
23/01090/OUT – Transport Assessment Addendum

1.1 Background

- 1.1.1 A Transport Assessment (TA) and Framework Travel Plan (FTP) were submitted in support of Planning Application 23/01090/OUT on 31/05/2024. The Local Highway Authority (LHA) and National Highways (NH) provided their consultation responses dated 18/07/2024 and 17/07/2024 respectively to the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council.
- 1.1.2 In their consultation responses, NH and the LHA detailed further information and the revisions required regarding certain aspects of the proposal.
- 1.1.3 This TA addendum seeks to address all the outstanding issues raised and additional information requested by the LHA and NH in their consultation responses. Whilst this addendum focusses on addressing the LHA and NH outstanding matters, it is suggested that for completeness this addendum should be read in conjunction with the TA that was submitted on 31/05/2024.
- 1.1.4 A revised FTP has also been produced which addresses the LHA's comments regarding transport sustainability.

1.2 Site Access

- 1.2.1 The following elements of the TA submitted on 31/05/24 were reviewed and accepted by the LHA in its consultation response:
- Based on the submitted speed survey and measured visibility splays, it is accepted that there is suitable visibility from the proposed site access.
 - It is accepted that there will be no material impact on this application from the ongoing application at the quarry site.
 - The removal of the vehicular access onto the A511 & the provision of a footway to tie in with the existing provision is welcomed.
 - The LHA accept the findings of the Independent Stage 1 Road Safety Audit, which identified no problems. The audit provided two suggestions which can be addressed at the post-planning, detailed design stage, as agreed by the LHA.
- 1.2.2 The LHA requested amendments to the site access drawing and the swept path analysis taking into account the following details:
- 18.55m HGV length
 - 15kph vehicle speed
 - Give way junction markings
 - 1 in 10 tapers
- 1.2.3 Revised site access drawing no. 12305/001 Rev. D (**Appendix A**) and swept path analysis drawing no. 12305 /003 Rev. B (**Appendix B**) have been produced and show the additional details requested by the LHA.
- 1.2.4 In its consultation response, the LHA stated:
- Ideally there should be no overrunning of the centreline by turning vehicles, but where this cannot be avoided the Applicant should confirm that there is adequate forward visibility for collisions between opposing vehicles to be avoided.***
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- 1.2.5 The revised swept path analysis shows a degree of overrunning. Notwithstanding this, it should be noted that the LHA has accepted the proposed geometry of the site access, which is in accordance with the standards set out in the *Leicestershire Highway Design Guide*. In addition, given the accepted trip rates, it is unlikely that vehicles will be entering and exiting the site at the same time. The drawings also confirm that there is adequate forward visibility for collisions between opposing vehicles to be avoided.
- 1.2.6 Additionally, the LHA noted the presence of double gates at the existing access onto Cliffe Lane. The client has confirmed that these gates will be removed and do not form any part of the development proposal.

1.3 Trip Generation and Distribution

- 1.3.1 The LHA accepted the trip rate and traffic distribution methodology included in the TA submitted on 31/05/24, which removed sites that were previously included and surveyed during periods of COVID-19 restrictions. NH have requested a recalculation of the trip rates to reflect their assessment that resulted in a significantly higher number of heavy goods vehicles associated with the proposed land use. Furthermore, NH have requested that an alternative trip distribution methodology is used specifically for heavy goods vehicles.
- 1.3.2 To address the points raised by NH, the trip rates have been recalculated and an alternative method of determining trip distributions has been devised. It should be noted that NH have not disclosed how they determined their trip generation figures nor what they would consider to be an appropriate method of determining HGV distributions. On this basis, it should be noted that this additional work is only undertaken in the interests of expediting the planning application process and allaying NH's concerns relating to trip rates and traffic distribution.
- 1.3.3 The recalculated trip rates, outlined below, result in higher trip generation figures than those previously accepted by the LHA. As such, they are considered to be extremely robust and reflective of the worst-case scenario. The 85th Percentile rates will be used in the assessment. The TRICS outputs are shown in full in **Appendix C**, while the assessment methodology used is explained in **Appendix D**.

Table 1: Combined B2 and B8 trip volumes, 10532m² (all vehicles) – July 2024 recalculation

	AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Daily (7AM – 7PM)
85th Percentile Trip Rates			
Arrivals	49	16	326
Departures	32	32	323
Total	81	48	648
Mean Trip Rates			
Arrivals	17	5	142
Departures	10	13	147
Total	27	18	290

1.3.4 Trip Distribution

1.3.5 The distributions for car trips was accepted by the LHA and NH, although NH noted that the methodology for the HGV distribution using the Journey to Work data was not appropriate.

1.3.6 An alternative methodology using the movements from the clients existing Coalville depot was used to estimate the movements from the Cliffe Lane site. A geofence was placed on the HGV tracking system allowing the movements at M1/J22 to be monitored on the 16 to 21st August 2024.

1.3.7 Details of the analysis are contained within **Appendix E** with the results shown in Table 2

Table 2: Proportion of daily HGV movements at J22 from Cliffe Lane

Date	M1(N)	A50E	M1(S)	A511(W)	All
16	28%	14%	53%	5%	100%
17	38%	11%	47%	5%	100%
18	30%	19%	47%	5%	100%
19	29%	14%	52%	5%	100%
20	25%	21%	49%	5%	100%
21	33%	19%	43%	5%	100%
ALL	30%	16%	49%	5%	100%

1.4 M1/J22 Junction Capacity Assessment

1.4.1 The LHA and NH have advised that a capacity assessment of the M1, Junction 22 is required. The Linsig model of M1/J22 was supplied by Leicestershire County Council and 2023 observations (Appendix J to the TA) were used to determine the background traffic levels.

1.4.2 NTEM/TEMPRO was used as set out in the TA to scale 2023 count to 2024 to provide an opening year assessment, and to scale 2024 count to 2029 to provide an assessment five years in the future in accordance with what has already been agreed.

1.4.3 Details of the growth factors for the different road types are contained within **Appendix F**. Table 3 shows the growth factor for the different turning movements. This was set to be the road-type of the highest category road for each turning movement

Table 3: growth factor used for the different turning movements

TEMPRO Road Type		A	B	C	D	E
		M1(N)	A50	M1(S)	Cliffe Lane	A511
A	M1(N)		motorway	motorway	motorway	motorway
B	A50	motorway		motorway	A Road	A Road
C	M1(S)	motorway	motorway		motorway	motorway
D	Cliffe Lane	motorway	A Road	motorway		A Road
E	A511	motorway	A Road	motorway	A Road	

1.4.4 Details of the input traffic assumptions are contained within **Appendix G**.

1.4.5 The junction was modelled in 2024 and 2029 for:

- Baseline – no development traffic
- Scenario 1 – preferred trip volumes as set out in the original TA
- Scenario 2 – sensitivity test with revised trip generation assumptions

1.4.6 Detailed outputs from the modelling are included in **Appendix H**.

1.4.7 Practical Reserve Capacity and Traffic Delay were used to determine the performance and operation of the junction. A summary of the results are shown in Table 4 below.

Table 4: High Level Modelling Results

Year / Scenario		AM Peak		PM Peak	
		PRC (%)	Delay (PCUhr)	PRC (%)	Delay (PCUhr)
2024	Baseline	13.0	41.87	11.0	39.33
	Scenario 1	11.4	43.15	10.3	40.20
	Scenario 2	10.8	44.34	9.8	40.61
2029	Baseline	6.7	48.01	5.7	45.05
	Scenario 1	5.0	50.49	5.2	45.89
	Scenario 2	3.9	51.61	4.7	46.36

- 1.4.8 The results show that whilst traffic from the development will result in a small reduction in Practical Reserve Capacity and a small increase in delay the junction will continue to operate within reserve capacity in 2024 and 2029 in all scenarios tested
- 1.4.9 The Practical Reserve Capacity on the Cliffe Lane entry to the motorway junction increased from 29% in the 2024 ‘No development’ baseline to 53% in the 2029 Sensitivity test showing that the Cliffe Lane approach to the junction has a significant amount of spare capacity.
- 1.4.10 In conclusion, the modelling shows that the junction will continue to operate with spare capacity and the junction does not require any mitigation.

1.5 Off-site Implications

- 1.5.1 The LHA have advised that consideration is given to providing a 2m wide footway between the site access and service station egress at Cliffe Lane. With respect, it is not considered necessary given that a link from the site to the bus stop (and by extension the service station) on the A511 will be provided. On this basis, the requirement to provide a footway link from the site access to the service station egress would fail the test of being “*necessary to make the development acceptable in planning terms*” (NPPF 2023, paragraph 57). Although internal layout is a reserved matter at this stage, the likely position of the buildings within the site means that using the link via the A511 and bus stop would be more convenient for future site users than accessing the services via the main site access off Cliffe Lane.

1.6 Transport Sustainability

- 1.6.1 Minor amendments to the Framework Travel Plan (FTP) have been requested by the LHA. A revised FTP has been submitted which incorporates these amendments.

1.7 Public Rights of Way

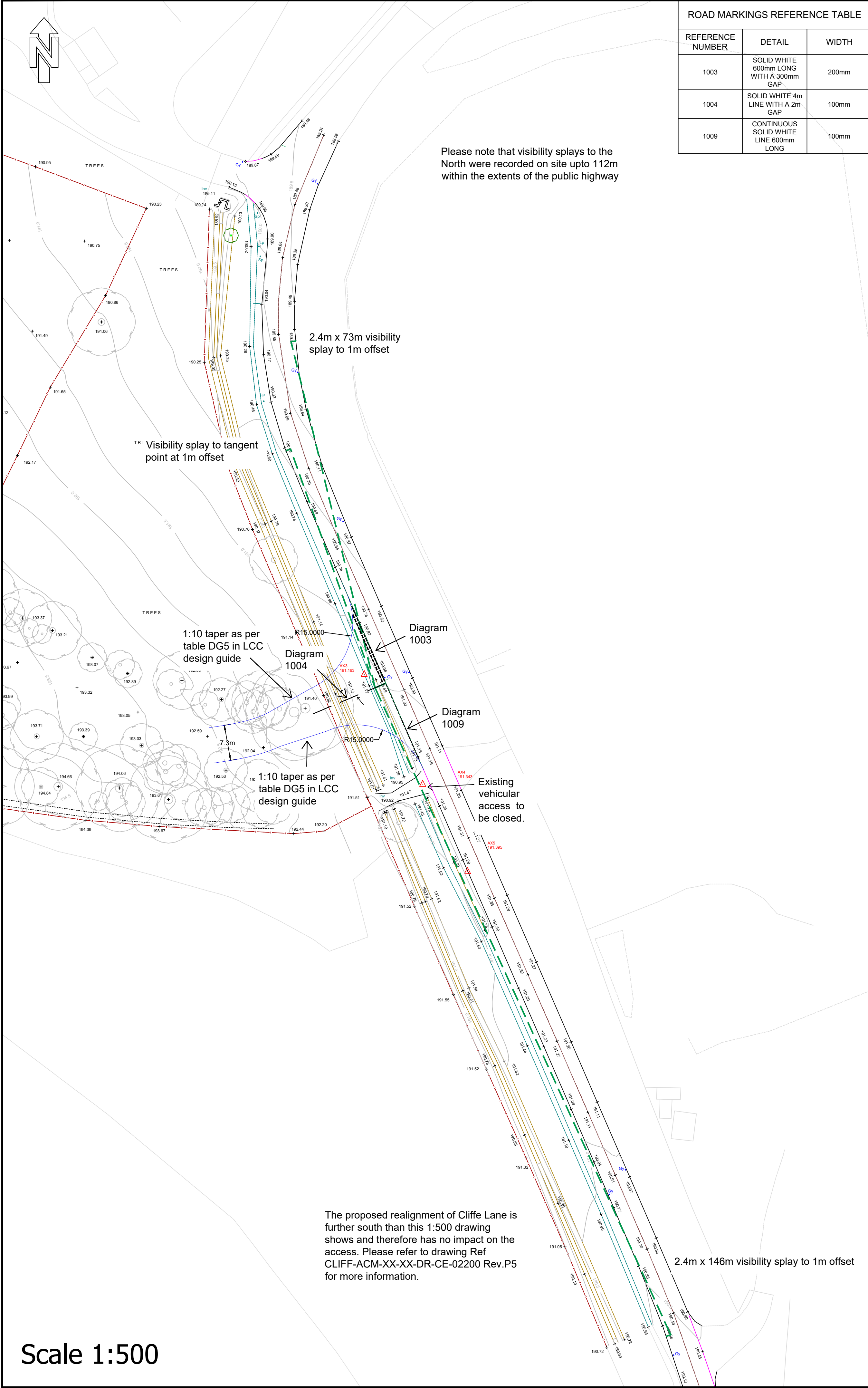
- 1.7.1 The LHA advised that consideration is given to including a pedestrian path and gate allowing direct access from the site onto the public right of way.
- 1.7.2 Such a link to the public right of way has been proposed in the TA submitted on 31/05/24, but as the proposal involves a link from within the site to the public right of way (rather than from the site access), this can be addressed in detail at the reserved matters stage.
- 1.7.3 The LHA has also requested contributions to surfacing improvements of the public right of way. For reasons explained in respect of LHA’s suggestion relating to the new footway, it is considered that requesting a contribution to surfacing improvements of an existing public right of way would fail the test of being “*necessary to make the development acceptable in*

planning terms” (NPPF 2023, paragraph 57). It is therefore respectfully suggested that a contribution is not necessary.

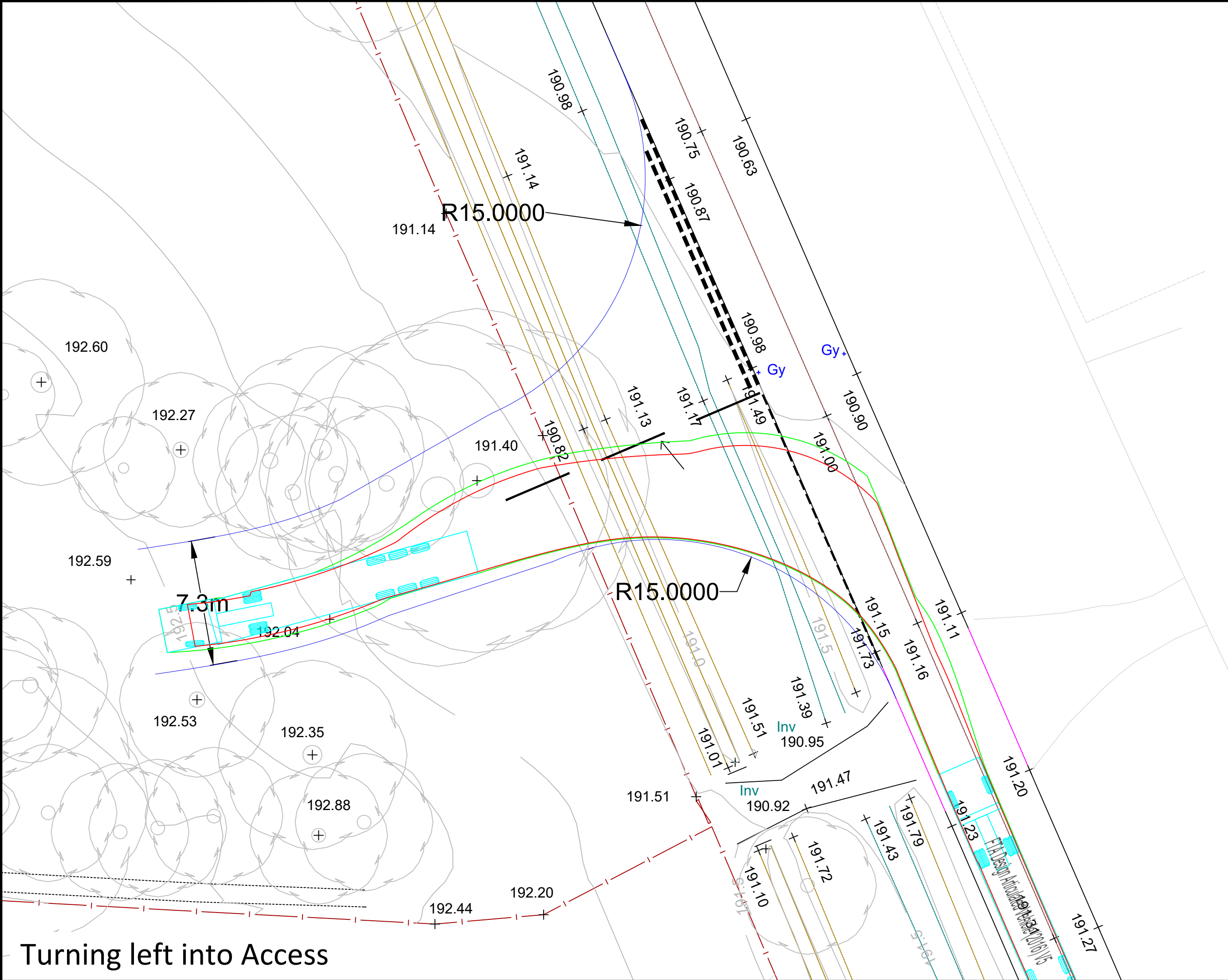
1.8 Conclusion

- 1.8.1 This TA addendum seeks to address all the outstanding issues raised and additional information requested by the LHA and NH in their consultation responses to the TA submitted on 31/05/24 in support of Planning Application 23/01090/OUT.
- 1.8.2 As advised earlier, this addendum is intended to address outstanding issues raised by the NH and LHA. For completeness, this addendum should be read in conjunction with the TA submitted on 31/05/24 and with the revised FTP.
- 1.8.3 It has been demonstrated that a safe and suitable access to the site can be achieved for all users, and any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.
- 1.8.4 The development proposal clearly meets the requirements laid out in paragraph 114 of the NPPF. As such, there should be no reasonable grounds to refuse the application on the basis of paragraph 115 of the NPPF.

