



OXFORD ROAD

COWLEY, OXFORD

TRANSPORT STATEMENT

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Control Sheet

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1 INTRODUCTION

1.1 Background

- 1.1.1 This Highways Statement has been prepared by Calibro Consultants Ltd on behalf of 'Colliers' (herein referred to as 'The Applicant') to provide an appraisal of traffic and transport implications associated with the change of use of the existing UYS Building in Cowley, Oxford from B2 - General Industrial use to B8 – Storage.

1.2 Structure of the report

- 1.2.1 The report sets out the various considerations under the following structure:

Section 2 Development Proposals - This section of the report outlines the proposals with a particular focus on transport.

Section 3 Access Strategy - This section of the report reviews the suitability of the access location in highway safety terms and accessibility.

Section 4 Trip Generation Comparison - This section of the report reviews the existing and proposed trip generation of the site.

Section 5 Summary & Conclusion - The findings of this report are summarised within this section and used to identify an over-arching conclusion on the suitability of the proposals in traffic / transport terms.

2 DEVELOPMENT PROPOSALS

2.1 Site Location

2.1.1 The site is located approximately 6-kilometres east of Oxford city centre and 450-metres southwest of the village of Horspath. It is shown in its local context in the figure below.

Figure 2-1 Site Location

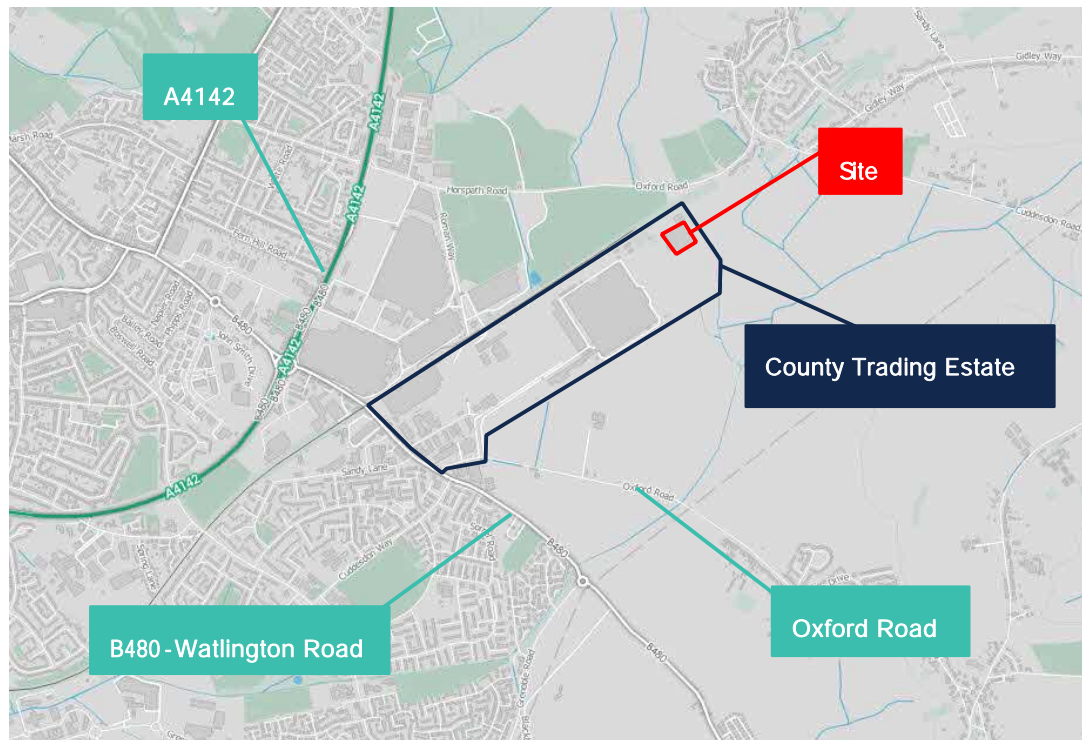


Figure 2-2 Application Site



2.2 Application Details

- 2.2.1 The site is located on the north -easternmost corner of the County Trading Estate, which is home to numerous industrial units.
- 2.2.2 A detailed description of the proposals is provided in the Planning Statement which accompanies the planning application. However, by way of summary, the proposed development consists of the change of use of the existing UYS building, located in Cowley, Oxford from B2 – general industrial to B8 – Open Storage land use.

