

HT INDUSTRIAL LIMITED

FORMER NATIONAL HIGHWAY'S DEPOT, ARDLEIGH

TRANSPORT STATEMENT

**REPORT REF.
2306470-R01**

January 2024

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft for Review	AJT	SAF	DRAFT ONLY	07.12.2023
-	Planning Submission	AJT	SAF	SAF	19.01.2024

Distribution

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1. INTRODUCTION

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by HT Developments Limited to prepare a Transport Statement (TS) in support of the proposed redevelopment of the former National Highways (previously Highways England) depot site at Old Ipswich Road, Ardleigh, CO7 7QR.
- 1.2. This TS supports a planning application for *'The demolition of existing buildings. The construction of a new storage warehouse with a B8 Use Class with associated yard space, parking and ancillary refuse and cycle storage'*. The proposed B8 use building is to comprise an area of 2,271sqm plus 195sqm of ancillary office use on the first floor.
- 1.3. The planning application for the proposed scheme is submitted to Tendring District Council (TDC) as the local planning authority. Essex County Council (ECC) is the local highway authority responsible for roads in the surrounding area. The A12 and A120 trunk roads, and connecting gyratory, are the responsibility of National Highways (NH).
- 1.4. The proposed scheme has been subject to pre-application discussions with ECC. This has informed the scope of this TS.
- 1.5. Following this introduction, the remainder of this report is structured as follows:
 - **Section 2.0** describes the existing situation, including proximity of the site to local services, pedestrian and cycle facilities and accessibility by public transport;
 - **Section 3.0** outlines the proposed redevelopment scheme;
 - **Section 4.0** considers the transport and land use planning policy context;
 - **Section 5.0** sets out the predicted trip attraction of the proposed redevelopment scheme; and
 - **Section 6.0** provides a summary and sets out the conclusions.

2. EXISTING SITUATION

Site Location

2.1. The application site is located to the north-east of Colchester and west of the village of Ardleigh, on the eastern side of Old Ipswich Road which runs parallel to the A12 trunk road.

2.2. The site location is as shown at **Figure 2.1**.

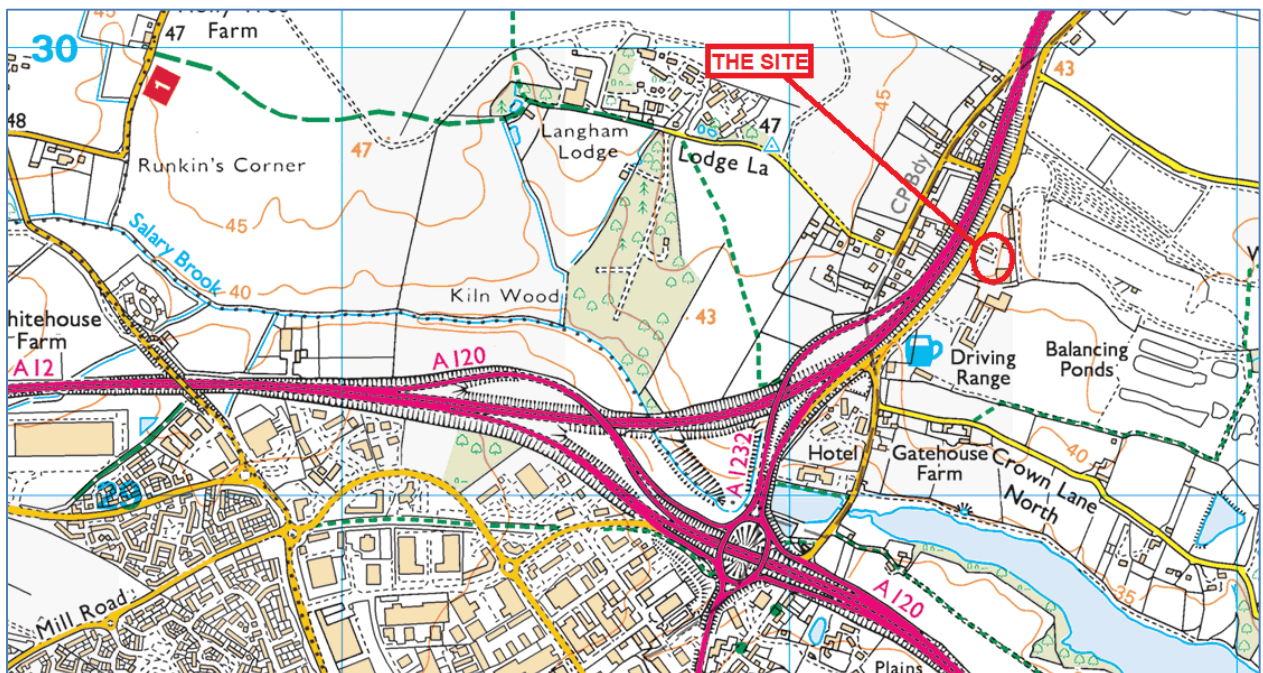


Figure 2.1: Site Location (Source: Street Map)

2.3. The site lies within a semi-rural area of Essex, predominantly surrounded by agricultural land with a few residential properties. However, there is commercial operation in the vicinity of the site in terms of existing industrial and business sites as well as further consented commercial development.

Committed Developments

2.4. There are a number of committed developments situated along Old Ipswich Road, these include the following applications:

- 19/01939/OUT - Land at Crown Quarry Old Ipswich Road Ardleigh CO7 7QR. This is a business park development comprising of B1, B2 and B8 storage;

- 20/01783/FUL - Systematic Business Park Old Ipswich Road Ardleigh Essex CO7 7QL. This comprises the construction of up to 30 "start-up" business units under flexible E(g), B2 and B8 use;
- 20/00594/FUL - Land adjoining Old Ipswich Road and Wick Lane Ardleigh CO7 7QL. This comprises food storage and distribution facility; and
- 23/00136/FUL - Crown Business Centre Old Ipswich Road Ardleigh CO7 7QR. This comprises the erection of B8 storage and distribution units with ancillary mezzanine office space.

2.5. It is understood that some of the above schemes have opted for a mini-bus service operating from the 'Colchester park and ride' at A12 Junction 28 that serves Old Ipswich Road.

The Site

2.6. The application site comprises an area of approximately 0.64 hectares and is currently occupied by a vacant National Highways (previously Highways England) depot which provided highways maintenance services for trunk roads in the region and typically housed around 30 vehicles on-site.

2.7. An aerial view of the site in its immediate context is shown at **Figure 2.2**.



Figure 2.2: Aerial View of Site (Source: Google Maps)

Vehicular Access

2.8. Vehicular access and egress to the site is currently available from a single point, taken from Old Ipswich Road via a gated arrangement (see **Figure 2.3**).



Figure 2.3: Existing Access / Egress Point (Source: Google Maps)

2.9. The site operation would have attracted a number of vehicle turning movements throughout the day, including staff and HGV movements.

2.10. The access road is currently only wide enough to accommodate a single vehicle either accessing or egressing the site.

Traffic Flow Data

2.11. To capture vehicle volumes and speeds on Old Ipswich Road Automatic Traffic Counters (ATCs) were installed on 10th October 2023 for a period of 7-days. The ATCs were located on Old Ipswich Road approximately 100m north and south of the existing access.

2.12. The survey was undertaken during a period that included wet weather conditions.

2.13. As summary of the ATC data is provided in **Table 2.1**.

Table 2.1: ATC Data – October 2023

Time	Northbound on Old Ipswich Road	Southbound on Old Ipswich Road	Two-Way Traffic
Weekday AM Peak Hour (08:00 – 09:00)	444	336	780
Weekday PM Peak Hour (16:00 – 17:00)	322	484	806
Daily (07:00 – 19:00)	3,565	4,286	7,851
85th percentile Wet Weather Speeds	44.6mph	43.6mph	-
85th percentile Dry Weather Speeds)+4kph)	47mph	46mph	-

2.14. The above table shows that Old Ipswich Road typically has around 780 two-way vehicle movements during the weekday AM peak hour, 806 during the PM peak hour and 7,851 during a daily 12-hour period. The ATC data is provided at **Appendix A**.

Local Highway Network

- 2.15. Old Ipswich Road is classified as a Priority 2 (PR2) road in ECC's Route Classification Hierarchy. It is an approximately 7.3m wide single carriageway road that is de-restricted (i.e. subject to the national speed limit of 60mph for single carriageways).
- 2.16. Old Ipswich Road provides one footway on the western side of the carriageway.
- 2.17. An off-slip from the A12 southbound carriageway connects to Old Ipswich Road circa 160m north of the site access via a simple priority 'T' junction, with Old Ipswich Road the priority route. An on-slip to the A12 northbound carriageway is available from Turnpike Close, which is accessible via a short link road that passes under the A12 circa 500m south of the site.
- 2.18. At its southern end, Old Ipswich Road connects to the A12, A120 and Ipswich Road via a grade-separated gyratory. The A12 provides access to Chelmsford, the M25 (via Junction 28) and London to the south-west, and Ipswich and Great Yarmouth to the north-east. The A120 provides access to Harwich to the east and Braintree, Bishops Stortford and the M11 (via Junction 8) to the west (via the A12 west). Old Ipswich Road connects to Colchester town centre to the south.

Accident Data

- 2.19. The ECC website (<https://essex.traffweb.app/traffweb/3/Collisions>) has been reviewed to understand the general accident traits on the immediate highway network adjacent to the site for the period spanning August 2020 – July 2023 (inclusive).
- 2.20. The accident data is shown below in **Figure 2.4**.

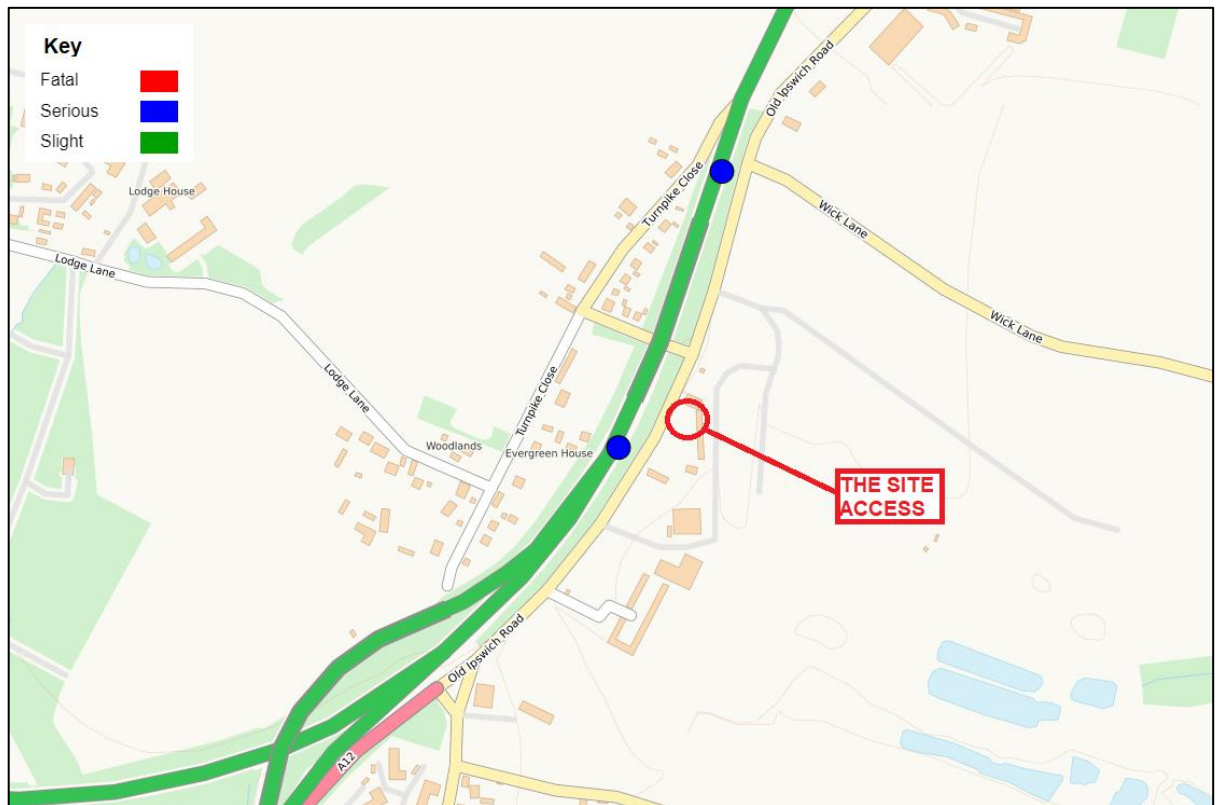


Figure 2.4: Accident Data (Source: ECC's TraffWeb)

2.21. There were no incidents recorded adjacent to the site on Old Ipswich Road. Based on the accident information available it is considered there is not an accident issue adjacent to the site.

Walking

2.22. There is a single footway on the western side of Old Ipswich Road, which provides connections to the south over the mainline A120, around the A12 / A120 gyratory, towards Colchester Business Park and the Highwoods area of Colchester.

2.23. The footway provides a safe environment for pedestrians and allows connections from the site to surrounding public transport infrastructure.

Cycling

2.24. Many roads in the vicinity of the site (including Old Ipswich Road) are considered suitable to be utilised by bicycle. There is ample opportunity for cyclists to gain access to the wider cycle network by utilising these routes in the immediate vicinity of the site.

2.25. The provision of cycle routes towards the south, towards Colchester is excellent.

Figure 2.5 overleaf shows the network of cycle routes in Colchester.



Figure 2.5: Colchester Cycle Routes (Source: ECC)

2.26. A review of the Sustrans website confirms that National Cycle Network Route (NCNR) no. 1 is located approximately 2km to the west of the site (see **Figure 2.6**).

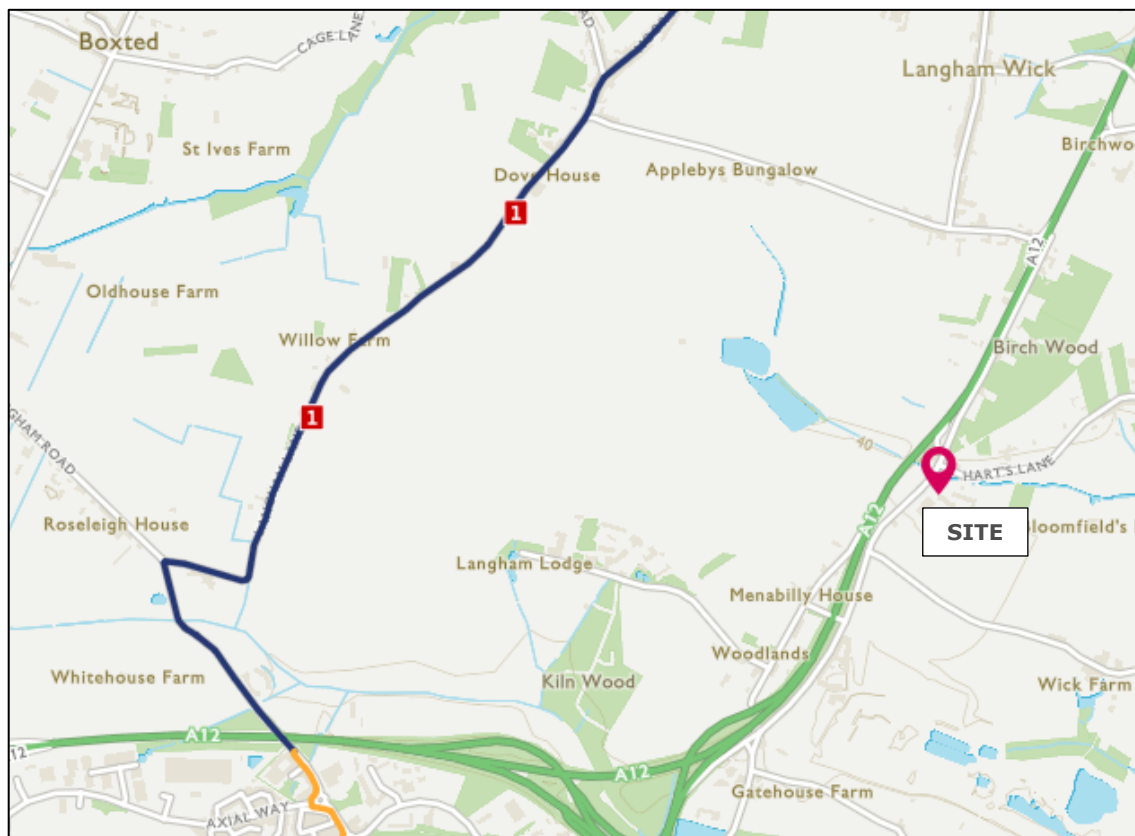


Figure 2.6: NCNR 1 (Source: Sustrans)

2.27. NCNR 1 is a long-distance route that extends between Dover and Scotland. Whilst clearly not intended for cyclists to travel this full length, the route ensures connections to adjacent settlements suitable for cyclists.

2.28. A 5km isochrone catchment area centred on the site demonstrates that surrounding areas including Ardleigh, Boxted, parts of Colchester, Dedham and Langham are all within a comfortable cycling distance. A typical cycle speed of 20km/h would result in this distance equating to a journey time of approximately 15 minutes.

Public Transport

Buses

2.29. The closest bus stops are located to the south of the application site on the A1232 Ipswich Road, within a 1.2km (15 minute) walk from the centre of the site.

2.30. The stops are served by 3 services that provides access to Colchester and Ipswich. Both services are operated by Ipswich Buses.