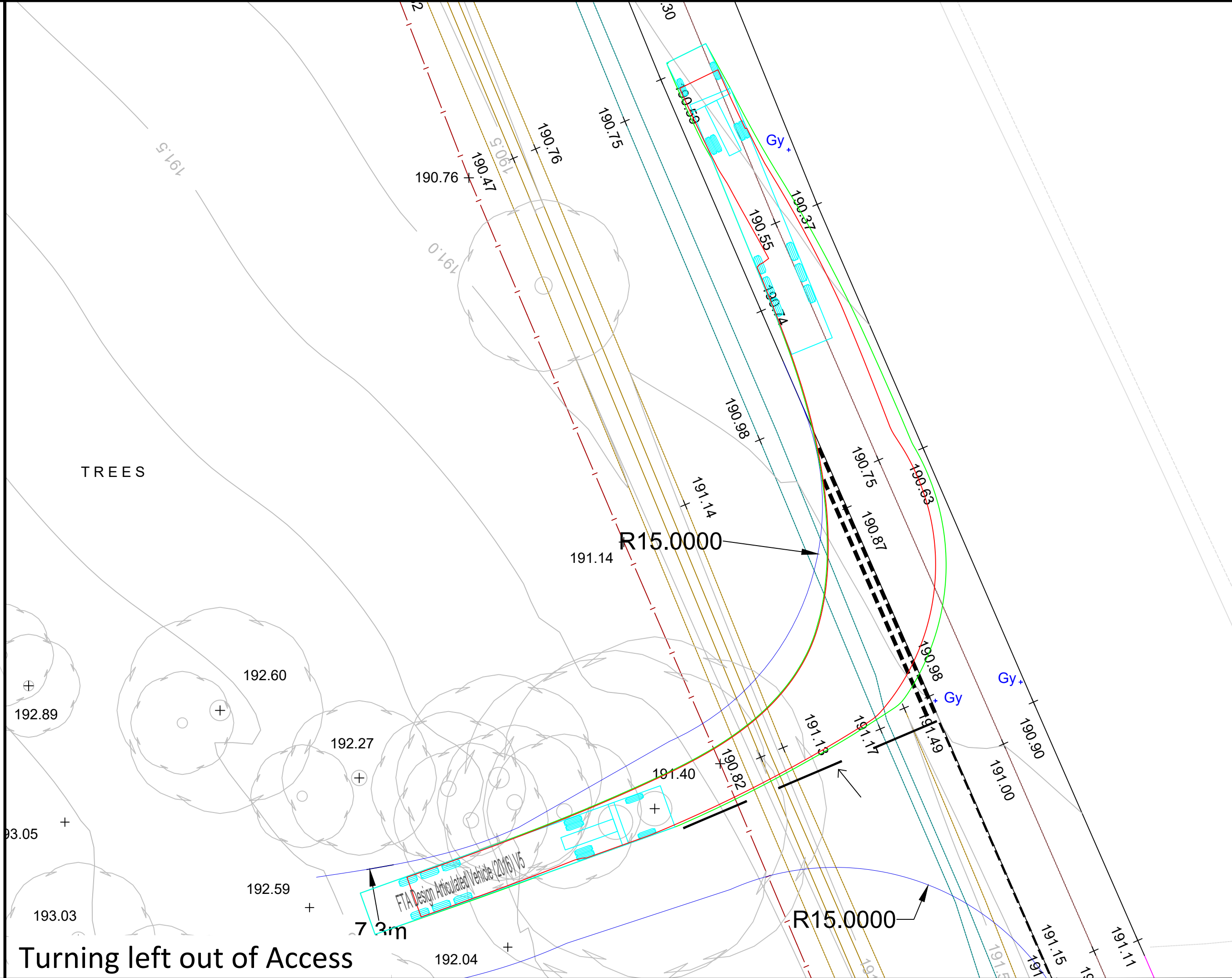
Appendix A. Site Access Drawing



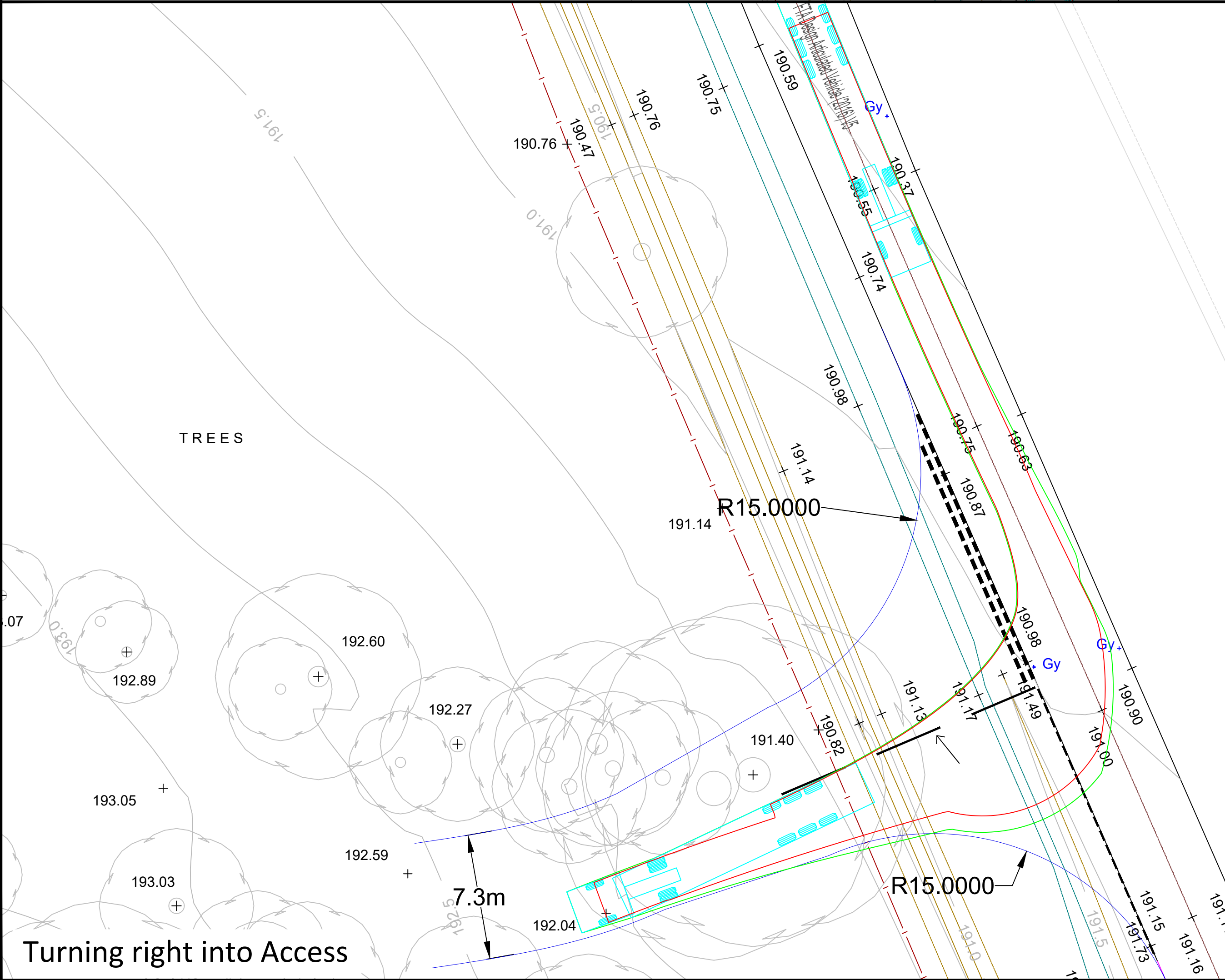
Appendix B. Swept Path Analysis



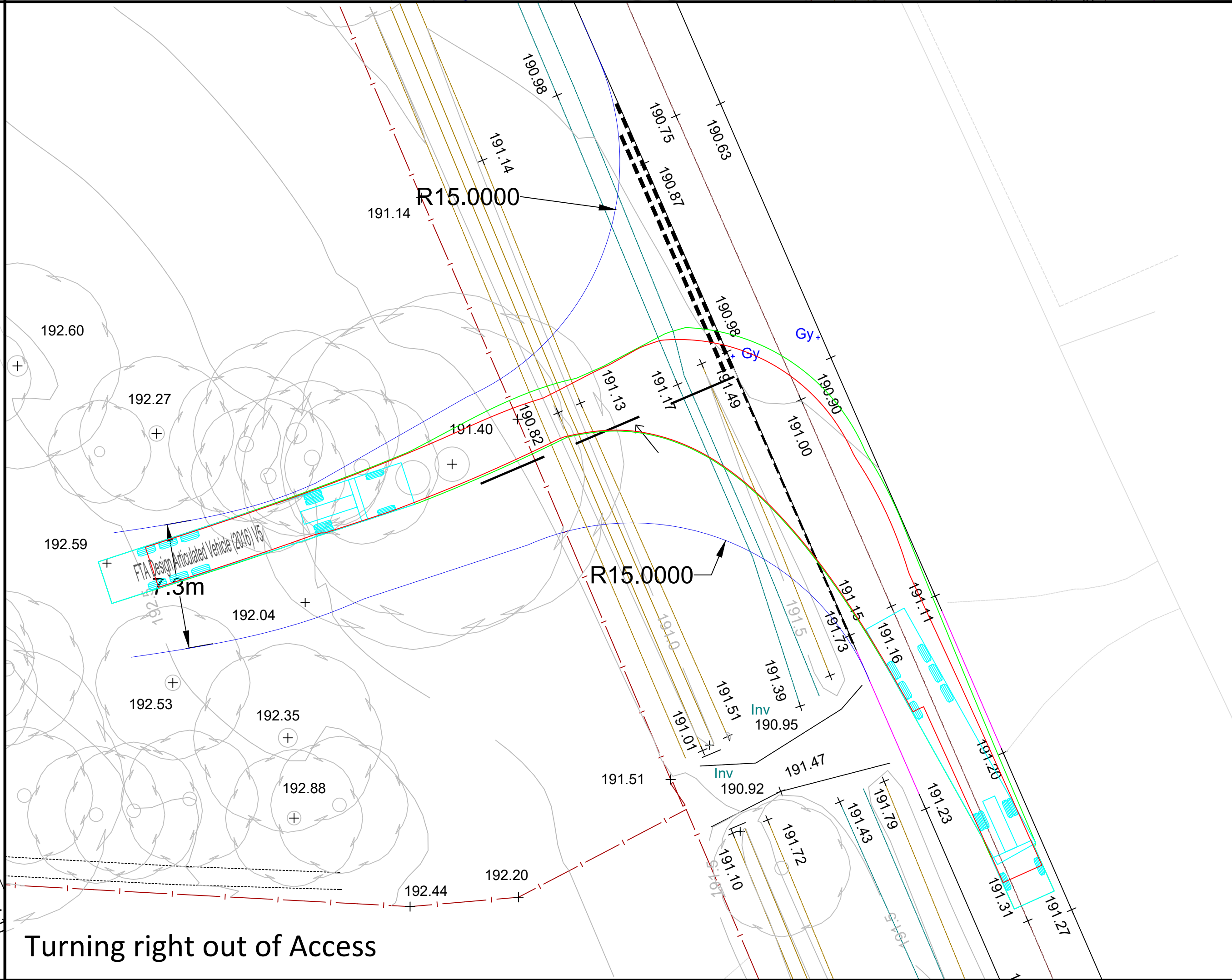
Turning left into Access



Turning left out of Access



Turning right into Access



Turning right out of Access

Based on Ordnance Survey data provided by UKPlanningMaps.com

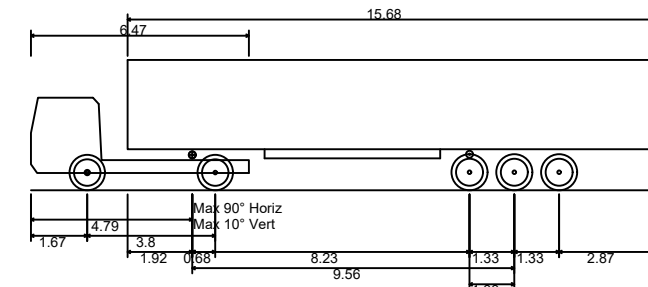
Do not scale from hard copies.



General Notes:

1. Forward visibility/visibility is adequate. Please refer to EAE drawing 'Proposed Vehicular and Pedestrian Access Layout'. Drawing Number '12305/001'.

Vehicle Specification:



FTA Design Articulated Vehicle (2016) V5
Overall Length 18.550m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.600m
Forward gear speed 15kph

B	Speed in forward gear added to vehicle specification information. Note added to drawing regarding visibility signs	02.09.24	GE	EAE
A	Larger vehicle used as requested by LCC	23.08.24	GE	EAE

REV	DESCRIPTION	DATE	BY	AUTH
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CLIENT
MTS Storage Ltd

PROJECT
Land off Cliffe Lane, Markfield

TITLE
Swept Path Analysis - Articulated lorry

DRAWN GOE	AUTHORISED DEC	SCALE 1:200@A1	DATE 23.08.24
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PROJECT NO. 12305	DRAWING NO. 12305 /003	REV B
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STATUS
PLANNING

Appendix C. TRICS Outputs

Calculation Reference: AUDIT-859401-240729-0750

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1776 to 17500 (units: sqm)
 Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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	4 days
Tuesday	1 days
Wednesday	3 days
Friday	5 days

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

Selected survey types:

Manual count	13 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	12
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	6
Development Zone	1
Residential Zone	1
Out of Town	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	13 days
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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:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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
50,001 to 75,000	1 days
125,001 to 250,000	11 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	8 days
1.1 to 1.5	5 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	13 days
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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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
10	NF-02-D-04	INDUSTRIAL ESTATE	NORFOLK
	DRAYTON HIGH ROAD		
	NORWICH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	10673 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
11	SM-02-D-01	INDUSTRIAL ESTATE	SOMERSET
	A359		
	YEOVIL		
	SPARKFORD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
12	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
13	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	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
NM-02-D-01	covid
NY-02-D-04	not in initial selection

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	0.492	0.261	0.753
1700-1800	0.195	0.485	0.680
0700-1900	4.142	4.200	8.342

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	14087	0.060	2	14087	0.004	2	14087	0.064
06:00 - 07:00	3	13146	0.114	3	13146	0.035	3	13146	0.149
07:00 - 08:00	13	7846	0.334	13	7846	0.089	13	7846	0.423
08:00 - 09:00	13	7846	0.492	13	7846	0.261	13	7846	0.753
09:00 - 10:00	13	7846	0.445	13	7846	0.323	13	7846	0.768
10:00 - 11:00	13	7846	0.390	13	7846	0.376	13	7846	0.766
11:00 - 12:00	13	7846	0.421	13	7846	0.414	13	7846	0.835
12:00 - 13:00	13	7846	0.376	13	7846	0.451	13	7846	0.827
13:00 - 14:00	13	7846	0.386	13	7846	0.379	13	7846	0.765
14:00 - 15:00	13	7846	0.328	13	7846	0.413	13	7846	0.741
15:00 - 16:00	13	7846	0.308	13	7846	0.342	13	7846	0.650
16:00 - 17:00	13	7846	0.389	13	7846	0.487	13	7846	0.876
17:00 - 18:00	13	7846	0.195	13	7846	0.485	13	7846	0.680
18:00 - 19:00	13	7846	0.078	13	7846	0.180	13	7846	0.258
19:00 - 20:00	3	13146	0.015	3	13146	0.038	3	13146	0.053
20:00 - 21:00	3	13146	0.010	3	13146	0.010	3	13146	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.341			4.287			8.628

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:	1776 - 17500 (units: sqm)
Survey date date range:	01/01/15 - 29/02/24
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	14087	0.000	2	14087	0.000	2	14087	0.000
06:00 - 07:00	3	13146	0.003	3	13146	0.003	3	13146	0.006
07:00 - 08:00	13	7846	0.014	13	7846	0.006	13	7846	0.020
08:00 - 09:00	13	7846	0.035	13	7846	0.025	13	7846	0.060
09:00 - 10:00	13	7846	0.045	13	7846	0.034	13	7846	0.079
10:00 - 11:00	13	7846	0.030	13	7846	0.033	13	7846	0.063
11:00 - 12:00	13	7846	0.037	13	7846	0.039	13	7846	0.076
12:00 - 13:00	13	7846	0.030	13	7846	0.027	13	7846	0.057
13:00 - 14:00	13	7846	0.036	13	7846	0.030	13	7846	0.066
14:00 - 15:00	13	7846	0.029	13	7846	0.034	13	7846	0.063
15:00 - 16:00	13	7846	0.029	13	7846	0.029	13	7846	0.058
16:00 - 17:00	13	7846	0.017	13	7846	0.023	13	7846	0.040
17:00 - 18:00	13	7846	0.008	13	7846	0.013	13	7846	0.021
18:00 - 19:00	13	7846	0.000	13	7846	0.004	13	7846	0.004
19:00 - 20:00	3	13146	0.000	3	13146	0.003	3	13146	0.003
20:00 - 21:00	3	13146	0.005	3	13146	0.000	3	13146	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.318			0.303			0.621

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.

Calculation Reference: AUDIT-859401-240729-0713

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
04	EAST ANGLIA	
	SF SUFFOLK	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: 3665 to 31000 (units: sqm)
 Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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
 Friday 4 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:

Edge of Town 5

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 5

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 1 days
 B8 4 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	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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
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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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS ESSEX	Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21	PPE DISTRIBUTION HAMPSHIRE	Survey Type: MANUAL
3	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING MEDWAY	Survey Type: MANUAL
4	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15	ROAD HAULAGE SUFFOLK	Survey Type: MANUAL
5	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15	ASDA DISTRIBUTION CENTRE 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DS-02-F-01	not in original analysis
GS-02-F-01	not in original analysis
NY-02-F-01	not in original analysis
TB-02-F-01	too small

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	0.136	0.077	0.213
1700-1800	0.030	0.091	0.121
0700-1900	1.122	1.174	2.296

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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	11425	0.061	5	11425	0.028	5	11425	0.089
07:30 - 08:00	5	11425	0.082	5	11425	0.026	5	11425	0.108
08:00 - 08:30	5	11425	0.054	5	11425	0.035	5	11425	0.089
08:30 - 09:00	5	11425	0.082	5	11425	0.042	5	11425	0.124
09:00 - 09:30	5	11425	0.063	5	11425	0.026	5	11425	0.089
09:30 - 10:00	5	11425	0.063	5	11425	0.046	5	11425	0.109
10:00 - 10:30	5	11425	0.063	5	11425	0.049	5	11425	0.112
10:30 - 11:00	5	11425	0.044	5	11425	0.040	5	11425	0.084
11:00 - 11:30	5	11425	0.042	5	11425	0.047	5	11425	0.089
11:30 - 12:00	5	11425	0.056	5	11425	0.054	5	11425	0.110
12:00 - 12:30	5	11425	0.060	5	11425	0.046	5	11425	0.106
12:30 - 13:00	5	11425	0.053	5	11425	0.044	5	11425	0.097
13:00 - 13:30	5	11425	0.063	5	11425	0.058	5	11425	0.121
13:30 - 14:00	5	11425	0.065	5	11425	0.051	5	11425	0.116
14:00 - 14:30	5	11425	0.044	5	11425	0.070	5	11425	0.114
14:30 - 15:00	5	11425	0.051	5	11425	0.054	5	11425	0.105
15:00 - 15:30	5	11425	0.044	5	11425	0.100	5	11425	0.144
15:30 - 16:00	5	11425	0.028	5	11425	0.065	5	11425	0.093
16:00 - 16:30	5	11425	0.037	5	11425	0.079	5	11425	0.116
16:30 - 17:00	5	11425	0.014	5	11425	0.054	5	11425	0.068
17:00 - 17:30	5	11425	0.018	5	11425	0.051	5	11425	0.069
17:30 - 18:00	5	11425	0.012	5	11425	0.040	5	11425	0.052
18:00 - 18:30	5	11425	0.012	5	11425	0.046	5	11425	0.058
18:30 - 19:00	5	11425	0.011	5	11425	0.023	5	11425	0.034
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:		1.122			1.174			2.296	

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:	3665 - 31000 (units: sqm)
Survey date date range:	01/01/15 - 29/02/24
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 02 - EMPLOYMENT/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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	11425	0.011	5	11425	0.016	5	11425	0.027
07:30 - 08:00	5	11425	0.011	5	11425	0.012	5	11425	0.023
08:00 - 08:30	5	11425	0.019	5	11425	0.009	5	11425	0.028
08:30 - 09:00	5	11425	0.018	5	11425	0.023	5	11425	0.041
09:00 - 09:30	5	11425	0.011	5	11425	0.011	5	11425	0.022
09:30 - 10:00	5	11425	0.025	5	11425	0.014	5	11425	0.039
10:00 - 10:30	5	11425	0.033	5	11425	0.025	5	11425	0.058
10:30 - 11:00	5	11425	0.014	5	11425	0.019	5	11425	0.033
11:00 - 11:30	5	11425	0.023	5	11425	0.021	5	11425	0.044
11:30 - 12:00	5	11425	0.014	5	11425	0.019	5	11425	0.033
12:00 - 12:30	5	11425	0.032	5	11425	0.021	5	11425	0.053
12:30 - 13:00	5	11425	0.025	5	11425	0.014	5	11425	0.039
13:00 - 13:30	5	11425	0.023	5	11425	0.021	5	11425	0.044
13:30 - 14:00	5	11425	0.026	5	11425	0.021	5	11425	0.047
14:00 - 14:30	5	11425	0.021	5	11425	0.012	5	11425	0.033
14:30 - 15:00	5	11425	0.018	5	11425	0.014	5	11425	0.032
15:00 - 15:30	5	11425	0.016	5	11425	0.014	5	11425	0.030
15:30 - 16:00	5	11425	0.016	5	11425	0.011	5	11425	0.027
16:00 - 16:30	5	11425	0.014	5	11425	0.021	5	11425	0.035
16:30 - 17:00	5	11425	0.005	5	11425	0.007	5	11425	0.012
17:00 - 17:30	5	11425	0.005	5	11425	0.009	5	11425	0.014
17:30 - 18:00	5	11425	0.005	5	11425	0.023	5	11425	0.028
18:00 - 18:30	5	11425	0.004	5	11425	0.004	5	11425	0.008
18:30 - 19:00	5	11425	0.007	5	11425	0.005	5	11425	0.012
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:			0.396			0.366			0.762

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 CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1776 to 17500 (units: sqm)
 Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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	4 days
Tuesday	1 days
Wednesday	3 days
Friday	5 days

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

Selected survey types:

Manual count	13 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	12
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	6
Development Zone	1
Residential Zone	1
Out of Town	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	13 days
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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:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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
50,001 to 75,000	1 days
125,001 to 250,000	11 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	8 days
1.1 to 1.5	5 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	13 days
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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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 11265 sqm Survey date: FRIDAY 28/06/19 Survey Type: MANUAL		
10	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area: 10673 sqm Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL		
11	SM-02-D-01 A359 YEOVIL SPARKFORD	INDUSTRIAL ESTATE	SOMERSET
	Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 12000 sqm Survey date: WEDNESDAY 03/04/19 Survey Type: MANUAL		
12	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 17500 sqm Survey date: FRIDAY 27/09/19 Survey Type: MANUAL		
13	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area: 9500 sqm Survey date: MONDAY 14/11/16 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
NM-02-D-01	covid
NY-02-D-04	not in initial selection

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 GFA
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 11 AL-02-D-01 Tot: 0.381
85th Percentile = No. 3 LC-02-D-07 Tot: 1.468

Median Values		Mean Values	
Arrivals:	0.444	Arrivals:	0.609
Departures:	0.320	Departures:	0.374
Totals:	0.764	Totals:	0.984

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	1.912	1.410	3.322
2	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.833	0.806	1.639
3	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	1.000	0.468	1.468
4	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.901	0.563	1.464
5	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.618	0.495	1.113
6	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.657	0.217	0.874
7	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.444	0.320	0.764
8	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.358	0.137	0.495
9	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.347	0.116	0.463
10	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.281	0.103	0.384
11	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.248	0.133	0.381
12	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	0.217	0.017	0.234
13	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.103	0.082	0.185

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1776 to 17500 (units: sqm)
 Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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	4 days
Tuesday	1 days
Wednesday	3 days
Friday	5 days

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

Selected survey types:

