
18:30-19:00	0	0	0	(-1)
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				

Site reference: NT-02-E-02 Survey date: 17/11/16 Day of week: Thursday

Vehicles surveyed: Motor Cycles

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	1	1	2	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
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				

Site reference: NT-02-E-02

Survey date: 17/11/16

Day of week: Thursday

Vehicles surveyed: Cycles

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	1	1	2	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
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				

Calculation Reference: AUDIT-539501-210415-0445

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : E - WAREHOUSING (SELF STORAGE)  
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	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: 2860 to 5500 (units: sqm)  
 Range Selected by User: 1900 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 17/11/16

*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	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	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	1
Development Zone	1
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:

B8	3 days
----	--------

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

Filter by Site Operations Breakdown:

All Surveys Included



Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 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:

125,001 to 250,000	1 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	1 days
1.1 to 1.5	2 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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NT-02-E-02 LENTON LANE NOTTINGHAM	BIG YELLOW SELF STORAGE	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm <i>Survey date: THURSDAY 17/11/16</i>		<i>Survey Type: MANUAL</i>
2	TW-02-E-01 STONEGATE CLOSE GATESHEAD	1ST STORAGE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5500 sqm <i>Survey date: MONDAY 13/06/16</i>		<i>Survey Type: MANUAL</i>
3	WL-02-E-01 DRAKES WAY SWINDON	BIG YELLOW SELF STORAGE	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm <i>Survey date: WEDNESDAY 21/09/16</i>		<i>Survey Type: MANUAL</i>

*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/E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	4428	0.060	3	4428	0.023	3	4428	0.083
08:00 - 09:00	3	4428	0.120	3	4428	0.083	3	4428	0.203
09:00 - 10:00	3	4428	0.173	3	4428	0.158	3	4428	0.331
10:00 - 11:00	3	4428	0.181	3	4428	0.151	3	4428	0.332
11:00 - 12:00	3	4428	0.128	3	4428	0.098	3	4428	0.226
12:00 - 13:00	3	4428	0.218	3	4428	0.248	3	4428	0.466
13:00 - 14:00	3	4428	0.158	3	4428	0.143	3	4428	0.301
14:00 - 15:00	3	4428	0.120	3	4428	0.143	3	4428	0.263
15:00 - 16:00	3	4428	0.151	3	4428	0.143	3	4428	0.294
16:00 - 17:00	3	4428	0.113	3	4428	0.135	3	4428	0.248
17:00 - 18:00	3	4428	0.060	3	4428	0.143	3	4428	0.203
18:00 - 19:00	3	4428	0.008	3	4428	0.023	3	4428	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>1.490</b>			<b>1.491</b>			<b>2.981</b>

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:	2860 - 5500 (units: sqm)
Survey date date range:	01/01/13 - 17/11/16
Number of weekdays (Monday-Friday):	3
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/E - WAREHOUSING (SELF STORAGE)

TAXI S

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
08:00 - 09:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
09:00 - 10:00	3	4428	0.008	3	4428	0.008	3	4428	0.016
10:00 - 11:00	3	4428	0.015	3	4428	0.015	3	4428	0.030
11:00 - 12:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
12:00 - 13:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
13:00 - 14:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
14:00 - 15:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
15:00 - 16:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
16:00 - 17:00	3	4428	0.008	3	4428	0.000	3	4428	0.008
17:00 - 18:00	3	4428	0.000	3	4428	0.008	3	4428	0.008
18:00 - 19:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.031</b>			<b>0.031</b>			<b>0.062</b>

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/E - WAREHOUSING (SELF STORAGE)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
08:00 - 09:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
09:00 - 10:00	3	4428	0.023	3	4428	0.015	3	4428	0.038
10:00 - 11:00	3	4428	0.000	3	4428	0.008	3	4428	0.008
11:00 - 12:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
12:00 - 13:00	3	4428	0.008	3	4428	0.008	3	4428	0.016
13:00 - 14:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
14:00 - 15:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
15:00 - 16:00	3	4428	0.015	3	4428	0.015	3	4428	0.030
16:00 - 17:00	3	4428	0.008	3	4428	0.008	3	4428	0.016
17:00 - 18:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
18:00 - 19:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.054</b>			<b>0.054</b>			<b>0.108</b>

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/E - WAREHOUSING (SELF STORAGE)