2.31. The route and frequencies of the above bus services are summarised in **Table 2.2**.

Table 2.2: Bus Service Frequencies

Service and Route		Typical Frequency		
		Weekdays	Saturday	Sunday
93	Ipswich - Capel St Mary - East Bergholt - Colchester	7 per day	7 per day	7 per day
93A	Ipswich - Capel St Mary - East Bergholt - Colchester	1 per day	-	-
X93	Ipswich - Capel St Mary - Stratford St Mary - Colchester	1 per day	1 per day	-

2.32. **Table 2.2** shows that bus routes served by the stops provide local connections to settlements in the immediate area and further afield, which may be attractive for some employees, however it is acknowledged that overall bus services are not ideal for commuting purposes.

Rail

2.33. Colchester North railway station is the nearest train station, located approximately 7.1km to the south-west of the site, around a 12-minute drive time. The station is managed by Greater Anglia and follows the Great Eastern Main Line.

2.34. The station has 554 sheltered storage cycle parking spaces located by both the north and south entrances to the station. In addition, a secure 134 – space cycle compound is also available which is accessed by key fob.

2.35. The station provides services every 5 minutes that connect to Clacton-on-Sea, Harwich International, Harwich Town, Ipswich, London Liverpool Street, Norwich and Walton-on-the-Naze.

2.36. A route map of the Greater Anglia network is provided at **Figure 2.7**.



Figure 2.7: Greater Anglia Network Map (Source: Greater Anglia)

Park and Ride

2.37. Colchester Park and Ride is located approximately 4km to the west of the site, around an 18-minute cycle journey from the centre of the site. Although the existing route does not travel in close proximity to the site, the scheme promotes 'Park and Pedal' which allows cyclists to park at the site and cycle to their destination for a small fee.

Summary

2.38. It is clear from the above that the site has excellent connectivity to the primary road network, being located close to both the A12 and A120.

2.39. The site is accessible by foot, via a footway along Old Ipswich Road, and also within walking distance of bus stops, albeit with a relatively low service frequency.

2.40. Many roads in the vicinity of the site (including Old Ipswich Road) are considered suitable to be utilised by bike. There is ample opportunity for cyclists to gain access to the wider cycle network by utilising these routes in the immediate vicinity of the site and further enhancements are being considered and explored by ECC.

2.41. Opportunities are therefore available to travel to the site by non-car modes.

3. THE PROPOSED DEVELOPMENT

3.1. The proposed scheme seeks to redevelop the former National Highways Depot as a warehouse (Class Use B8) with a footprint of 2,271sqm plus 195sqm of ancillary office use on the 1st floor (total 2,466sqm). The architect's layout is provided at **Appendix B**. It is anticipated that there would be up to 15 staff employed on-site.

Access

3.2. It is proposed to improve the existing access by making this wider to accommodate two-way HGV movements. It is proposed that the access point is to remain in its approximate current position on Old Ipswich Road at the site's north-western boundary.

3.3. With respect to the proposed access and the traffic speeds presented in **Table 2.1**, junction visibility splay requirements are as follows.

3.4. As agreed with ECC, applying Design Manual for Roads and Bridges (DMRB) 'desirable minimum' parameters to the calculated dry weather speeds gives the following: -

- Visibility to southbound traffic (i.e. looking right out of the access to the north) - 127m splay; and
- Visibility to the northbound traffic (i.e. looking left out of the access to the south) - 132m splay.

3.5. The above visibility splays based on the DMRB parameters from an "x" distance of 2.4m from the give way line are achievable within existing adopted highway land or land in control by the applicant, as shown in **ACE Drawing 2306470-D001A**. It is considered that the application of DMRB is appropriate in this instance based on the traffic speeds.

3.6. The access has been designed to accommodate the largest vehicle likely to visit site on a regular basis i.e. 16.5m maximum legal HGV, hence kerbs with 15m radii have been provided together with an access width of 7m. A footway is proposed to the south side of the access with an uncontrolled pedestrian crossing point comprising dropped kerbs with tactile paving.

- 3.7. A vehicular gate is proposed inset into the site by approximately 14m which will remain open during the operational periods of the warehouse.
- 3.8. The access arrangements were subject to an independent Stage 1 Road Audit. The very minor comments have been addressed through the Designer's Response which is provided at **Appendix C**.

Internal Layout

- 3.9. There is a proposed pedestrian walking zone within the internal layout. This provides connections to the proposed building from the access and car parking spaces.
- 3.10. The proposed building has a number of HGV docking bays. These have been tracked and demonstrated that they can be accessed independently of each other. **ACE's Drawing 2306470-D002A** shows the vehicle tracking and internal arrangements.
- 3.11. Cars and HGVs are able to park and manoeuvre internally of the site, thereby being able to access and egress the site in forward gear with a minimum width of 6m to the rear of any perpendicular car parking spaces.

Parking

- 3.12. Parking is to be provided in accordance with the 2009 ECC / EPOA standards.
- 3.13. With respect to vehicle parking, the standards allow a maximum of 1 space per 150sqm for B8 usage. Based on the standards a total of 15 spaces would normally be required; however, given the site location and operational requirements a total of 18 spaces is proposed.
- 3.14. A total of 4 dedicated disabled spaces are proposed which accords with the standards which requires 5% of the total capacity as a minimum.
- 3.15. For cycle parking the minimum standards are 1 space per 500sqm for staff and 1 space per 1000sqm for visitors. On this basis 5 spaces for staff and 2 spaces for visitors could be provided, however it is proposed to provide a total of 12 cycle parking spaces, which exceeds the required standard.
- 3.16. Car parking spaces are provided to full ECC design standards of 2.9m x 5.5m.

3.17. In addition to the above, operational parking for HGVs is provided on-site along the warehouse frontage. There is sufficient space to accommodate HGV parking on-site as demonstrated by the swept path analysis.

Servicing and Emergency Access

3.18. The internal layout enables a refuse vehicle and fire tender to access the site and egress in forward gear.

3.19. Therefore, access to the site by servicing and emergency vehicles is compliant with standards.

HGV Routing

3.20. It is proposed that the routing of HGVs will be managed and that HGV movements will be permitted to/from the A12/A120 Junction 26 to the south only.

3.21. This will ensure that HGVs do not travel along the more minor roads.

Highways Contribution

3.22. It is understood that a number of the committed development as identified in **Section 2.0**, are contributing towards the lowering of the speed limit locally. The Applicant is willing to consider making a financial contribution to such an arrangement.

Improvements to Accessibility

3.23. As identified in **Section 2.0**, a number of the local committed developments have opted for a mini-bus service to/from the park and ride. This will be investigated further by the Applicant to determine whether staff at the proposed development could take advantage of the service.

4. POLICY CONTEXT

Framework

4.1. Relevant policy guidance on transport and land use planning relating to new development is set out in the following documents: -

- National Planning Policy Framework (NPPF – December 2023);
- Essex County Council Development Management Policies Document; and
- Tendring Local Plan 2021.

National Planning Policy Framework

4.1. The National Planning Policy Framework (NPPF) December (2023) sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.

4.2. With regards to transport, the NPPF states (paragraph 115) that: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

4.3. Para 108 states that: *Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate*

opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

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

4.4. Para 109 states that: *...opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

4.5. Para 114 states 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; 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.

4.6. Para 113 states that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".*

Essex County Council

4.7. ECC's Development Management Policies document (February 2011) sets out the policies applicable within the County.

4.8. **Policy DM8** requires that developments adhere to the *Parking Standards: Design and Good Practice* document (September 2009). These set out required parking provision for B8 Use Class.

4.9. **Policy DM9** requires developments to be sited in order to reduce and minimise the number of trips by private vehicle.

Tendring Local Plan

4.10. TDC's Local Plan was adopted in January 2021 and looks at considerable growth over the period to 2033 and beyond.

4.11. Local Plan Policy **CP1 Sustainability, Transport and Accessibility** states that:
'Proposals for new development must be sustainable in terms of transport and accessibility and therefore should include and encourage opportunities for access to sustainable modes of transport, including walking, cycling and public transport. Providing options for non-motorised vehicles is especially important for the large-scale developments at Clacton and the Tendring Colchester Borders Garden Community. Planning applications for new major development likely to have significant transport implications will normally require a Transport Statement. If the proposal is likely to have significant transport implications or a Transport Assessment, the scope of which should be agreed in advance between the District Council and the applicant, in consultation with Essex County Council as the Highway Authority. In order to reduce dependence upon private car transport, improve the quality of life for local residents, facilitate business and improve the experience for visitors, all such applications should include proposals for walking and cycling routes and new or improved bus-stops/services. Where relevant, improvements to railway station passenger facilities should be included and greater connectivity between places and modes of transport demonstrated. Travel Plans and Residential Travel Information Packs should be provided as appropriate and in accordance with Essex County Council published guidance. The Essex Cycling Strategy will be used as a guide to ensure the provision of appropriate cycling infrastructure'

4.12. **Policy CP2, Improving the Transport Network transport** state:

'Proposals will not be granted planning permission if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe'.

Summary

- 4.13. Opportunities to travel to the site by non-car modes are available, although limited given the location of the site close to the primary road network.
- 4.14. The site has excellent connectivity to the primary road network, being located close to both the A12 and A120.
- 4.15. In view of the above, it is clear that the principle of the proposed redevelopment on this site is fully compliant with current policy guidance on transport and land use planning at national, regional and local levels.

5. TRIP ATTRACTION

Existing Use

- 5.1. The existing National Highways Depot would have attracted a level of vehicle trips during the day and during the typical peak hours (AM 08:00 – 09:00 and PM 17:00 – 18:00), particularly given that as part of the operation of the depot around 30 vehicles would have been housed on-site. However, the site is vacant and therefore traffic surveys of the site to determine its trip attraction could not be undertaken.
- 5.2. On this basis an estimate has been considered based on the number of vehicles stored on site. Given that there were 30 vehicles and assuming each vehicle undertook a single journey per day this would equate to 60 two-way vehicle movements. This is likely to be an under-estimate given this does not allow for vehicles making any more than one journey per day and does not allow for any staff shifts or staff arriving/departing work.

Proposed Use

- 5.3. The proposed redevelopment scheme seeks to provide 2,271sqm of warehouse, B8 use and 195sqm of ancillary office space (total 2,466 sqm).
- 5.4. To predict the traffic likely to be attracted to the proposed development, the TRICS database has been used to derive suitable trip rates of comparable sites.
- 5.5. The weekday trip rates associated with the proposed warehouse use were selected using the following criteria:
- All regions excluding Greater London and Ireland;
 - Edge of Town and Free-standing locations; and
 - Commercial Warehouse sites.
- 5.6. The TRICS data is provided at **Appendix D**.
- 5.7. **Table 5.1** sets out the vehicular trip rates used and the resultant forecast vehicle weekday peak hour trip attraction of the proposed warehouse (based on traditional network peak hours).

Table 5.1: Predicted Weekday Vehicle Trip Attraction of the Proposed Warehouse (source: TRICS)

Period and Mode	Trip Rates			Trips (2,466 sqm)		
	In	Out	Two-Way	In	Out	Two-Way
Weekday AM Peak Hour (08:00 – 09:00)						
Total Vehicles (per 100 sqm)	0.180	0.101	0.281	4	3	7
Weekday PM Peak Hour (17:00 – 18:00)						
Total Vehicles (per 100 sqm)	0.080	0.161	0.241	2	4	6
Weekday 12-hour (07:00 – 19:00)						
Total Vehicles	1.293	1.423	2.716	32	35	67

Note: Above table subject to rounding.

- 5.8. As shown in **Table 5.1**, it is estimated that there will be 6 two-way vehicle movements in the weekday AM and PM peak hours and 61 two-way vehicle movements over the weekday 12-hour period. This would equate to an average of 1 two-way vehicle movement every 10 minutes during the peak hours.
- 5.9. The above predicted traffic attraction is considered to be similar to that of the previous National Highways depot i.e. estimated 60 two-way vehicle trips over the 12-hr period.
- 5.10. Guidance on TAs published by the Departments for Transport and Communities & Local Government (DfT/DCLG) does not set out any firm threshold at which the impact of development traffic should be assessed but suggests a figure of 30 movements during peak hours as “a starting point for discussions” (although the DfT/DCLG guidance was withdrawn in October 2014). The predicted traffic resulting from the proposed development is well below this threshold during the peak hours.
- 5.11. It is considered that the proposals would have an insignificant impact on the capacity of the highway network. Therefore, the residual impact of the proposed change in use is not considered to be “severe”, this being one of the tests set out in the NPPF

2023 (paragraph 111) for withholding consent for development on highways grounds.

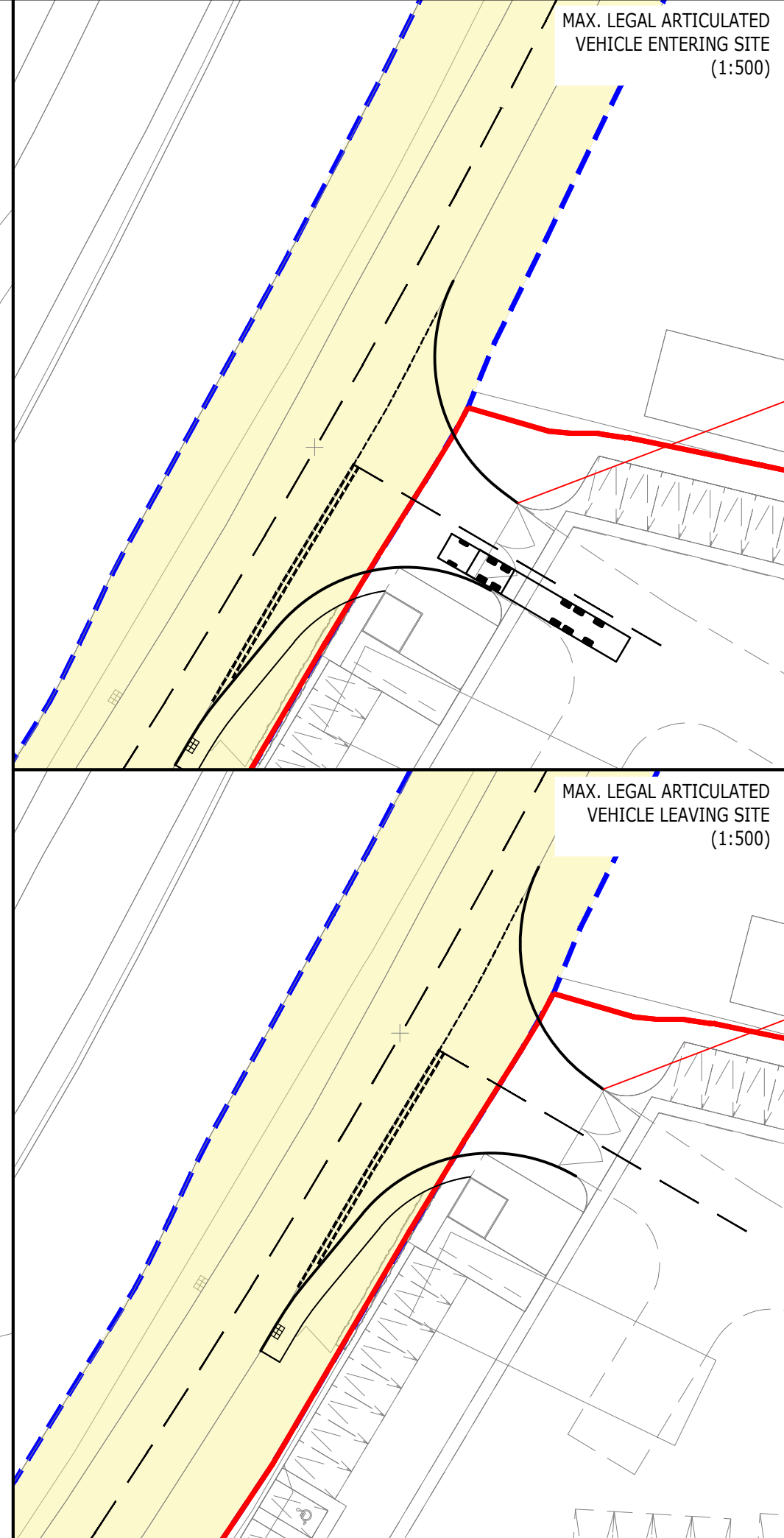
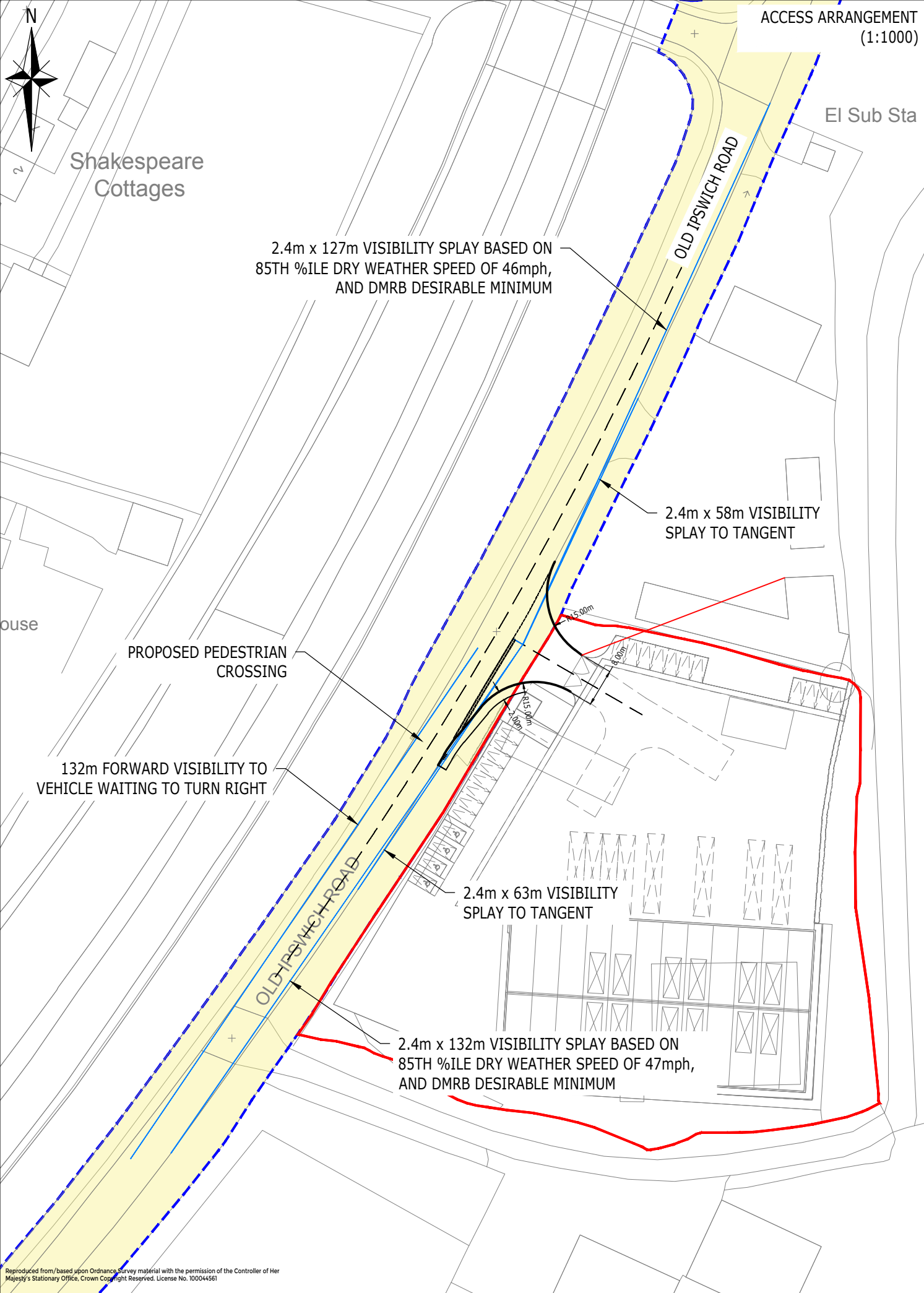
6. SUMMARY AND CONCLUSIONS