Manual count	13 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	12
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	6
Development Zone	1
Residential Zone	1
Out of Town	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	13 days
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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:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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
50,001 to 75,000	1 days
125,001 to 250,000	11 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	8 days
1.1 to 1.5	5 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	13 days
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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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 11265 sqm Survey date: FRIDAY 28/06/19		Survey Type: MANUAL
10	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area: 10673 sqm Survey date: WEDNESDAY 14/09/22		Survey Type: MANUAL
11	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 12000 sqm Survey date: WEDNESDAY 03/04/19	INDUSTRIAL ESTATE	SOMERSET
12	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 17500 sqm Survey date: FRIDAY 27/09/19		Survey Type: MANUAL
13	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area: 9500 sqm Survey date: MONDAY 14/11/16		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
NM-02-D-01	covid
NY-02-D-04	not in initial selection

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 GFA
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 11 NF-02-D-04 Tot: 0.366
85th Percentile = No. 3 EX-02-D-03 Tot: 1.312

Median Values		Mean Values	
Arrivals:	0.091	Arrivals:	0.237
Departures:	0.531	Departures:	0.546
Totals:	0.622	Totals:	0.784

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.593	0.885	1.478
2	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	0.501	0.940	1.441
3	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.410	0.902	1.312
4	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.333	0.917	1.250
5	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.450	0.732	1.182
6	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.330	0.357	0.687
7	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.091	0.531	0.622
8	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.116	0.389	0.505
9	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	0.064	0.426	0.490
10	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.080	0.320	0.400
11	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.094	0.272	0.366
12	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.000	0.231	0.231
13	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	0.025	0.200	0.225

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1776 to 17500 (units: sqm)
Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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	4 days
Tuesday	1 days
Wednesday	3 days
Friday	5 days

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

Selected survey types:

Manual count	13 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	12
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	6
Development Zone	1
Residential Zone	1
Out of Town	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	13 days
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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:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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
50,001 to 75,000	1 days
125,001 to 250,000	11 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	8 days
1.1 to 1.5	5 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	13 days
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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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 11265 sqm Survey date: FRIDAY 28/06/19		Survey Type: MANUAL
10	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area: 10673 sqm Survey date: WEDNESDAY 14/09/22		Survey Type: MANUAL
11	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 12000 sqm Survey date: WEDNESDAY 03/04/19	INDUSTRIAL ESTATE	SOMERSET
12	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 17500 sqm Survey date: FRIDAY 27/09/19		Survey Type: MANUAL
13	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area: 9500 sqm Survey date: MONDAY 14/11/16		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
NM-02-D-01	covid
NY-02-D-04	not in initial selection

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 GFA
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 11 NF-02-D-04 Tot: 5.931
85th Percentile = No. 3 DV-02-D-07 Tot: 12.500

Median Values		Mean Values	
Arrivals:	4.137	Arrivals:	5.430
Departures:	4.179	Departures:	5.482
Totals:	8.316	Totals:	10.912

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	18.082	17.988	36.070
2	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	9.741	9.741	19.482
3	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	6.278	6.222	12.500
4	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	5.886	5.865	11.751
5	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	5.234	5.879	11.113
6	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	4.681	4.809	9.490
7	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	4.137	4.179	8.316
8	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	3.631	3.791	7.422
9	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	3.617	3.697	7.314
10	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	3.591	3.211	6.802
11	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	2.867	3.064	5.931
12	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	1.640	1.640	3.280
13	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	1.200	1.183	2.383

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1776 to 17500 (units: sqm)
 Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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	4 days
Tuesday	1 days
Wednesday	3 days
Friday	5 days

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

Selected survey types:

Manual count	13 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	12
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	6
Development Zone	1
Residential Zone	1
Out of Town	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	13 days
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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:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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
50,001 to 75,000	1 days
125,001 to 250,000	11 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	8 days
1.1 to 1.5	5 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	13 days
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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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 11265 sqm Survey date: FRIDAY 28/06/19		Survey Type: MANUAL
10	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area: 10673 sqm Survey date: WEDNESDAY 14/09/22		Survey Type: MANUAL
11	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 12000 sqm Survey date: WEDNESDAY 03/04/19	INDUSTRIAL ESTATE	SOMERSET
12	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 17500 sqm Survey date: FRIDAY 27/09/19		Survey Type: MANUAL
13	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area: 9500 sqm Survey date: MONDAY 14/11/16		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
NM-02-D-01	covid
NY-02-D-04	not in initial selection

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 GFA
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 11 EX-02-D-03 Tot: 0.000
85th Percentile = No. 3 AK-02-D-03 Tot: 0.094

Median Values		Mean Values	
Arrivals:	0.034	Arrivals:	0.035
Departures:	0.017	Departures:	0.022
Totals:	0.051	Totals:	0.057

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.107	0.142	0.249
2	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.083	0.056	0.139
3	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	0.063	0.031	0.094
4	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.046	0.023	0.069
5	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.056	0.009	0.065
6	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.041	0.014	0.055
7	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.034	0.017	0.051
8	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.011	0.000	0.011
9	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	0.008	0.000	0.008
10	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	0.000	0.000	0.000
11	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.000	0.000	0.000
12	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.000	0.000	0.000
13	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.000	0.000	0.000

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1776 to 17500 (units: sqm)
 Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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	4 days
Tuesday	1 days
Wednesday	3 days
Friday	5 days

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

Selected survey types:

Manual count	13 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	12
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	6
Development Zone	1
Residential Zone	1
Out of Town	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	13 days
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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:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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
50,001 to 75,000	1 days
125,001 to 250,000	11 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	8 days
1.1 to 1.5	5 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	13 days
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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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 11265 sqm Survey date: FRIDAY 28/06/19 Survey Type: MANUAL		
10	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area: 10673 sqm Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL		
11	SM-02-D-01 A359 YEOVIL SPARKFORD	INDUSTRIAL ESTATE	SOMERSET
	Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 12000 sqm Survey date: WEDNESDAY 03/04/19 Survey Type: MANUAL		
12	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 17500 sqm Survey date: FRIDAY 27/09/19 Survey Type: MANUAL		
13	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area: 9500 sqm Survey date: MONDAY 14/11/16 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
NM-02-D-01	covid
NY-02-D-04	not in initial selection

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 GFA
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 11 AL-02-D-01 Tot: 0.000
85th Percentile = No. 3 LN-02-D-03 Tot: 0.036

Median Values		Mean Values	
Arrivals:	0.000	Arrivals:	0.007
Departures:	0.000	Departures:	0.010
Totals:	0.000	Totals:	0.018

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.019	0.066	0.085
2	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.041	0.014	0.055
3	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.009	0.027	0.036
4	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.000	0.023	0.023
5	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.021	0.000	0.021
6	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.006	0.006	0.012
7	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.000	0.000	0.000
8	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	0.000	0.000	0.000
9	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	0.000	0.000	0.000
10	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.000	0.000	0.000
11	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.000	0.000	0.000
12	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	0.000	0.000	0.000
13	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.000	0.000	0.000

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1776 to 17500 (units: sqm)
 Range Selected by User: 552 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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	4 days
Tuesday	1 days
Wednesday	3 days
Friday	5 days

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

Selected survey types:

Manual count	13 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	12
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	6
Development Zone	1
Residential Zone	1
Out of Town	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	13 days
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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:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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
50,001 to 75,000	1 days
125,001 to 250,000	11 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	8 days
1.1 to 1.5	5 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	13 days
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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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
6	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
7	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 11265 sqm Survey date: FRIDAY 28/06/19		Survey Type: MANUAL
10	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area: 10673 sqm Survey date: WEDNESDAY 14/09/22		Survey Type: MANUAL
11	SM-02-D-01 A359 YEOVIL SPARKFORD Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 12000 sqm Survey date: WEDNESDAY 03/04/19	INDUSTRIAL ESTATE	SOMERSET
12	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 17500 sqm Survey date: FRIDAY 27/09/19		Survey Type: MANUAL
13	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area: 9500 sqm Survey date: MONDAY 14/11/16		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
NM-02-D-01	covid
NY-02-D-04	not in initial selection

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 GFA
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 11 LC-02-D-07 Tot: 0.212
85th Percentile = No. 3 DV-02-D-07 Tot: 0.806

Median Values		Mean Values	
Arrivals:	0.282	Arrivals:	0.303
Departures:	0.188	Departures:	0.290
Totals:	0.470	Totals:	0.594

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NF-02-D-04	INDUSTRIAL EST	NORWICH	NORFOLK	10673	Wed	14/09/22	0.740	0.731	1.471
2	LN-02-D-03	INDUSTRIAL EST	LINCOLN	LINCOLNSHIRE	11265	Fri	28/06/19	0.684	0.692	1.376
3	DV-02-D-07	INDUSTRIAL EST	EXETER	DEVON	3600	Mon	03/07/17	0.389	0.417	0.806
4	EX-02-D-05	INDUSTRIAL EST	COLCHESTER	ESSEX	7280	Fri	18/05/18	0.385	0.330	0.715
5	EX-02-D-03	INDUSTRIAL EST	COLCHESTER	ESSEX	4876	Fri	18/05/18	0.308	0.308	0.616
6	AK-02-D-02	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	4328	Tue	23/05/17	0.254	0.254	0.508
7	AK-02-D-03	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	3191	Mon	15/05/17	0.282	0.188	0.470
8	AK-02-D-01	INDUSTRIAL EST	CASTLEFORD	WAKEFIELD	1776	Mon	22/05/17	0.225	0.225	0.450
9	WK-02-D-04	INDUSTRIAL EST	ATHERSTONE	WARWICKSHIRE	17500	Fri	27/09/19	0.246	0.200	0.446
10	WO-02-D-02	INDUSTRIAL EST	WORCESTER	WORCESTERSHIRE	9500	Mon	14/11/16	0.221	0.221	0.442
11	LC-02-D-07	INDUSTRIAL EST	PRESTON	LANCASHIRE	4700	Fri	17/11/17	0.106	0.106	0.212
12	SM-02-D-01	INDUSTRIAL EST	YEOVIL	SOMERSET	12000	Wed	03/04/19	0.050	0.058	0.108
13	AL-02-D-01	INDUSTRIAL EST	HALIFAX	CALDERDALE	11305	Wed	17/10/18	0.053	0.044	0.097

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	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: 3665 to 31000 (units: sqm)
 Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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
 Friday 4 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:

Edge of Town 5

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 5

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 1 days
 B8 4 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	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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
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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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS ESSEX	Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21	PPE DISTRIBUTION HAMPSHIRE	Survey Type: MANUAL
3	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING MEDWAY	Survey Type: MANUAL
4	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15	ROAD HAULAGE SUFFOLK	Survey Type: MANUAL
5	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15	ASDA DISTRIBUTION CENTRE 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DS-02-F-01	not in original analysis
GS-02-F-01	not in original analysis
NY-02-F-01	not in original analysis
TB-02-F-01	too small

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Licence No: 859401

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 GFA
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.196	Arrivals:	0.203
Departures:	0.125	Departures:	0.106
Totals:	0.321	Totals:	0.309

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.426	0.277	0.703
2	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.320	0.061	0.381
3	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.196	0.125	0.321
4	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.045	0.039	0.084
5	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.027	0.027	0.054

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	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: 3665 to 31000 (units: sqm)
 Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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
 Friday 4 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:

Edge of Town 5

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 5

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 1 days
 B8 4 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	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS ESSEX	Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21	PPE DISTRIBUTION HAMPSHIRE	Survey Type: MANUAL
3	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING MEDWAY	Survey Type: MANUAL
4	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15	ROAD HAULAGE SUFFOLK	Survey Type: MANUAL
5	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15	ASDA DISTRIBUTION CENTRE 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DS-02-F-01	not in original analysis
GS-02-F-01	not in original analysis
NY-02-F-01	not in original analysis
TB-02-F-01	too small

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RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 GFA
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.018	Arrivals:	0.047
Departures:	0.134	Departures:	0.147
Totals:	0.152	Totals:	0.194

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.128	0.255	0.383
2	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.015	0.244	0.259
3	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.018	0.134	0.152
4	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.055	0.082	0.137
5	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.019	0.019	0.038

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	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: 3665 to 31000 (units: sqm)
 Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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
 Friday 4 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:

Edge of Town 5

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 5

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 1 days
 B8 4 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	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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
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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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS ESSEX	Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21	PPE DISTRIBUTION HAMPSHIRE	Survey Type: MANUAL
3	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING MEDWAY	Survey Type: MANUAL
4	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15	ROAD HAULAGE SUFFOLK	Survey Type: MANUAL
5	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15	ASDA DISTRIBUTION CENTRE 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DS-02-F-01	not in original analysis
GS-02-F-01	not in original analysis
NY-02-F-01	not in original analysis
TB-02-F-01	too small

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Licence No: 859401

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 GFA
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	1.905	Arrivals:	1.683
Departures:	1.951	Departures:	1.785
Totals:	3.856	Totals:	3.468

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	2.830	2.809	5.639
2	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	1.875	2.036	3.911
3	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	1.905	1.951	3.856
4	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	1.419	1.746	3.165
5	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.387	0.381	0.768

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	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: 3665 to 31000 (units: sqm)
 Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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
 Friday 4 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:

Edge of Town 5

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 5

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 1 days
 B8 4 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	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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
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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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS ESSEX	Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21	PPE DISTRIBUTION HAMPSHIRE	Survey Type: MANUAL
3	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING MEDWAY	Survey Type: MANUAL
4	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15	ROAD HAULAGE SUFFOLK	Survey Type: MANUAL
5	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15	ASDA DISTRIBUTION CENTRE 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DS-02-F-01	not in original analysis
GS-02-F-01	not in original analysis
NY-02-F-01	not in original analysis
TB-02-F-01	too small

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Licence No: 859401

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 GFA
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.035	Arrivals:	0.041
Departures:	0.029	Departures:	0.039
Totals:	0.064	Totals:	0.080

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.106	0.128	0.234
2	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.046	0.030	0.076
3	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.035	0.029	0.064
4	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.018	0.009	0.027
5	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.000	0.000	0.000

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	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: 3665 to 31000 (units: sqm)
 Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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
 Friday 4 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:

Edge of Town 5

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 5

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 1 days
 B8 4 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	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS ESSEX	Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21	PPE DISTRIBUTION HAMPSHIRE	Survey Type: MANUAL
3	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING MEDWAY	Survey Type: MANUAL
4	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15	ROAD HAULAGE SUFFOLK	Survey Type: MANUAL
5	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15	ASDA DISTRIBUTION CENTRE 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DS-02-F-01	not in original analysis
GS-02-F-01	not in original analysis
NY-02-F-01	not in original analysis
TB-02-F-01	too small

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Licence No: 859401

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 GFA
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.019	Arrivals:	0.004
Departures:	0.019	Departures:	0.051
Totals:	0.038	Totals:	0.055

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	0.000	0.191	0.191
2	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.000	0.046	0.046
3	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.019	0.019	0.038
4	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.000	0.000	0.000
5	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.000	0.000	0.000

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	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: 3665 to 31000 (units: sqm)
 Range Selected by User: 190 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/02/24

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
 Friday 4 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:

Edge of Town 5

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 5

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 1 days
 B8 4 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	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS ESSEX	Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21	PPE DISTRIBUTION HAMPSHIRE	Survey Type: MANUAL
3	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING MEDWAY	Survey Type: MANUAL
4	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15	ROAD HAULAGE SUFFOLK	Survey Type: MANUAL
5	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm Survey date: FRIDAY 13/11/15	ASDA DISTRIBUTION CENTRE 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-F-01	non-representative site profile
BO-02-F-01	covid
DS-02-F-01	not in original analysis
GS-02-F-01	not in original analysis
NY-02-F-01	not in original analysis
TB-02-F-01	too small

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Licence No: 859401

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 GFA
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.366	Arrivals:	0.571
Departures:	0.290	Departures:	0.516
Totals:	0.656	Totals:	1.087

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	SF-02-F-03	ROAD HAULAGE	IPSWICH	SUFFOLK	4700	Fri	18/09/15	1.574	1.404	2.978
2	HC-02-F-03	PPE DISTRIBUTI	PARK GATE	HAMPSHIRE	3665	Mon	27/09/21	0.382	0.355	0.737
3	EX-02-F-01	SPORTS SUPPLEM	COLCHESTER	ESSEX	6560	Fri	18/05/18	0.366	0.290	0.656
4	MW-02-F-02	COMMERCIAL WAR	AYLESFORD	MEDWAY	11200	Fri	22/09/17	0.268	0.277	0.545
5	TW-02-F-01	ASDA DISTRIBUT	WASHINGTON	TYNE & WEAR	31000	Fri	13/11/15	0.265	0.255	0.520

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

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

Appendix D. TRICS Assessment Methodology

23/01090/OUT – TRICS Assessment Methodology

1 Background

- 1.1.1 A Transport Assessment (TA) and Framework Travel Plan (FTP) were submitted in support of Planning Application 23/01090/OUT on 31/05/2024. The Local Highway Authority (LHA) and National Highways (NH) provided their consultation responses dated 18/07/2024 and 17/07/2024 respectively to the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council.
- 1.1.2 In their consultation responses, NH and the LHA detailed further information or revisions required regarding certain aspects of the proposal.
- 1.1.3 Regarding the issue of trip generation, the LHA accepted the trip rate methodology included in the TA submitted on 31/05/24, which removed sites that were previously included and surveyed during periods of COVID-19 restrictions.
- 1.1.4 NH have requested a recalculation of the trip rates to reflect their assessment that resulted in a significantly higher number of heavy goods vehicles associated with the proposed land use. The following comments were provided by NH:

The trip generation has been completed using the latest version of TRICS (7.11.1), using land use types (2D – Industrial Estate) and B8 (2F - Warehouse). We also understand that Friday surveys have been included, if they were conducted prior to 2020, due to the low number of surveys available. Also, to create a trip rate, the 85th percentile of trip rates has also been used. We are content with this methodology.

However, based on our independent checks, we have calculated a higher OGV proportion for B8 land use and therefore we recommend that the TRICS assessment for both B2 and B8 land use is recalculated by selecting all regions in England except Greater London.

- 1.1.5 In order to address the points raised by NH, the trip rates have been recalculated. It should be noted that NH have not disclosed how they determined their trip generation figures.
- 1.1.6 Notwithstanding that the exclusion of sites located in Scotland and Wales is contrary to the TRICS *Good Practice Guidance* (as noted in the TA), such sites, as well as those located in Greater London, have been removed as part of the recalculation, to accord with NH's recommendations. The audit reference numbers for the recalculations are:
- B2 – AUDIT-859401-240729-0750
 - B8 – AUDIT-859401-240729-0713

2 Methodology

- 2.1.1 Updated calculations are shown in **blue columns**; original calculations that were submitted in the TA in May 2024 are shown in **black columns**.

- For B8 site selection, one site was removed (Greater London). The dataset for the recalculated trip rates therefore comprises of 5 sites.
- For B2 site selection, 5 sites were removed. 2 from Scotland, 3 from Wales. The dataset for the recalculated trip rates therefore comprises of 13 sites.

2.1.2 It is noted that the B8 site selection is very low and TRICS will not identify an 85th percentile rate for data sets with fewer than 6 selections. For 5 sites it will either be the number 2 rank (80th Percentile) or 1st rank (100th Percentile). In this analysis the number 1 rank is used for B8 as this is more robust and appears to be more consistent with the comments made in the NH observations.