3 ACCESS STRATEGY

3.1 Highway Network

- 3.1.1 The B480-Watlington Road forms a signalised junction with Oxford Road circa 200-metres west of the estate's access and runs in a predominantly northwest-southeast alignment for some 1.5-kilometres between its junction with the A4142-Eastern By-Pass Road and its junction with Grenoble Road.
- 3.1.2 The B480-Watlington Road operates as a two-way single carriageway with a minimum effective width of 6.5-metres, which is sufficient to accommodate two-way HGV traffic according to Manual for Street Figure 7.1.
- 3.1.3 Oxford Road, located south of the estate, runs in a broadly northwest-southeast alignment from its junction with the B480-Watlington Road circa 200-metres west of the estate's access to the village of Garsington circa 2.4-kilometres southeast of the site access.
- 3.1.4 Oxford Road operates as a two-way single carriageway and affords a minimum effective width of 7.0-metres between the access junction and the junction with the B480-Watlington Road, which is sufficient to accommodate two-way HGV traffic according to Manual for Street Figure 7.1.
- 3.1.5 The existing traffic accesses the site via Oxford Road which in turn is accessed from the B480-Watlington Road. Site traffic has to pass through the land of UniPart via security points from the estate's access junction with Oxford Road. The route through the UniPart land from the access junction to the site is approximately 1.5-kilometres in length and measures a minimum of 7.3-metres in width in two-way sections, and 4.8-metres in one-way sections. This is in line with DMRB's guidance for industrial roads.
- 3.1.6 To demonstrate HGV access is possible swept path analysis has been carried out for a maximum length Articulated vehicle (16.5m). The to scale plans are provided in [Appendix B](#).

Figure 3-1 Swept Path Analysis– 16.5m Articulated Vehicle



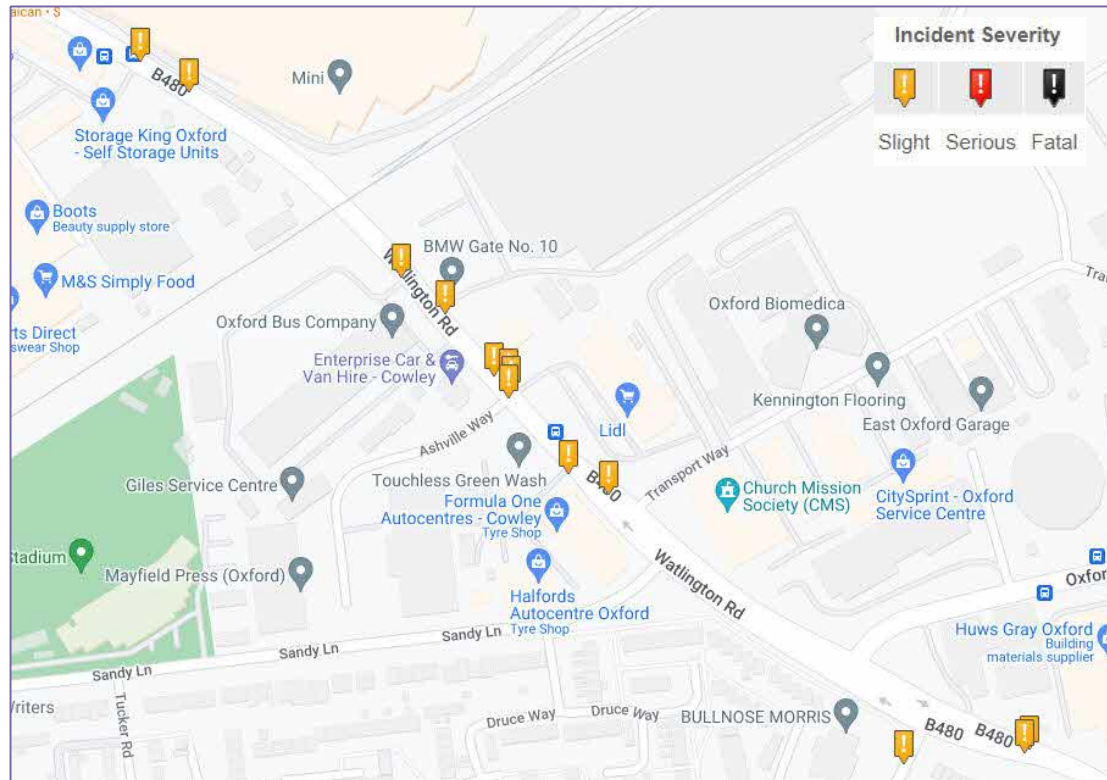
3.2 Visibility at access

- 3.2.1 The existing access into the UniPart land is formed as a priority T-junction with Oxford Road to the southwest of the estate. The junction is currently serving many industrial units; therefore, it is deemed to be of suitable geometry and have sufficient visibility to accommodate the safe flow of vehicular traffic to and from the site.

3.1 Highway Safety

- 3.1.1 In order to assess the safety performance of the existing highway network within the vicinity of the site, road safety data has been obtained for the most recent five-year period which is 2017 to 2023 inclusive.

Figure 3-2 Personal Injury Accident Data



- 3.1.2 The available data identifies a total of 13 personal injury accidents along Watlington Road and the B480 with two in the vicinity of the main access (Transport Way) to the site. All of these accidents are classified as slight.
- 3.1.3 By way of further assessment, the accident data has been reviewed in the context of the risk assessment matrix provided in the Institute of Highways & Transport (IHT) 'Road Safety Audit' document, published October 2008. In this respect, the assessed risk of an accident occurring is related to various factors including vehicle demand, the speed of traffic and geometric properties of the highway.
- 3.1.4 The assessed 'severity' of a collision is determined by impact speed, the type of vehicles involved in the collision, and the protection afforded to victims. The resultant risk is categorised within the standard matrix – shown below – as 'low', 'medium', 'high', or 'very high'.