- 6.1. ACE have been appointed by HT Industrial Limited to advise on the proposed redevelopment the former National Highways Depot, Old Ipswich Road, Ardleigh, CO7 7QL.
- 6.2. The proposed redevelopment scheme is for a new warehouse (B8 use) comprising 2,271sqm with ancillary office use on the first floor.
- 6.3. The site is ideally located for B8 warehouse use, being on the edge of the built-up environment and in close proximity to the strategic road network.
- 6.4. Junction visibility splays at the site access are consistent with DMRB desirable minimum standards based upon traffic speeds recorded adjacent to the site, and are achievable within the adopted highway or land within the applicant's control.
- 6.5. All car parking spaces are provided to standard 2.9m x 5.5m dimensions and loading bays for HGVs are provided.
- 6.6. Cycle parking is to be provided in excess of the EPOA standards.
- 6.7. The proposed development scheme is predicted to have a negligible impact upon the local highway network. Vehicular traffic is predicted to be far below the 30 two-way threshold for assessment of junctions (6 two-way movements in the peak hours not allowing for the existing traffic associated with the depot).
- 6.8. The proposed redevelopment scheme is fully compliant with current policy guidance on transport and land use planning at national, regional and local levels.
- 6.9. Having fully considered highways/transport matters, we consider that planning permission for the proposed development at the site should be granted.

Drawings

2306470-D001A

Proposed Access Arrangements



NOTES:
LAYOUT SUBJECT TO DETAILED DESIGN

VEGETATION WITHIN VISIBILITY SPLAY TO BE CUT BACK / REMOVED

KEY:
 SITE BOUNDARY
 HIGHWAY BOUNDARY TRANSCRIBED FROM ECC RECORDS

VEHICLE USED:

Max Legal Articulated Vehicle (18.55m) no Rear Steering	18.550m
Overall Length	2.500m
Overall Width	3.632m
Min Body Ground Clearance	0.395m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

DRAFT

A	LAYOUT UPDATED	BT	AT	SAF	19.07.24
Rev	Description	Drn	Chk	App	Date

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Client
HT INDUSTRIAL LTD

Project Title:
NH DEPOT, OLD IPSWICH ROAD, ARDLEIGH

Drawing Title:
PROPOSED ACCESS PLAN

A3 Scale	Date	Designed by
AS SHOWN	02/11/23	BT / RN
Drawn by	Checked by	Approved by
BT / RN	AT	SAF
Drawing Number	Rev	
2306470-D001	A	

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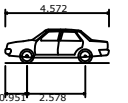
2306470-D002A

Internal Layout and Vehicle Tracking

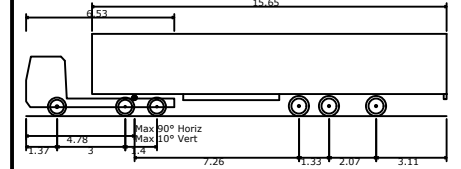


NOTES:
DRAWING IS SUBJECT TO:
TOPOGRAPHICAL SURVEY DATA AND
DETAILED DESIGN

KEY:
— REDLINE BOUNDARY

VEHICLES USED:


Car
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



Max Legal Articulated Vehicle
Overall Length 18.550m
Overall Width 2.500m
Overall Body Height 3.632m
Min Body Ground Clearance 0.396m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m





DRAFT

A	LAYOUT UPDATED	BT	AT	SAF	19.07.24
Rev	Description	Drn	Chk	App	Date

ARDENT CONSULTING ENGINEERS

Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE

Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client
HT INDUSTRIAL LTD

Project Title:
**NH DEPOT, OLD IPSWICH ROAD,
ARDLEIGH**

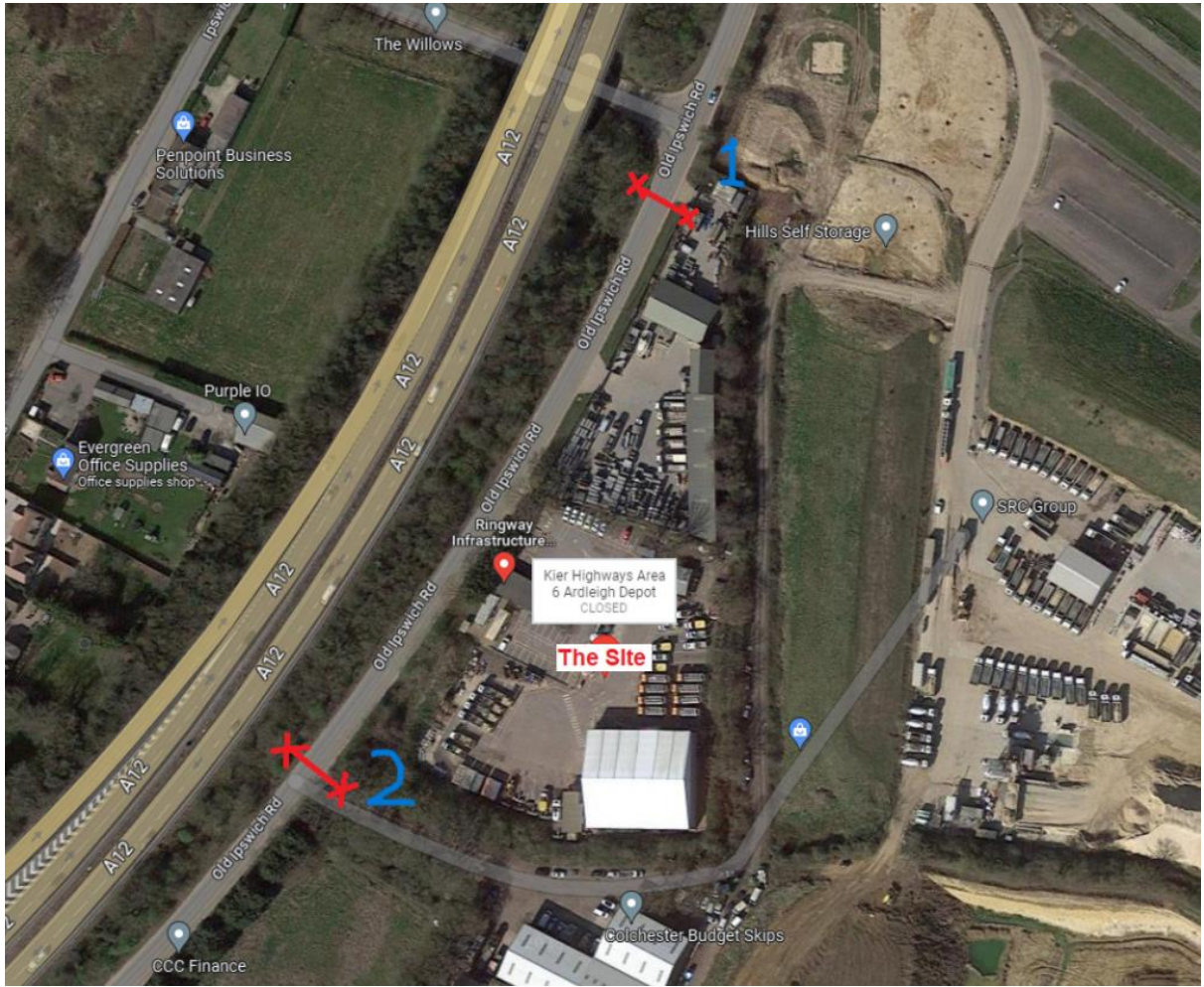
Drawing Title:
INTERNAL SITE LAYOUT ARRANGEMENT

A3 Scale	Date	Designed by
1:500	05/12/23	RN
Drawn by	Checked by	Approved by
RN	AT	SAF
Drawing Number	Rev	
2306470-D002	A	

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Appendices

**Appendix A
ATC Data**



OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id CustomList-586
Descriptor OnPoint Traffic Surveys Ltd Speed Report
Created by MetroCount Traffic Executive
Creation Time (UTC) 2023-10-23T13:09:14
Legal Copyright (c)1997 - 2019 MetroCount
Graphic
Language English
Country United Kingdom
Time UTC + 60 min
Create Version 5.0.8.0
Metric Part metric
Speed Unit mph
Length Unit metre
Mass Unit tonne

Dataset

Site Name ARDARD01
Site Attribute ARDLEIGH
File Name C:\Users\dcumb\OneDrive\Desktop\ARDARD01 0 2023-10-23 1246.ECO
File Type Plus
Algorithm Factory default axle
Description OLD IPSWICH ROAD - NORTH OF RINGWAY INFRASTRUCTURE DEPOT
Lane 0
Direction 7
Direction Text 7 - North bound A]B, South bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2023-10-09T15:33:33
Start Time 2023-10-09T15:33:33
Finish Time 2023-10-23T12:46:11
Operator JD
Configuration 80 00 0f a8 a8 00 00 00 00 00

Profile

Name OnPoint Surveys Ltd Speed Report
Title MetroCount Traffic Executive
Graphic Logo
Header
Footer
Percentile 1 85
Percentile 2 95
Pace 12
Filter Start 2023-10-10T00:00:00
Filter End 2023-10-17T00:00:00
Class Scheme ARX
F Cls(1-12) Dir(S) Sp(0,100) Headway(J0) Span(0 - 91.44) Lane(0-16)
Low Speed 0
High Speed 100
Posted Limit 37
Speed Limits 37 37 37 37 37 37 37 37 37
Separation 0.000
Separation Type Headway
Direction South
Encoded Direction 4

OnPoint Traffic Surveys Ltd Speed Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-586

Site Name - ARDARD01

Description - OLD IPSWICH ROAD - NORTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - South

10 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	5	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	30.7	-	8.2
0100	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	30.2	-	2.9
0200	13	0	0	0	0	2	5	3	1	1	1	0	0	0	0	0	0	31.8	41.2	7.3
0300	5	0	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	39.8	-	7.5
0400	12	0	0	0	1	0	4	0	2	2	2	1	0	0	0	0	0	36.6	46.8	10.9
0500	48	0	0	2	4	6	13	6	3	6	6	2	0	0	0	0	0	31.7	45.9	10.4
0600	78	0	0	0	1	15	16	8	23	8	6	0	1	0	0	0	0	33.6	42.3	8.2
0700	120	0	1	4	1	5	22	24	21	24	12	5	1	0	0	0	0	35.5	45	9.3
0800	147	0	1	1	4	10	15	33	31	31	13	6	1	1	0	0	0	36.4	44.7	8.8
0900	113	0	0	3	3	7	19	23	21	27	6	2	1	1	0	0	0	35.1	43.7	9.1
1000	87	0	0	0	0	4	17	19	15	15	10	7	0	0	0	0	0	37	46.1	8.3
1100	113	0	0	0	0	7	19	23	16	31	9	5	2	1	0	0	0	37.3	45.7	8.5
1200	436	0	1	1	0	13	56	118	142	81	14	6	2	2	0	0	0	35.8	41.7	6.3
1300	305	0	0	1	1	11	37	66	76	66	26	16	5	0	0	0	0	37.5	45.1	7.7
1400	285	0	0	0	0	10	42	62	90	61	15	2	3	0	0	0	0	36.5	42.5	6.4
1500	117	0	0	0	0	5	15	27	28	29	5	6	2	0	0	0	0	37.3	43.6	7.5
1600	208	0	0	1	2	8	36	32	56	40	19	6	4	4	0	0	0	37.4	45.9	8.8
1700	258	0	0	1	1	6	26	53	73	60	27	7	3	1	0	0	0	38	45	7.2
1800	133	0	1	0	2	8	33	29	25	22	9	3	0	1	0	0	0	34.8	43	8.1
1900	52	0	0	0	0	3	2	14	9	11	8	4	1	0	0	0	0	39	48	7.9
2000	34	0	1	0	0	7	7	4	5	3	3	3	1	0	0	0	0	34.6	49.2	11.3
2100	12	0	1	0	0	2	1	6	2	0	0	0	0	0	0	0	0	29	36.4	8.2
2200	7	0	0	0	0	1	3	1	1	0	1	0	0	0	0	0	0	32.4	-	9.5
2300	11	0	0	0	0	1	2	2	2	1	1	0	2	0	0	0	0	38.9	56.2	11.4
00-07	165	0	0	2	6	24	42	21	31	19	15	4	1	0	0	0	0	33.1	43.4	9
07-19	2322	0	4	12	14	94	337	509	594	487	165	71	24	11	0	0	0	36.6	43.7	7.7
19-00	116	0	2	0	0	14	15	27	19	15	13	7	4	0	0	0	0	36.3	47.5	9.9
00-00	2603	0	6	14	20	132	394	557	644	521	193	82	29	11	0	0	0	36.4	43.8	8

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-586

Site Name - ARDARD01

Description - OLD IPSWICH ROAD - NORTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - South

11 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	8	0	0	0	0	1	2	2	1	0	0	1	1	0	0	0	0	36.2	-	12.5
0100	4	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	35.1	-	10.3
0200	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	45.1	-	6
0300	5	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0	0	43.8	-	9
0400	13	0	1	0	0	1	4	2	0	2	2	1	0	0	0	0	0	33.7	46.9	11.7
0500	51	0	0	1	2	4	19	10	1	5	6	2	0	1	0	0	0	32.7	45.7	10.1
0600	87	0	3	4	4	19	15	19	15	4	3	1	0	0	0	0	0	29.1	37.4	9.1
0700	114	0	1	4	7	10	24	13	24	19	7	2	0	3	0	0	0	33.7	43.9	10.9
0800	137	0	0	4	0	4	13	26	38	33	13	3	3	0	0	0	0	37.3	44.4	8.3
0900	144	0	0	1	4	13	30	27	28	24	10	5	1	1	0	0	0	34.8	43.5	8.8
1000	111	0	0	1	0	7	21	26	33	16	5	1	1	0	0	0	0	34.6	42.2	7.1
1100	105	0	0	0	0	8	20	25	26	13	8	3	0	2	0	0	0	35.9	43.2	8.6
1200	122	0	0	0	0	13	31	29	28	9	6	5	1	0	0	0	0	33.6	40.4	7.8
1300	128	1	5	0	3	8	18	28	33	23	5	3	1	0	0	0	0	33.7	42	9.5
1400	147	0	0	1	2	12	37	36	29	21	6	2	1	0	0	0	0	33.5	41.6	7.4
1500	163	1	3	7	10	17	37	45	19	17	6	0	0	1	0	0	0	30.1	39.8	9
1600	184	0	0	2	4	7	31	36	45	34	17	4	2	1	1	0	0	36.4	44.6	8.9
1700	173	0	2	0	1	11	45	47	31	27	6	2	1	0	0	0	0	33.8	41.8	7.4
1800	90	0	0	1	2	5	15	17	24	15	6	4	1	0	0	0	0	35.8	44.4	8.6
1900	36	0	0	0	1	1	6	6	6	9	6	1	0	0	0	0	0	37.4	47	8.5
2000	23	0	0	2	1	3	5	2	2	4	4	0	0	0	0	0	0	32.6	45.2	10.7
2100	16	0	0	0	0	1	3	4	4	2	0	1	1	0	0	0	0	36.4	46.7	8.7
2200	13	0	0	0	0	1	3	2	1	3	0	2	1	0	0	0	0	38.8	52.6	10.8
2300	6	0	0	1	0	0	1	0	0	1	0	2	1	0	0	0	0	40	-	18.3
00-07	170	0	4	5	6	25	41	36	18	13	13	6	2	1	0	0	0	31.7	43.8	10.2
07-19	1618	2	11	21	33	115	322	355	358	251	95	34	12	8	1	0	0	34.4	42.8	8.7
19-00	94	0	0	3	2	6	18	14	13	19	10	6	3	0	0	0	0	36.4	47.3	10.2
00-00	1882	2	15	29	41	146	381	405	389	283	118	46	17	9	1	0	0	34.2	42.9	9