3 B8 Results

Table 1: B8 trip rates, per 100m² (all vehicles)

	AM peak (8AM – 9AM)	Recalculated AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Recalculated PM peak (5PM – 6PM)	Daily (7AM – 7PM)	Recalculated Daily (7AM – 7PM)
85th Percentile Trip Rates						
Arrivals	0.320	0.426	0.093	0.128	1.905	2.830
Departures	0.125	0.277	0.255	0.255	2.036	2.809
Total	0.445	0.703	0.340	0.383	3.941	5.639
Mean Trip Rates						
Arrivals	0.164	0.136	0.046	0.030	1.187	1.122
Departures	0.074	0.077	0.151	0.091	1.215	1.174
Total	0.238	0.213	0.197	0.121	2.402	2.296

Table 2: B8 trip Volumes, 9740m² (all vehicles)

	AM peak (8AM – 9AM)	Recalculated AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Recalculated PM peak (5PM – 6PM)	Daily (7AM – 7PM)	Recalculated Daily (7AM – 7PM)
85th Percentile Trip Rates						
Arrivals	31	42	9	12	186	276
Departures	12	27	25	25	198	274
Total	43	69	34	37	384	549
Mean Trip Rates						
Arrivals	16	13	4	3	116	109
Departures	7	8	15	9	118	114
Total	23	21	19	12	234	224

Table 3: B8 trip rates, per 100m² (OGVs only)

	AM peak (8AM – 9AM)	Recalculated AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Recalculated PM peak (5PM – 6PM)	Daily (7AM – 7PM)	Recalculated Daily (7AM – 7PM)
85th Percentile Trip Rates						
Arrivals	0.046	0.106	0.019	0.019	0.382	1.574
Departures	0.030	0.128	0.046	0.191	0.358	1.404
Total	0.076	0.234	0.065	0.210	0.740	2.978
Mean Trip Rates						
Arrivals	0.030	0.037	0.013	0.010	0.373	0.396
Departures	0.028	0.032	0.034	0.032	0.363	0.366
Total	0.058	0.069	0.047	0.042	0.736	0.762

Table 4: B8 trip volumes, 9740m² (OGVs only)

	AM peak (8AM – 9AM)	Recalculated AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Recalculated PM peak (5PM – 6PM)	Daily (7AM – 7PM)	Recalculated Daily (7AM – 7PM)
85th Percentile Trip Rates						
Arrivals	4	10	2	2	37	153
Departures	3	13	4	19	35	137
Total	7	23	6	21	72	290
Mean Trip Rates						
Arrivals	3	4	1	1	36	39
Departures	3	3	3	3	35	36
Total	6	7	4	4	71	74

4 B2 Results

Table 5: B2 trip rates, per 100m² (all vehicles)

	AM peak (8AM – 9AM)	Recalculated AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Recalculated PM peak (5PM – 6PM)	Daily (7AM – 7PM)	Recalculated Daily (7AM – 7PM)
85th Percentile Trip Rates						
Arrivals	0.833	0.901	0.412	0.450	6.278	6.278
Departures	0.495	0.563	0.885	0.902	6.222	6.222
Total	1.328	1.464	1.297	1.352	12.500	12.500
Mean Trip Rates						
Arrivals	0.526	0.492	0.218	0.195	4.313	4.142
Departures	0.263	0.261	0.502	0.485	4.348	4.200
Total	0.789	0.753	0.720	0.680	8.661	8.342

Table 6: B2 trip volumes, 792m² (all vehicles)

	AM peak (8AM – 9AM)	Recalculated AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Recalculated PM peak (5PM – 6PM)	Daily (7AM – 7PM)	Recalculated Daily (7AM – 7PM)
85th Percentile Trip Rates						
Arrivals	7	7	3	4	50	50
Departures	4	5	7	7	49	49
Total	11	12	10	11	99	99
Mean Trip Rates						
Arrivals	4	4	2	2	34	33
Departures	2	2	4	4	34	33
Total	6	6	6	6	68	66

Table 7: B2 trip rates, per 100m² (OGVs only)

	AM peak (8AM – 9AM)	Recalculated AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Recalculated PM peak (5PM – 6PM)	Daily (7AM – 7PM)	Recalculated Daily (7AM – 7PM)
85th Percentile Trip Rates						
Arrivals	0.059	0.063	0.019	0.019	0.389	0.389
Departures	0.031	0.031	0.027	0.023	0.408	0.417
Total	0.090	0.094	0.046	0.042	0.797	0.806
Mean Trip Rates						
Arrivals	0.036	0.036	0.008	0.008	0.308	0.317
Departures	0.022	0.025	0.014	0.013	0.296	0.304
Total	0.058	0.061	0.022	0.021	0.604	0.621

Table 8: B2 trip volumes, 792m² (OGVs only)

	AM peak 8AM – 9AM)	Recalculated AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Recalculated PM peak (5PM – 6PM)	Daily (7AM – 7PM)	Recalculated Daily (7AM – 7PM)
85th Percentile Trip Rates						
Arrivals	0.5	0.5	0.2	0.2	3.1	3.1
Departures	0.2	0.2	0.2	0.2	3.2	3.3
Total	0.7	0.7	0.4	0.4	6.3	6.4
Mean Trip Rates						
Arrivals	0.3	0.3	0.1	0.1	2.4	2.5
Departures	0.2	0.2	0.1	0.1	2.4	2.4
Total	0.5	0.5	0.2	0.2	4.8	4.9

5 Findings

5.1 Overview

- 5.1.1 Removing sites located in Wales, Greater London and Scotland from the B2 trip rate assessment made very little difference.
- 5.1.2 Removing the Greater London site from the B8 reduced the number of sites to 5 which is very low.
- 5.1.3 It is noted that the B8 site selection is very low and TRICS will not identify an 85th percentile rate for data sets with fewer than 6 selections. For 5 sites it will either be the number 2 rank (80th Percentile) or 1st rank (100th Percentile). In this analysis the number 1 rank is used for B8 as this is more robust and appears to be more consistent with the comments made in the NH observations.

5.2 B8 Findings

- 5.2.1 The mean trip volume is little changed from removing the Greater London site. However, the 85th percentile trip rates change considerably, primarily due to the rank 1 site being an outlier compared to the other sites which massively increases the trip rate and thus volumes. The evening peak ratio of departures to arrivals also seems very skewed with 10:1 ratio of departures to arrivals compared to a typical 3:1 (see Table 3).
- 5.2.2 Overall trip volumes change by
- AM Peak: +26 vehicles: +16 OGVs and +10 light vehicles
 - PM Peak: +3 vehicles: +16 OGVs and -13 light vehicles

5.3 B2 Findings

5.3.1 There is a very small change to light vehicles in removing the Welsh, Scottish and Greater London sites. There were no changes to OGVs :

- AM Peak: +1 light vehicle only
- PM Peak: +1 light vehicle only

5.4 Combined B2 and B8 trip volumes

Table 9: Combined B2 and B8 trip volumes, 10532m² (all vehicles)

	AM peak (8AM – 9AM)	Recalculated AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Recalculated PM peak (5PM – 6PM)	Daily (7AM – 7PM)	Recalculated Daily (7AM – 7PM)
85th Percentile Trip Rates						
Arrivals	38	49	12	16	235	326
Departures	16	32	32	32	248	323
Total	54	81	44	48	483	648
Mean Trip Rates						
Arrivals	20	17	6	5	150	142
Departures	9	10	19	13	153	147
Total	29	27	25	18	302	290

Table 10: Combined B2 and B8 trip volumes, 10532m² (HGVs ONLY)

	AM peak (8AM – 9AM)	Recalculated AM peak (8AM – 9AM)	PM peak (5PM – 6PM)	Recalculated PM peak (5PM – 6PM)	Daily (7AM – 7PM)	Recalculated Daily (7AM – 7PM)
85th Percentile Trip Rates						
Arrivals	4.5	10.5	2.2	2.2	40.1	156.1
Departures	3.2	13.2	4.2	19.2	38.2	140.3
Total	7.7	23.7	6.4	21.4	78.3	296.4
Mean Trip Rates						
Arrivals	3.3	4.3	1.1	1.1	38.4	41.5
Departures	3.2	3.2	3.1	3.1	37.4	38.4
Total	6.5	7.5	4.2	4.2	75.8	78.9

Appendix E. HGV Trip Distribution Analysis

Appendix E2 is a separate Excel document

HGV Distributions

Ver	Date	Author	Review	Approve	Comments
1	270824	DF			

1 Introduction

- 1.1.1 National Highways did not accept the methodology for determining the distributions of HGV vehicles from the new development using ONS Journey to work data.
- 1.1.2 Following further discussions with the client we determined that it was possible to use a geofence on their HGV tracking software to determine HGV movement at M1J22. Specifically, whether vehicles use the M1(north), M1 (South) or the A50 towards Leicester. In addition, they advised that on average 10 movements per day did not use the motorway junction. It is assumed that these would travel from the Cliffe Lane site on the A511 towards Coalville.

2 Results

- details of analysis within [J22 Data received 22Aug24 v0.1DF.xlsx](#)
 - Sheet 1 and Sheet 2 are different vehicles and contain the same data fields
 - confirmed with the client that:
 - The Data is labelled J21, but is J22
 - jct21w is J22(east) ie A50 to/from Leicester
- 2.1.1 Table 1 shows the proportion of vehicle movements over six days at the M1J22. The average figure was used in the modelling assessment of the impact at M1J22

Table 1: Proportion of movements from the Cliffe Lane site at M1J22

Date	M1(N)	A50E	M1(S)	A511(W)	All
16	28%	14%	53%	5%	100%
17	38%	11%	47%	5%	100%
18	30%	19%	47%	5%	100%
19	29%	14%	52%	5%	100%
20	25%	21%	49%	5%	100%
21	33%	19%	43%	5%	100%
ALL	30%	16%	49%	5%	100%

Appendix F. Growth Factors

TEMPRO GROWTH

Ver	Date	Author	Review	Approve	Comments
1	20-08-24	DF			

1 Background

1.1.1 The observed traffic counts are for 2023. Consequently it is necessary to scale the traffic counts to 2024 (the delivery year) and to 2029 (plus 5 years).

2 2023-2024 to scale the observed data at the M1/J22

- Tempro 8.1, NTEM 8.0 NRTP 2022 Core Scenario
- Traffic Growth (Trips) 2023 to 2024 (1 years)
- E02005377 (Markfield and Thornton MSOA)

Table 1: TEMPRO Traffic growth forecasts 2023to 2024 (+1 years)

Core 2024-2029	0700-1000	1600-1900
Motorway	1.0076	1.0076
Trunk	1.0064	1.0064
A Roads	1.0029	1.0029
Minor	1.0028	1.0028

3 2024-2029 (Original TA)

3.1.1 These are the original figures as agreed and the LHA and National Highways in the Transport Assessment.

- Tempro 8.1, NTEM 8.0 NRTP 2022 Core Scenario
- Traffic Growth (Trips) 2024 to 2029 (5 years)
- E02005377 (Markfield and Thornton MSOA)

3.1.2 This provides the following traffic scaling factors with no changes to the planning assumptions which is based upon the growth in the adopted Local Plan.

Table 2: TEMPRO Traffic growth forecasts to 2029 (+5 years)

Core 2024-2029	0700-1000	1600-1900
Motorway	1.0795	1.0808
Trunk	1.0600	1.0612
A Roads	1.0413	1.0424
Minor	1.0399	1.0411

4 Determining the Type of road to use to scale the traffic

- 4.1.1 There are three different road types at the M1 junction.
- 4.1.2 70% of AM Peak and 67% of PM Peak use the slip roads. It is proposed to scale this traffic by the Motorway scaling factor. The remainder of the traffic will make use of the A roads and so this will be scaled by the A Road scaling factor.
- 4.1.3 Table 3 shows the road types to be used to scale the different movements.

Table 3: The Road Types

TEMPRO Road Type		A	B	C	D	E
		M1(N)	A50	M1(S)	Cliffe Lane	A511
A	M1(N)		motorway	motorway	motorway	motorway
B	A50	motorway		motorway	A Road	A Road
C	M1(S)	motorway	motorway		motorway	motorway
D	Cliffe Lane	motorway	A Road	motorway		A Road
E	A511	motorway	A Road	motorway	A Road	

Appendix G. Input Traffic Assumptions

Modelling Assumptions

Ver	Date	Author	Review	Approve	Comments
1	27/8/24	DF			Initial Draft for comments

1 Introduction

- 1.1.1 The Linsig model was purchased from Leicestershire County Council and forms the basis of this assessment.
- 1.1.2 Two scenarios for the development are to be assessed. The preferred scenario using the trip generation assumptions agreed with the County Highways authority and Sensitivity scenario using alternative trip generation assumptions as requested by National Highways.
- 1.1.3 The model has been run in:
- Model year: 2024 and 2029
 - Time Period: AM Peak 0800 to 0900 and PM peak 1700 to 1800

2 Background Traffic volumes at M1/J22

- 2.1.1 Background volumes were taken from observed counts in 2023 and scaled to 2024 and 2029 using Tempro 8.1 core scenario , with each turning movement scaled by either the 'motorway' factor or the 'A road' factor depending on the higher classified arm. Eg A511 to M1(N) would be scaled by 'motorway'
- 2.1.2 The observed counts were converted to pcu using the following factors:

Table 1 pcu factors

mc	0.4
car	1
LGV	1
OGV1/MGV	1.5
OGV2(HGV)	2.3
PSV	2

- 2.1.3 Table 2, Table 3, Table 4, and Table 5 show the background AM Peak and PM Peak turning movements (in pcu) at the junction in 2024 and 2029

Table 2: 2024 AM Peak

AM (0800 to 0900)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	915	0	52	395	1362
B	A50	826	0	44	42	766	1677
C	M1(S)	0	39	0	9	684	732
D	Cliffe Lane	65	13	11	0	15	103
E	A511	297	662	375	14	2	1350
TOTAL		1187	1630	430	117	1860	5225

Table 3: 2024 PM Peak

PM (1700 to 1800)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	770	0	39	338	1147
B	A50	671	0	63	34	857	1626
C	M1(S)	0	38	0	45	695	778
D	Cliffe Lane	56	17	10	0	14	98
E	A511	299	731	439	9	0	1478
TOTAL		1026	1556	513	128	1905	5128

Table 4: 2029 AM Peak

AM (0800 to 0900)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	988	0	57	426	1471
B	A50	892	0	47	44	797	1780
C	M1(S)	0	42	0	9	738	790
D	Cliffe Lane	70	14	12	0	15	111
E	A511	320	690	405	15	2	1431
TOTAL		1282	1733	464	124	1979	5582

Table 5: 2029 PM Peak

PM (1700 to 1800)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	832	0	42	365	1240
B	A50	725	0	68	36	894	1723
C	M1(S)	0	41	0	49	751	841
D	Cliffe Lane	61	18	11	0	15	105
E	A511	323	762	475	9	0	1569
TOTAL		1109	1653	554	136	2025	5478

3 Traffic Generation and Distribution

3.1.1 Two scenarios were assessed- the preferred scenario and the sensitivity test

3.1.2 The distributions were the same in both scenario. This was determined based upon the method agreed with the LHA and NH for the light vehicles in the TA and the revised methodology for the HGV's based upon the observed movements of the clients HGV fleet which resulted in all vehicles using the motorway junction with the majority of the movements using the M1(N) and M1(S)

Table 6: Distribution of light and heavy movements

Light		A	B	C	D	E
		M1(N)	A50	M1(S)	Cliffe Lane	A511
A	M1(N)				14%	
B	A50				11%	
C	M1(S)				23%	
D	Cliffe Lane	14%	11%	23%		50%
E	A511				50%	
2% travel via Cliffe Lane away from the M1/J22						
Heavy		A	B	C	D	E
		M1(N)	A50	M1(S)	Cliffe Lane	A511
A	M1(N)				30.0%	
B	A50				16.0%	
C	M1(S)				49.0%	
D	Cliffe Lane	30.0%	16.0%	49.0%		5.0%
E	A511				5.0%	
All HGV movements are assumed to travel towards M1J22						

3.2 Preferred Scenario

3.2.1 The arrive and departure volumes determined from TRICS were converted to pcu:

Table 7: calculating pcu

		Vehicles						pcu	
		Light	Heavy					Light	Heavy
AM	Arrive	33.5	4.5					33.5	10.35
	Dep	12.8	3.2					12.8	7.36
PM	Arrive	9.8	2.2					9.8	5.06
	Dep	27.8	4.2					27.8	9.66

3.2.2 This resulted in the movements in the peaks as shown in Table 8 and Table 9

Table 8: AM Peak Movements (pcu)

All		A	B	C	D	E
		M1(N)	A50	M1(S)	Cliffe Lane	A511
A	M1(N)	-	-	-	7.80	-
B	A50	-	-	-	5.34	-
C	M1(S)	-	-	-	12.78	-
D	Cliffe Lane	4.00	2.59	6.55	-	6.77
E	A511	-	-	-	17.27	-

Table 9: PM Peak Movements (pcu)

All		A	B	C	D	E
		M1(N)	A50	M1(S)	Cliffe Lane	A511
A	M1(N)	-	-	-	2.89	-
B	A50	-	-	-	1.89	-
C	M1(S)	-	-	-	4.73	-
D	Cliffe Lane	6.79	4.60	11.13	-	14.38
E	A511	-	-	-	5.15	-

3.3 Sensitivity Test

3.3.1 The arrive and departure volumes determined from TRICS were converted to pcu:

Table 10: calculating pcu

		Vehicles							pcu			
		Light	Heavy						Light	Heavy		
AM	Arrive	38.5	10.5									
	Dep	18.8	13.2		Light	1						
PM	Arrive	13.8	2.2		Heavy	2.3						
	Dep	12.8	19.2									

Table 11: AM Peak Movements (pcu)

All		A	B	C	D	E
		M1(N)	A50	M1(S)	Cliffe Lane	A511
A	M1(N)	-	-	-	12.64	-
B	A50	-	-	-	8.10	-
C	M1(S)	-	-	-	20.69	-
D	Cliffe Lane	11.74	6.93	19.20	-	10.92
E	A511	-	-	-	20.46	-

Table 12: PM Peak Movements (pcu)

All		A	B	C	D	E
		M1(N)	A50	M1(S)	Cliffe Lane	A511
A	M1(N)	-	-	-	3.45	-
B	A50	-	-	-	2.33	-
C	M1(S)	-	-	-	5.65	-
D	Cliffe Lane	15.04	8.47	24.58	-	8.61
E	A511	-	-	-	7.15	-

Appendix H. Modelling Outputs

LOCAL JUNCTION MODELLING ASSESSMENT – M1 JUNCTION 22

Project: Cliffe Lane Development – M1 Junction 22

1.1 INTRODUCTION

Tetra Tech Inc have been commissioned by Edwards and Edwards Consultancy Ltd to undertake a capacity assessment of M1 Junction 22 for the purpose of supporting a Transport Assessment. The technical note outlines the Local Junction Modelling activities undertaken where a variety of scenarios have been modelled. These scenarios consider different traffic volumes associated with the proposed development and assess their impact on junction capacity. The results of this assessment are presented in this note.

The capacity assessment focuses on M1 Junction 22 and utilises an approved LinSig V3 model provided by Leicestershire County Council and traffic flow matrices in PCUs provided by Edwards & Edwards Consultancy.

1.2 TRAFFIC FLOWS

The traffic flow scenarios provided to be tested include:

- 2024 Baseline – AM & PM Peak Hours
- 2024 Scenario 1 (2024 Baseline + Preferred Scenario Development Traffic) – AM & PM Peak Hours
- 2024 Scenario 2 (2024 Baseline + Sensitivity Test Scenario Development Traffic) – AM & PM Peak Hours
- 2029 Baseline – AM & PM Peak Hours
- 2029 Scenario 1 (2024 Baseline + Preferred Scenario Development Traffic) – AM & PM Peak Hours
- 2029 Scenario 2 (2024 Baseline + Sensitivity Test Scenario Development Traffic) – AM & PM Peak Hours

Traffic flow matrices can be found below in Appendix A.

1.3 APPROVED LINSIG V3 MODEL & BASELINE TRAFFIC SIGNAL OPTIMISATION

The LinSig model provided by Leicestershire County Council, as approved, contained full network structure set-up and all traffic signal information embedded in the model set-up. As such, no changes to the network structure and/or traffic signal controller information were made. The traffic flow scenarios outlined above were input to the model and scenarios created.

Traffic signal optimisation was undertaken on each of these flow scenarios and model results / outputs are presented in the Section below.

For details of the model, please find model output results in Appendix B.

1.4 CAPACITY ASSESSMENT RESULTS

All Scenarios were run, with their associated traffic signal optimisation and the results presented and discussed in this section. To assess the performance of the junction in each of the scenarios the following criteria was used:

- **Practical Reserve Capacity** – The Practical Reserve Capacity of the Junction
- **Traffic Delay** – The total traffic delay on all Lanes associated with the Junction in PCUhr.

These parameters provide a high-level summary of the performance of the junction. Results are shown below in Table 1. For further model result details please refer to Appendix B.

Table 1 - High level Modelling Results for Scenarios Tested

Year / Scenario		AM Peak		PM Peak	
		PRC (%)	Delay (PCUhr)	PRC (%)	Delay (PCUhr)
2024	Baseline	13.0	41.87	11.0	39.33
	Scenario 1	11.4	43.15	10.3	40.20
	Scenario 2	10.8	44.34	9.8	40.61
2029	Baseline	6.7	48.01	5.7	45.05
	Scenario 1	5.0	50.49	5.2	45.89
	Scenario 2	3.9	51.61	4.7	46.36

The above results show that in the 2024 Baseline scenario, a positive PRC is recorded in both the AM & PM Peaks. This demonstrates that the junction is operating within capacity and is not presenting any level of congestion within the peak hour(s). Scenario 1 additional development traffic results in a 1.6% & a 0.7% worsening in PRC for the AM & PM Peaks respectively. Scenario 2 records a 2.2% & a 1.2% worsening in PRC for the AM & PM Peak respectively. These small changes in performance are negligible, which is further evidenced by only small changes in Traffic Delay.

The 2029 scenarios were tested as the sensitivity of junction performance is likely to increase as overall background traffic flow at the junction is increased. As expected, the 2029 Baseline scenario records a 6.3% worsening in PRC in the AM Peak when compared to the 2024 Baseline scenario. The PM Peak records 5.3% worsening in PRC when compared to the 2024 Baseline scenario. The Scenario 1 development traffic results in a PRC worsening of 1.7% & 0.5% for the AM & PM Peaks respectively. Similarly, the Scenario 2 development trips, when modelled in 2029, record a worsening of 2.8% & 1.0% for the AM & PM Peaks respectively. Consistent with the 2024 scenarios these changes in Practical Reserve Capacity are negligible.

1.5 SUMMARY

In summary, the Capacity Assessment of M1 Junction 22, has been undertaken using an approved LinSig V3 model provided by Leicestershire County Council and traffic flows provided by Edwards & Edwards Consultancy Ltd. The variety of traffic scenarios were run at a Base year of 2024 and a future year, 2029. These scenarios then incorporated varying development traffic assumptions (Scenario 1 – Preferred & Scenario 2 – Sensitivity Test) and were assessed to consider the capacity impact on the junction.