Table 3-1 IHT Accident Severity Matrix

		Frequency of Collision			
		More than 1 per year	One every 1-4 years	One every 5-10 years	Less than 1 per 10 years
Severity	Fatal	Very High	High	High	Medium
	Serious	High	High	Medium	Medium
	Slight	High	Medium	Medium	Low

3.1.5 Typically, it is accepted that a 'low' risk is immaterial, and consideration of mitigation would not be required. Where 'medium' risk ratings are indicated, mitigation is not a prerequisite, but practical solutions should be considered where possible. 'High' risk ratings indicate that mitigation would be desirable, whereas 'very high' risk would require immediate intervention. The level of risk assessed for the accidents experienced at the junction is shown in the below table.

Table 3-2 Resultant Classification of Risk (last 10 years)

Junction	Severity of Collision		
	Slight	Serious	Fatal
Site Access / Watlington Road	5	0	0

3.1.6 As shown by the above analysis, the level of risk for the site access is medium for slight collisions, and low for serious and fatal accidents.

3.1.7 In view of this and in combination with the magnitude of change in traffic demand identified later within this report, it is concluded that there is no existing safety issue that would be created or materially worsened as a result of the proposed development.

3.1.8 On the basis of the above it is considered that the study area highway network does not currently suffer any abnormal highway safety risk related to the layout or geometry of the highway network that may be materially worsened by the proposed development.

3.1.9 In this regard, the proposals would be acceptable under the terms of paragraph 111 of the NPPF.

3.2 Existing Non-Car Access Arrangements

- 3.2.1 Currently there is no direct access to the site. In its current use, traffic routes from the B480 and passes through the land and security points belonging to Unipart factory.
- 3.2.2 With regards to the non-car accessibility of the site, it is noted that the site is an established employment area, such that the principle of employment has implicitly been considered appropriate in this location.
- 3.2.3 Moreover, it is considered that nature of outdoor storage – as a working assumption – would be less desirable within more urban areas given the need for larger goods vehicles to visit, and associated noise and potential nuisance issues. This means that such land uses are naturally pushed to more geographically remote locations.
- 3.2.4 Notwithstanding, the nature of open storage land-uses is that they are not permanently staffed and as such lead only to occasional visits, and then in most cases visits will solely by delivery drivers unloading / loading material without further support.
- 3.2.5 The area is industrial in its nature and characterised by high flow of heavy goods vehicles and the few footpaths and cycle paths provided are primarily intended for internal use. Therefore, the pedestrian and cycle provision within the site reflects the industrial nature of the area.

3.3 Cycle Parking Provision

- 3.3.1 Given the rural nature of the Site, no dedicated cycle parking is proposed as it is not expected that staff would travel to the Site by bike. If necessary, bikes can be parked informally on each parcel.

3.4 Proposed Parking Quantum

- 3.4.1 Oxfordshire County Council's parking standards for a B8 storage facility are 1 space per 300sqm. Applying this to the 22,375sqm of the total area equates to a parking provision of 75 car parking spaces. This would be an over provision for the proposed site as it is intended to be for open storage which is not the same as a typical B8 storage facility which usually involves warehousing. Therefore, a first principles approach to parking is proposed. Indeed, it is noted that the working assumption of an outdoor storage facility is not specifically referenced within the Oxfordshire County Council's Parking Standards for New Developments.
- 3.4.2 Open storage will have a low level of activity and therefore this will be reflected in the number of staff necessary at each site. In the case of the proposed development, it has been assumed that this will be a total of six staff employed at the site. On this basis it is assumed that parking for six cars would be sufficient for staff, with visitors parking in the area near each storage area as necessary.

3.1 Section Conclusion

- 3.1.1 It is therefore considered that the existing site is a suitable location in sustainability terms given the nature of the potential land-uses considered by this report.

4 TRIP GENERATION COMPARISON

4.1 Existing Trip Generation – Current B2 Use

- 4.1.1 The industry standard TRICS 7.8.2 database has been utilised to determine the trip generation potential of the extant use and proposed development. Any sites within Greater London, Scotland or Ireland have not been considered in the assessment.
- 4.1.2 For extant use, the EMPLOYMENT > INDUSTRIAL ESTATE category has been considered, selecting sites within EDGE OF TOWN areas. The analysis is based on GFA approximated as 1.5 times of estimated building footprint, resulting in 15,000-sqm. The presented trip rates are for 'Total People' and given the surroundings of the site, the mode share is assumed to be 100% car, adjusted for a car occupancy rate of 1.2 people per car. The results are available in the table below and full output files are provided at [Appendix A](#).

Table 4-1 Existing - TRICS Trip Rates and Trips

Time Period	Existing Trip Rates (Total People)			Existing Trips		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	0.619	0.295	0.91	77	37	114
PM Peak	0.726	1.008	1.73	91	126	217
Daily Total	6.960	6.423	13.4	870	803	1,673

- 4.1.3 The above data indicates the existing development could generate up to 1,673 two-way vehicle trips across a 12-hour day, which equates to 2 vehicles per minute.
- 4.1.4 In terms of existing Heavy Goods Vehicles (HGV's), the existing site is estimated to have generated the following vehicle numbers as shown in Table 4-2.