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
08:00 - 09:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
09:00 - 10:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
10:00 - 11:00	3	4428	0.008	3	4428	0.008	3	4428	0.016
11:00 - 12:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
12:00 - 13:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
13:00 - 14:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
14:00 - 15:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
15:00 - 16:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
16:00 - 17:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
17:00 - 18:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
18:00 - 19:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.008</b>			<b>0.008</b>			<b>0.016</b>

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/E - WAREHOUSING (SELF STORAGE)

## CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	4428	0.045	3	4428	0.000	3	4428	0.045
08:00 - 09:00	3	4428	0.068	3	4428	0.053	3	4428	0.121
09:00 - 10:00	3	4428	0.105	3	4428	0.083	3	4428	0.188
10:00 - 11:00	3	4428	0.105	3	4428	0.060	3	4428	0.165
11:00 - 12:00	3	4428	0.075	3	4428	0.045	3	4428	0.120
12:00 - 13:00	3	4428	0.098	3	4428	0.120	3	4428	0.218
13:00 - 14:00	3	4428	0.105	3	4428	0.098	3	4428	0.203
14:00 - 15:00	3	4428	0.053	3	4428	0.083	3	4428	0.136
15:00 - 16:00	3	4428	0.045	3	4428	0.045	3	4428	0.090
16:00 - 17:00	3	4428	0.068	3	4428	0.075	3	4428	0.143
17:00 - 18:00	3	4428	0.030	3	4428	0.098	3	4428	0.128
18:00 - 19:00	3	4428	0.008	3	4428	0.023	3	4428	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.805</b>			<b>0.783</b>			<b>1.588</b>

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/E - WAREHOUSING (SELF STORAGE)

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	4428	0.015	3	4428	0.023	3	4428	0.038
08:00 - 09:00	3	4428	0.053	3	4428	0.030	3	4428	0.083
09:00 - 10:00	3	4428	0.038	3	4428	0.053	3	4428	0.091
10:00 - 11:00	3	4428	0.060	3	4428	0.068	3	4428	0.128
11:00 - 12:00	3	4428	0.045	3	4428	0.045	3	4428	0.090
12:00 - 13:00	3	4428	0.105	3	4428	0.113	3	4428	0.218
13:00 - 14:00	3	4428	0.053	3	4428	0.045	3	4428	0.098
14:00 - 15:00	3	4428	0.068	3	4428	0.060	3	4428	0.128
15:00 - 16:00	3	4428	0.090	3	4428	0.083	3	4428	0.173
16:00 - 17:00	3	4428	0.030	3	4428	0.053	3	4428	0.083
17:00 - 18:00	3	4428	0.030	3	4428	0.038	3	4428	0.068
18:00 - 19:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.587</b>			<b>0.611</b>			<b>1.198</b>

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/E - WAREHOUSING (SELF STORAGE)

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
08:00 - 09:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
09:00 - 10:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
10:00 - 11:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
11:00 - 12:00	3	4428	0.008	3	4428	0.008	3	4428	0.016
12:00 - 13:00	3	4428	0.008	3	4428	0.008	3	4428	0.016
13:00 - 14:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
14:00 - 15:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
15:00 - 16:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
16:00 - 17:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
17:00 - 18:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
18:00 - 19:00	3	4428	0.000	3	4428	0.000	3	4428	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.016</b>			<b>0.016</b>			<b>0.032</b>

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.

**APPENDIX E – TRICS OUTPUT DATA**  
**(B2 USE)**

Calculation Reference: AUDIT-539501-220209-0235

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA NF NORFOLK	2 days
05	EAST MIDLANDS NR NORTHAMPTONSHIRE	1 days
08	NORTH WEST LC LANCASHIRE	1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 150 to 702 (units: sqm)  
 Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 30/06/21

*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	1 days
Thursday	3 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 undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	4
-----------------	---

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

Secondary Filtering selection:

Use Class:

Not Known 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®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

20,001 to 25,000 2 days

25,001 to 50,000 1 days

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

Population within 5 miles:

50,001 to 75,000 1 days

125,001 to 250,000 3 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 3 days