Following extraction and analysis of the results, the practical reserve capacity and traffic delay results for the scenarios show that both development traffic scenarios have a very minor impact on the capacity at the junction.



APPENDIX A – TRAFFIC FLOWS

2024 AM Peak

Baseline

AM (0800 to 0900)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	915	0	52	395	1362
B	A50	826	0	44	42	766	1677
C	M1(S)	0	39	0	9	684	732
D	Cliffe Lane	65	13	11	0	15	103
E	A511	297	662	375	14	2	1350
Total		1188	1629	430	117	1862	5224

Scenario 1 - Preferred

AM (0800 to 0900)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	915	0	60	395	1370
B	A50	826	0	44	47	766	1682
C	M1(S)	0	39	0	22	684	745
D	Cliffe Lane	69	16	18	0	22	124
E	A511	297	662	375	31	2	1367
Total		1192	1632	437	160	1869	5288

Scenario 2 - Sensitivity Test

AM (0800 to 0900)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	915	0	65	395	1375
B	A50	826	0	44	50	766	1685
C	M1(S)	0	39	0	30	684	753
D	Cliffe Lane	77	20	30	0	26	152
E	A511	297	662	375	34	2	1370
Total		1200	1636	449	179	1873	5335

2024 PM Peak

Baseline

PM (1700-1800)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	770	0	39	338	1147
B	A50	671	0	63	34	857	1626
C	M1(S)	0	38	0	45	695	778
D	Cliffe Lane	56	17	10	0	14	98
E	A511	299	731	439	9	0	1478
Total		1026	1556	512	127	1904	5127

Scenario 1

PM (1700-1800)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	770	0	42	338	1150
B	A50	671	0	63	36	857	1628
C	M1(S)	0	38	0	50	695	783
D	Cliffe Lane	63	22	21	0	28	135
E	A511	299	731	439	14	0	1483
Total		1033	1561	523	142	1918	5179

Scenario 2

PM (1700-1800)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	770	0	42	338	1150
B	A50	671	0	63	36	857	1628
C	M1(S)	0	38	0	51	695	784
D	Cliffe Lane	71	25	35	0	23	155
E	A511	299	731	439	16	0	1485
Total		1041	1564	537	145	1913	5202

2029 AM Peak							
Baseline							

AM (0800 to 0900)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	988	0	57	426	1471
B	A50	892	0	47	44	797	1780
C	M1(S)	0	42	0	9	738	789
D	Cliffe Lane	70	14	12	0	15	111
E	A511	320	690	405	15	2	1432
Total		1282	1734	464	125	1978	5583

Scenario 1 - Preferred							
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AM (0800 to 0900)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	988	0	65	426	1479
B	A50	892	0	47	49	797	1785
C	M1(S)	0	42	0	22	738	802
D	Cliffe Lane	74	17	19	0	22	132
E	A511	320	690	405	32	2	1449
Total		1286	1737	471	168	1985	5647

Scenario 2 - Sensitivity Test							
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AM (0800 to 0900)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	988	0	70	426	1484
B	A50	892	0	47	52	797	1788
C	M1(S)	0	42	0	30	738	810
D	Cliffe Lane	82	21	31	0	26	160
E	A511	320	690	405	35	2	1452
Total		1294	1741	483	187	1989	5694

2029 PM Peak							
Baseline							

PM (1700-1800)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	832	0	42	365	1240
B	A50	725	0	68	36	894	1723
C	M1(S)	0	41	0	49	751	841
D	Cliffe Lane	61	18	11	0	15	105
E	A511	323	762	475	9	0	1569
Total		1109	1653	554	136	2025	5478

Scenario 1							
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PM (1700-1800)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	832	0	45	365	1243
B	A50	725	0	68	38	894	1725
C	M1(S)	0	41	0	54	751	846
D	Cliffe Lane	68	23	22	0	29	142
E	A511	323	762	475	14	0	1574
Total		1116	1658	565	151	2039	5530

Scenario 2							
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PM (1700-1800)		A	B	C	D	E	Total
		M1(N)	A50	M1(S)	Cliffe Lane	A511	
A	M1(N)	0	832	0	45	365	1243
B	A50	725	0	68	38	894	1725
C	M1(S)	0	41	0	55	751	847
D	Cliffe Lane	76	26	36	0	24	162
E	A511	323	762	475	16	0	1576
Total		1124	1661	579	154	2034	5553



APPENDIX B – LINSIG V3 RESULTS SUMMARY

Basic Results Summary

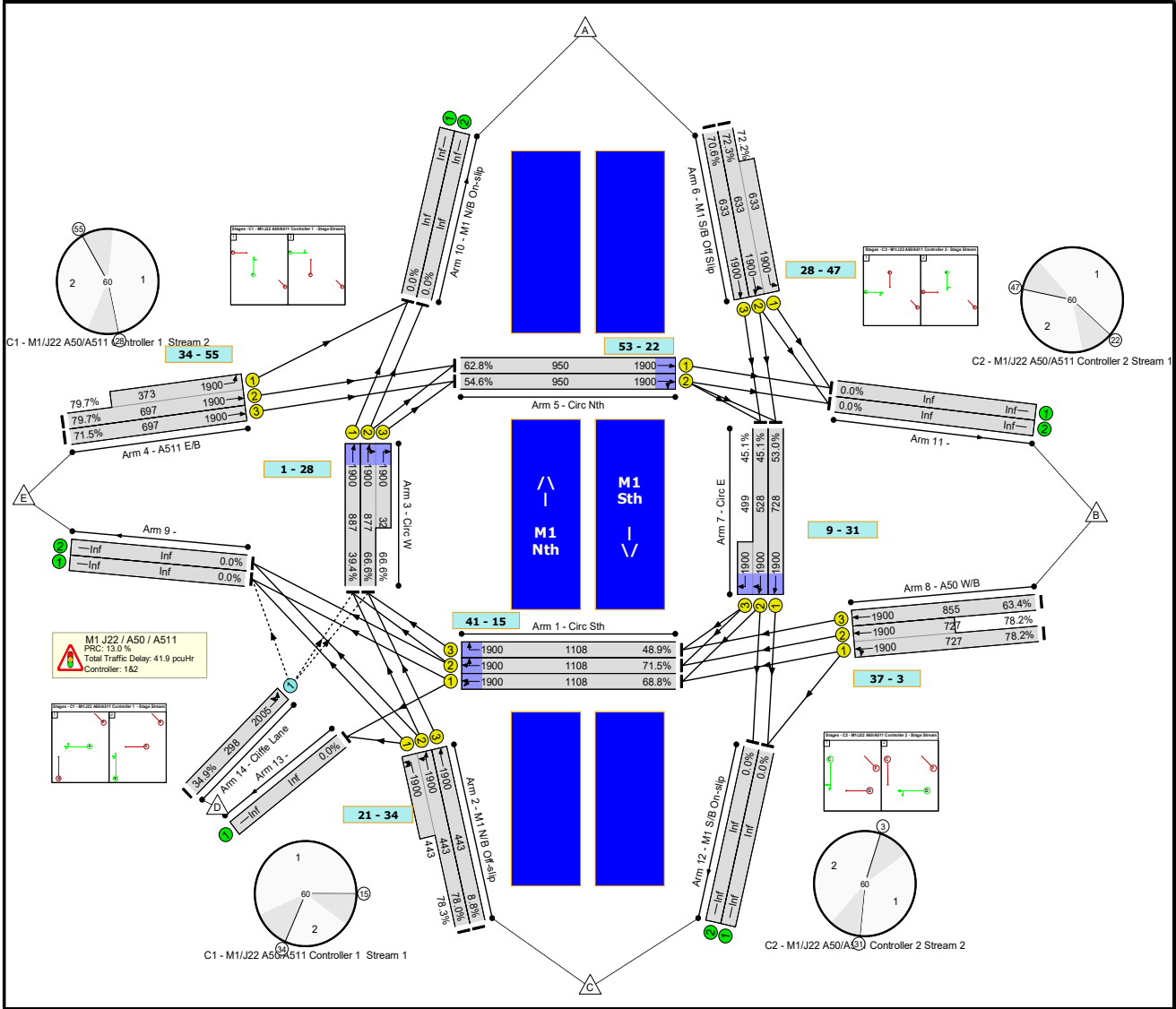
Basic Results Summary

User and Project Details

Project:	Cliffe Lane Development
Title:	M1 Junction 22 Capacity Assessment
Location:	M1 Junction 22 – A50 / M1 / A511
Additional detail:	
File name:	M1 J22 Roundabout Cliffe Lane Development.lsg3x
Author:	B. Preston
Company:	Tetra Tech Inc.
Address:	4th Floor, No1 Great Central Square, Vaughan Way, Leicester, LE1 4JS

Scenario 1: '2024 - AM Peak ' (FG1: '2024 AM Peak ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

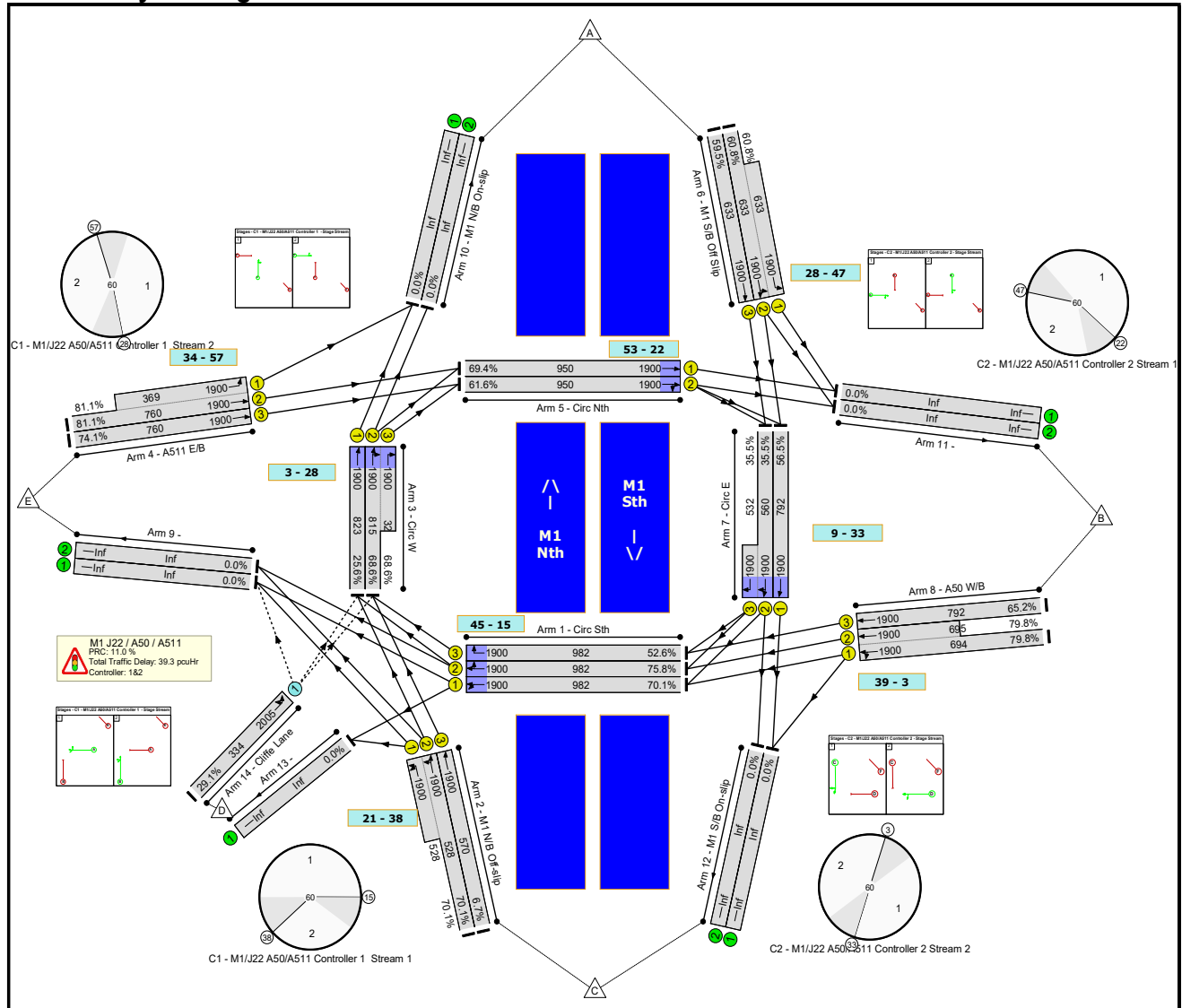
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.7%	27	77	0	41.9	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	79.7%	27	77	0	41.9	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	34	-	762	1900	1108	68.8%	-	-	-	1.3	6.2	4.0
1/2	Circ Sth Right Ahead	U	C1:A		1	34	-	793	1900	1108	71.5%	-	-	-	1.2	5.7	3.7
1/3	Circ Sth Right	U	C1:A		1	34	-	542	1900	1108	48.9%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	13	-	693	1900:1900	443+443	78.0 : 78.3%	-	-	-	5.9	30.7	7.2
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	13	-	39	1900	443	8.8%	-	-	-	0.2	22.5	0.5
3/1	Circ W Ahead	U	C1:C		1	27	-	349	1900	887	39.4%	-	-	-	0.1	1.2	0.4
3/2+3/3	Circ W Right Ahead	U	C1:C		1	27	-	605	1900:1900	877+32	66.6 : 66.6%	-	-	-	0.3	2.1	1.1
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	21	-	852	1900:1900	697+373	79.7 : 79.7%	-	-	-	5.7	24.2	10.1
4/3	A511 E/B Ahead	U	C1:D		1	21	-	498	1900	697	71.5%	-	-	-	3.5	25.3	8.3
5/1	Circ Nth Ahead	U	C2:A		1	29	-	597	1900	950	62.8%	-	-	-	0.6	3.8	9.2
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	519	1900	950	54.6%	-	-	-	0.6	4.0	8.0
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	915	1900:1900	633+633	72.3 : 72.2%	-	-	-	5.8	22.6	7.9
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	447	1900	633	70.6%	-	-	-	3.3	27.0	7.6
7/1	Circ E Ahead	U	C2:C		1	22	-	386	1900	728	53.0%	-	-	-	0.5	4.9	6.4
7/2+7/3	Circ E Right Ahead	U	C2:C		1	22	-	463	1900:1900	528+499	45.1 : 45.1%	-	-	-	3.4	26.4	3.9

Basic Results Summary

8/1+8/2	A50 W/B Ahead Left	U	C2:D		1	26	-	1136	1900:1900	727+727	78.2 : 78.2%	-	-	-	5.9	18.6	9.2
8/3	A50 W/B Ahead	U	C2:D		1	26	-	542	1900	855	63.4%	-	-	-	2.8	18.4	7.8
14/1	Cliffe Lane Left Left2	O	-		-	-	-	104	2005	298	34.9%	27	77	0	0.6	20.7	1.3
C1 - M1/J22 A50/A511 Controller 1 Stream: 1 PRC for Signalled Lanes (%): 15.0 Total Delay for Signalled Lanes (pcuHr): 8.73 Cycle Time (s): 60 C1 - M1/J22 A50/A511 Controller 1 Stream: 2 PRC for Signalled Lanes (%): 13.0 Total Delay for Signalled Lanes (pcuHr): 9.69 Cycle Time (s): 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): 24.5 Total Delay for Signalled Lanes (pcuHr): 10.31 Cycle Time (s): 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 2 PRC for Signalled Lanes (%): 15.1 Total Delay for Signalled Lanes (pcuHr): 12.55 Cycle Time (s): 60 PRC Over All Lanes (%): 13.0 Total Delay Over All Lanes(pcuHr): 41.87																	

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	81.1%	29	68	0	39.3	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	81.1%	29	68	0	39.3	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	30	-	688	1900	982	70.1%	-	-	-	1.3	6.9	3.8
1/2	Circ Sth Right Ahead	U	C1:A		1	30	-	744	1900	982	75.8%	-	-	-	1.3	6.1	3.1
1/3	Circ Sth Right	U	C1:A		1	30	-	516	1900	982	52.6%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	17	-	740	1900:1900	528+528	70.1 : 70.1%	-	-	-	4.9	23.9	6.5
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	17	-	38	1900	570	6.7%	-	-	-	0.2	18.4	0.5
3/1	Circ W Ahead	U	C1:C		1	25	-	211	1900	823	25.6%	-	-	-	0.1	2.1	0.4
3/2+3/3	Circ W Right Ahead	U	C1:C		1	25	-	581	1900:1900	815+32	68.6 : 68.6%	-	-	-	0.4	2.3	1.2
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	23	-	915	1900:1900	760+369	81.1 : 81.1%	-	-	-	5.9	23.2	11.2
4/3	A511 E/B Ahead	U	C1:D		1	23	-	563	1900	760	74.1%	-	-	-	3.8	24.4	9.4
5/1	Circ Nth Ahead	U	C2:A		1	29	-	659	1900	950	69.4%	-	-	-	0.7	3.8	10.2
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	585	1900	950	61.6%	-	-	-	0.7	4.0	9.1
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	770	1900:1900	633+633	60.8 : 60.8%	-	-	-	4.4	20.3	6.1
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	377	1900	633	59.5%	-	-	-	2.5	23.6	5.9
7/1	Circ E Ahead	U	C2:C		1	24	-	447	1900	792	56.5%	-	-	-	0.6	4.8	7.4
7/2+7/3	Circ E Right Ahead	U	C2:C		1	24	-	388	1900:1900	560+532	35.5 : 35.5%	-	-	-	2.9	26.7	3.3

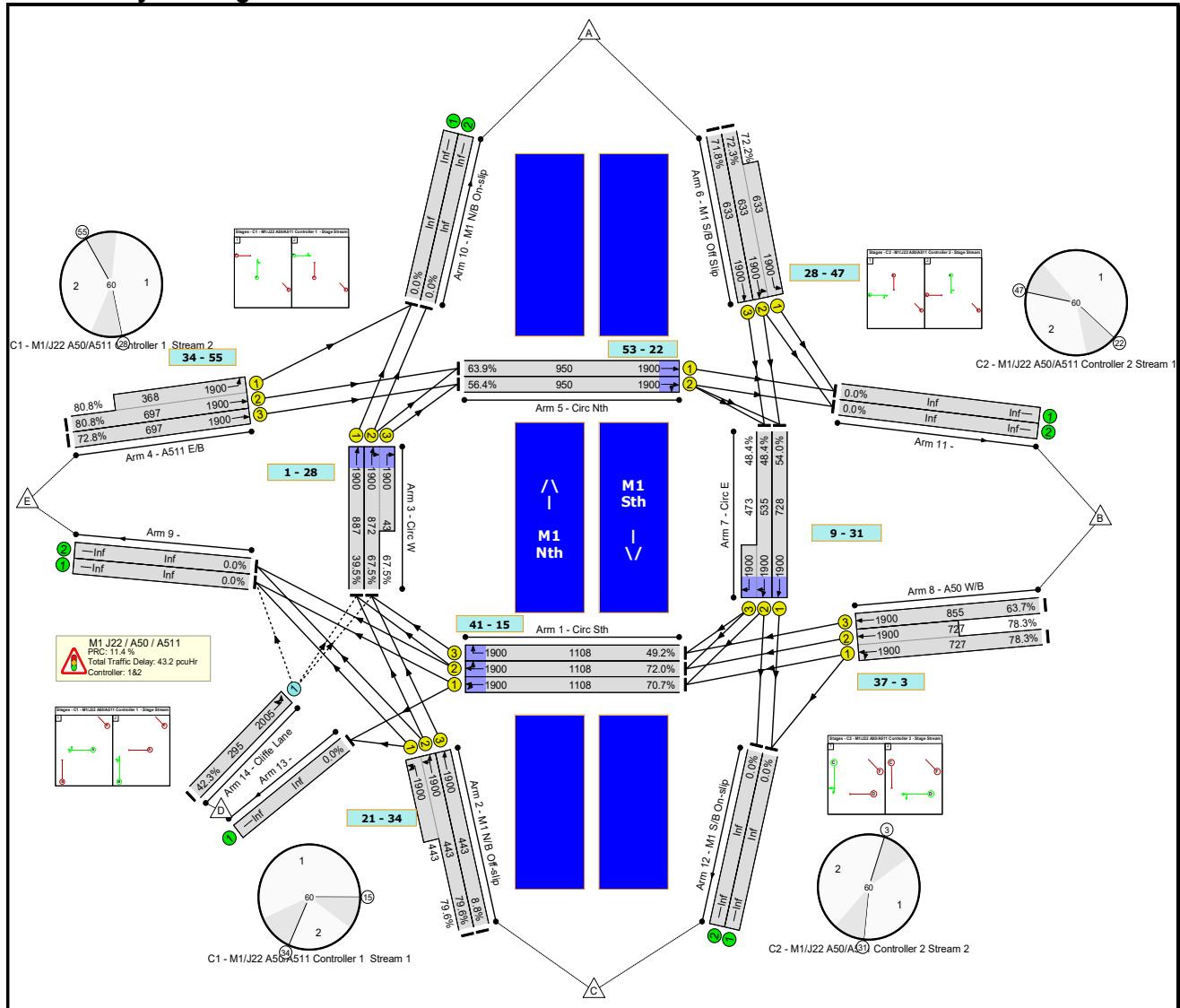
Basic Results Summary

8/1+8/2	A50 W/B Ahead Left	U	C2:D		1	24	-	1109	1900:1900	694+695	79.8 : 79.8%	-	-	-	6.4	20.8	9.5
8/3	A50 W/B Ahead	U	C2:D		1	24	-	516	1900	792	65.2%	-	-	-	2.9	20.5	7.8
14/1	Cliffe Lane Left Left2	O	-		-	-	-	97	2005	334	29.1%	29	68	0	0.5	17.4	1.1
C1 - M1/J22 A50/A511 Controller 1 C1 - M1/J22 A50/A511 Controller 1 C2 - M1/J22 A50/A511 Controller 2 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 18.8 11.0 29.7 12.7 11.0 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 7.69 10.21 8.17 12.81 39.33 Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 60 60 60 60 60																	