Table 4-2 Existing – HGV Trip Rates and Trips

Time Period	Existing Trip Rates (HGV's)			Existing HGV Trips		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	0.027	0.016	0.043	4	2	6
PM Peak	0.011	0.004	0.015	2	1	3
Daily Total	0.244	0.216	0.460	37	32	69

4.2 Anticipated Trip Generation – Proposed B8 Use

4.2.1 For the proposed change of use, the EMPLOYMENT > WAREHOUSING (Self Storage) employee numbers, with sites from Greater London, Ireland, and Scotland excluded and selecting sites within EDGE OF TOWN and SUBURBAN AREA areas has been used from the TRICS Database Version 7.10.4. The analysis is based on number of employees, assuming that there will be six employees present at the site. The presented trip rates are for 'Total vehicles'. The results are available in Table 4-3 as follows and the full output files are provided at [Appendix A](#).

Table 4-3 Proposed - TRICS Trip Rates and Trips

Time Period	Proposed Trip Rates (Total Vehicles)			Proposed Trips		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	1.3	0.9	2.2	8	6	14
PM Peak	0.7	1.6	2.5	4	9	13
Daily Total	16.8	16.7	33.5	101	100	201

4.2.2 The above data indicates the proposed change in use of the development could generate up to 201 two-way vehicle trips across a 12-hour day, which equates to 17 vehicles per hour or 1 vehicle every 3.5 minutes. Table 4-4 as follows also shows the net impact of the development and highlights the significant reductions in traffic movements in all time periods.

Table 4-4 Net Impact of the Proposed Development

Time Period	Net Impact (Vehicle Movements)			Net Impact (%)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	-69	-31	-100	-90%	-84%	-88%
PM Peak	-87	-117	-204	-96%	-93%	-94%
Daily Total	-769	-703	-1472	-88%	-88%	-88%

4.2.3 In terms of proposed HGV's, the site is estimated to generate the following vehicle numbers as shown in Table 4-5.

Table 4-5 Proposed – HGV Trip Rates and Trips

Time Period	Proposed Trip Rates (HGV's)			Proposed HGV Trips		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	0.1	0.1	0.2	0.5	0.5	1
PM Peak	0	0	0	0	0	0
Daily Total	0.7	0.7	1.4	4	4	8

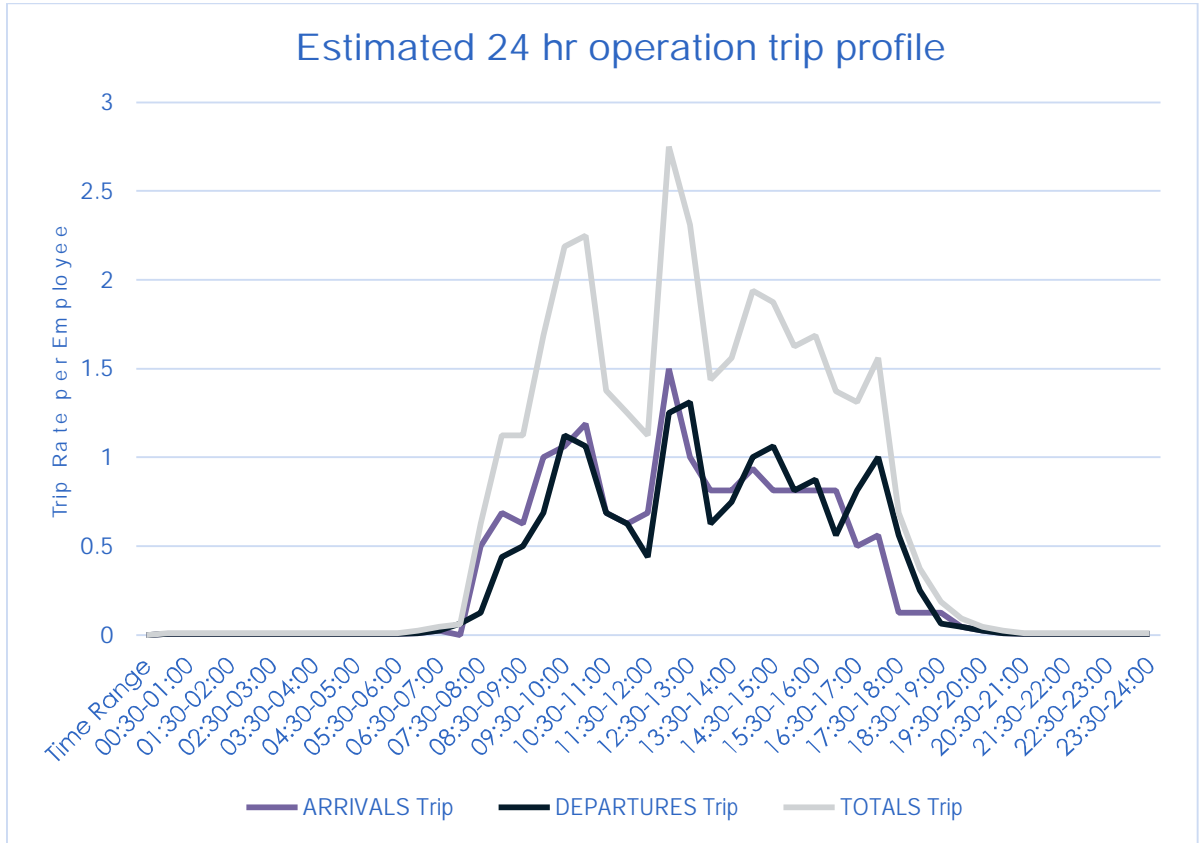
4.2.4 Table 4-6 as follows also shows the net impact of the development and highlights the significant reductions in HGV movements in all time periods.