1.1 to 1.5 1 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.*

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

LIST OF SITES relevant to selection parameters

1	LC-02-C-03 GOLDEN HILL LANE LEYLAND	TIMBER SUPPLIES	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 150 sqm <i>Survey date: TUESDAY 06/11/18</i>		
	<i>Survey Type: MANUAL</i>		
2	NF-02-C-03 ELVIN WAY NORWICH HELLESDON	SHEET METAL CONTRACTOR	NORFOLK
	Edge of Town Industrial Zone Total Gross floor area: 260 sqm <i>Survey date: THURSDAY 07/11/19</i>		
	<i>Survey Type: MANUAL</i>		
3	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON	EXHIBITION DESIGN & MANUF.	NORFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm <i>Survey date: THURSDAY 14/11/19</i>		
	<i>Survey Type: MANUAL</i>		
4	NR-02-C-02 TREVITHICK ROAD CORBY	RENEWABLE ENGINEERING	NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 702 sqm <i>Survey date: THURSDAY 22/10/20</i>		
	<i>Survey Type: MANUAL</i>		

*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
BD-02-C-01	singling out one site
BR-02-C-02	singling out one site
CB-02-C-01	singling out one site
CH-02-C-02	singling out one site
CH-02-C-03	singling out one site
CH-02-C-04	singling out one site
DS-02-C-02	singling out one site
DV-02-C-02	singling out one site
GS-02-C-02	singling out one site
HC-02-C-01	singling out one site
HC-02-C-02	singling out one site
HE-02-C-02	singling out one site
LC-02-C-04	singling out one site
LC-02-C-05	singling out one site
SF-02-C-01	singling out one site
TV-02-C-02	singling out one site
WM-02-C-04	singling out one site
WS-02-C-02	singling out one site
WS-02-C-03	singling out one site
WY-02-C-02	singling out one site
WY-02-C-03	singling out one site

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	702	0.000	1	702	0.000	1	702	0.000
06:00 - 07:00	1	702	0.000	1	702	0.000	1	702	0.000
07:00 - 08:00	4	451	0.777	4	451	0.277	4	451	1.054
08:00 - 09:00	4	451	0.999	4	451	0.444	4	451	1.443
09:00 - 10:00	4	451	0.333	4	451	0.222	4	451	0.555
10:00 - 11:00	4	451	0.222	4	451	0.277	4	451	0.499
11:00 - 12:00	4	451	0.499	4	451	0.388	4	451	0.887
12:00 - 13:00	4	451	0.444	4	451	0.610	4	451	1.054
13:00 - 14:00	4	451	0.444	4	451	0.388	4	451	0.832
14:00 - 15:00	4	451	0.111	4	451	0.166	4	451	0.277
15:00 - 16:00	4	451	0.499	4	451	0.277	4	451	0.776
16:00 - 17:00	4	451	0.222	4	451	1.110	4	451	1.332
17:00 - 18:00	4	451	0.055	4	451	0.166	4	451	0.221
18:00 - 19:00	4	451	0.055	4	451	0.222	4	451	0.277
19:00 - 20:00	1	702	0.000	1	702	0.000	1	702	0.000
20:00 - 21:00	1	702	0.000	1	702	0.000	1	702	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>4.660</b>			<b>4.547</b>			<b>9.207</b>

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

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

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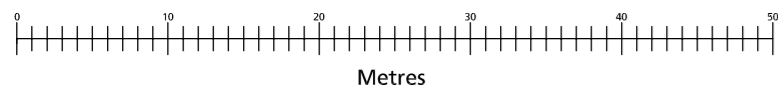
#### Parameter summary

Trip rate parameter range selected:	150 - 702 (units: sqm)
Survey date range:	01/01/13 - 30/06/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	21