Basic Results Summary

Scenario 3: '2024 - AM Peak - Scenario 1' (FG3: '2024 - AM Peak - Scenario 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	80.8%	29	96	0	43.2	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	80.8%	29	96	0	43.2	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	34	-	784	1900	1108	70.7%	-	-	-	1.4	6.6	4.8
1/2	Circ Sth Right Ahead	U	C1:A		1	34	-	798	1900	1108	72.0%	-	-	-	1.3	5.7	3.8
1/3	Circ Sth Right	U	C1:A		1	34	-	545	1900	1108	49.2%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	13	-	706	1900:1900	443+443	79.6 : 79.6%	-	-	-	6.2	31.4	7.4
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	13	-	39	1900	443	8.8%	-	-	-	0.2	22.5	0.5
3/1	Circ W Ahead	U	C1:C		1	27	-	350	1900	887	39.5%	-	-	-	0.1	1.3	0.4
3/2+3/3	Circ W Right Ahead	U	C1:C		1	27	-	618	1900:1900	872+43	67.5 : 67.5%	-	-	-	0.4	2.1	1.1
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	21	-	860	1900:1900	697+368	80.8 : 80.8%	-	-	-	5.9	24.8	10.5
4/3	A511 E/B Ahead	U	C1:D		1	21	-	507	1900	697	72.8%	-	-	-	3.6	25.8	8.5
5/1	Circ Nth Ahead	U	C2:A		1	29	-	607	1900	950	63.9%	-	-	-	0.7	3.9	9.5
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	536	1900	950	56.4%	-	-	-	0.6	4.2	8.3
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	915	1900:1900	633+633	72.3 : 72.2%	-	-	-	5.8	22.6	7.9
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	455	1900	633	71.8%	-	-	-	3.5	27.5	7.8
7/1	Circ E Ahead	U	C2:C		1	22	-	393	1900	728	54.0%	-	-	-	0.5	4.8	6.4
7/2+7/3	Circ E Right Ahead	U	C2:C		1	22	-	488	1900:1900	535+473	48.4 : 48.4%	-	-	-	3.5	25.7	4.3

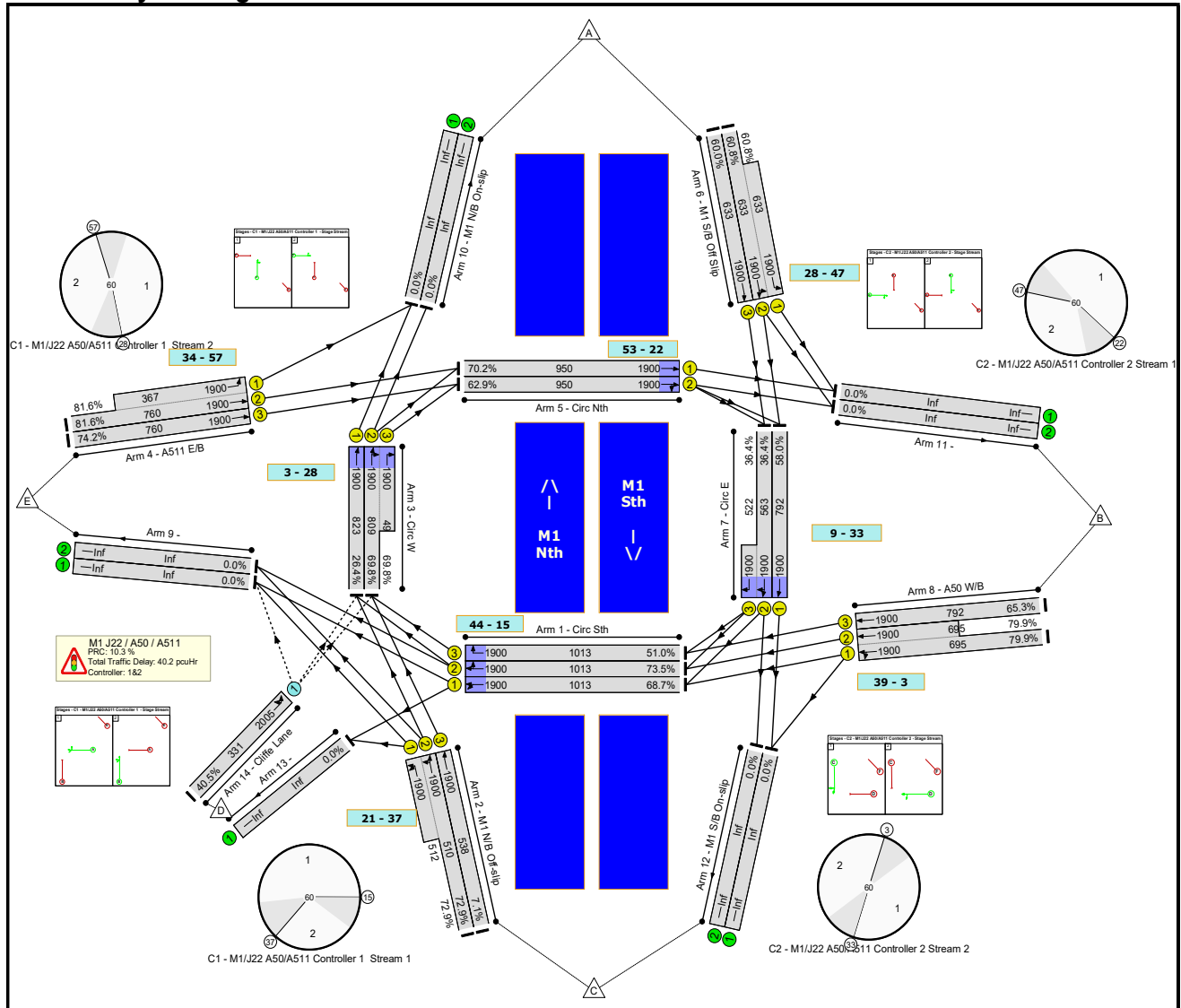
Basic Results Summary

8/1+8/2	A50 W/B Ahead Left	U	C2:D		1	26	-	1138	1900:1900	727+727	78.3 : 78.3%	-	-	-	5.9	18.6	9.2
8/3	A50 W/B Ahead	U	C2:D		1	26	-	545	1900	855	63.7%	-	-	-	2.8	18.5	7.8
14/1	Cliffe Lane Left Left2	O	-		-	-	-	125	2005	295	42.3%	29	96	0	0.8	23.0	1.7
C1 - M1/J22 A50/A511 Controller 1		Stream: 1 PRC for Signalled Lanes (%):		13.0		Total Delay for Signalled Lanes (pcuHr):		9.12		Cycle Time (s):		60					
C1 - M1/J22 A50/A511 Controller 1		Stream: 2 PRC for Signalled Lanes (%):		11.4		Total Delay for Signalled Lanes (pcuHr):		10.04		Cycle Time (s):		60					
C2 - M1/J22 A50/A511 Controller 2		Stream: 1 PRC for Signalled Lanes (%):		24.5		Total Delay for Signalled Lanes (pcuHr):		10.52		Cycle Time (s):		60					
C2 - M1/J22 A50/A511 Controller 2		Stream: 2 PRC for Signalled Lanes (%):		14.9		Total Delay for Signalled Lanes (pcuHr):		12.68		Cycle Time (s):		60					
PRC Over All Lanes (%):				11.4		Total Delay Over All Lanes(pcuHr):				43.15							

Basic Results Summary

Scenario 4: '2024 - PM Peak - Scenario 1' (FG4: '2024 - PM Peak - Scenario 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	81.6%	47	87	0	40.2	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	81.6%	47	87	0	40.2	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	31	-	696	1900	1013	68.7%	-	-	-	1.3	6.7	3.4
1/2	Circ Sth Right Ahead	U	C1:A		1	31	-	745	1900	1013	73.5%	-	-	-	1.2	5.9	3.2
1/3	Circ Sth Right	U	C1:A		1	31	-	517	1900	1013	51.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	16	-	745	1900:1900	510+512	72.9 : 72.9%	-	-	-	5.3	25.6	6.8
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	16	-	38	1900	538	7.1%	-	-	-	0.2	19.4	0.5
3/1	Circ W Ahead	U	C1:C		1	25	-	217	1900	823	26.4%	-	-	-	0.1	2.3	0.5
3/2+3/3	Circ W Right Ahead	U	C1:C		1	25	-	598	1900:1900	809+49	69.8 : 69.8%	-	-	-	0.4	2.5	1.2
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	23	-	919	1900:1900	760+367	81.6 : 81.6%	-	-	-	6.0	23.5	11.3
4/3	A511 E/B Ahead	U	C1:D		1	23	-	564	1900	760	74.2%	-	-	-	3.8	24.4	9.4
5/1	Circ Nth Ahead	U	C2:A		1	29	-	667	1900	950	70.2%	-	-	-	0.7	3.8	10.3
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	598	1900	950	62.9%	-	-	-	0.7	4.2	9.2
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	770	1900:1900	633+633	60.8 : 60.8%	-	-	-	4.4	20.3	6.1
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	380	1900	633	60.0%	-	-	-	2.5	23.7	6.0
7/1	Circ E Ahead	U	C2:C		1	24	-	459	1900	792	58.0%	-	-	-	0.6	4.8	7.5
7/2+7/3	Circ E Right Ahead	U	C2:C		1	24	-	395	1900:1900	563+522	36.4 : 36.4%	-	-	-	2.9	26.5	3.3

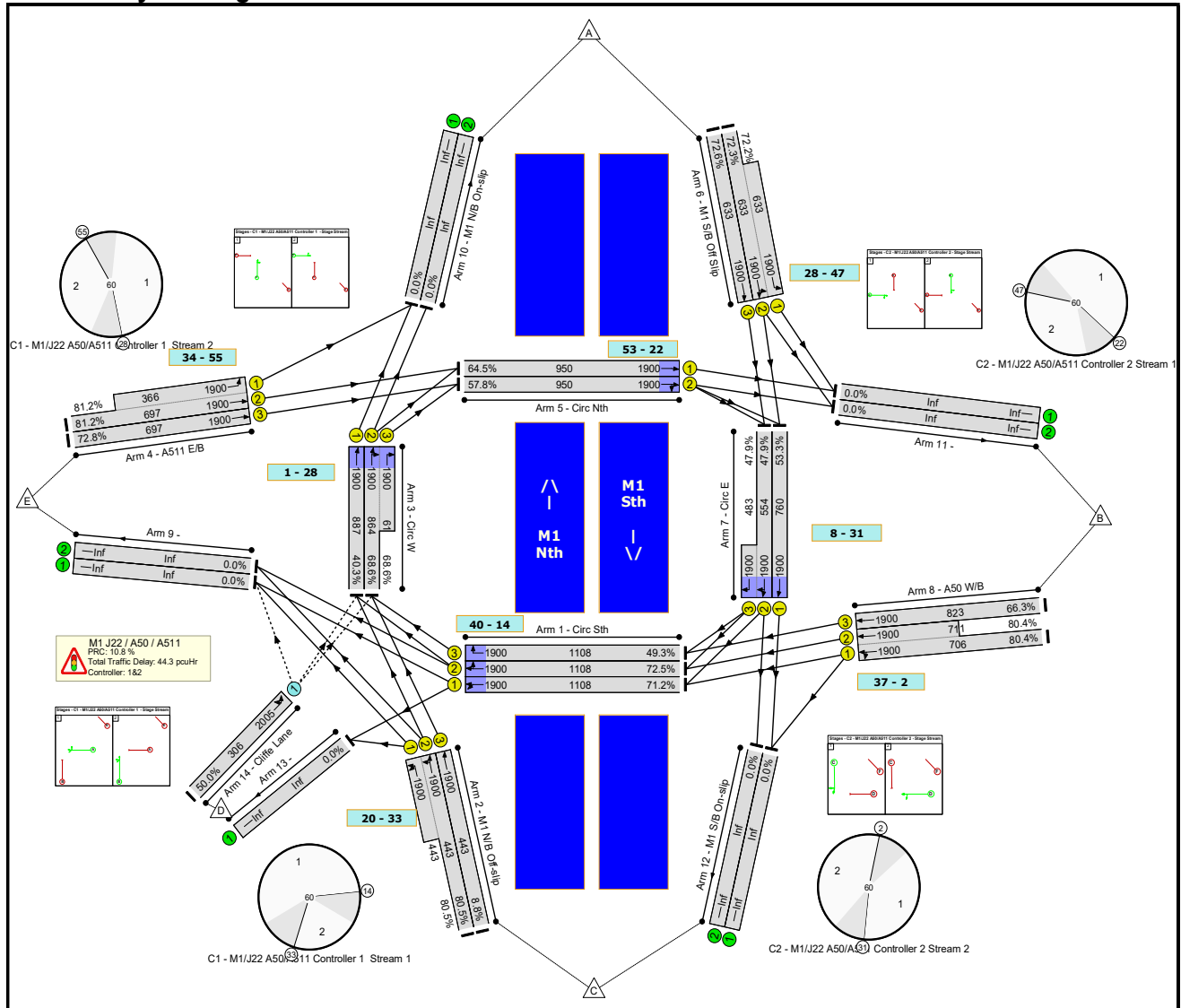
Basic Results Summary

8/1+8/2	A50 W/B Ahead Left	U	C2:D		1	24	-	1110	1900:1900	695+695	79.9 : 79.9%	-	-	-	6.4	20.8	9.5
8/3	A50 W/B Ahead	U	C2:D		1	24	-	517	1900	792	65.3%	-	-	-	2.9	20.5	7.8
14/1	Cliffe Lane Left Left2	O	-		-	-	-	134	2005	331	40.5%	47	87	0	0.7	18.0	1.6
C1 - M1/J22 A50/A511 Controller 1			Stream: 1 PRC for Signalled Lanes (%):		22.4		Total Delay for Signalled Lanes (pcuHr):		8.02		Cycle Time (s):		60				
C1 - M1/J22 A50/A511 Controller 1			Stream: 2 PRC for Signalled Lanes (%):		10.3		Total Delay for Signalled Lanes (pcuHr):		10.38		Cycle Time (s):		60				
C2 - M1/J22 A50/A511 Controller 2			Stream: 1 PRC for Signalled Lanes (%):		28.2		Total Delay for Signalled Lanes (pcuHr):		8.27		Cycle Time (s):		60				
C2 - M1/J22 A50/A511 Controller 2			Stream: 2 PRC for Signalled Lanes (%):		12.7		Total Delay for Signalled Lanes (pcuHr):		12.87		Cycle Time (s):		60				
			PRC Over All Lanes (%):		10.3		Total Delay Over All Lanes(pcuHr):		40.20								

Basic Results Summary

Scenario 5: '2024 - AM Peak - Scenario 2' (FG5: '2024 - AM Peak - Scenario 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

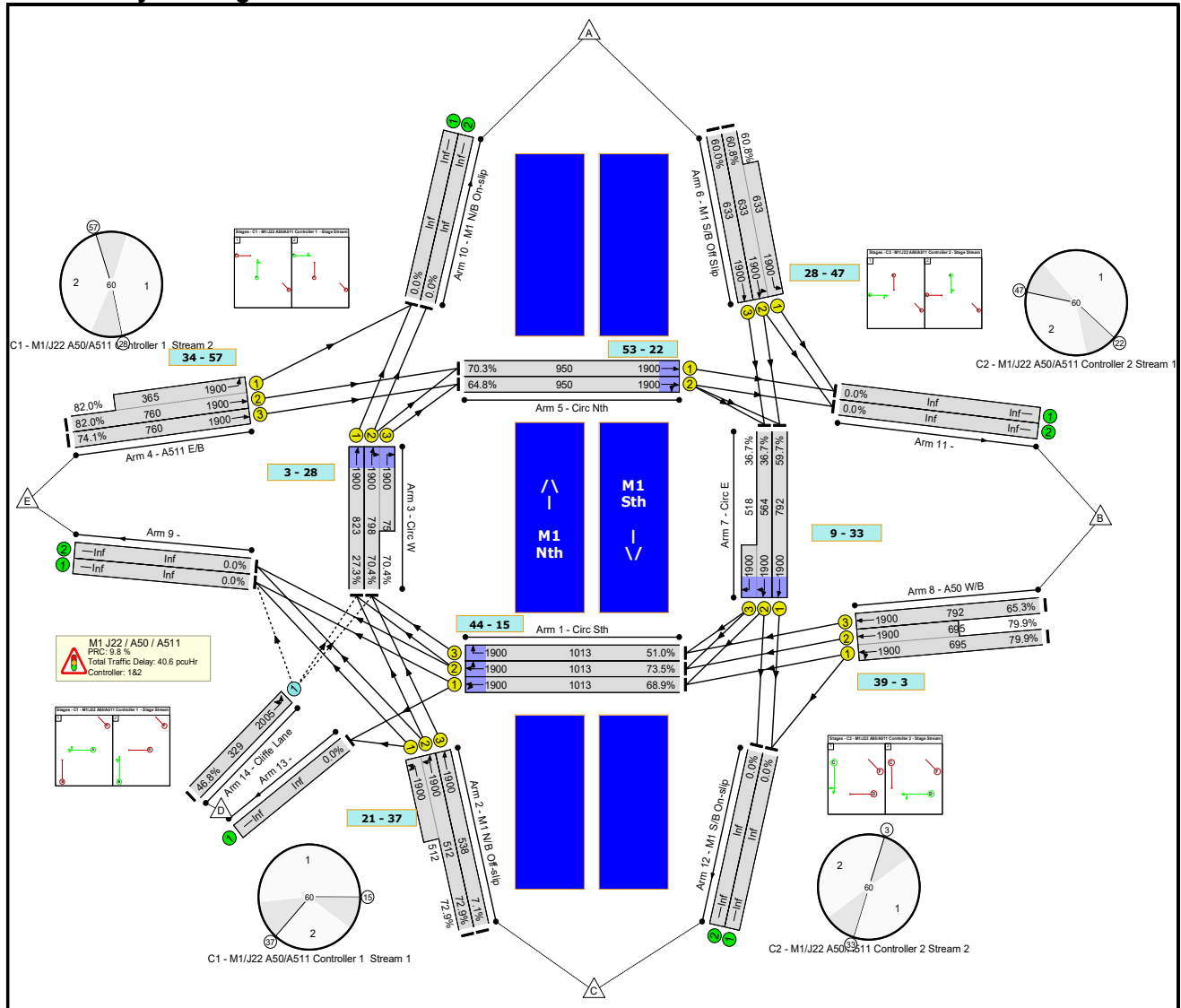
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	81.2%	42	111	0	44.3	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	81.2%	42	111	0	44.3	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	34	-	789	1900	1108	71.2%	-	-	-	1.5	6.7	4.4
1/2	Circ Sth Right Ahead	U	C1:A		1	34	-	803	1900	1108	72.5%	-	-	-	1.3	5.8	3.9
1/3	Circ Sth Right	U	C1:A		1	34	-	546	1900	1108	49.3%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	13	-	714	1900:1900	443+443	80.5 : 80.5%	-	-	-	6.3	31.9	7.6
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	13	-	39	1900	443	8.8%	-	-	-	0.2	22.5	0.5
3/1	Circ W Ahead	U	C1:C		1	27	-	357	1900	887	40.3%	-	-	-	0.1	1.4	0.5
3/2+3/3	Circ W Right Ahead	U	C1:C		1	27	-	635	1900:1900	864+61	68.6 : 68.6%	-	-	-	0.4	2.4	1.2
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	21	-	863	1900:1900	697+366	81.2 : 81.2%	-	-	-	6.0	25.0	10.6
4/3	A511 E/B Ahead	U	C1:D		1	21	-	507	1900	697	72.8%	-	-	-	3.6	25.8	8.5
5/1	Circ Nth Ahead	U	C2:A		1	29	-	613	1900	950	64.5%	-	-	-	0.7	3.9	9.6
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	549	1900	950	57.8%	-	-	-	0.7	4.6	8.5
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	915	1900:1900	633+633	72.3 : 72.2%	-	-	-	5.8	22.6	7.9
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	460	1900	633	72.6%	-	-	-	3.6	27.8	8.0
7/1	Circ E Ahead	U	C2:C		1	23	-	405	1900	760	53.3%	-	-	-	0.4	3.8	6.5
7/2+7/3	Circ E Right Ahead	U	C2:C		1	23	-	496	1900:1900	554+483	47.9 : 47.9%	-	-	-	3.4	24.5	4.3