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-586

Site Name - ARDARD01

Description - OLD IPSWICH ROAD - NORTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - South

12 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	4	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	29.7	-	3.9
0100	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	33.1	-	10
0200	6	0	0	0	1	0	0	2	0	2	1	0	0	0	0	0	0	36	-	10.5
0300	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	31.4	-	3.3
0400	14	0	0	0	0	2	3	3	1	3	0	2	0	0	0	0	0	35.6	48.8	9.2
0500	50	0	0	1	2	8	19	4	4	6	3	2	0	0	1	0	0	32.4	43.9	11.5
0600	65	0	0	0	10	11	11	10	8	10	4	1	0	0	0	0	0	31.1	41.9	9.8
0700	105	0	0	1	0	9	9	26	23	24	10	2	1	0	0	0	0	36.3	43.5	7.7
0800	125	0	0	1	1	5	24	25	35	25	7	0	1	1	0	0	0	35.4	42.8	7.5
0900	125	0	0	1	2	5	28	27	27	28	6	1	0	0	0	0	0	34.9	42.1	7
1000	128	1	1	0	4	7	22	40	31	14	5	2	1	0	0	0	0	33.5	41.3	8.1
1100	109	0	0	0	0	9	26	20	27	13	6	4	4	0	0	0	0	35.5	43.5	8.5
1200	147	0	0	1	0	6	30	48	29	21	11	0	1	0	0	0	0	34.7	41.7	6.9
1300	126	0	0	0	1	5	34	34	28	14	7	2	1	0	0	0	0	34.2	41.8	7
1400	111	0	0	0	0	8	17	28	31	19	5	2	0	1	0	0	0	35.5	41.7	7
1500	129	0	0	5	5	11	19	27	22	26	11	2	0	1	0	0	0	34.3	44.6	9.6
1600	209	0	1	0	0	7	35	51	47	39	21	4	2	2	0	0	0	36.7	44.9	7.7
1700	165	0	0	0	0	7	38	47	36	23	9	2	3	0	0	0	0	34.7	42.2	7
1800	79	0	0	0	0	5	16	16	15	14	9	3	0	1	0	0	0	36.4	45.9	8.3
1900	48	0	0	0	2	0	6	9	12	11	5	1	2	0	0	0	0	37.7	47.2	8.5
2000	25	0	0	2	0	2	6	5	5	3	1	1	0	0	0	0	0	32.9	42.5	9.4
2100	23	0	0	0	1	2	4	3	3	5	2	1	1	0	1	0	0	37.7	48	12.2
2200	11	0	0	0	0	1	1	3	2	0	3	0	1	0	0	0	0	38.4	50.8	10.9
2300	7	0	0	0	0	1	0	0	1	1	1	2	1	0	0	0	0	43.5	-	11
00-07	146	0	0	1	13	21	40	20	15	22	8	5	0	0	1	0	0	32.2	42.3	10.1
07-19	1558	1	2	9	13	84	298	389	351	260	107	24	14	6	0	0	0	35.2	42.9	7.7
19-00	114	0	0	2	3	6	17	20	23	20	12	5	5	0	1	0	0	37.1	47.6	10.1
00-00	1818	1	2	12	29	111	355	429	389	302	127	34	19	6	2	0	0	35.1	43.1	8.2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-586

Site Name - ARDARD01

Description - OLD IPSWICH ROAD - NORTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - South

13 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	23.4	-	5.5
0100	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	35.7	-	6.4
0200	4	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	35.7	-	6.3
0300	7	0	0	0	0	2	2	1	1	0	1	0	0	0	0	0	0	30.8	-	8.1
0400	6	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	35.9	-	7.6
0500	50	0	0	3	3	6	21	7	4	4	1	1	0	0	0	0	0	29	39.4	8.6
0600	63	0	0	0	6	13	14	5	11	8	4	1	1	0	0	0	0	31.5	43.6	9.8
0700	97	0	1	0	3	7	17	24	21	15	5	3	0	1	0	0	0	34.7	42.2	8.5
0800	125	0	0	3	1	11	16	24	34	17	12	5	2	0	0	0	0	35.7	45	8.8
0900	132	0	0	0	0	10	37	26	34	21	2	1	1	0	0	0	0	33.6	40.8	6.8
1000	134	0	0	0	0	6	31	28	32	25	10	2	0	0	0	0	0	35.3	43.1	6.9
1100	142	0	1	2	5	12	19	28	31	29	9	3	3	0	0	0	0	34.9	43.9	8.9
1200	145	0	0	3	3	9	28	26	38	23	12	3	0	0	0	0	0	34.9	42.7	8.2
1300	145	0	1	0	0	7	29	33	37	24	10	3	1	0	0	0	0	35.4	43	7.4
1400	125	0	1	0	1	7	24	28	43	13	7	0	0	1	0	0	0	34.5	41.2	7.2
1500	143	0	3	3	5	8	22	22	42	18	12	4	1	2	1	0	0	34.9	44.4	10.3
1600	168	0	1	0	1	11	32	31	45	29	14	1	2	1	0	0	0	35.6	43.2	7.9
1700	126	0	0	1	2	7	31	30	25	20	7	3	0	0	0	0	0	34.3	42.3	7.7
1800	88	0	0	0	2	4	19	19	15	17	8	2	1	1	0	0	0	35.9	44.7	8.8
1900	50	0	0	0	0	2	7	17	14	5	5	0	0	0	0	0	0	35.5	41.5	6.2
2000	24	0	0	1	1	1	3	6	5	4	2	1	0	0	0	0	0	34.6	44.2	9.5
2100	15	0	0	0	0	1	3	2	6	1	2	0	0	0	0	0	0	35.1	44.7	7.6
2200	17	0	0	0	0	3	1	1	5	2	4	1	0	0	0	0	0	37.7	48.8	9.7
2300	11	0	1	0	0	1	3	1	0	3	1	1	0	0	0	0	0	34.2	47.2	12.8
00-07	135	0	0	3	10	21	42	15	19	16	6	2	1	0	0	0	0	30.7	41.7	9.1
07-19	1570	0	8	12	23	99	305	319	397	251	108	30	11	6	1	0	0	35	42.7	8.2
19-00	117	0	1	1	1	8	17	27	30	15	14	3	0	0	0	0	0	35.5	45.2	8.3
00-00	1822	0	9	16	34	128	364	361	446	282	128	35	12	6	1	0	0	34.7	42.6	8.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-586

Site Name - ARDARD01

Description - OLD IPSWICH ROAD - NORTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - South

14 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	9	0	0	1	0	4	1	0	2	1	0	0	0	0	0	0	0	26.8	-	9.7
0100	9	0	0	0	0	1	5	2	0	0	1	0	0	0	0	0	0	29.8	-	6.5
0200	10	0	0	0	0	1	2	3	3	0	1	0	0	0	0	0	0	33.7	-	7.4
0300	7	0	0	0	0	0	1	2	1	1	0	1	1	0	0	0	0	39.5	-	10.5
0400	9	0	0	0	0	0	0	2	5	1	0	0	0	1	0	0	0	39.3	-	8.7
0500	12	0	0	0	1	0	1	1	5	1	2	1	0	0	0	0	0	37.9	48.3	9.6
0600	20	0	0	0	1	1	2	5	3	1	4	3	0	0	0	0	0	38.1	50.1	10.4
0700	38	0	1	3	0	1	4	4	8	8	5	1	2	0	1	0	0	37.3	48.3	13.2
0800	68	0	0	2	1	1	11	12	19	13	6	3	0	0	0	0	0	36.3	44.6	8.4
0900	84	0	0	1	1	5	10	14	21	23	5	4	0	0	0	0	0	36.8	44.3	7.8
1000	75	0	1	1	0	2	9	11	21	13	12	3	2	0	0	0	0	38	47	8.9
1100	77	0	0	0	0	5	9	14	16	19	8	4	1	1	0	0	0	38.1	46.7	8.7
1200	83	0	1	1	0	1	5	20	19	18	15	1	2	0	0	0	0	38.6	46.9	8.1
1300	71	0	1	0	1	1	5	15	21	18	5	3	1	0	0	0	0	37.7	44.3	8
1400	64	0	0	1	1	6	7	8	13	20	6	1	1	0	0	0	0	36.5	44.2	8.8
1500	58	0	0	1	1	5	7	7	14	8	10	4	1	0	0	0	0	37.4	48.3	9.6
1600	54	0	1	0	2	0	7	12	10	17	5	0	0	0	0	0	0	36.4	44.3	8.4
1700	49	0	0	0	0	4	6	4	7	17	7	4	0	0	0	0	0	39.4	48.7	8.4
1800	57	0	1	3	0	3	9	10	10	10	8	2	1	0	0	0	0	35.5	45.4	10.5
1900	29	0	0	0	0	1	3	7	5	8	3	1	1	0	0	0	0	38.6	45.9	7.9
2000	15	0	0	0	0	0	4	2	5	4	0	0	0	0	0	0	0	35.7	43.8	6.3
2100	12	0	0	1	0	0	0	2	0	7	2	0	0	0	0	0	0	38.4	45.1	8.8
2200	9	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	33.1	-	3.4
2300	8	0	0	1	0	2	1	2	0	1	1	0	0	0	0	0	0	29.8	-	12
00-07	76	0	0	1	2	7	12	15	19	5	8	5	1	1	0	0	0	35.4	47.1	9.9
07-19	778	0	6	13	7	34	89	131	179	184	92	30	11	1	1	0	0	37.4	45.9	8.9
19-00	73	0	0	2	0	3	9	18	13	20	6	1	1	0	0	0	0	36.3	44.6	8.2
00-00	927	0	6	16	9	44	110	164	211	209	106	36	13	2	1	0	0	37.1	45.6	9

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-586

Site Name - ARDARD01

Description - OLD IPSWICH ROAD - NORTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - South

15 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	6	0	0	0	0	1	2	1	0	0	0	2	0	0	0	0	0	35.4	-	13
0100	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	31.1	-	6.2
0200	5	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	37.8	-	6.1
0300	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	33.4	-	3.4
0400	6	0	0	0	0	0	3	0	1	2	0	0	0	0	0	0	0	34.3	-	6
0500	6	0	0	1	0	0	1	0	0	0	2	2	0	0	0	0	0	38.7	-	16.1
0600	16	0	1	2	0	2	1	3	5	2	0	0	0	0	0	0	0	29.9	38.9	10.5
0700	49	0	1	2	1	3	0	14	19	6	3	0	0	0	0	0	0	34	42.2	8.5
0800	186	0	0	2	1	11	54	73	32	8	1	3	0	1	0	0	0	32	37.6	6.4
0900	264	0	0	3	6	19	68	95	42	19	10	2	0	0	0	0	0	32	39	6.6
1000	302	0	1	1	2	21	101	109	45	16	4	1	1	0	0	0	0	31.6	37	5.7
1100	282	1	0	2	1	23	83	104	40	18	8	1	1	0	0	0	0	31.8	36.8	6.4
1200	135	0	0	1	2	8	31	30	35	14	10	3	1	0	0	0	0	34.5	42.8	7.7
1300	87	0	0	1	1	2	18	13	17	19	12	3	1	0	0	0	0	37.1	45.9	8.3
1400	58	0	0	1	1	3	5	9	13	14	7	1	3	0	1	0	0	38.5	47.6	10
1500	61	0	0	0	0	1	7	10	17	10	6	6	1	0	2	0	1	41	50.5	12.4
1600	52	0	0	0	0	2	5	13	12	6	6	5	1	2	0	0	0	39.4	51	9.3
1700	43	0	0	0	0	2	3	3	6	18	3	6	0	2	0	0	0	42	52.2	9.5
1800	56	0	0	1	0	0	4	8	20	9	6	5	3	0	0	0	0	39.9	50	8.3
1900	32	0	0	0	0	0	1	6	9	7	4	5	0	0	0	0	0	40.9	50.2	7.3
2000	11	0	0	0	0	1	1	3	4	1	0	0	1	0	0	0	0	35.9	46.2	8.9
2100	8	0	0	0	0	0	2	1	1	1	2	1	0	0	0	0	0	39.3	-	9.5
2200	8	0	0	1	0	0	1	2	1	1	0	1	1	0	0	0	0	36.6	-	14.1
2300	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	45.2	-	2.2
00-07	46	0	1	3	0	3	9	9	9	5	3	4	0	0	0	0	0	33.5	46.1	10.3
07-19	1575	1	2	14	15	95	379	481	298	157	76	36	12	5	3	0	1	33.8	41.3	8
19-00	62	0	0	1	0	1	5	12	15	11	8	7	2	0	0	0	0	39.4	50	8.9
00-00	1683	1	3	18	15	99	393	502	322	173	87	47	14	5	3	0	1	34	41.8	8.2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-586

Site Name - ARDARD01

Description - OLD IPSWICH ROAD - NORTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - South

16 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	37.3	-	12.3
0200	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	43.3	-	5
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	12	0	0	0	0	0	2	3	3	2	2	0	0	0	0	0	0	0	37.7	47.3	6.9
0500	47	0	0	2	2	2	24	2	8	4	2	1	0	0	0	0	0	0	30.7	40.7	8.6
0600	83	0	1	3	2	9	15	15	16	13	6	3	0	0	0	0	0	0	33.5	43.3	9.4
0700	112	0	0	1	0	7	19	21	33	19	7	3	2	0	0	0	0	0	36	43.3	8
0800	138	0	0	4	0	7	11	26	34	31	17	6	2	0	0	0	0	0	37.8	46.7	8.4
0900	128	0	0	1	4	7	21	21	31	28	12	1	0	2	0	0	0	0	35.9	44.2	8.7
1000	92	0	0	1	2	5	18	16	26	16	5	2	1	0	0	0	0	0	35.2	43.6	8
1100	101	0	0	2	1	3	20	12	18	30	7	6	2	0	0	0	0	0	37.4	45.1	9.1
1200	117	0	0	0	1	6	16	20	36	16	14	3	4	1	0	0	0	0	37.3	45.5	8.5
1300	119	0	1	1	1	5	21	32	11	28	15	4	0	0	0	0	0	0	36.2	45.7	8.6
1400	128	0	0	1	1	10	34	22	28	21	7	3	0	1	0	0	0	0	34.6	43.1	8.2
1500	123	0	0	1	4	6	22	26	24	23	14	2	1	0	0	0	0	0	35.7	44.4	8.3
1600	199	0	0	2	0	7	27	37	57	45	20	3	1	0	0	0	0	0	36.8	44.1	7
1700	184	0	0	0	1	8	32	47	34	39	19	3	1	0	0	0	0	0	36	44.5	7.6
1800	66	0	0	1	0	4	16	11	11	5	9	6	1	2	0	0	0	0	37.2	48.1	10.5
1900	36	0	0	0	1	2	6	6	8	6	4	1	1	1	0	0	0	0	37	46.8	9.8
2000	26	0	0	1	0	1	3	5	5	3	5	1	2	0	0	0	0	0	38.5	48.3	10.4
2100	9	0	0	0	1	1	2	0	2	1	1	1	0	0	0	0	0	0	34.1	-	11.6
2200	10	0	0	0	0	2	0	1	4	0	3	0	0	0	0	0	0	0	36.9	-	8.4
2300	6	0	0	0	0	1	0	1	1	1	2	0	0	0	0	0	0	0	38.9	-	9.2
00-07	146	0	1	5	4	11	42	20	28	19	12	4	0	0	0	0	0	33.1	43.5	9.2	
07-19	1507	0	1	15	15	75	257	291	343	301	146	42	15	6	0	0	0	36.3	44.6	8.3	
19-00	87	0	0	1	2	7	11	13	20	11	15	3	3	1	0	0	0	37.3	47.1	9.8	
00-00	1740	0	2	21	21	93	310	324	391	331	173	49	18	7	0	0	0	36.1	44.6	8.5	

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-586

Site Name - ARDARD01

Description - OLD IPSWICH ROAD - NORTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - South