Table 4-6 Net Impact of the Proposed Development – HGV’s

Time Period	Net Impact (HGV’s)			Net Impact (%)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	-3.5	-1.5	-5	-88%	-75%	-83%
PM Peak	-2	-1	-3	-100%	-100%	-100%
Daily Total	-33	-28	-61	-89%	-88%	-88%

4.2.5 The traffic analyses in the section above assumes a typical daytime operation of a storage facility. However, it is possible that there may be a desire for future occupiers to operate overnight. In order to establish a typical 24-hour trip profile for the site the last hour of the 12-hour trip profile has been used to project forward to develop a typical overnight profile. This is shown in the following graph in Figure 4-1.

Figure 4-1 Estimated 24-hour Trip Profile



4.2.6 Applying the trip rates to the overnight period results in the following traffic flows.

Table 4-7 Overnight Traffic Volumes

Time Period	Proposed Overnight Trip Rates (Total Vehicles)			Proposed Trips		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
7pm-7am	0.228	0.228	0.456	1.4	1.4	3

4.2.7 In terms of traffic impact this increase in traffic during the overnight low periods of activity on the network will not be material.

4.3 Conclusion

- 4.3.1 It is shown in the section above that the proposed change of use of the site would result in a significant reduction in trips to and from the site across both the AM and PM peak periods and the daily total trips, of 88%, 94% and 88% respectively. Therefore, it is evident that the proposed change of use of the site would be of no detrimental impact to the existing access arrangements of the site.

5 SUMMARY & CONCLUSION

- 5.1.1 This report demonstrates that the existing site access is suitable in highway safety terms to accommodate the change in use from B2 – general industrial to B8 – open storage of the UYS Building site in Cowley, Oxford.
- 5.1.2 Indeed, the change in use of the site results in a reduction of trips to and from the site by 88% across the entire day. Therefore, the existing access arrangements are deemed sufficient to accommodate the number of vehicular trips produced by the site.

APPENDICES



APPENDIX A

Trics Data

Calculation Reference: AUDIT-861401-240318-0307

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	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: No of Employees
 Actual Range: 2 to 4 (units:)
 Range Selected by User: 2 to 10 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/10/21

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

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	3
Development Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:**Use Class:**

B8	5 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:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-02-E-01 MILLBROOK ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total No of Employees: 2 Survey date: FRIDAY 15/10/21	BOX CLEVER SELF STORAGE BIG YELLOW SELF STORAGE	CUMBERLAND NOTTINGHAM	Survey Type: MANUAL
2	NG-02-E-02 LENTON LANE NOTTINGHAM Suburban Area (PPS6 Out of Centre) Development Zone Total No of Employees: 4 Survey date: THURSDAY 17/11/16	BIG YELLOW SELF STORAGE	NOTTINGHAM	Survey Type: MANUAL
3	NY-02-E-01 OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Total No of Employees: 3 Survey date: TUESDAY 21/09/21	SELF STORAGE	NORTH YORKSHIRE	Survey Type: MANUAL
4	SD-02-E-01 DRAKES WAY SWINDON Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Employees: 3 Survey date: WEDNESDAY 21/09/16	BIG YELLOW SELF STORAGE	SWINDON	Survey Type: MANUAL
5	TW-02-E-01 STONEYGATE CLOSE GATESHEAD Suburban Area (PPS6 Out of Centre) Industrial Zone Total No of Employees: 4 Survey date: MONDAY 13/06/16	1ST STORAGE	TYNE & WEAR	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3	0.000	5	3	0.063	5	3	0.062
07:30 - 08:00	5	3	0.500	5	3	0.125	5	3	0.625
08:00 - 08:30	5	3	0.688	5	3	0.438	5	3	1.126
08:30 - 09:00	5	3	0.625	5	3	0.500	5	3	1.125
09:00 - 09:30	5	3	1.000	5	3	0.688	5	3	1.688
09:30 - 10:00	5	3	1.063	5	3	1.125	5	3	2.187
10:00 - 10:30	5	3	1.188	5	3	1.063	5	3	2.250
10:30 - 11:00	5	3	0.688	5	3	0.688	5	3	1.376
11:00 - 11:30	5	3	0.625	5	3	0.625	5	3	1.250
11:30 - 12:00	5	3	0.688	5	3	0.438	5	3	1.126
12:00 - 12:30	5	3	1.500	5	3	1.250	5	3	2.750
12:30 - 13:00	5	3	1.000	5	3	1.313	5	3	2.312
13:00 - 13:30	5	3	0.813	5	3	0.625	5	3	1.437
13:30 - 14:00	5	3	0.813	5	3	0.750	5	3	1.562
14:00 - 14:30	5	3	0.938	5	3	1.000	5	3	1.938
14:30 - 15:00	5	3	0.813	5	3	1.063	5	3	1.874
15:00 - 15:30	5	3	0.813	5	3	0.813	5	3	1.624
15:30 - 16:00	5	3	0.813	5	3	0.875	5	3	1.687
16:00 - 16:30	5	3	0.813	5	3	0.563	5	3	1.374
16:30 - 17:00	5	3	0.500	5	3	0.813	5	3	1.312
17:00 - 17:30	5	3	0.563	5	3	1.000	5	3	1.562
17:30 - 18:00	5	3	0.125	5	3	0.563	5	3	0.687
18:00 - 18:30	5	3	0.125	5	3	0.250	5	3	0.375
18:30 - 19:00	5	3	0.125	5	3	0.063	5	3	0.187
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			16.811			16.685			33.496