Basic Results Summary

[illegible]

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	82.0%	50	104	0	40.6	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	82.0%	50	104	0	40.6	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	31	-	698	1900	1013	68.9%	-	-	-	1.3	6.8	3.4
1/2	Circ Sth Right Ahead	U	C1:A		1	31	-	745	1900	1013	73.5%	-	-	-	1.2	5.9	3.2
1/3	Circ Sth Right	U	C1:A		1	31	-	517	1900	1013	51.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	16	-	746	1900:1900	512+512	72.9 : 72.9%	-	-	-	5.3	25.6	6.8
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	16	-	38	1900	538	7.1%	-	-	-	0.2	19.4	0.5
3/1	Circ W Ahead	U	C1:C		1	25	-	225	1900	823	27.3%	-	-	-	0.2	2.5	0.5
3/2+3/3	Circ W Right Ahead	U	C1:C		1	25	-	615	1900:1900	798+75	70.4 : 70.4%	-	-	-	0.4	2.6	1.2
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	23	-	922	1900:1900	760+365	82.0 : 82.0%	-	-	-	6.1	23.7	11.4
4/3	A511 E/B Ahead	U	C1:D		1	23	-	563	1900	760	74.1%	-	-	-	3.8	24.4	9.4
5/1	Circ Nth Ahead	U	C2:A		1	29	-	668	1900	950	70.3%	-	-	-	0.7	3.8	10.3
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	616	1900	950	64.8%	-	-	-	0.8	4.6	9.5
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	770	1900:1900	633+633	60.8 : 60.8%	-	-	-	4.4	20.3	6.1
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	380	1900	633	60.0%	-	-	-	2.5	23.7	6.0
7/1	Circ E Ahead	U	C2:C		1	24	-	473	1900	792	59.7%	-	-	-	0.6	4.7	7.6
7/2+7/3	Circ E Right Ahead	U	C2:C		1	24	-	397	1900:1900	564+518	36.7 : 36.7%	-	-	-	2.9	26.4	3.4

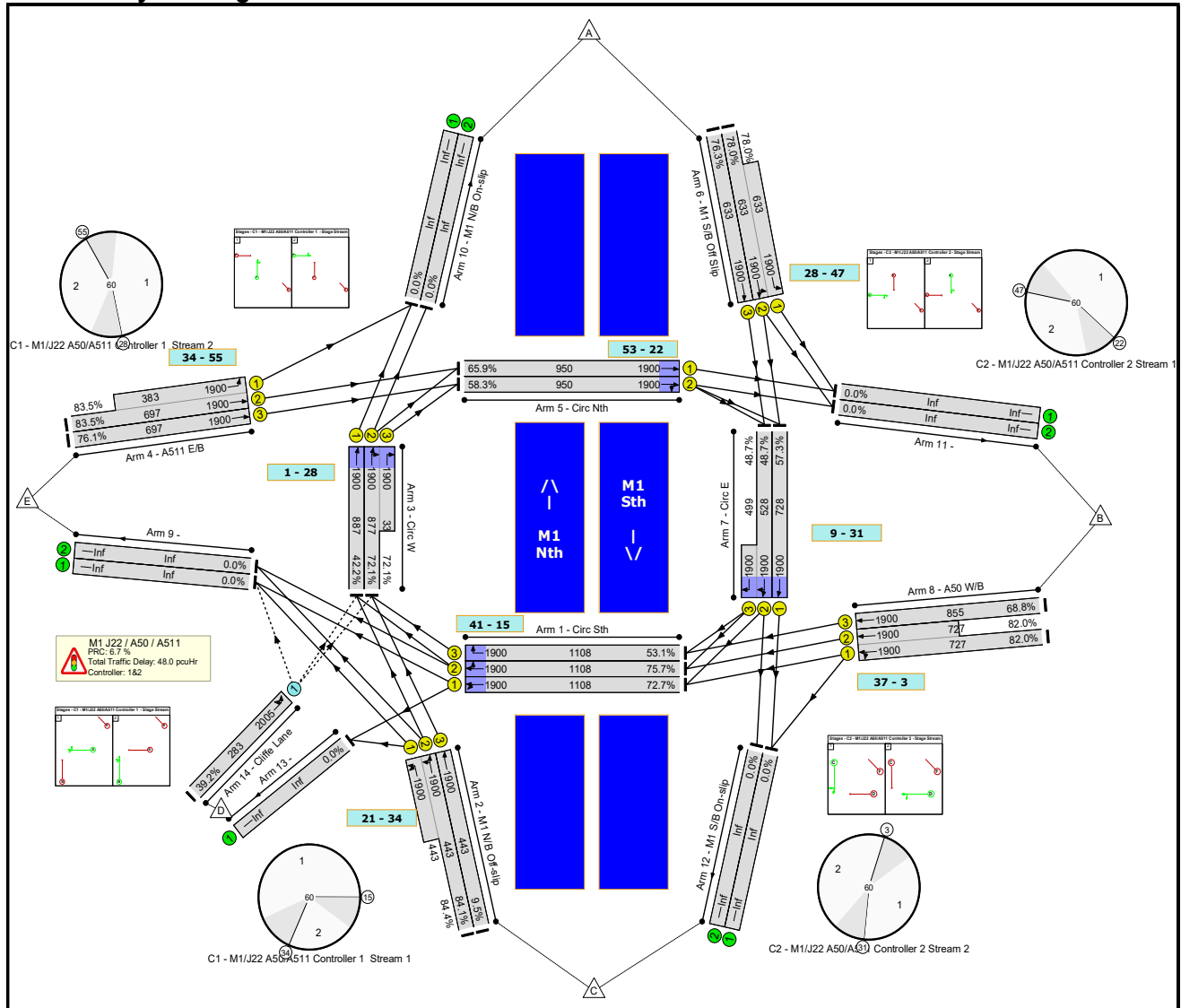
Basic Results Summary

8/1+8/2	A50 W/B Ahead Left	U	C2:D		1	24	-	1110	1900:1900	695+695	79.9 : 79.9%	-	-	-	6.4	20.8	9.5
8/3	A50 W/B Ahead	U	C2:D		1	24	-	517	1900	792	65.3%	-	-	-	2.9	20.5	7.8
14/1	Cliffe Lane Left Left2	O	-		-	-	-	154	2005	329	46.8%	50	104	0	0.9	20.0	1.9
C1 - M1/J22 A50/A511 Controller 1 Stream: 1 PRC for Signalled Lanes (%): 22.4 Total Delay for Signalled Lanes (pcuHr): 8.04 Cycle Time (s): 60 C1 - M1/J22 A50/A511 Controller 1 Stream: 2 PRC for Signalled Lanes (%): 9.8 Total Delay for Signalled Lanes (pcuHr): 10.48 Cycle Time (s): 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): 28.0 Total Delay for Signalled Lanes (pcuHr): 8.36 Cycle Time (s): 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 2 PRC for Signalled Lanes (%): 12.7 Total Delay for Signalled Lanes (pcuHr): 12.88 Cycle Time (s): 60 PRC Over All Lanes (%): 9.8 Total Delay Over All Lanes(pcuHr): 40.61																	

Basic Results Summary

Scenario 7: '2029 - AM Peak ' (FG7: '2029 AM Peak ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	84.4%	19	92	0	48.0	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	84.4%	19	92	0	48.0	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	34	-	806	1900	1108	72.7%	-	-	-	1.4	6.4	4.8
1/2	Circ Sth Right Ahead	U	C1:A		1	34	-	839	1900	1108	75.7%	-	-	-	1.3	5.8	4.0
1/3	Circ Sth Right	U	C1:A		1	34	-	588	1900	1108	53.1%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	13	-	747	1900:1900	443+443	84.1 : 84.4%	-	-	-	7.1	34.4	8.5
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	13	-	42	1900	443	9.5%	-	-	-	0.3	22.5	0.6
3/1	Circ W Ahead	U	C1:C		1	27	-	374	1900	887	42.2%	-	-	-	0.1	1.2	0.4
3/2+3/3	Circ W Right Ahead	U	C1:C		1	27	-	656	1900:1900	877+33	72.1 : 72.1%	-	-	-	0.4	2.1	1.2
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	21	-	902	1900:1900	697+383	83.5 : 83.5%	-	-	-	6.6	26.2	11.2
4/3	A511 E/B Ahead	U	C1:D		1	21	-	530	1900	697	76.1%	-	-	-	4.0	27.3	9.2
5/1	Circ Nth Ahead	U	C2:A		1	29	-	626	1900	950	65.9%	-	-	-	0.7	3.9	9.8
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	554	1900	950	58.3%	-	-	-	0.6	4.1	8.7
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	988	1900:1900	633+633	78.0 : 78.0%	-	-	-	6.7	24.4	9.2
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	483	1900	633	76.3%	-	-	-	4.0	29.6	8.7
7/1	Circ E Ahead	U	C2:C		1	22	-	417	1900	728	57.3%	-	-	-	0.6	4.9	6.9
7/2+7/3	Circ E Right Ahead	U	C2:C		1	22	-	500	1900:1900	528+499	48.7 : 48.7%	-	-	-	3.6	26.2	4.3

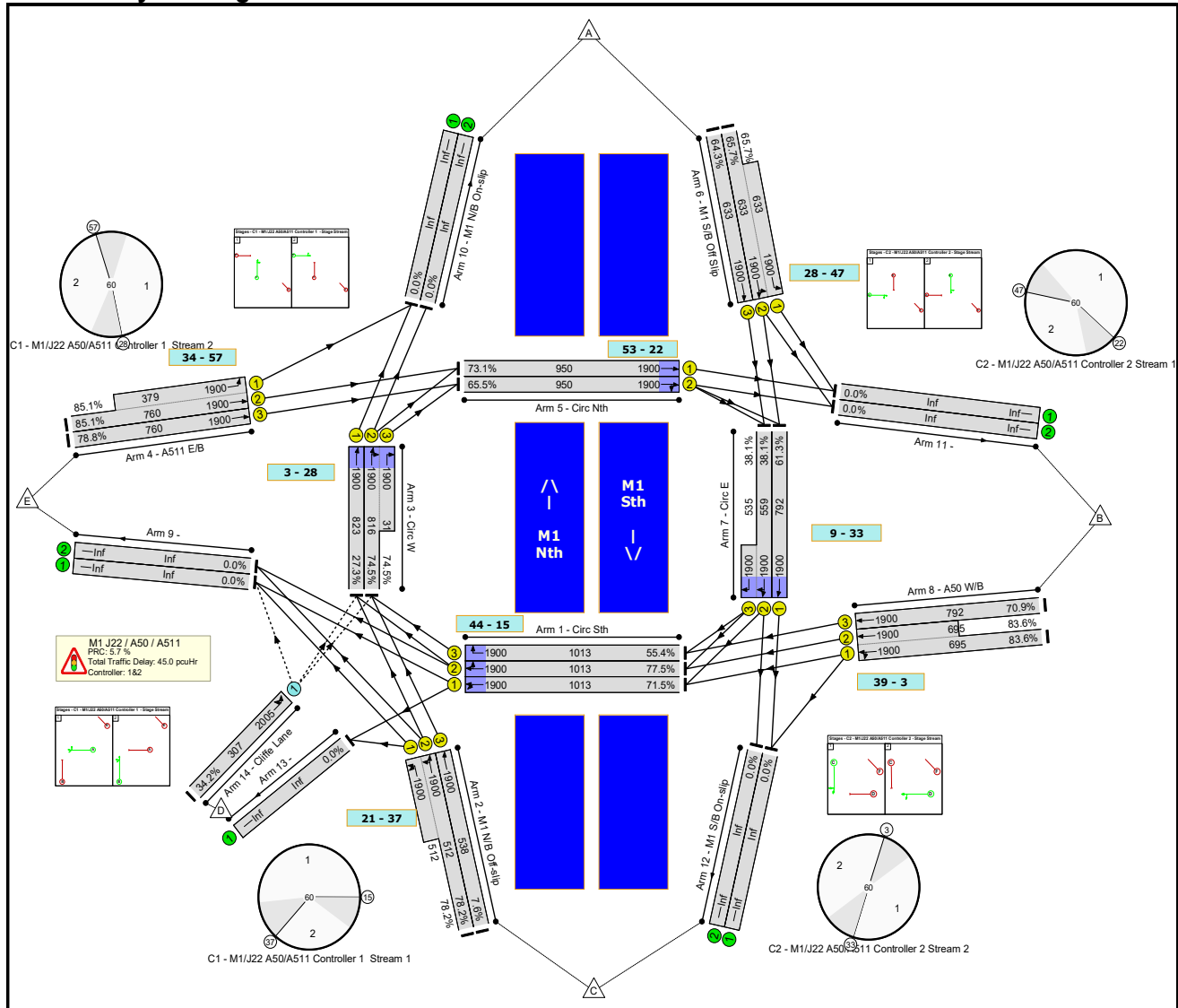
Basic Results Summary

8/1+8/2	A50 W/B Ahead Left	U	C2:D		1	26	-	1192	1900:1900	727+727	82.0 : 82.0%	-	-	-	6.6	20.0	10.2
8/3	A50 W/B Ahead	U	C2:D		1	26	-	588	1900	855	68.8%	-	-	-	3.2	19.8	8.8
14/1	Cliffe Lane Left Left2	O	-		-	-	-	111	2005	283	39.2%	19	92	0	0.7	23.0	1.5
C1 - M1/J22 A50/A511 Controller 1 C1 - M1/J22 A50/A511 Controller 1 C2 - M1/J22 A50/A511 Controller 2 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): 6.7 Stream: 2 PRC for Signalled Lanes (%): 7.7 Stream: 1 PRC for Signalled Lanes (%): 15.4 Stream: 2 PRC for Signalled Lanes (%): 9.7 PRC Over All Lanes (%): 6.7 Total Delay for Signalled Lanes (pcuHr): 10.18 Total Delay for Signalled Lanes (pcuHr): 11.08 Total Delay for Signalled Lanes (pcuHr): 11.98 Total Delay for Signalled Lanes (pcuHr): 14.07 Total Delay Over All Lanes(pcuHr): 48.01 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60																	

Basic Results Summary

Scenario 8: '2029 - PM Peak ' (FG8: '2029 PM Peak ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

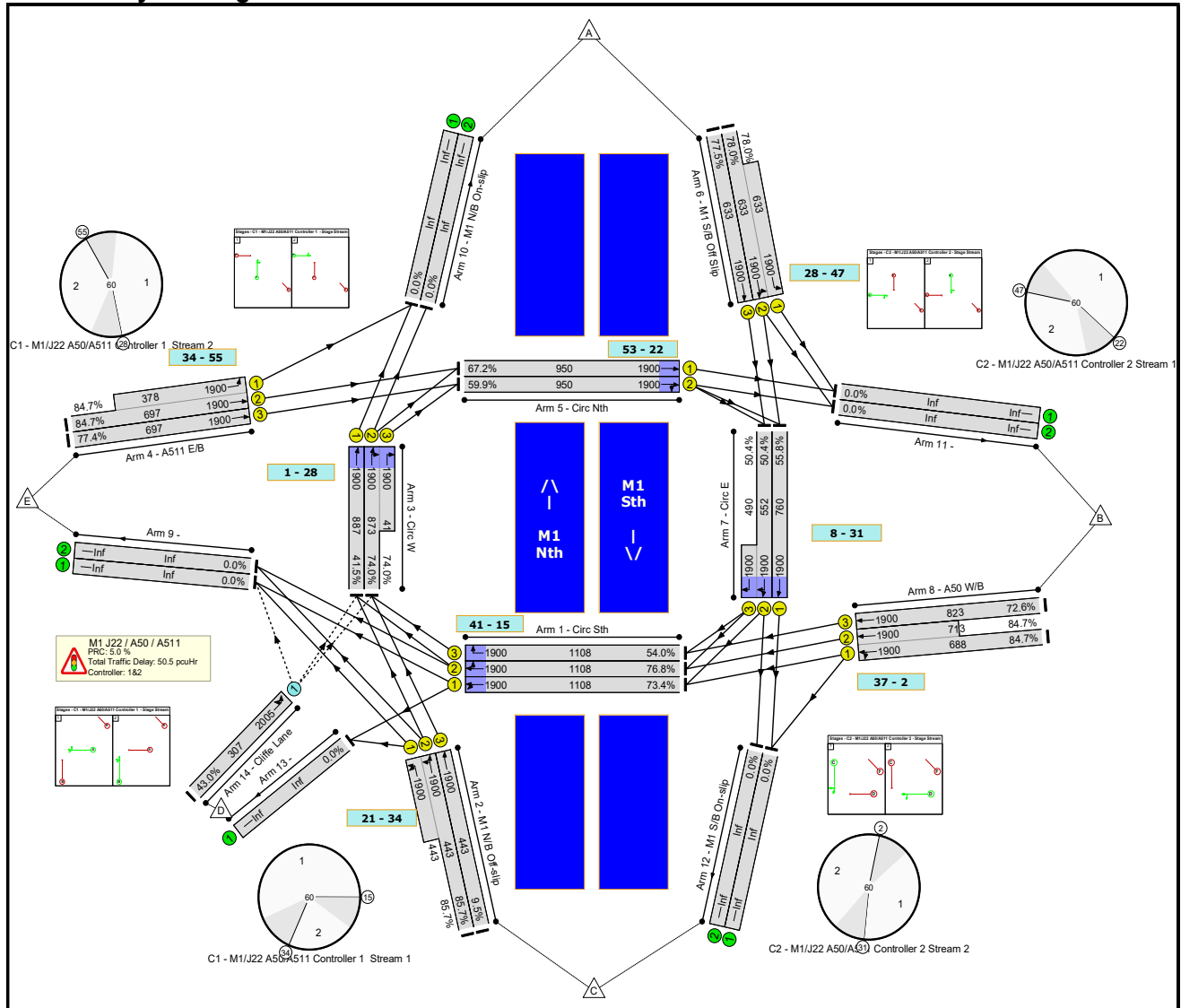
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.1%	30	75	0	45.0	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	85.1%	30	75	0	45.0	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	31	-	725	1900	1013	71.5%	-	-	-	1.4	6.7	3.5
1/2	Circ Sth Right Ahead	U	C1:A		1	31	-	785	1900	1013	77.5%	-	-	-	1.3	6.0	3.4
1/3	Circ Sth Right	U	C1:A		1	31	-	561	1900	1013	55.4%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	16	-	800	1900:1900	512+512	78.2 : 78.2%	-	-	-	6.1	27.5	7.8
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	16	-	41	1900	538	7.6%	-	-	-	0.2	19.4	0.5
3/1	Circ W Ahead	U	C1:C		1	25	-	225	1900	823	27.3%	-	-	-	0.1	2.0	0.4
3/2+3/3	Circ W Right Ahead	U	C1:C		1	25	-	631	1900:1900	816+31	74.5 : 74.5%	-	-	-	0.4	2.4	1.2
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	23	-	970	1900:1900	760+379	85.1 : 85.1%	-	-	-	6.9	25.6	12.5
4/3	A511 E/B Ahead	U	C1:D		1	23	-	599	1900	760	78.8%	-	-	-	4.4	26.7	10.5
5/1	Circ Nth Ahead	U	C2:A		1	29	-	694	1900	950	73.1%	-	-	-	0.8	3.9	10.9
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	622	1900	950	65.5%	-	-	-	0.7	4.1	9.8
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	832	1900:1900	633+633	65.7 : 65.7%	-	-	-	4.9	21.2	6.8
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	407	1900	633	64.3%	-	-	-	2.8	24.9	6.5
7/1	Circ E Ahead	U	C2:C		1	24	-	485	1900	792	61.3%	-	-	-	0.7	4.9	8.0
7/2+7/3	Circ E Right Ahead	U	C2:C		1	24	-	417	1900:1900	559+535	38.1 : 38.1%	-	-	-	3.1	26.7	3.5

Basic Results Summary

[illegible]

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.7%	43	89	0	50.5	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	85.7%	43	89	0	50.5	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	34	-	814	1900	1108	73.4%	-	-	-	1.6	7.3	5.1
1/2	Circ Sth Right Ahead	U	C1:A		1	34	-	851	1900	1108	76.8%	-	-	-	1.4	6.1	4.1
1/3	Circ Sth Right	U	C1:A		1	34	-	598	1900	1108	54.0%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	13	-	760	1900:1900	443+443	85.7 : 85.7%	-	-	-	7.5	35.6	8.9
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	13	-	42	1900	443	9.5%	-	-	-	0.3	22.5	0.6
3/1	Circ W Ahead	U	C1:C		1	27	-	368	1900	887	41.5%	-	-	-	0.1	1.2	0.4
3/2+3/3	Circ W Right Ahead	U	C1:C		1	27	-	676	1900:1900	873+41	74.0 : 74.0%	-	-	-	0.4	2.2	1.2
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	21	-	910	1900:1900	697+378	84.7 : 84.7%	-	-	-	6.8	27.0	11.7
4/3	A511 E/B Ahead	U	C1:D		1	21	-	539	1900	697	77.4%	-	-	-	4.2	28.0	9.6
5/1	Circ Nth Ahead	U	C2:A		1	29	-	638	1900	950	67.2%	-	-	-	0.7	4.0	10.0
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	569	1900	950	59.9%	-	-	-	0.7	4.3	9.1
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	988	1900:1900	633+633	78.0 : 78.0%	-	-	-	6.7	24.4	9.2
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	491	1900	633	77.5%	-	-	-	4.1	30.3	8.9
7/1	Circ E Ahead	U	C2:C		1	23	-	424	1900	760	55.8%	-	-	-	0.4	3.8	7.0
7/2+7/3	Circ E Right Ahead	U	C2:C		1	23	-	525	1900:1900	552+490	50.4 : 50.4%	-	-	-	3.6	24.6	4.5