Virtual Day (7)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	31	-	10.5
0100	4	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	32.1	-	7
0200	6	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	35.1	-	7.9
0300	5	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	36.5	-	8.9
0400	10	0	0	0	0	0	3	1	2	2	1	1	0	0	0	0	0	36.2	45.8	9.1
0500	38	0	0	1	2	4	14	4	4	4	3	2	0	0	0	0	0	31.8	44.2	10.2
0600	59	0	1	1	3	10	11	9	12	7	4	1	0	0	0	0	0	32	42.5	9.5
0700	91	0	1	2	2	6	14	18	21	16	7	2	1	1	0	0	0	35.3	43.8	9.3
0800	132	0	0	2	1	7	21	31	32	23	10	4	1	0	0	0	0	35.6	43.6	8.3
0900	141	0	0	1	3	9	30	33	29	24	7	2	0	1	0	0	0	34.2	42.4	7.9
1000	133	0	0	1	1	7	31	36	29	16	7	3	1	0	0	0	0	34.1	41.9	7.5
1100	133	0	0	1	1	10	28	32	25	22	8	4	2	1	0	0	0	35	43.6	8.4
1200	169	0	0	1	1	8	28	42	47	26	12	3	2	0	0	0	0	35.5	42.4	7.4
1300	140	0	1	0	1	6	23	32	32	27	11	5	1	0	0	0	0	36.1	44.1	8.1
1400	131	0	0	1	1	8	24	28	35	24	8	2	1	0	0	0	0	35.5	42.6	7.6
1500	113	0	1	2	4	8	18	23	24	19	9	3	1	1	0	0	0	34.9	44.2	9.8
1600	153	0	0	1	1	6	25	30	39	30	15	3	2	1	0	0	0	36.7	44.6	8.2
1700	143	0	0	0	1	6	26	33	30	29	11	4	1	0	0	0	0	36.1	44.1	7.8
1800	81	0	0	1	1	4	16	16	17	13	8	4	1	1	0	0	0	36.2	45.4	9
1900	40	0	0	0	1	1	4	9	9	8	5	2	1	0	0	0	0	37.9	46.6	8.1
2000	23	0	0	1	0	2	4	4	4	3	2	1	1	0	0	0	0	34.9	45.2	10
2100	14	0	0	0	0	1	2	3	3	2	1	1	0	0	0	0	0	35.8	45.7	10
2200	11	0	0	0	0	1	1	2	2	1	2	1	0	0	0	0	0	36.7	48.8	9.8
2300	7	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	37.6	-	12.4
00-07	126	0	1	3	6	16	33	19	20	14	9	4	1	0	0	0	0	32.5	43.3	9.7
07-19	1561	1	5	14	17	85	284	354	360	270	113	38	14	6	1	0	0	35.4	43.5	8.2
19-00	95	0	0	1	1	6	13	19	19	16	11	5	3	0	0	0	0	36.7	46.7	9.5
00-00	1782	1	6	18	24	108	330	392	399	300	133	47	17	7	1	0	0	35.3	43.6	8.4

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-586

Site Name - ARDARD01

Description - OLD IPSWICH ROAD - NORTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - South

Virtual Week (1)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	1740	0	2	21	21	93	310	324	391	331	173	49	18	7	0	0	0	36.1	44.6	8.5
Tue	2603	0	6	14	20	132	394	557	644	521	193	82	29	11	0	0	0	36.4	43.8	8
Wed	1882	2	15	29	41	146	381	405	389	283	118	46	17	9	1	0	0	34.2	42.9	9
Thu	1818	1	2	12	29	111	355	429	389	302	127	34	19	6	2	0	0	35.1	43.1	8.2
Fri	1822	0	9	16	34	128	364	361	446	282	128	35	12	6	1	0	0	34.7	42.6	8.3
Sat	927	0	6	16	9	44	110	164	211	209	106	36	13	2	1	0	0	37.1	45.6	9
Sun	1683	1	3	18	15	99	393	502	322	173	87	47	14	5	3	0	1	34	41.8	8.2
--	12475	4	43	126	169	753	2307	2742	2792	2101	932	329	122	46	8	0	1	35.3	43.6	8.4

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-586

Site Name - ARDARD01

Description - OLD IPSWICH ROAD - NORTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - South

Grand Total

Time [--]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
--	12475	4	43	126	169	753	2307	2742	2792	2101	932	329	122	46	8	0	1	35.3	43.6	8.4	

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-588
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2023-10-23T13:11:36
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ARDARD02
Site Attribute	ARDLEIGH
File Name	C:\Users\dcumb\OneDrive\Desktop\ARDARD02 0 2023-10-23 1245.EC0
File Type	Plus
Algorithm	Factory default axle
Description	OLD IPSWICH ROAD - SOUTH OF RINGWAY INFRASTRUCTURE DEPOT
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2023-10-09T15:35:31
Start Time	2023-10-09T15:35:31
Finish Time	2023-10-23T12:45:05
Operator	JD
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2023-10-10T00:00:00
Filter End	2023-10-17T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(N) Sp(0,100) Headway(10) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

OnPoint Traffic Surveys Ltd Speed Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-588

Site Name - ARDARD02

Description - OLD IPSWICH ROAD - SOUTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - North

10 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	64.7	-	11.1
0100	3	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	38.1	-	11.7
0200	6	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	33.7	-	5.2
0300	7	0	0	0	0	1	1	0	3	0	2	0	0	0	0	0	0	37	-	9.6
0400	13	0	0	0	0	0	0	4	4	3	1	0	0	1	0	0	0	39.7	44.8	10
0500	72	0	0	0	0	0	3	12	23	21	10	2	0	1	0	0	0	39.9	46.2	6.3
0600	110	0	0	0	0	0	4	25	32	25	16	5	2	1	0	0	0	40	46.6	6.6
0700	150	0	0	0	0	1	12	36	46	39	10	4	1	0	0	1	0	38.2	43.8	7.1
0800	179	0	0	0	0	0	6	33	79	44	12	3	2	0	0	0	0	38.5	43.2	5.2
0900	120	0	0	0	0	3	8	24	44	28	7	3	2	1	0	0	0	38.1	43.5	6.4
1000	97	0	0	0	0	4	8	20	33	14	12	3	2	1	0	0	0	38.1	46	7.5
1100	78	0	0	0	1	1	6	13	23	19	11	3	1	0	0	0	0	38.8	45.5	7.1
1200	80	0	0	0	0	0	4	20	30	15	9	2	0	0	0	0	0	38.2	43.2	5.5
1300	103	0	0	1	0	1	0	17	35	37	11	1	0	0	0	0	0	39	44.4	5.6
1400	96	0	0	4	2	1	6	13	39	21	3	6	1	0	0	0	0	37.1	43.4	8.4
1500	98	0	1	0	0	1	3	15	35	25	11	6	1	0	0	0	0	39.4	46.1	6.9
1600	151	0	0	3	2	0	12	39	45	36	9	4	1	0	0	0	0	36.9	43.5	7.1
1700	146	0	1	2	2	2	7	25	40	37	23	6	0	1	0	0	0	38.8	45.6	8
1800	89	0	1	2	0	1	9	17	27	13	14	5	0	0	0	0	0	37.5	46.6	8.5
1900	66	0	0	0	2	0	3	15	18	12	11	2	0	2	1	0	0	40	47.2	9.5
2000	41	0	1	1	0	0	4	7	9	13	3	2	1	0	0	0	0	38.1	45.7	9.3
2100	18	0	2	0	0	0	1	4	4	2	2	2	1	0	0	0	0	37	51.4	13.1
2200	9	0	0	0	0	1	0	2	3	2	1	0	0	0	0	0	0	37.5	-	6.6
2300	9	0	0	0	1	0	0	1	2	2	3	0	0	0	0	0	0	38.8	-	10.2
00-07	213	0	0	0	0	1	10	44	64	50	30	7	3	3	1	0	0	39.9	46.6	7.3
07-19	1387	0	3	12	7	15	81	272	476	328	132	46	11	3	0	1	0	38.2	44.5	7
19-00	143	0	3	1	3	1	8	29	36	31	20	6	2	2	1	0	0	38.8	46.8	9.8
00-00	1743	0	6	13	10	17	99	345	576	409	182	59	16	8	2	1	0	38.5	45.1	7.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-588

Site Name - ARDARD02

Description - OLD IPSWICH ROAD - SOUTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - North

11 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	40	-	8.3
0100	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	36.8	-	7.7
0200	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	39.7	-	3.2
0300	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	55.7	-	-
0400	15	0	0	0	0	0	0	0	4	5	5	1	0	0	0	0	0	42.9	48.7	5.2
0500	69	0	0	0	0	0	2	10	23	19	10	3	1	1	0	0	0	40.5	46.5	6.4
0600	87	0	0	0	0	1	11	17	23	14	14	3	3	1	0	0	0	38.9	47.5	8
0700	159	0	0	0	0	1	7	44	51	32	16	6	1	1	0	0	0	38.5	45.3	6.1
0800	222	0	0	2	3	6	8	34	72	68	25	3	1	0	0	0	0	38.4	44.9	6.7
0900	127	0	1	0	0	1	9	32	47	32	5	0	0	0	0	0	0	36.9	42.4	5.4
1000	111	0	1	0	2	7	5	24	38	25	6	2	1	0	0	0	0	36.6	43.2	7.4
1100	100	0	0	1	0	2	2	23	34	27	7	2	1	1	0	0	0	38.3	43.9	7
1200	117	0	0	0	0	3	9	27	39	26	9	4	0	0	0	0	0	37.6	44.2	6.3
1300	121	1	0	0	1	2	8	26	41	20	11	6	4	1	0	0	0	38.6	46.7	8.4
1400	138	0	0	2	0	4	15	32	43	33	7	2	0	0	0	0	0	36.5	42.8	6.4
1500	127	0	0	0	2	0	10	30	42	21	21	1	0	0	0	0	0	37.8	45.9	6.6
1600	117	0	0	1	1	1	3	22	50	19	18	1	1	0	0	0	0	38.3	45.6	6
1700	100	0	0	1	0	0	2	21	34	30	9	2	1	0	0	0	0	38.8	44.3	5.8
1800	78	0	0	2	0	0	9	19	26	13	5	4	0	0	0	0	0	36.7	44.1	7.3
1900	33	0	0	0	0	1	3	9	8	8	4	0	0	0	0	0	0	37.6	44.7	6.2
2000	31	0	1	1	0	0	2	6	9	8	2	2	0	0	0	0	0	37.3	44.7	9.2
2100	17	0	0	0	0	0	3	5	3	5	1	0	0	0	0	0	0	36.2	43.6	6.2
2200	21	0	0	1	0	1	1	3	7	6	1	1	0	0	0	0	0	36.2	43.9	8.4
2300	10	0	0	0	0	0	3	4	1	2	0	0	0	0	0	0	0	33.6	-	6.7
00-07	180	0	0	0	0	1	14	28	53	40	30	7	5	2	0	0	0	39.9	47	7.3
07-19	1517	1	2	9	9	27	87	334	517	346	139	33	10	3	0	0	0	37.8	44.1	6.7
19-00	112	0	1	2	0	2	12	27	28	29	8	3	0	0	0	0	0	36.7	44	7.6
00-00	1809	1	3	11	9	30	113	389	598	415	177	43	15	5	0	0	0	38	44.4	6.8

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-588

Site Name - ARDARD02

Description - OLD IPSWICH ROAD - SOUTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - North

12 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	4	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	39.3	-	4.8
0100	11	0	0	0	0	1	4	3	2	0	1	0	0	0	0	0	0	32.3	38.4	6.7
0200	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	37.3	-	3.4
0300	3	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	41.1	-	5.2
0400	17	0	0	0	0	0	0	3	5	4	4	0	0	1	0	0	0	42.1	48.5	8.2
0500	59	0	0	0	0	1	7	11	20	14	2	2	0	1	1	0	0	38.5	43.7	8.9
0600	108	0	0	0	0	1	5	30	34	20	12	5	1	0	0	0	0	38.3	45.9	6.5
0700	136	0	0	0	0	0	5	31	50	34	12	3	0	1	0	0	0	38.5	44	5.8
0800	166	0	0	0	0	1	2	26	52	45	23	9	5	3	0	0	0	41.2	48.4	7.1
0900	134	0	0	0	1	1	2	28	63	25	10	3	1	0	0	0	0	38.3	43.2	5.5
1000	135	0	0	1	1	2	8	44	55	19	4	1	0	0	0	0	0	35.7	40.8	5.2
1100	108	0	0	0	0	0	11	33	39	16	7	2	0	0	0	0	0	36.8	41.9	5.2
1200	105	0	0	1	0	2	5	19	43	21	11	2	1	0	0	0	0	38	44.9	6.5
1300	122	0	0	1	0	4	9	30	28	27	18	5	0	0	0	0	0	38.3	45.9	7.4
1400	114	0	0	1	0	0	7	30	39	30	6	1	0	0	0	0	0	37.5	42.7	5.7
1500	142	0	0	0	3	1	3	33	59	29	9	4	1	0	0	0	0	37.6	43.3	6.1
1600	116	0	0	0	0	4	6	25	37	34	8	1	0	1	0	0	0	37.9	44.1	6.2
1700	113	0	0	0	0	1	3	17	35	27	23	4	2	1	0	0	0	40.7	48.4	6.8
1800	83	0	1	1	0	0	3	17	28	14	17	2	0	0	0	0	0	38.7	46.8	7.6
1900	37	0	0	0	0	0	4	4	12	11	2	3	0	1	0	0	0	39.5	45.1	7.4
2000	35	0	0	0	1	1	2	3	12	9	4	2	1	0	0	0	0	39.4	46.5	8
2100	11	0	0	0	0	1	0	2	1	4	1	2	0	0	0	0	0	40.1	50.3	8.7
2200	20	0	0	0	1	1	2	3	4	3	3	1	1	1	0	0	0	38.9	51.9	10.8
2300	12	0	0	0	0	0	1	2	4	4	1	0	0	0	0	0	0	38.5	44.5	6
00-07	204	0	0	0	0	3	16	49	64	41	20	7	1	2	1	0	0	38.4	45.1	7.5
07-19	1474	0	1	5	5	16	64	333	528	321	148	37	10	6	0	0	0	38.3	44.5	6.4
19-00	115	0	0	0	2	3	9	14	33	31	11	8	2	2	0	0	0	39.3	46	8.1
00-00	1793	0	1	5	7	22	89	396	625	393	179	52	13	10	1	0	0	38.4	44.7	6.7

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-588

Site Name - ARDARD02

Description - OLD IPSWICH ROAD - SOUTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - North

13 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	7	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	0	34.9	-	5.4
0100	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	31.8	-	3.5
0200	4	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	42.9	-	8.4
0300	5	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	37	-	4.3
0400	18	0	0	0	0	0	0	3	7	3	2	1	1	0	1	0	0	43.1	53.4	11.1
0500	63	0	0	0	0	3	6	9	19	14	8	3	0	1	0	0	0	38.5	46	7.6
0600	108	0	0	0	0	2	6	28	37	20	11	3	1	0	0	0	0	38.1	44.4	6.2
0700	139	0	0	1	1	1	12	28	44	33	10	6	3	0	0	0	0	38	44.7	7.3
0800	161	0	0	1	1	0	7	35	52	49	15	1	0	0	0	0	0	38.2	43.3	5.7
0900	127	0	0	0	0	0	5	34	57	28	2	1	0	0	0	0	0	37.6	42.6	4.3
1000	111	0	0	0	0	0	6	20	45	25	10	4	1	0	0	0	0	38.7	44.5	5.5
1100	111	0	0	0	1	2	9	15	45	24	7	6	2	0	0	0	0	38.1	44.5	6.8
1200	124	0	0	0	0	2	7	30	39	32	11	2	1	0	0	0	0	38	43.8	5.9
1300	136	0	0	0	1	1	5	41	50	24	11	1	2	0	0	0	0	37.3	43.2	6
1400	145	0	0	1	1	2	10	38	56	25	8	4	0	0	0	0	0	36.6	42.6	6
1500	125	0	0	0	1	0	8	27	45	31	11	1	1	0	0	0	0	37.7	43.3	5.6
1600	131	0	1	0	3	0	10	20	34	45	12	4	1	1	0	0	0	38.6	44.9	7.5
1700	116	0	0	1	0	1	3	19	40	25	24	1	0	2	0	0	0	40	46.7	6.7
1800	84	0	0	1	0	0	7	15	26	20	8	3	2	1	1	0	0	39.1	45.5	8.5
1900	25	0	1	0	0	0	2	2	4	8	3	2	1	2	0	0	0	42.3	53.8	12.6
2000	22	0	0	0	0	0	2	4	7	6	2	0	0	1	0	0	0	38.8	44.6	7.1
2100	18	0	0	0	0	0	1	3	5	5	3	1	0	0	0	0	0	40.3	46.5	5.7
2200	28	0	0	0	0	0	4	9	6	1	3	2	2	1	0	0	0	39	53.3	9.7
2300	11	0	0	0	0	0	0	3	5	1	1	0	0	0	1	0	0	41.1	51.4	12.4
00-07	209	0	0	0	0	5	17	43	70	40	22	8	2	1	1	0	0	38.5	45.6	7.3
07-19	1510	0	1	5	9	9	89	322	533	361	129	34	13	4	1	0	0	38.1	44	6.4
19-00	104	0	1	0	0	0	9	21	27	21	12	5	3	4	1	0	0	40.2	47.2	9.7
00-00	1823	0	2	5	9	14	115	386	630	422	163	47	18	9	3	0	0	38.3	44.3	6.7

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-588

Site Name - ARDARD02

Description - OLD IPSWICH ROAD - SOUTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - North