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:	2 - 4 (units:)
Survey date date range:	01/01/15 - 15/10/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

TAXIS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3	0.000	5	3	0.000	5	3	0.000
07:30 - 08:00	5	3	0.000	5	3	0.000	5	3	0.000
08:00 - 08:30	5	3	0.000	5	3	0.000	5	3	0.000
08:30 - 09:00	5	3	0.000	5	3	0.000	5	3	0.000
09:00 - 09:30	5	3	0.000	5	3	0.000	5	3	0.000
09:30 - 10:00	5	3	0.063	5	3	0.063	5	3	0.124
10:00 - 10:30	5	3	0.125	5	3	0.125	5	3	0.250
10:30 - 11:00	5	3	0.000	5	3	0.000	5	3	0.000
11:00 - 11:30	5	3	0.000	5	3	0.000	5	3	0.000
11:30 - 12:00	5	3	0.000	5	3	0.000	5	3	0.000
12:00 - 12:30	5	3	0.000	5	3	0.000	5	3	0.000
12:30 - 13:00	5	3	0.000	5	3	0.000	5	3	0.000
13:00 - 13:30	5	3	0.000	5	3	0.000	5	3	0.000
13:30 - 14:00	5	3	0.000	5	3	0.000	5	3	0.000
14:00 - 14:30	5	3	0.000	5	3	0.000	5	3	0.000
14:30 - 15:00	5	3	0.000	5	3	0.000	5	3	0.000
15:00 - 15:30	5	3	0.000	5	3	0.000	5	3	0.000
15:30 - 16:00	5	3	0.000	5	3	0.000	5	3	0.000
16:00 - 16:30	5	3	0.000	5	3	0.000	5	3	0.000
16:30 - 17:00	5	3	0.063	5	3	0.000	5	3	0.062
17:00 - 17:30	5	3	0.000	5	3	0.063	5	3	0.062
17:30 - 18:00	5	3	0.000	5	3	0.000	5	3	0.000
18:00 - 18:30	5	3	0.000	5	3	0.000	5	3	0.000
18:30 - 19:00	5	3	0.000	5	3	0.000	5	3	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.249			0.249			0.498

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

OGVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3	0.000	5	3	0.000	5	3	0.000
07:30 - 08:00	5	3	0.000	5	3	0.000	5	3	0.000
08:00 - 08:30	5	3	0.063	5	3	0.063	5	3	0.124
08:30 - 09:00	5	3	0.000	5	3	0.000	5	3	0.000
09:00 - 09:30	5	3	0.000	5	3	0.063	5	3	0.062
09:30 - 10:00	5	3	0.188	5	3	0.125	5	3	0.313
10:00 - 10:30	5	3	0.063	5	3	0.125	5	3	0.187
10:30 - 11:00	5	3	0.000	5	3	0.000	5	3	0.000
11:00 - 11:30	5	3	0.000	5	3	0.000	5	3	0.000
11:30 - 12:00	5	3	0.000	5	3	0.000	5	3	0.000
12:00 - 12:30	5	3	0.063	5	3	0.063	5	3	0.124
12:30 - 13:00	5	3	0.000	5	3	0.000	5	3	0.000
13:00 - 13:30	5	3	0.063	5	3	0.000	5	3	0.062
13:30 - 14:00	5	3	0.000	5	3	0.063	5	3	0.062
14:00 - 14:30	5	3	0.000	5	3	0.000	5	3	0.000
14:30 - 15:00	5	3	0.000	5	3	0.000	5	3	0.000
15:00 - 15:30	5	3	0.063	5	3	0.063	5	3	0.124
15:30 - 16:00	5	3	0.063	5	3	0.063	5	3	0.124
16:00 - 16:30	5	3	0.063	5	3	0.000	5	3	0.062
16:30 - 17:00	5	3	0.000	5	3	0.063	5	3	0.062
17:00 - 17:30	5	3	0.000	5	3	0.000	5	3	0.000
17:30 - 18:00	5	3	0.000	5	3	0.000	5	3	0.000
18:00 - 18:30	5	3	0.063	5	3	0.000	5	3	0.062
18:30 - 19:00	5	3	0.000	5	3	0.000	5	3	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.684			0.684			1.368