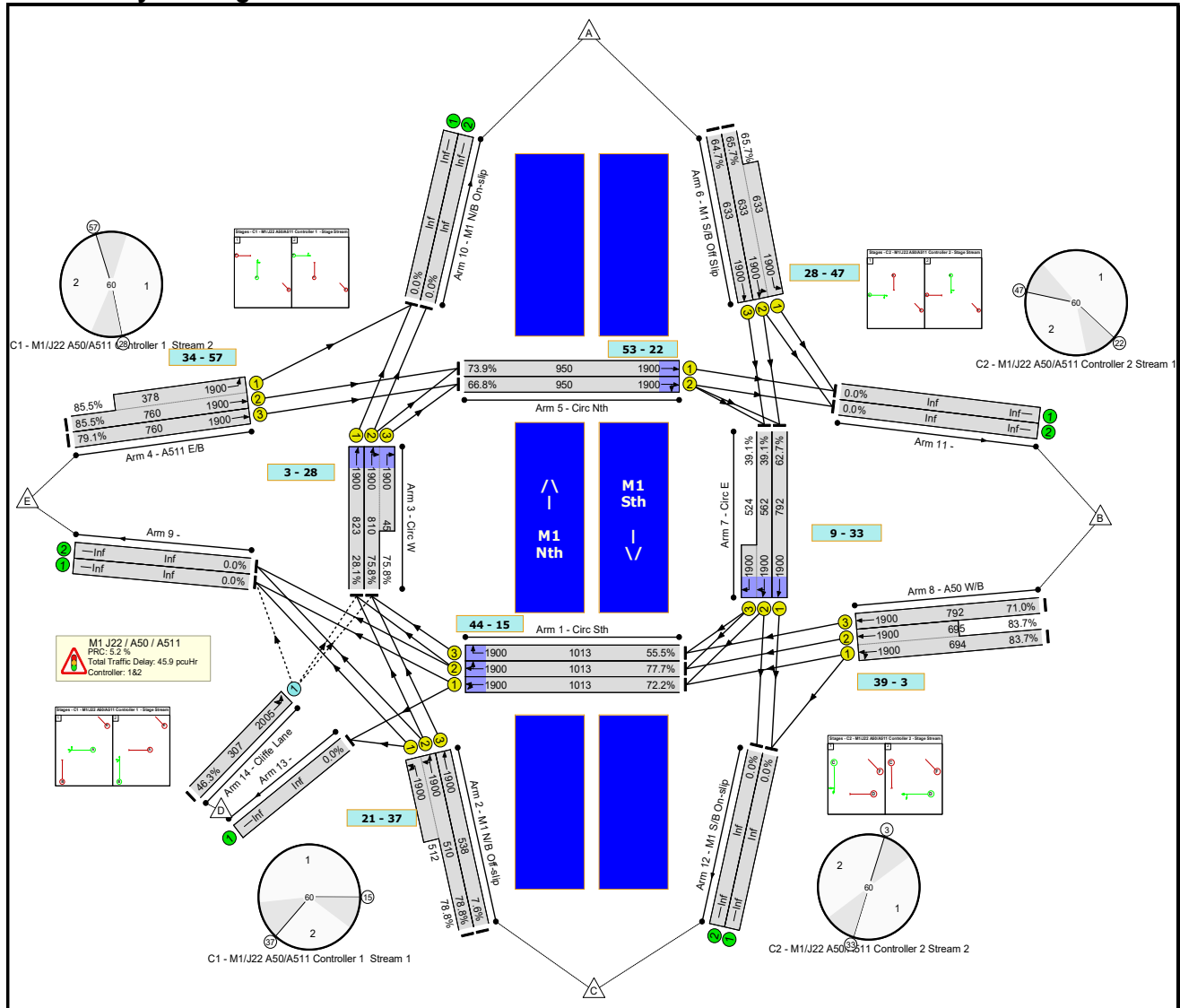
Basic Results Summary

8/1+8/2	A50 W/B Ahead Left	U	C2:D		1	25	-	1187	1900:1900	688+713	84.7 : 84.7%	-	-	-	7.3	22.2	10.9
8/3	A50 W/B Ahead	U	C2:D		1	25	-	598	1900	823	72.6%	-	-	-	3.6	22.0	9.5
14/1	Cliffe Lane Left Left2	O	-		-	-	-	132	2005	307	43.0%	43	89	0	0.8	22.4	1.7
C1 - M1/J22 A50/A511 Controller 1 Stream: 1 PRC for Signalled Lanes (%) 5.0 Total Delay for Signalled Lanes (pcuHr) 10.88 Cycle Time (s) 60 C1 - M1/J22 A50/A511 Controller 1 Stream: 2 PRC for Signalled Lanes (%) 6.3 Total Delay for Signalled Lanes (pcuHr) 11.55 Cycle Time (s) 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%) 15.4 Total Delay for Signalled Lanes (pcuHr) 12.23 Cycle Time (s) 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 2 PRC for Signalled Lanes (%) 6.2 Total Delay for Signalled Lanes (pcuHr) 15.01 Cycle Time (s) 60 PRC Over All Lanes (%) 5.0 Total Delay Over All Lanes(pcuHr) 50.49																	

Basic Results Summary

Scenario 10: '2029 - PM Peak - Scenario 1' (FG10: '2029 - PM Peak - Scenario 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

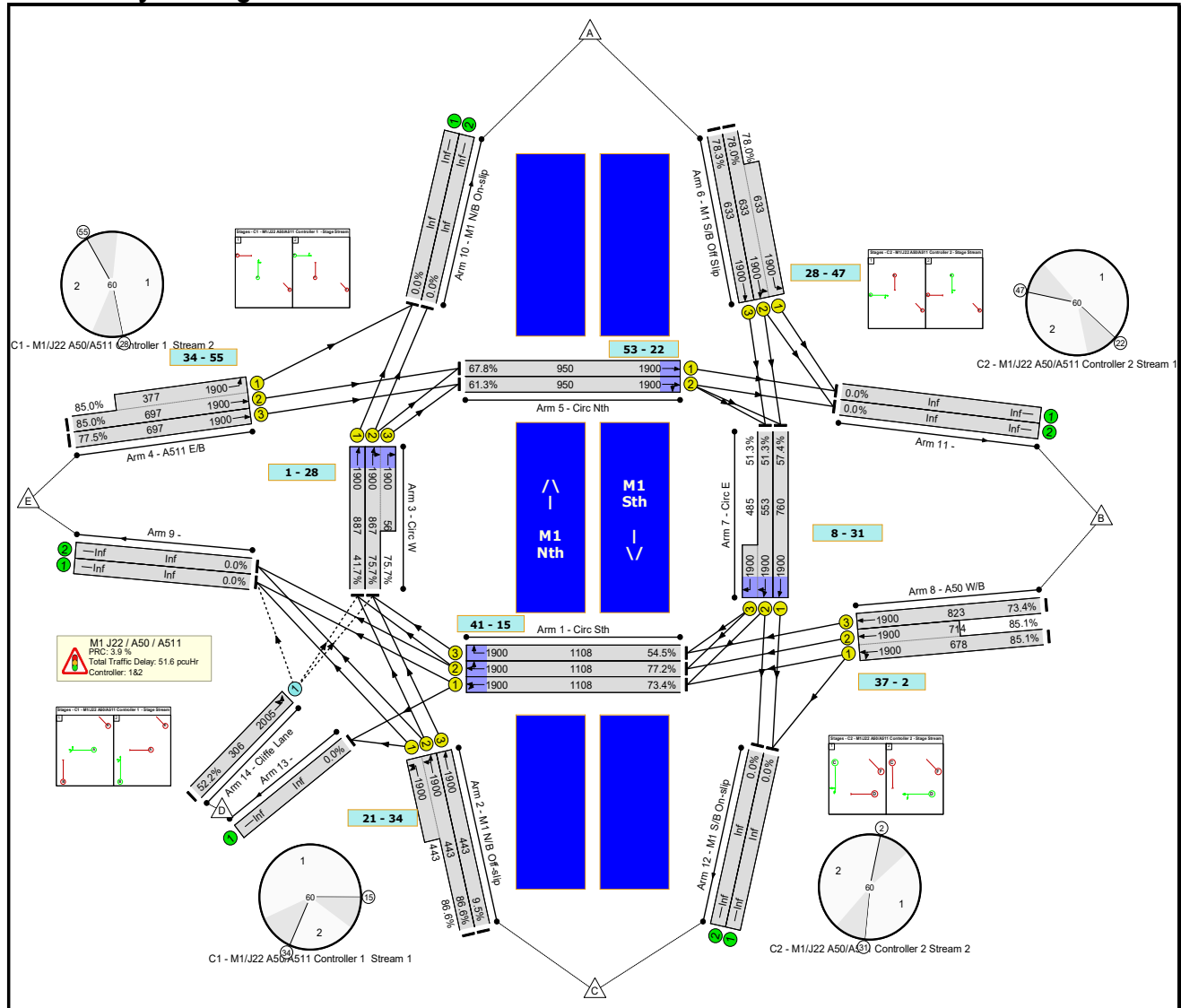
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.5%	40	102	0	45.9	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	85.5%	40	102	0	45.9	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	31	-	732	1900	1013	72.2%	-	-	-	1.4	6.9	3.6
1/2	Circ Sth Right Ahead	U	C1:A		1	31	-	787	1900	1013	77.7%	-	-	-	1.3	6.0	3.4
1/3	Circ Sth Right	U	C1:A		1	31	-	562	1900	1013	55.5%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	16	-	805	1900:1900	510+512	78.8 : 78.8%	-	-	-	6.2	27.7	7.9
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	16	-	41	1900	538	7.6%	-	-	-	0.2	19.4	0.5
3/1	Circ W Ahead	U	C1:C		1	25	-	231	1900	823	28.1%	-	-	-	0.1	2.2	0.5
3/2+3/3	Circ W Right Ahead	U	C1:C		1	25	-	648	1900:1900	810+45	75.8 : 75.8%	-	-	-	0.5	2.5	1.2
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	23	-	973	1900:1900	760+378	85.5 : 85.5%	-	-	-	7.0	25.9	12.6
4/3	A511 E/B Ahead	U	C1:D		1	23	-	601	1900	760	79.1%	-	-	-	4.5	26.9	10.5
5/1	Circ Nth Ahead	U	C2:A		1	29	-	702	1900	950	73.9%	-	-	-	0.8	4.1	11.0
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	635	1900	950	66.8%	-	-	-	0.8	4.4	10.1
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	832	1900:1900	633+633	65.7 : 65.7%	-	-	-	4.9	21.2	6.8
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	410	1900	633	64.7%	-	-	-	2.8	25.0	6.7
7/1	Circ E Ahead	U	C2:C		1	24	-	496	1900	792	62.7%	-	-	-	0.7	4.9	8.1
7/2+7/3	Circ E Right Ahead	U	C2:C		1	24	-	425	1900:1900	562+524	39.1 : 39.1%	-	-	-	3.1	26.4	3.6

Basic Results Summary

[illegible]

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	86.6%	43	117	0	51.6	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	86.6%	43	117	0	51.6	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	34	-	814	1900	1108	73.4%	-	-	-	1.7	7.5	5.7
1/2	Circ Sth Right Ahead	U	C1:A		1	34	-	856	1900	1108	77.2%	-	-	-	1.5	6.1	4.2
1/3	Circ Sth Right	U	C1:A		1	34	-	604	1900	1108	54.5%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	13	-	768	1900:1900	443+443	86.6 : 86.6%	-	-	-	7.8	36.5	9.2
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	13	-	42	1900	443	9.5%	-	-	-	0.3	22.5	0.6
3/1	Circ W Ahead	U	C1:C		1	27	-	370	1900	887	41.7%	-	-	-	0.1	1.4	0.5
3/2+3/3	Circ W Right Ahead	U	C1:C		1	27	-	698	1900:1900	867+56	75.7 : 75.7%	-	-	-	0.4	2.3	1.2
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	21	-	912	1900:1900	697+377	85.0 : 85.0%	-	-	-	6.9	27.2	11.8
4/3	A511 E/B Ahead	U	C1:D		1	21	-	540	1900	697	77.5%	-	-	-	4.2	28.1	9.6
5/1	Circ Nth Ahead	U	C2:A		1	29	-	644	1900	950	67.8%	-	-	-	0.7	4.1	10.0
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	582	1900	950	61.3%	-	-	-	0.8	4.7	9.2
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	988	1900:1900	633+633	78.0 : 78.0%	-	-	-	6.7	24.4	9.2
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	496	1900	633	78.3%	-	-	-	4.2	30.8	9.2
7/1	Circ E Ahead	U	C2:C		1	23	-	436	1900	760	57.4%	-	-	-	0.5	3.8	7.1
7/2+7/3	Circ E Right Ahead	U	C2:C		1	23	-	533	1900:1900	553+485	51.3 : 51.3%	-	-	-	3.6	24.5	4.6

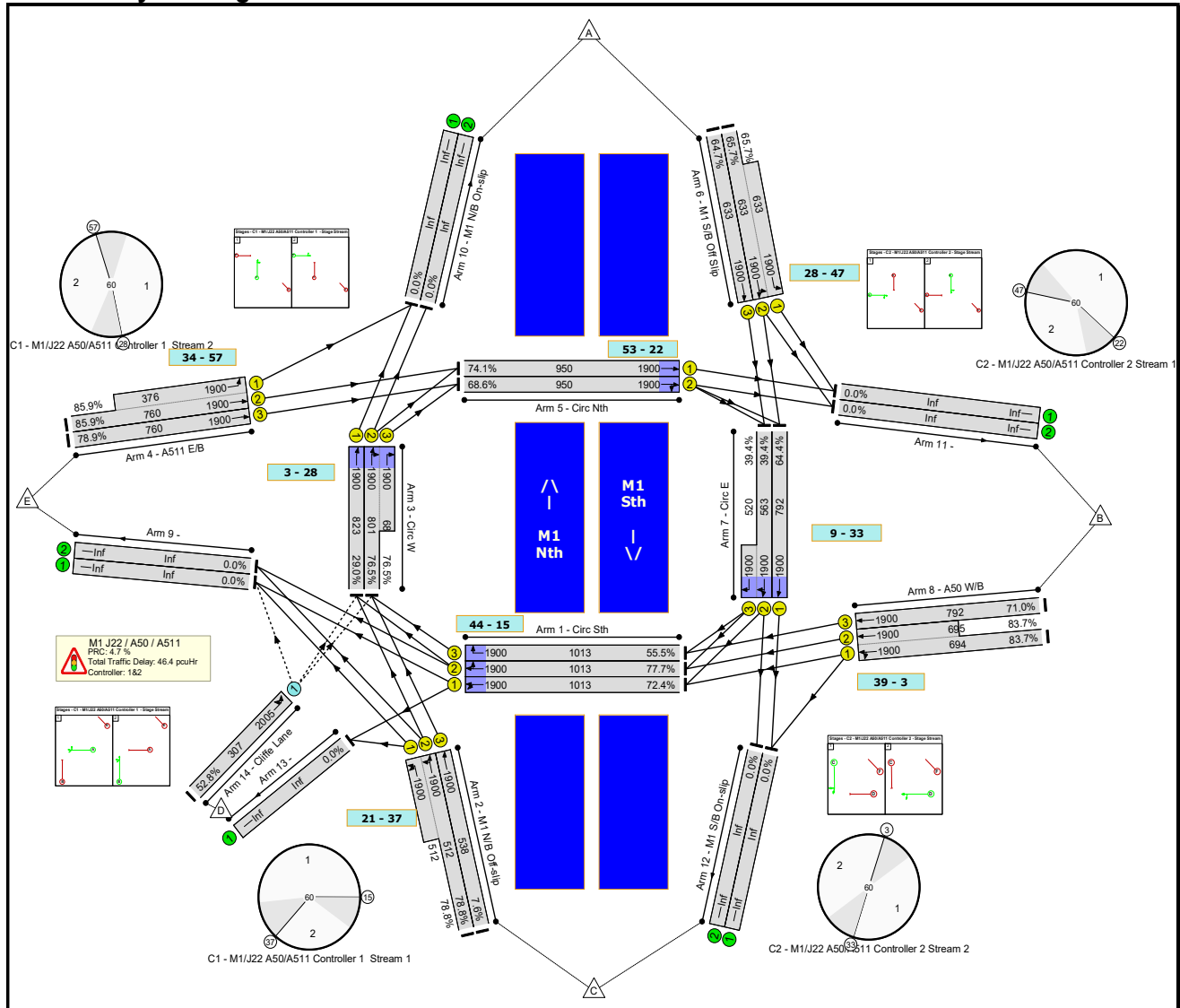
Basic Results Summary

8/1+8/2	A50 W/B Ahead Left	U	C2:D		1	25	-	1184	1900:1900	678+714	85.1 : 85.1%	-	-	-	7.4	22.4	11.0
8/3	A50 W/B Ahead	U	C2:D		1	25	-	604	1900	823	73.4%	-	-	-	3.7	22.2	9.6
14/1	Cliffe Lane Left Left2	O	-		-	-	-	160	2005	306	52.2%	43	117	0	1.1	24.6	2.2
C1 - M1/J22 A50/A511 Controller 1 Stream: 1 PRC for Signalled Lanes (%): 3.9 Total Delay for Signalled Lanes (pcuHr): 11.21 Cycle Time (s): 60 C1 - M1/J22 A50/A511 Controller 1 Stream: 2 PRC for Signalled Lanes (%): 5.9 Total Delay for Signalled Lanes (pcuHr): 11.69 Cycle Time (s): 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 1 PRC for Signalled Lanes (%): 14.9 Total Delay for Signalled Lanes (pcuHr): 12.43 Cycle Time (s): 60 C2 - M1/J22 A50/A511 Controller 2 Stream: 2 PRC for Signalled Lanes (%): 5.8 Total Delay for Signalled Lanes (pcuHr): 15.18 Cycle Time (s): 60 PRC Over All Lanes (%): 3.9 Total Delay Over All Lanes(pcuHr): 51.61																	

Basic Results Summary

Scenario 12: '2029 - PM Peak - Scenario 2' (FG12: '2029 - PM Peak - Scenario 2', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.9%	43	119	0	46.4	-	-
M1 J22 / A50 / A511	-	-	-		-	-	-	-	-	-	85.9%	43	119	0	46.4	-	-
1/1	Circ Sth Ahead Ahead2	U	C1:A		1	31	-	734	1900	1013	72.4%	-	-	-	1.4	6.9	3.7
1/2	Circ Sth Right Ahead	U	C1:A		1	31	-	787	1900	1013	77.7%	-	-	-	1.3	6.0	3.4
1/3	Circ Sth Right	U	C1:A		1	31	-	562	1900	1013	55.5%	-	-	-	0.0	0.0	0.0
2/2+2/1	M1 N/B Off-slip Ahead Left Left2	U	C1:B		1	16	-	806	1900:1900	512+512	78.8 : 78.8%	-	-	-	6.2	27.7	7.9
2/3	M1 N/B Off-slip Ahead	U	C1:B		1	16	-	41	1900	538	7.6%	-	-	-	0.2	19.4	0.5
3/1	Circ W Ahead	U	C1:C		1	25	-	239	1900	823	29.0%	-	-	-	0.2	2.4	0.5
3/2+3/3	Circ W Right Ahead	U	C1:C		1	25	-	665	1900:1900	801+68	76.5 : 76.5%	-	-	-	0.5	2.6	1.2
4/2+4/1	A511 E/B Ahead Left	U	C1:D		1	23	-	976	1900:1900	760+376	85.9 : 85.9%	-	-	-	7.1	26.2	12.7
4/3	A511 E/B Ahead	U	C1:D		1	23	-	600	1900	760	78.9%	-	-	-	4.5	26.8	10.5
5/1	Circ Nth Ahead	U	C2:A		1	29	-	704	1900	950	74.1%	-	-	-	0.8	4.1	11.1
5/2	Circ Nth Right Ahead	U	C2:A		1	29	-	652	1900	950	68.6%	-	-	-	0.9	4.7	10.3
6/2+6/1	M1 S/B Off Slip Ahead Left	U	C2:B		1	19	-	832	1900:1900	633+633	65.7 : 65.7%	-	-	-	4.9	21.2	6.8
6/3	M1 S/B Off Slip Ahead	U	C2:B		1	19	-	410	1900	633	64.7%	-	-	-	2.8	25.0	6.7
7/1	Circ E Ahead	U	C2:C		1	24	-	510	1900	792	64.4%	-	-	-	0.7	4.8	8.3
7/2+7/3	Circ E Right Ahead	U	C2:C		1	24	-	427	1900:1900	563+520	39.4 : 39.4%	-	-	-	3.1	26.3	3.6

Basic Results Summary

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