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



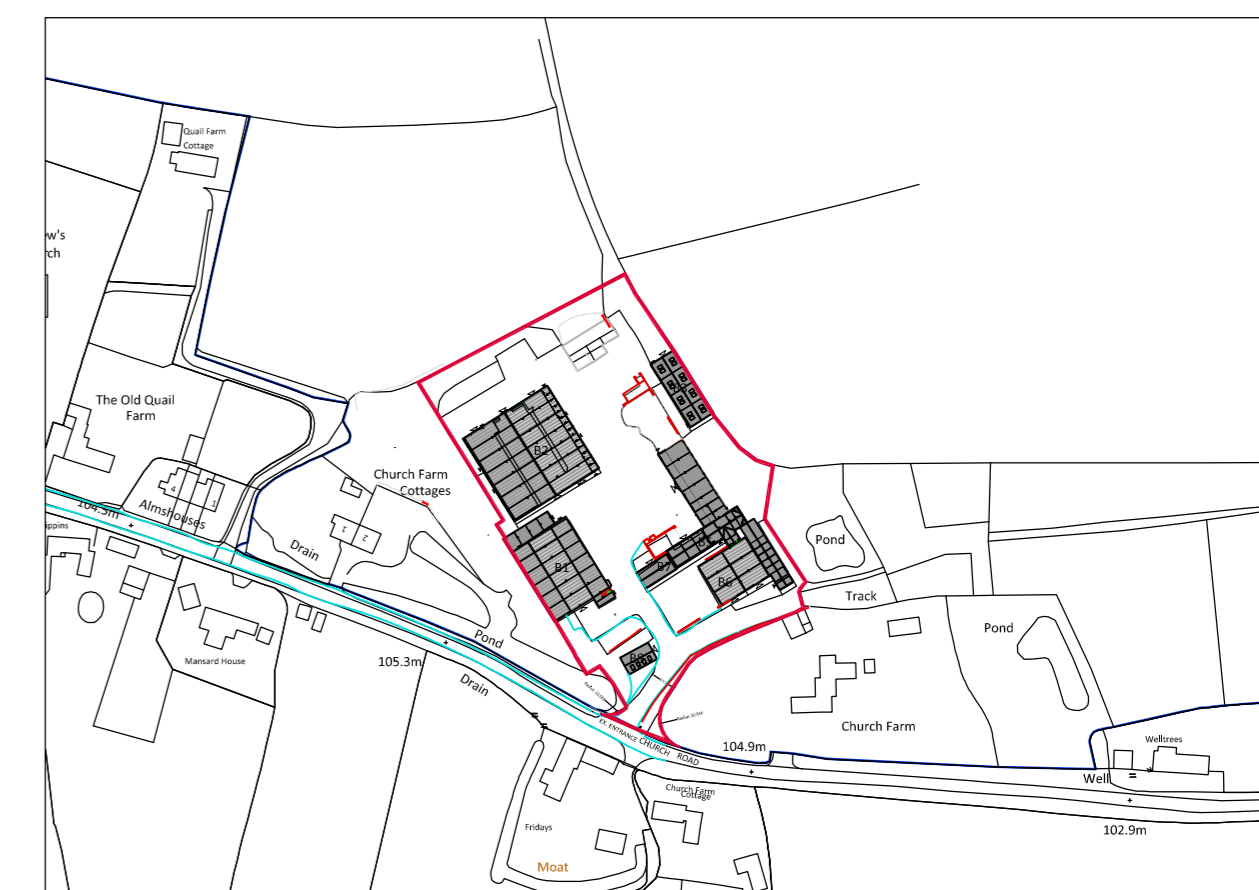
**APPENDIX F - LATEST SITE MASTERPLAN**



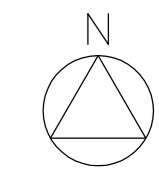
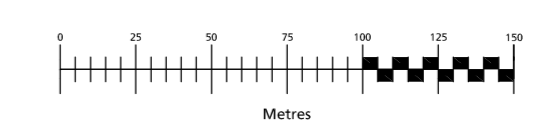
**SITE BLOCK PLAN**  
Scale 1:500



**Notes:**



**LOCATION PLAN**  
Scale 1:2500



REVISION	DATE	AMENDMENT
C	31.03.2023	1 PARKING SPACE ADDED TOTAL 32
B	15.11.2022	NORTHERN BOUNDARY ALTERED
A	12.05.2022	REFUSE TRUCK ADDED
/	21.04.2022	FIRST ISSUE


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SCHEME: <b>CHURCH FARM, CHURCH HILL HEMPSTEAD ESSEX CB10 2PA</b>			
TITLE: <b>PROPOSED LOCATION &amp; SITE PLAN</b>			
SCALE 1:500/2500	PAPER SIZE A2L	DRAWN BY MSM 21.04.2022	CHECKED BY JS 21.04.2022
CLIENT NO. <b>SIL2752</b>	DRAWING No. <b>220540DWG100</b>	REVISION <b>C</b>	

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