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

CYCLISTS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3	0.000	5	3	0.000	5	3	0.000
07:30 - 08:00	5	3	0.000	5	3	0.000	5	3	0.000
08:00 - 08:30	5	3	0.000	5	3	0.000	5	3	0.000
08:30 - 09:00	5	3	0.000	5	3	0.000	5	3	0.000
09:00 - 09:30	5	3	0.000	5	3	0.000	5	3	0.000
09:30 - 10:00	5	3	0.000	5	3	0.000	5	3	0.000
10:00 - 10:30	5	3	0.000	5	3	0.000	5	3	0.000
10:30 - 11:00	5	3	0.063	5	3	0.063	5	3	0.124
11:00 - 11:30	5	3	0.000	5	3	0.000	5	3	0.000
11:30 - 12:00	5	3	0.000	5	3	0.000	5	3	0.000
12:00 - 12:30	5	3	0.000	5	3	0.000	5	3	0.000
12:30 - 13:00	5	3	0.000	5	3	0.000	5	3	0.000
13:00 - 13:30	5	3	0.000	5	3	0.000	5	3	0.000
13:30 - 14:00	5	3	0.000	5	3	0.000	5	3	0.000
14:00 - 14:30	5	3	0.000	5	3	0.000	5	3	0.000
14:30 - 15:00	5	3	0.000	5	3	0.000	5	3	0.000
15:00 - 15:30	5	3	0.000	5	3	0.000	5	3	0.000
15:30 - 16:00	5	3	0.000	5	3	0.000	5	3	0.000
16:00 - 16:30	5	3	0.000	5	3	0.000	5	3	0.000
16:30 - 17:00	5	3	0.000	5	3	0.000	5	3	0.000
17:00 - 17:30	5	3	0.000	5	3	0.000	5	3	0.000
17:30 - 18:00	5	3	0.000	5	3	0.000	5	3	0.000
18:00 - 18:30	5	3	0.000	5	3	0.000	5	3	0.000
18:30 - 19:00	5	3	0.000	5	3	0.000	5	3	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.062			0.062			0.124

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

CARS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3	0.000	5	3	0.000	5	3	0.000
07:30 - 08:00	5	3	0.375	5	3	0.000	5	3	0.375
08:00 - 08:30	5	3	0.375	5	3	0.313	5	3	0.687
08:30 - 09:00	5	3	0.375	5	3	0.313	5	3	0.687
09:00 - 09:30	5	3	0.688	5	3	0.313	5	3	1.000
09:30 - 10:00	5	3	0.563	5	3	0.563	5	3	1.124
10:00 - 10:30	5	3	0.563	5	3	0.500	5	3	1.062
10:30 - 11:00	5	3	0.438	5	3	0.250	5	3	0.688
11:00 - 11:30	5	3	0.438	5	3	0.375	5	3	0.813
11:30 - 12:00	5	3	0.375	5	3	0.188	5	3	0.563
12:00 - 12:30	5	3	0.875	5	3	0.750	5	3	1.625
12:30 - 13:00	5	3	0.563	5	3	0.750	5	3	1.312
13:00 - 13:30	5	3	0.500	5	3	0.500	5	3	1.000
13:30 - 14:00	5	3	0.625	5	3	0.438	5	3	1.063
14:00 - 14:30	5	3	0.375	5	3	0.750	5	3	1.125
14:30 - 15:00	5	3	0.438	5	3	0.438	5	3	0.876
15:00 - 15:30	5	3	0.250	5	3	0.438	5	3	0.688
15:30 - 16:00	5	3	0.313	5	3	0.250	5	3	0.562
16:00 - 16:30	5	3	0.563	5	3	0.375	5	3	0.937
16:30 - 17:00	5	3	0.313	5	3	0.438	5	3	0.750
17:00 - 17:30	5	3	0.313	5	3	0.688	5	3	1.000
17:30 - 18:00	5	3	0.063	5	3	0.375	5	3	0.437
18:00 - 18:30	5	3	0.063	5	3	0.250	5	3	0.312
18:30 - 19:00	5	3	0.063	5	3	0.063	5	3	0.124
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.497			9.313			18.810