14 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	10	0	0	0	0	1	0	2	2	2	0	3	0	0	0	0	0	40.2	-	9.9
0100	10	0	0	0	0	0	0	3	2	0	4	0	1	0	0	0	0	42.2	-	8.4
0200	6	0	0	0	0	0	1	1	3	0	1	0	0	0	0	0	0	36.7	-	6.7
0300	5	0	0	1	0	0	1	0	0	3	0	0	0	0	0	0	0	33.3	-	13.8
0400	7	0	0	0	0	0	1	0	1	2	1	1	1	0	0	0	0	43.7	-	9.5
0500	12	0	0	0	0	0	1	3	4	3	1	0	0	0	0	0	0	37.9	43.2	5.6
0600	22	0	0	0	0	0	0	6	6	8	2	0	0	0	0	0	0	38.9	43.9	4.3
0700	42	0	0	1	1	0	0	5	14	14	5	0	1	1	0	0	0	39.7	46.2	8.4
0800	43	0	0	0	1	1	3	6	13	12	6	1	0	0	0	0	0	38.4	45.8	7.1
0900	80	0	0	1	0	3	4	9	23	24	15	1	0	0	0	0	0	39.5	46.7	6.9
1000	69	0	0	0	1	0	6	16	23	14	6	0	3	0	0	0	0	37.9	44.7	7
1100	67	0	0	0	0	0	6	15	22	16	5	3	0	0	0	0	0	38.1	43.6	5.9
1200	63	0	0	1	0	0	4	2	25	18	9	3	1	0	0	0	0	40.1	46.4	6.6
1300	71	0	0	0	1	0	2	8	25	23	7	4	1	0	0	0	0	40.2	45.6	6.3
1400	68	0	1	1	1	1	5	13	15	18	8	3	1	1	0	0	0	38.4	45.7	9.2
1500	54	0	0	0	0	0	4	7	18	14	10	1	0	0	0	0	0	39.5	45.7	5.8
1600	62	0	0	1	0	1	1	8	19	20	7	2	1	1	1	0	0	40.8	46.8	9
1700	43	0	1	0	1	1	2	6	6	9	9	6	2	0	0	0	0	40.9	51.5	10.3
1800	50	0	0	3	0	0	1	11	9	14	6	5	1	0	0	0	0	39.3	48.8	9.7
1900	26	0	0	0	0	2	1	5	10	5	2	0	0	1	0	0	0	37.9	42	7.9
2000	17	0	0	0	0	0	2	4	5	3	1	1	1	0	0	0	0	38.7	50.3	8.4
2100	10	0	0	0	0	0	1	2	4	2	0	0	0	1	0	0	0	39	-	9.1
2200	17	0	0	0	0	0	1	1	6	3	5	1	0	0	0	0	0	41.3	48.7	6.4
2300	10	0	0	0	0	0	1	3	2	1	0	1	1	1	0	0	0	41.8	-	12.6
00-07	72	0	0	1	0	1	4	15	18	18	9	4	2	0	0	0	0	39.3	47.7	7.7
07-19	712	0	2	8	6	7	38	106	212	196	93	29	11	3	1	0	0	39.4	46.2	7.7
19-00	80	0	0	0	0	2	6	15	27	14	8	3	2	3	0	0	0	39.4	48.2	8.5
00-00	864	0	2	9	6	10	48	136	257	228	110	36	15	6	1	0	0	39.4	46.5	7.8

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-588

Site Name - ARDARD02

Description - OLD IPSWICH ROAD - SOUTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - North

15 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	12	0	1	0	0	0	2	1	0	4	3	1	0	0	0	0	0	38.5	48	12
0100	8	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	34.9	-	6
0200	6	1	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	32	-	15.2
0300	6	0	0	0	0	0	1	1	1	0	0	3	0	0	0	0	0	41.7	-	10.1
0400	16	0	0	0	0	0	1	7	6	0	0	2	0	0	0	0	0	36.2	44.1	6.8
0500	77	0	0	1	1	7	32	20	12	2	1	0	0	1	0	0	0	30.7	36.2	6.8
0600	101	0	9	7	12	11	26	27	6	3	0	0	0	0	0	0	0	25.3	33.9	8.9
0700	203	0	7	3	7	4	47	65	50	17	1	1	1	0	0	0	0	32	38.9	7.9
0800	235	0	1	1	0	0	37	92	65	31	6	2	0	0	0	0	0	34.7	40.3	5.6
0900	195	0	0	0	0	0	12	60	68	46	7	0	2	0	0	0	0	36.9	41.9	5
1000	124	0	0	0	1	2	7	40	44	17	7	6	0	0	0	0	0	36.7	42.9	6.2
1100	93	0	0	0	1	1	7	30	24	17	7	3	3	0	0	0	0	37.7	45	7.2
1200	73	0	0	0	0	0	4	18	20	22	4	4	1	0	0	0	0	38.9	44.7	6.2
1300	71	0	2	0	1	0	3	14	23	21	4	2	0	1	0	0	0	37.8	43.6	8
1400	53	0	0	1	2	1	3	7	12	13	8	4	2	0	0	0	0	39.7	49.5	9.7
1500	72	0	0	0	0	2	3	9	26	9	13	6	1	3	0	0	0	41.2	49.1	9.2
1600	51	0	0	3	0	0	3	7	11	16	5	4	2	0	0	0	0	39.4	49.4	10
1700	33	0	0	0	0	0	0	5	14	3	5	5	0	1	0	0	0	42	52.1	7.4
1800	48	0	0	3	0	0	1	3	9	17	7	5	3	0	0	0	0	41.1	51.9	10
1900	30	0	0	0	0	0	3	4	9	6	3	4	1	0	0	0	0	40.4	50.7	7.9
2000	9	0	0	0	1	0	1	3	1	2	1	0	0	0	0	0	0	36	-	9.1
2100	19	0	0	1	0	1	2	3	6	3	0	2	0	1	0	0	0	37.3	50.3	10.5
2200	9	0	0	1	0	0	0	1	1	4	1	0	1	0	0	0	0	39.8	-	12.4
2300	8	0	0	1	0	0	0	0	2	3	0	0	1	1	0	0	0	41.8	-	16
00-07	226	1	10	8	13	18	64	60	30	10	5	6	0	1	0	0	0	29.6	37.5	9.5
07-19	1251	0	10	11	12	10	127	350	366	229	74	42	15	5	0	0	0	36.7	43.5	7.7
19-00	75	0	0	3	1	1	6	11	19	18	5	6	3	2	0	0	0	39.2	49.7	10.2
00-00	1552	1	20	22	26	29	197	421	415	257	84	54	18	8	0	0	0	35.8	43.2	8.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-588

Site Name - ARDARD02

Description - OLD IPSWICH ROAD - SOUTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - North

16 October 2023

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	42.3	-	0.2
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	42	-	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.3	-	-
0400	18	0	0	0	0	0	0	3	6	5	2	1	0	1	0	0	0	42.1	49.2	8.6
0500	63	0	0	0	0	1	3	11	26	6	10	4	0	2	0	0	0	39.8	49	7.6
0600	96	0	0	0	0	0	4	18	38	21	11	4	0	0	0	0	0	39	45.3	5.7
0700	148	0	0	0	0	1	6	26	47	40	22	5	1	0	0	0	0	39.4	46	6.1
0800	145	0	0	1	0	3	14	18	51	36	18	2	2	0	0	0	0	38.2	45.1	6.8
0900	110	0	0	0	0	0	7	23	37	25	14	3	1	0	0	0	0	38.9	46	6
1000	89	0	0	0	0	3	6	16	33	20	7	3	1	0	0	0	0	37.9	44.5	6.5
1100	73	0	0	1	0	2	2	15	32	13	6	1	0	1	0	0	0	38	43.8	7.2
1200	89	0	0	0	1	3	3	22	29	26	1	2	2	0	0	0	0	37.6	43.2	6.5
1300	107	0	0	0	0	2	10	20	39	24	9	3	0	0	0	0	0	37.7	43.5	6
1400	113	0	0	0	0	7	11	30	36	16	11	1	1	0	0	0	0	36.3	42.9	6.5
1500	139	0	1	0	0	5	5	28	48	39	12	1	0	0	0	0	0	37.6	44.2	6.3
1600	134	0	0	1	1	1	11	36	44	28	11	1	0	0	0	0	0	37	43.6	6
1700	124	0	0	1	0	1	8	13	36	42	18	4	1	0	0	0	0	39.8	46.2	6.4
1800	91	0	0	2	1	4	3	25	22	23	7	3	1	0	0	0	0	36.9	44.1	8
1900	39	0	1	0	0	0	3	5	13	5	9	2	1	0	0	0	0	39.8	47.9	8.9
2000	23	0	2	1	0	0	0	5	5	6	2	2	0	0	0	0	0	36.1	47.1	12.1
2100	21	0	1	1	1	0	1	4	6	4	2	1	0	0	0	0	0	35.2	45.9	11.2
2200	7	0	0	0	0	0	2	1	3	0	1	0	0	0	0	0	0	34.8	-	6.2
2300	9	0	0	0	0	0	0	1	2	2	2	0	0	1	1	0	0	47.7	-	13.2
00-07	181	0	0	0	0	1	7	33	70	35	23	9	0	3	0	0	0	39.6	46.4	6.7
07-19	1362	0	1	6	3	32	86	272	454	332	136	29	10	1	0	0	0	38	44.3	6.5
19-00	99	0	4	2	1	0	6	16	29	17	16	5	1	1	1	0	0	38.3	47.9	10.9
00-00	1642	0	5	8	4	33	99	321	553	384	175	43	11	5	1	0	0	38.2	44.7	6.9

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-588

Site Name - ARDARD02

Description - OLD IPSWICH ROAD - SOUTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - North

Virtual Day (7)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	5	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	39.9	-	11
0100	6	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	36.4	-	7.9
0200	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	36.4	-	9.1
0300	4	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	38.3	-	9.6
0400	15	0	0	0	0	0	0	3	5	3	2	1	0	0	0	0	0	41.3	49	8.7
0500	59	0	0	0	0	2	8	11	18	11	6	2	0	1	0	0	0	37.8	45.5	8
0600	90	0	1	1	2	2	8	22	25	16	9	3	1	0	0	0	0	36.7	45.1	8.6
0700	140	0	1	1	1	1	13	34	43	30	11	4	1	0	0	0	0	37.2	43.8	7.4
0800	164	0	0	1	1	2	11	35	55	41	15	3	1	0	0	0	0	38	44	6.5
0900	128	0	0	0	0	1	7	30	48	30	9	2	1	0	0	0	0	37.9	43.2	5.6
1000	105	0	0	0	1	3	7	26	39	19	7	3	1	0	0	0	0	37.2	43.3	6.5
1100	90	0	0	0	0	1	6	21	31	19	7	3	1	0	0	0	0	37.9	44.3	6.6
1200	93	0	0	0	0	1	5	20	32	23	8	3	1	0	0	0	0	38.2	44	6.2
1300	104	0	0	0	1	1	5	22	34	25	10	3	1	0	0	0	0	38.3	44.6	6.9
1400	104	0	0	1	1	2	8	23	34	22	7	3	1	0	0	0	0	37.1	43.4	7.1
1500	108	0	0	0	1	1	5	21	39	24	12	3	1	0	0	0	0	38.4	45.1	6.7
1600	109	0	0	1	1	1	7	22	34	28	10	2	1	0	0	0	0	38.1	44.5	7.2
1700	96	0	0	1	0	1	4	15	29	25	16	4	1	1	0	0	0	39.8	46.9	7.2
1800	75	0	0	2	0	1	5	15	21	16	9	4	1	0	0	0	0	38.2	46.3	8.4
1900	37	0	0	0	0	0	3	6	11	8	5	2	0	1	0	0	0	39.6	47.1	8.8
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2100	16	0	0	0	0	0	1	3	4	4	1	1	0	0	0	0	0	37.6	46.7	9.6
2200	16	0	0	0	0	0	1	3	4	3	2	1	1	0	0	0	0	38.5	46.5	9.1
2300	10	0	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	40.3	-	11.4
00-07	184	0	1	1	2	4	19	39	53	33	20	7	2	2	0	0	0	37.5	45.7	8.6
07-19	1316	0	3	8	7	17	82	284	441	302	122	36	11	4	0	0	0	38	44.3	6.9
19-00	104	0	1	1	1	1	8	19	28	23	11	5	2	2	0	0	0	38.8	46.5	9.3
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OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-588

Site Name - ARDARD02

Description - OLD IPSWICH ROAD - SOUTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - North

Virtual Week (1)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	1642	0	5	8	4	33	99	321	553	384	175	43	11	5	1	0	0	38.2	44.7	6.9
Tue	1743	0	6	13	10	17	99	345	576	409	182	59	16	8	2	1	0	38.5	45.1	7.3
Wed	1809	1	3	11	9	30	113	389	598	415	177	43	15	5	0	0	0	38	44.4	6.8
Thu	1793	0	1	5	7	22	89	396	625	393	179	52	13	10	1	0	0	38.4	44.7	6.7
Fri	1823	0	2	5	9	14	115	386	630	422	163	47	18	9	3	0	0	38.3	44.3	6.7
Sat	864	0	2	9	6	10	48	136	257	228	110	36	15	6	1	0	0	39.4	46.5	7.8
Sun	1552	1	20	22	26	29	197	421	415	257	84	54	18	8	0	0	0	35.8	43.2	8.5
--	11226	2	39	73	71	155	760	2394	3654	2508	1070	334	106	51	8	1	0	38	44.6	7.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-588

Site Name - ARDARD02

Description - OLD IPSWICH ROAD - SOUTH OF RINGWAY INFRASTRUCTURE DEPOT

Direction - North

Grand Total

Time [--]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
--	11226	2	39	73	71	155	760	2394	3654	2508	1070	334	106	51	8	1	0	38	44.6	7.3	

**Appendix B
Architect's Layout**



- Key:**
- Redline Boundary
- Soft Landscape**
- Existing Tree to be Retained
 - Proposed Tree
 - Existing Tree Groups to be Retained
 - Proposed Canopy Removal to be Confirmed with Project Arborist
 - Proposed Native Hedge Planting
 - Proposed Boundary Planting
 - Proposed EG9 Hedgerows and Woodland Grass Mixture Available From: Emorsgate or Equivalent Approved
 - Proposed A18 Road Verge and Embankments Available From: Germinal Amenity or Equivalent Approved
 - Proposed Ornamental Planting
 - Ditch Area to Remain Undisturbed
- Hard Landscape**
- Proposed Pedestrian and Cycling Tarmac
 - Proposed Tarmac to Engineers Specification
 - Proposed Vehicular Tarmac
 - Proposed Pedestrian Path Demarcated with High Performance Parking Paint
 - Proposed DDI Compliant Parking Spaces Demarcated with High Performance Parking Paint
- Furniture and features**
- Proposed Sheffield Cycle Stands Galvanised Mild Steel, Powder Coated
 - Existing Security Fence
 - Proposed Security Fence to Match Existing
 - Existing Post and Rail Fence to be Retained
 - Proposed Pedestrian and Cycle Gate
 - Proposed Vehicular Gate



REV	Date	Description	Drawn by
1	17/01/2024	Issue for tender	LJ
2	17/01/2024	Issue for tender	LJ
Title:		Stage:	
Landscape Proposals Plan		Planning	
Client: Elmhurst			
Project: Ardleigh Oaks, Ardleigh			
Date:	Drawn by:	Authorised:	
17/01/2024	LJ	MR	
Drawing Number: 230961-TMA-XX-DR-L-3001		REV: P04 Scale: 1:200 @A1	

The Barn, Felthames Park
Chalk Lane, Harlow
Essex CM17 0PF

0845 094 3268
info@tma-consultants.co.uk
www.timmoyaassociates.co.uk

Appendix C

Designer's Response to the RSA1

HT INDUSTRIAL LIMITED

FORMER NATIONAL HIGHWAYS DEPOT, ARDLEIGH

DESIGNER'S RESPONSE TO STAGE 1 RSA

**REPORT REF.
2306470-R02**

January 2024

HEAD OFFICE: 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

EDINBURGH: Suite 35 4-5 Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940

SOUTH WEST: City Point, Temple Gate, Bristol, BS1 6PL **T** | 0117 456 4994

SUFFOLK: Suite 110, Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321



Appendices

Appendix A – M&S Stage 1 Road Safety Audit

DRAWING

2306470-D002 – Proposed Access Plan

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Client Draft	AJT	SAF	(DRAFT)	21.12.2023
-	Planning Submission	AJT	SAF	SAF	02.01.2023
					

Distribution

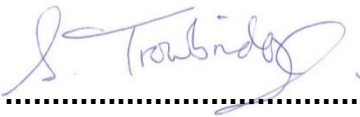
This report has been prepared for the exclusive use of **HT INDUSTRIAL LIMITED**. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Ardent Consulting Engineers.

1. Introduction

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by HT Industrial Limited to prepare a Designer's Response to the Stage 1 Road Safety Audit (RSA) with respect to the proposed development at Old Ipswich Road, Ardleigh, Essex and associated access arrangements.
- 1.2 The recommendations within the RSA1 do not result in changes to the proposed access arrangements as shown on ACE drawing:
- **2305470-D001** – Proposed Site Access
- 1.3 This report addresses matters raised in the Stage 1 RSA undertaken by M&S Traffic Ltd dated 15th December 2023.