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

LGVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3	0.000	5	3	0.063	5	3	0.062
07:30 - 08:00	5	3	0.125	5	3	0.125	5	3	0.250
08:00 - 08:30	5	3	0.250	5	3	0.063	5	3	0.312
08:30 - 09:00	5	3	0.250	5	3	0.188	5	3	0.438
09:00 - 09:30	5	3	0.313	5	3	0.313	5	3	0.624
09:30 - 10:00	5	3	0.250	5	3	0.375	5	3	0.625
10:00 - 10:30	5	3	0.438	5	3	0.313	5	3	0.750
10:30 - 11:00	5	3	0.250	5	3	0.438	5	3	0.688
11:00 - 11:30	5	3	0.125	5	3	0.188	5	3	0.313
11:30 - 12:00	5	3	0.313	5	3	0.250	5	3	0.562
12:00 - 12:30	5	3	0.500	5	3	0.375	5	3	0.875
12:30 - 13:00	5	3	0.438	5	3	0.563	5	3	1.000
13:00 - 13:30	5	3	0.250	5	3	0.125	5	3	0.375
13:30 - 14:00	5	3	0.188	5	3	0.250	5	3	0.438
14:00 - 14:30	5	3	0.563	5	3	0.250	5	3	0.812
14:30 - 15:00	5	3	0.375	5	3	0.625	5	3	1.000
15:00 - 15:30	5	3	0.500	5	3	0.313	5	3	0.812
15:30 - 16:00	5	3	0.438	5	3	0.563	5	3	1.000
16:00 - 16:30	5	3	0.188	5	3	0.188	5	3	0.376
16:30 - 17:00	5	3	0.125	5	3	0.313	5	3	0.437
17:00 - 17:30	5	3	0.250	5	3	0.250	5	3	0.500
17:30 - 18:00	5	3	0.063	5	3	0.188	5	3	0.250
18:00 - 18:30	5	3	0.000	5	3	0.000	5	3	0.000
18:30 - 19:00	5	3	0.063	5	3	0.000	5	3	0.062
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.250			6.311			12.561

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

MOTOR CYCLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3	0.000	5	3	0.000	5	3	0.000
07:30 - 08:00	5	3	0.000	5	3	0.000	5	3	0.000
08:00 - 08:30	5	3	0.000	5	3	0.000	5	3	0.000
08:30 - 09:00	5	3	0.000	5	3	0.000	5	3	0.000
09:00 - 09:30	5	3	0.000	5	3	0.000	5	3	0.000
09:30 - 10:00	5	3	0.000	5	3	0.000	5	3	0.000
10:00 - 10:30	5	3	0.000	5	3	0.000	5	3	0.000
10:30 - 11:00	5	3	0.000	5	3	0.000	5	3	0.000
11:00 - 11:30	5	3	0.063	5	3	0.063	5	3	0.124
11:30 - 12:00	5	3	0.000	5	3	0.000	5	3	0.000
12:00 - 12:30	5	3	0.063	5	3	0.063	5	3	0.124
12:30 - 13:00	5	3	0.000	5	3	0.000	5	3	0.000
13:00 - 13:30	5	3	0.000	5	3	0.000	5	3	0.000
13:30 - 14:00	5	3	0.000	5	3	0.000	5	3	0.000
14:00 - 14:30	5	3	0.000	5	3	0.000	5	3	0.000
14:30 - 15:00	5	3	0.000	5	3	0.000	5	3	0.000
15:00 - 15:30	5	3	0.000	5	3	0.000	5	3	0.000
15:30 - 16:00	5	3	0.000	5	3	0.000	5	3	0.000
16:00 - 16:30	5	3	0.000	5	3	0.000	5	3	0.000
16:30 - 17:00	5	3	0.000	5	3	0.000	5	3	0.000
17:00 - 17:30	5	3	0.000	5	3	0.000	5	3	0.000
17:30 - 18:00	5	3	0.000	5	3	0.000	5	3	0.000
18:00 - 18:30	5	3	0.000	5	3	0.000	5	3	0.000
18:30 - 19:00	5	3	0.000	5	3	0.000	5	3	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.124			0.124			0.248

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

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

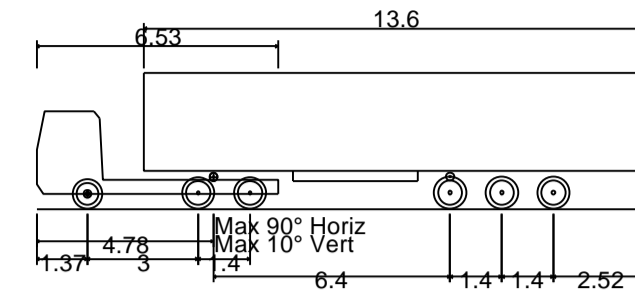
Appendix B

Swept Path Analysis



north

VEHICLE DETAILS



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

— EXTENT OF VEHICLE WHE

— EXTENT OF VEHICLE BOI



00	First Issue	CB	NT	20-03-24
REV	DESC	BY	CHK	DATE

STA TYP
PLANNING

CLIENT
COLLIERS

SITE
OXFORD ROAD, COWLEY

TITLE
SWEEP PATH ANALYSIS



SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1:500	20/03/2024	CB	NT
PROJECT NO:	DRAWING NO:	SHEET NO:	REVISION:
21-282	20-TR01	01	00



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