2. Road Safety Audit

Problem	Agree / Disagree	Reason / Proposals	Proposals accepted by Audit Team? (Yes/No)
<p>3.4.1 PROBLEM</p> <p>Location: Southern side of the proposed junction</p> <p>Summary: Existing kerbing type could lead to vehicle to pedestrian collisions.</p> <p>The existing kerb on the southern side of the proposed junction is a splayed 45-degree type. Splayed profile kerbs are used in those situations where a vehicle may need to 'bump up' onto a verge in an emergency, this would not be appropriate for use when a footpath is present, as the splay kerb would offer a lower level of containment for an errant vehicle and increase the risk of that vehicle mounting the kerb, coming into collision with a pedestrian on the footpath.</p> <p>RECOMMENDATION</p> <p>It is recommended that the 45-degree splay kerbs are replaced with half batter kerbs along the full extent of any new footway provision adjacent to the carriageway, at detailed design stage.</p>	<p>Agreed</p>	<p>The splayed kerbs are to be replaced with half batter kerbs along the length of the new footway provision. This will form part of the detailed design at Stage 2.</p>	<p>Noted and accepted.</p>



Signed: Design Team Leader

Date: 20th December 2023



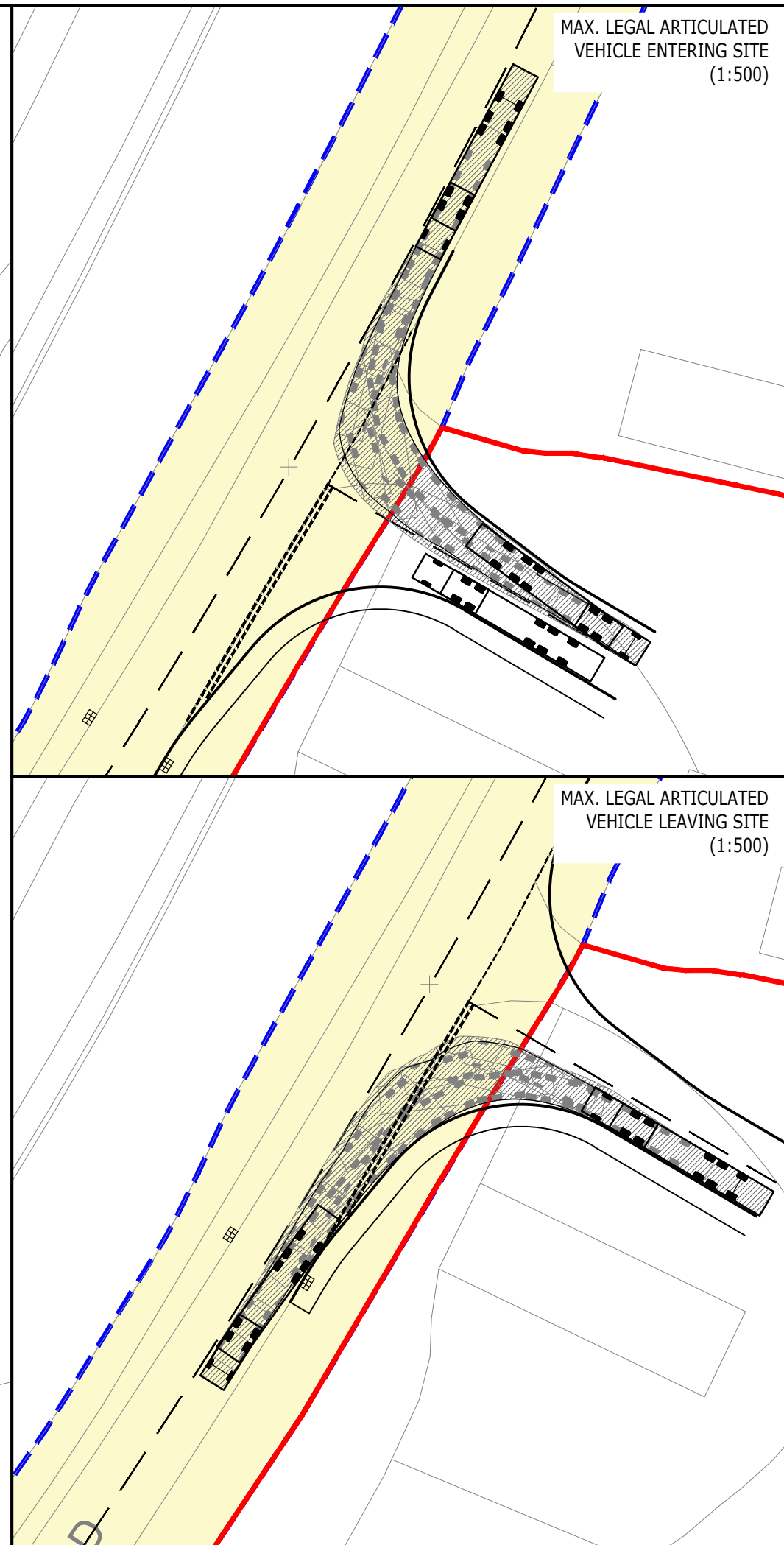
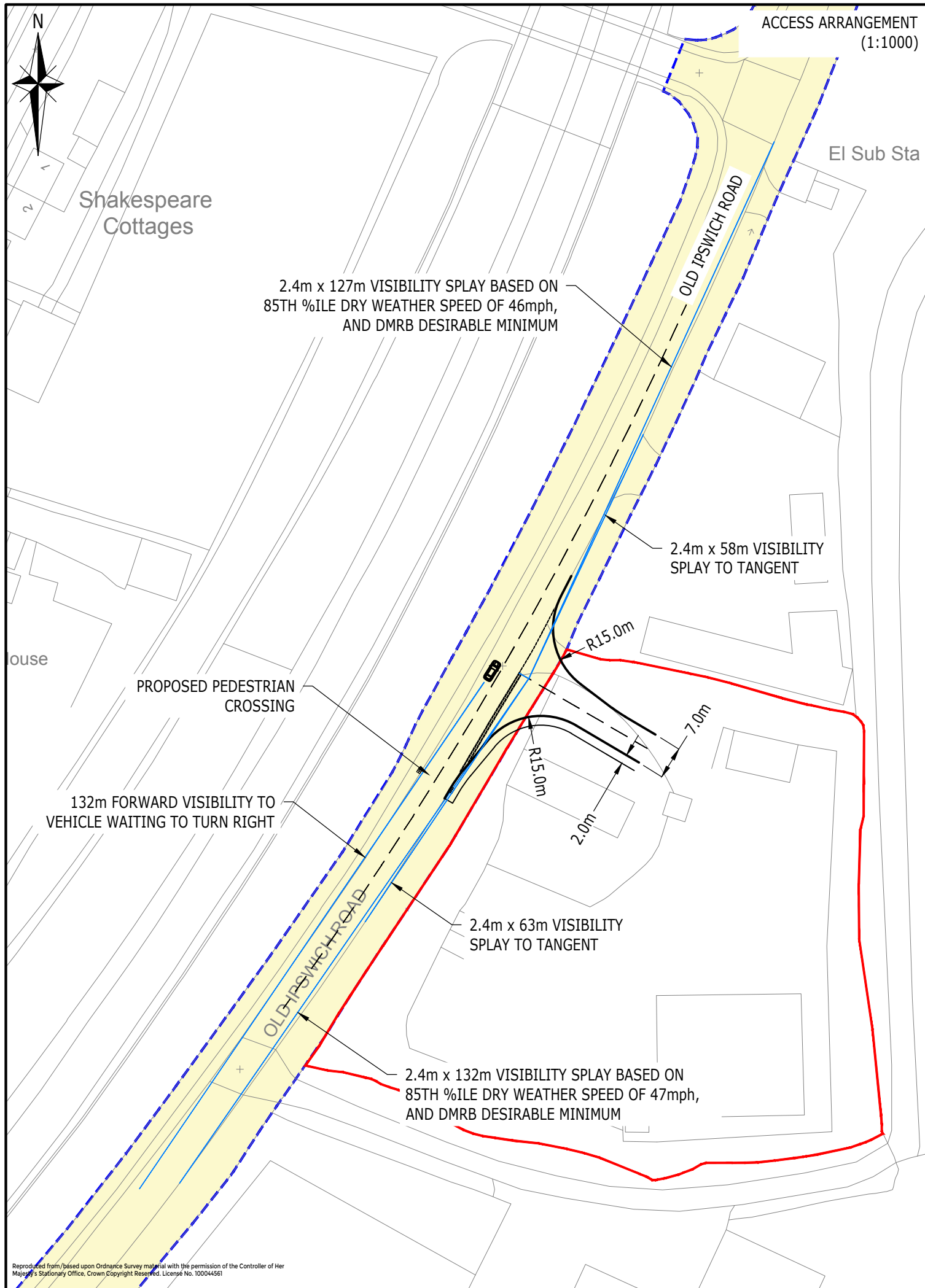
Signed:Audit Team Leader

Date: 2nd January 2024

PLEASE COMPLETE AND RETURN TO SAFETY AUDIT TEAM

Drawing 2306470-D001

Proposed Access Plan



NOTES:

LAYOUT SUBJECT TO DETAILED DESIGN AND STAGE 1 ROAD SAFETY AUDIT

VEGETATION WITHIN VISIBILITY SPLAY TO BE CUT BACK / REMOVED

KEY:

- SITE BOUNDARY
- HIGHWAY BOUNDARY TRANSCRIBED FROM ECC RECORDS

VEHICLE USED:

Max Legal Articulated Vehicle (18.55m) no Rear Steering

Overall Length	18.550m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.395m
Max Track Width	2.500m
Lock to lock time	6.90s
Kerb to Kerb Turning Radius	6.530m

DRAFT

Rev	Description	Drn	Chk	App	Date
<p>ARDENT CONSULTING ENGINEERS</p> <p>Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE</p> <p>Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk</p>					
Client: NT INDUSTRIAL LTD					
Project Title: NH DEPOT, OLD IPSWICH ROAD, ARDLEIGH					
Drawing Title: PROPOSED ACCESS PLAN					
A3 Scale	Date	Designed by			
AS SHOWN	02/11/23	BT / RN			
Drawn by	Checked by	Approved by			
BT / RN	AT	SAF			
Drawing Number 2306470-D001					Rev -

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Appendix A

M&S Stage 1 Road Safety Audit



M & S Traffic

Road Safety Audit Stage 1

National Highways Depot

Old Ipswich Road

Ardleigh

Essex

Date: 15th December 2023

Report produced for: Ardent Consulting Engineers

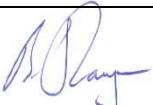
Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Ardent Consulting Engineers. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Report Title:	National Highways Depot, Old Ipswich Road Road Safety Audit Stage 1
Date:	15 th December 2023
Document reference and revision:	ARD/23/2306470/1/MM
Prepared by:	M & S Traffic
On behalf of:	Essex County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Original	Martin Morris	David Bond		15 th December 2023

Distribution

Organisation	Contact	Copies
Ardent Consulting Engineers	Andy Trowbridge	-

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1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the road safety audit that are outside the terms of reference	7
8 Auditors Statement	8

Appendix A..... List of drawings

Appendix B..... Comment location drawing

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed priority junction access to the National Highways site and an uncontrolled pedestrian crossing point on Old Ipswich Road, in Ardleigh, Essex.

The Audit was requested by the design organisation, Ardent Consulting Engineers, 1-2 Crescent Court, High Street, Billericay, CM12 9AQ, on behalf of Essex County Council as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

Audit Team Leader
Martin Morris, PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Audit Team Member
David Bond, BA (Hons), MCIT, MILT – Audit Team Member
RoSPA Cert. of Professional Competency

- 1.3 The audit was undertaken following the principles of GG119, The Design Manual for Roads and Bridges. The documents available at the time of the report are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic during December 2023 and comprised an examination of the documents provided as listed in Appendix A. A joint site visit and inspection was undertaken during the morning of the 13th December between 9:30 and 10:00 hours. Weather conditions at the time were overcast and the road surface was damp. Traffic flows were low and free flow speeds were moderate. There were no pedestrian or cycle movements observed.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check function on these proposals. It is assumed that the Project Sponsor is satisfied that such a Technical Check” has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 ITEMS RAISED BY PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 No comment.

3.4 Non-Motorised User (NMU) Provision

3.4.1 **Location:** Southern side of the proposed junction.

Summary: Existing kerbing type could lead to vehicle to pedestrian collisions.

The existing kerb on the southern side of the proposed junction is a splayed 45-degree type. Splayed profile kerbs are used in those situations where a vehicle may need to 'bump up' onto a verge in an emergency, this would not be appropriate for use when a footpath is present, as the splay kerb would offer a lower level of containment for an errant vehicle and increase the risk of that vehicle mounting the kerb, coming into collision with a pedestrian on the footpath.

RECOMMENDATION

It is recommended that the 45-degree splay kerbs are replaced with half batter kerbs along the full extent of any new footway provision adjacent to the carriageway, at detailed design stage.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Safety issues identified during the audit and site inspection that are outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:  Date: 15/12/2023

Audit Team Member

David Bond
BA (Hons) MCIT, MILT
RoSPA Cert. of Professional Competency

Signed:  Date: 15/12/2023

M & S Traffic

Aeolus House
32 Hamelin Road
Gillingham
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APPENDIX A

List of Drawings and other information submitted for auditing:

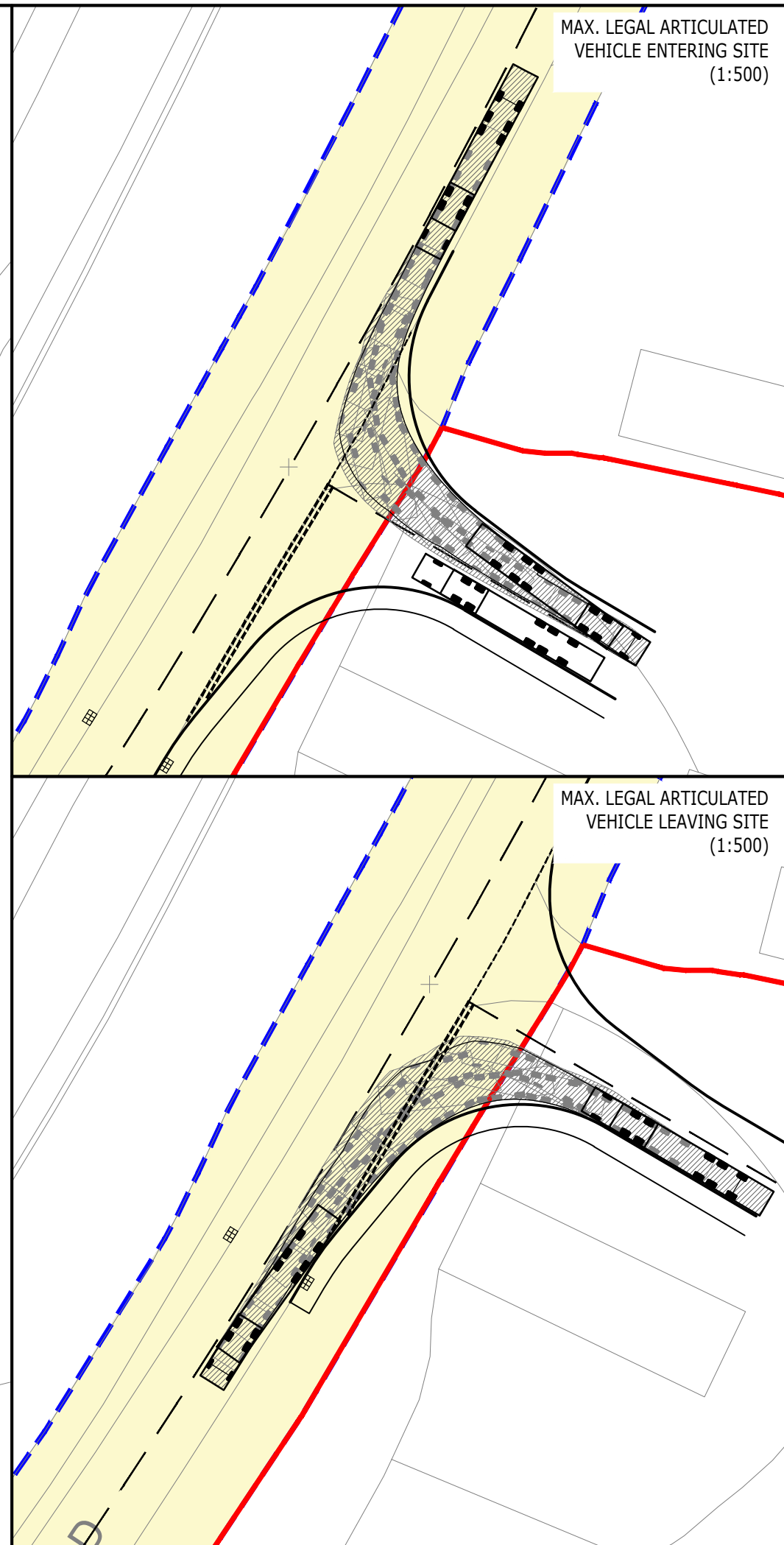
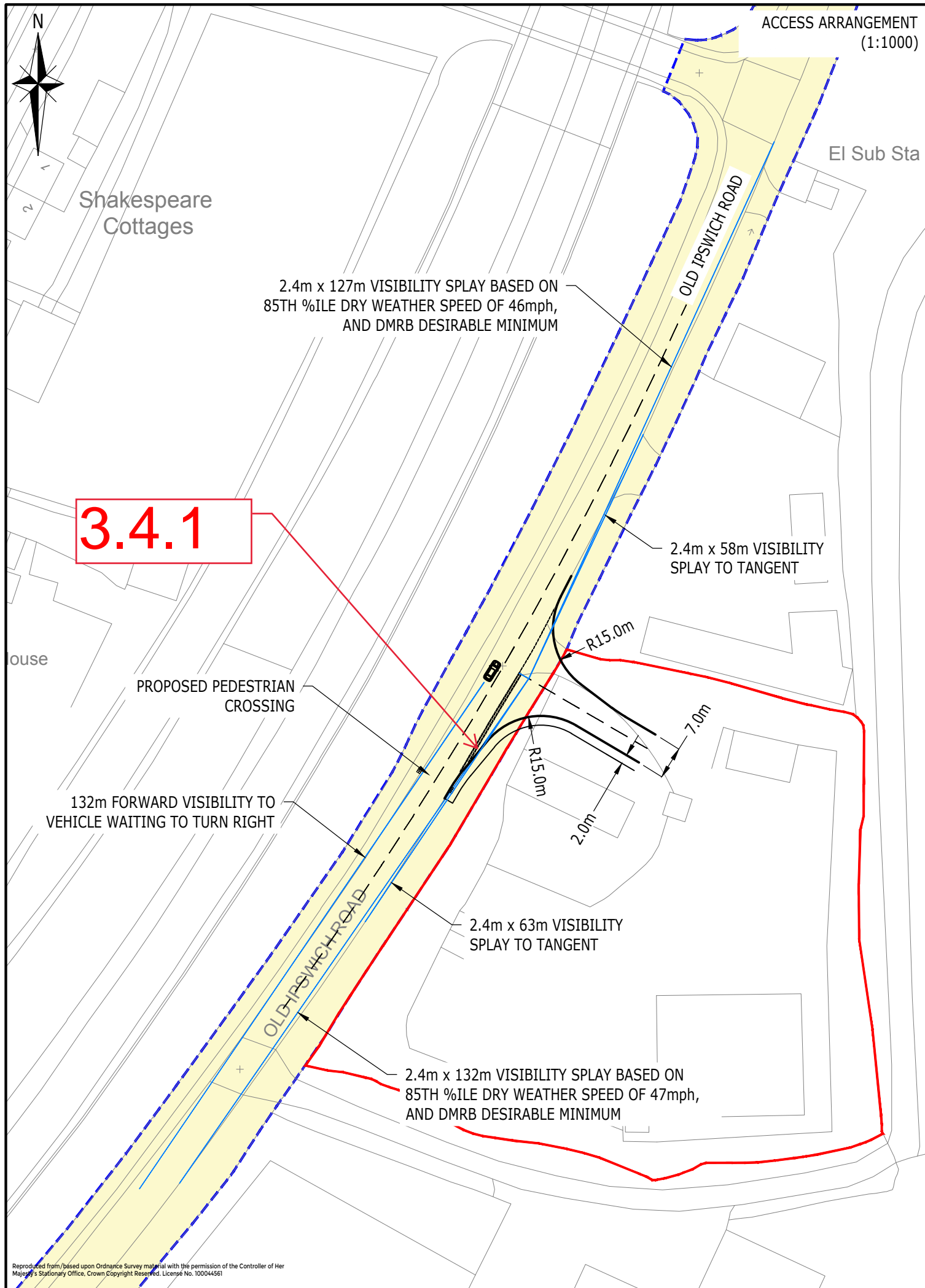
Drawing Number	Title
2306470-D001	Proposed Access Plan.

Supporting documentation:

- None supplied.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



NOTES:
LAYOUT SUBJECT TO DETAILED DESIGN AND STAGE 1 ROAD SAFETY AUDIT
VEGETATION WITHIN VISIBILITY SPLAY TO BE CUT BACK / REMOVED

KEY:
SITE BOUNDARY
HIGHWAY BOUNDARY TRANSCRIBED FROM ECC RECORDS

VEHICLE USED:

Max Legal Articulated Vehicle (18.55m) no Rear Steering	
Overall Length	18.550m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.395m
Max Track Width	2.500m
Lock to lock time	6.90s
Kerb to Kerb Turning Radius	6.530m

DRAFT

Rev	Description	Drn	Chk	App	Date
<p>ARDENT CONSULTING ENGINEERS</p> <p>Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE</p> <p>Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk</p>					
Client: NT INDUSTRIAL LTD					
Project Title: NH DEPOT, OLD IPSWICH ROAD, ARDLEIGH					
Drawing Title: PROPOSED ACCESS PLAN					
A3 Scale	Date	Designed by			
AS SHOWN	02/11/23	BT / RN			
Drawn by	Checked by	Approved by			
BT / RN	AT	SAF			
Drawing Number 2306470-D001					Rev -

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Appendix D

TRICS Output (Warehouse)

Calculation Reference: AUDIT-437201-231006-1014

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	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: 190 to 49081 (units: sqm)
Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

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:

Monday	3 days
Thursday	1 days
Friday	5 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	8
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	7
Commercial Zone	1
Out of Town	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

n/a	2 days
B8	7 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 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	3 days
1.1 to 1.5	6 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	9 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	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BD-02-F-01 STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Total Gross floor area: 10446 sqm <i>Survey date: THURSDAY 14/03/19</i>	DISTRIBUTION COMPANY BRADFORD	
2	DV-02-F-03 CHILLPARK BRAKE NEAR EXETER CLYST HONITON Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 49081 sqm <i>Survey date: MONDAY 22/11/21</i>	LIDL DISTRIBUTION CENTRE DEVON	<i>Survey Type: MANUAL</i>
3	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm <i>Survey date: FRIDAY 18/05/18</i>	SPORTS SUPPLEMENTS ESSEX	<i>Survey Type: MANUAL</i>
4	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm <i>Survey date: MONDAY 27/09/21</i>	PPE DISTRIBUTION HAMPSHIRE	<i>Survey Type: MANUAL</i>
5	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm <i>Survey date: FRIDAY 22/09/17</i>	COMMERCIAL WAREHOUSING MEDWAY	<i>Survey Type: MANUAL</i>
6	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm <i>Survey date: FRIDAY 18/09/15</i>	ROAD HAULAGE SUFFOLK	<i>Survey Type: MANUAL</i>
7	TB-02-F-01 ALDERS WAY PAIGNTON Edge of Town Industrial Zone Total Gross floor area: 190 sqm <i>Survey date: FRIDAY 29/03/19</i>	OPTICS WAREHOUSE TORBAY	<i>Survey Type: MANUAL</i>
8	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm <i>Survey date: FRIDAY 13/11/15</i>	ASDA DISTRIBUTION CENTRE TYNE & WEAR	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9 WM-02-F-02 LOGISTICS FIRM WEST MIDLANDS
 SOVEREIGN ROAD
 BIRMINGHAM
 KINGS NORTON
 Edge of Town
 Commercial Zone
 Total Gross floor area: 3625 sqm
Survey date: MONDAY 09/11/15 Survey Type: MANUAL

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
BO-02-F-01	Covid
LO-02-F-01	Covid
NW-02-F-02	Covid

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	19906	0.069	3	19906	0.023	3	19906	0.092
05:30 - 06:00	3	19906	0.104	3	19906	0.032	3	19906	0.136
06:00 - 06:30	3	19906	0.059	3	19906	0.047	3	19906	0.106
06:30 - 07:00	3	19906	0.105	3	19906	0.033	3	19906	0.138
07:00 - 07:30	9	13385	0.072	9	13385	0.039	9	13385	0.111
07:30 - 08:00	9	13385	0.088	9	13385	0.046	9	13385	0.134
08:00 - 08:30	9	13385	0.080	9	13385	0.054	9	13385	0.134
08:30 - 09:00	9	13385	0.100	9	13385	0.047	9	13385	0.147
09:00 - 09:30	9	13385	0.069	9	13385	0.037	9	13385	0.106
09:30 - 10:00	9	13385	0.061	9	13385	0.044	9	13385	0.105
10:00 - 10:30	9	13385	0.059	9	13385	0.050	9	13385	0.109
10:30 - 11:00	9	13385	0.049	9	13385	0.047	9	13385	0.096
11:00 - 11:30	9	13385	0.043	9	13385	0.048	9	13385	0.091
11:30 - 12:00	9	13385	0.054	9	13385	0.050	9	13385	0.104
12:00 - 12:30	9	13385	0.054	9	13385	0.057	9	13385	0.111
12:30 - 13:00	9	13385	0.059	9	13385	0.055	9	13385	0.114
13:00 - 13:30	9	13385	0.057	9	13385	0.062	9	13385	0.119
13:30 - 14:00	9	13385	0.061	9	13385	0.063	9	13385	0.124
14:00 - 14:30	9	13385	0.042	9	13385	0.078	9	13385	0.120
14:30 - 15:00	9	13385	0.050	9	13385	0.071	9	13385	0.121
15:00 - 15:30	9	13385	0.042	9	13385	0.077	9	13385	0.119
15:30 - 16:00	9	13385	0.042	9	13385	0.057	9	13385	0.099
16:00 - 16:30	9	13385	0.043	9	13385	0.075	9	13385	0.118
16:30 - 17:00	9	13385	0.031	9	13385	0.060	9	13385	0.091
17:00 - 17:30	9	13385	0.043	9	13385	0.090	9	13385	0.133
17:30 - 18:00	9	13385	0.037	9	13385	0.071	9	13385	0.108
18:00 - 18:30	9	13385	0.020	9	13385	0.060	9	13385	0.080
18:30 - 19:00	9	13385	0.015	9	13385	0.036	9	13385	0.051
19:00 - 19:30	3	19906	0.022	3	19906	0.049	3	19906	0.071
19:30 - 20:00	3	19906	0.015	3	19906	0.017	3	19906	0.032
20:00 - 20:30	3	19906	0.023	3	19906	0.015	3	19906	0.038
20:30 - 21:00	3	19906	0.023	3	19906	0.025	3	19906	0.048
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.691			1.615			3.306

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:	190 - 49081 (units: sqm)
Survey date date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	19906	0.015	3	19906	0.012	3	19906	0.027
05:30 - 06:00	3	19906	0.017	3	19906	0.017	3	19906	0.034
06:00 - 06:30	3	19906	0.025	3	19906	0.028	3	19906	0.053
06:30 - 07:00	3	19906	0.025	3	19906	0.017	3	19906	0.042
07:00 - 07:30	9	13385	0.025	9	13385	0.023	9	13385	0.048
07:30 - 08:00	9	13385	0.017	9	13385	0.029	9	13385	0.046
08:00 - 08:30	9	13385	0.020	9	13385	0.027	9	13385	0.047
08:30 - 09:00	9	13385	0.025	9	13385	0.026	9	13385	0.051
09:00 - 09:30	9	13385	0.024	9	13385	0.022	9	13385	0.046
09:30 - 10:00	9	13385	0.027	9	13385	0.017	9	13385	0.044
10:00 - 10:30	9	13385	0.035	9	13385	0.027	9	13385	0.062
10:30 - 11:00	9	13385	0.017	9	13385	0.023	9	13385	0.040
11:00 - 11:30	9	13385	0.022	9	13385	0.025	9	13385	0.047
11:30 - 12:00	9	13385	0.016	9	13385	0.017	9	13385	0.033
12:00 - 12:30	9	13385	0.025	9	13385	0.024	9	13385	0.049
12:30 - 13:00	9	13385	0.019	9	13385	0.017	9	13385	0.036
13:00 - 13:30	9	13385	0.014	9	13385	0.024	9	13385	0.038
13:30 - 14:00	9	13385	0.017	9	13385	0.021	9	13385	0.038
14:00 - 14:30	9	13385	0.016	9	13385	0.014	9	13385	0.030
14:30 - 15:00	9	13385	0.012	9	13385	0.019	9	13385	0.031
15:00 - 15:30	9	13385	0.017	9	13385	0.016	9	13385	0.033
15:30 - 16:00	9	13385	0.020	9	13385	0.012	9	13385	0.032
16:00 - 16:30	9	13385	0.022	9	13385	0.022	9	13385	0.044
16:30 - 17:00	9	13385	0.016	9	13385	0.011	9	13385	0.027
17:00 - 17:30	9	13385	0.022	9	13385	0.011	9	13385	0.033
17:30 - 18:00	9	13385	0.027	9	13385	0.022	9	13385	0.049
18:00 - 18:30	9	13385	0.011	9	13385	0.011	9	13385	0.022
18:30 - 19:00	9	13385	0.012	9	13385	0.007	9	13385	0.019
19:00 - 19:30	3	19906	0.007	3	19906	0.013	3	19906	0.020
19:30 - 20:00	3	19906	0.007	3	19906	0.003	3	19906	0.010
20:00 - 20:30	3	19906	0.008	3	19906	0.007	3	19906	0.015
20:30 - 21:00	3	19906	0.005	3	19906	0.005	3	19906	0.010
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.587			0.569			1.156

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

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

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	19906	0.045	3	19906	0.010	3	19906	0.055
05:30 - 06:00	3	19906	0.082	3	19906	0.013	3	19906	0.095
06:00 - 06:30	3	19906	0.028	3	19906	0.013	3	19906	0.041
06:30 - 07:00	3	19906	0.077	3	19906	0.015	3	19906	0.092
07:00 - 07:30	9	13385	0.033	9	13385	0.007	9	13385	0.040
07:30 - 08:00	9	13385	0.060	9	13385	0.008	9	13385	0.068
08:00 - 08:30	9	13385	0.048	9	13385	0.012	9	13385	0.060
08:30 - 09:00	9	13385	0.058	9	13385	0.012	9	13385	0.070
09:00 - 09:30	9	13385	0.028	9	13385	0.009	9	13385	0.037
09:30 - 10:00	9	13385	0.021	9	13385	0.010	9	13385	0.031
10:00 - 10:30	9	13385	0.012	9	13385	0.013	9	13385	0.025
10:30 - 11:00	9	13385	0.024	9	13385	0.012	9	13385	0.036
11:00 - 11:30	9	13385	0.012	9	13385	0.014	9	13385	0.026
11:30 - 12:00	9	13385	0.022	9	13385	0.020	9	13385	0.042
12:00 - 12:30	9	13385	0.018	9	13385	0.022	9	13385	0.040
12:30 - 13:00	9	13385	0.026	9	13385	0.026	9	13385	0.052
13:00 - 13:30	9	13385	0.028	9	13385	0.026	9	13385	0.054
13:30 - 14:00	9	13385	0.034	9	13385	0.029	9	13385	0.063
14:00 - 14:30	9	13385	0.017	9	13385	0.051	9	13385	0.068
14:30 - 15:00	9	13385	0.027	9	13385	0.046	9	13385	0.073
15:00 - 15:30	9	13385	0.014	9	13385	0.050	9	13385	0.064
15:30 - 16:00	9	13385	0.016	9	13385	0.033	9	13385	0.049
16:00 - 16:30	9	13385	0.008	9	13385	0.042	9	13385	0.050
16:30 - 17:00	9	13385	0.014	9	13385	0.044	9	13385	0.058
17:00 - 17:30	9	13385	0.015	9	13385	0.069	9	13385	0.084
17:30 - 18:00	9	13385	0.007	9	13385	0.045	9	13385	0.052
18:00 - 18:30	9	13385	0.008	9	13385	0.046	9	13385	0.054
18:30 - 19:00	9	13385	0.002	9	13385	0.026	9	13385	0.028
19:00 - 19:30	3	19906	0.013	3	19906	0.030	3	19906	0.043
19:30 - 20:00	3	19906	0.007	3	19906	0.012	3	19906	0.019
20:00 - 20:30	3	19906	0.015	3	19906	0.008	3	19906	0.023
20:30 - 21:00	3	19906	0.015	3	19906	0.018	3	19906	0.033
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.834			0.791			1.625

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

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

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	19906	0.002	3	19906	0.002	3	19906	0.004
05:30 - 06:00	3	19906	0.002	3	19906	0.000	3	19906	0.002
06:00 - 06:30	3	19906	0.002	3	19906	0.002	3	19906	0.004
06:30 - 07:00	3	19906	0.003	3	19906	0.002	3	19906	0.005
07:00 - 07:30	9	13385	0.012	9	13385	0.007	9	13385	0.019
07:30 - 08:00	9	13385	0.009	9	13385	0.007	9	13385	0.016
08:00 - 08:30	9	13385	0.012	9	13385	0.015	9	13385	0.027
08:30 - 09:00	9	13385	0.016	9	13385	0.010	9	13385	0.026
09:00 - 09:30	9	13385	0.016	9	13385	0.005	9	13385	0.021
09:30 - 10:00	9	13385	0.013	9	13385	0.017	9	13385	0.030
10:00 - 10:30	9	13385	0.012	9	13385	0.010	9	13385	0.022
10:30 - 11:00	9	13385	0.007	9	13385	0.012	9	13385	0.019
11:00 - 11:30	9	13385	0.008	9	13385	0.009	9	13385	0.017
11:30 - 12:00	9	13385	0.016	9	13385	0.012	9	13385	0.028
12:00 - 12:30	9	13385	0.010	9	13385	0.009	9	13385	0.019
12:30 - 13:00	9	13385	0.010	9	13385	0.012	9	13385	0.022
13:00 - 13:30	9	13385	0.012	9	13385	0.012	9	13385	0.024
13:30 - 14:00	9	13385	0.009	9	13385	0.011	9	13385	0.020
14:00 - 14:30	9	13385	0.009	9	13385	0.011	9	13385	0.020
14:30 - 15:00	9	13385	0.011	9	13385	0.004	9	13385	0.015
15:00 - 15:30	9	13385	0.010	9	13385	0.011	9	13385	0.021
15:30 - 16:00	9	13385	0.006	9	13385	0.011	9	13385	0.017
16:00 - 16:30	9	13385	0.011	9	13385	0.009	9	13385	0.020
16:30 - 17:00	9	13385	0.001	9	13385	0.005	9	13385	0.006
17:00 - 17:30	9	13385	0.006	9	13385	0.007	9	13385	0.013
17:30 - 18:00	9	13385	0.002	9	13385	0.004	9	13385	0.006
18:00 - 18:30	9	13385	0.001	9	13385	0.003	9	13385	0.004
18:30 - 19:00	9	13385	0.002	9	13385	0.002	9	13385	0.004
19:00 - 19:30	3	19906	0.000	3	19906	0.005	3	19906	0.005
19:30 - 20:00	3	19906	0.002	3	19906	0.002	3	19906	0.004
20:00 - 20:30	3	19906	0.000	3	19906	0.000	3	19906	0.000
20:30 - 21:00	3	19906	0.003	3	19906	0.002	3	19906	0.005
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.235			0.230			0.465

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.