DEVELOPMENT
SERVICES

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Transport Assessment

On behalf of Cawrey Limited

Proposed Mixed Development,

Pear Tree Farmyard Site, Desford Lane, Ratby

07149

October 2007

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1.0 Introduction and Development Proposals

1.1 BSP Consulting have been appointed by Cawrey Limited, to prepare a Transport Assessment (TA) for a proposed mixed development at Pear Tree Farmyard, off Desford Lane, Ratby.

1.2 The location of the proposed development is shown on Figure 1. The site is situated to the south west of Ratby village centre and is bordered by open farmland to the north, west and south and an existing residential development to the east.

1.3 It is proposed the existing farm buildings occupying the site will be demolished. The current proposals for the site are to construct office buildings and light industrial units totalling 1000sqm Gross Floor Area (GFA). The GFA will be split equally for the office buildings and light industrial units.

1.4 Access to the site is shown on the Proposed Site Access Arrangements drawing in Appendix A. The existing farm access road is proposed to be upgraded in accordance with Leicestershire County Council (LCC) guidance. It can be seen that the site access from Desford Lane, requires vehicle to travel approximately 150metres on the access road before reaching the site.

1.5 This TA has been completed following correspondence with LCC. A scoping study document, outlining the proposed content and main principles and objectives of the TA, was submitted and agreed with LCC.

1.6 Consideration of the existing situation and proposed improvements with regard to public transport, cycling and walking facilities are included in sections 2.0, 3.0 and 4.0 respectively. The traffic impact arising as a result of the proposed development is discussed in section 5.0, with the conclusions in section 6.0 of the report.

2.0 Public Transport

2.1 In line with current local and national transport objectives, particularly of encouraging modal shift away from the private car, and increasing accessibility through sustainable travel, public transport has a major role to play. Measures to facilitate the use of public transport are therefore an integral part of good land use and transport planning.

2.2 Figure 2 shows the routes of bus services currently operating in the vicinity of the proposed development. A summary of the bus services on Figure 2 are summarised in Table 1 below.

Table 1 – Summary of Bus Services

Service No.	Route	Days	Time Period	Frequency
Bus services from Desford Lane bus stops (X1 also stops on Station Road opposite Chapel Street)				
X1	Coalville – Ratby – Leicester	Mon – Fri	06:18 – 17:18	60 minutes
X1	Coalville – Ratby – Leicester	Sat	08:08 – 17:18	60 minutes
X1	Leicester – Ratby – Coalville	Mon – Fri	07:05 – 18:05	60 minutes
X1	Leicester – Ratby – Coalville	Sat	09:05 – 18:05	60 minutes
Bus services from Main Street and Station Road bus stops				
27	Ratby – Groby – Leicester	Mon – Fri	06:10 – 22:00	15 minutes
27	Ratby – Groby – Leicester	Sat	07:10 – 22:00	15 minutes
27	Leicester – Groby – Ratby	Mon – Fri	06:40 – 23:00	15 minutes
27	Leicester – Groby – Ratby	Sat	08:10 – 23:00	15 minutes
218	Swadlincote – Ratby - Leicester	Sun	10:18 – 22:18	120 minutes
218	Leicester – Ratby – Swadlincote	Sun	09:58 – 21:58	120 minutes
Bus services from Markfield Road bus stops				
217	Ashby de la Zouch – Ratby – Leicester	Sun	09:16 – 21:16	120 minutes
217	Leicester – Ratby – Ashby de la Zouch	Sun	10:59 – 22:59	120 minutes

2.3 The nearest bus stops to the site are shown on Figure 2. It can be seen that the nearest bus stops are located on Desford Lane, adjacent to the Desford Lane / Main Street / Station Road junction, approximately 300metres from the site. A bus stop with shelter is located on Main Street, near the Bulls Head pub, 100metres from the Desford Lane / Main Street / Station Road junction. There are also bus stops on Station Road beyond Chapel Street, approximately 500metres from the site. There are further bus stops on Markfield Road, in the north-east of Ratby, approximately 700metres from the site. The bus stops on Desford Lane and Main Street within the 400metres required walking distance to encourage modal shift away from the private motor vehicle to public transport.

2.4 Table 1 shows that proposed development will have access to bus services throughout the day, 7 days a week, to a number of surrounding destinations, including Leicester city centre.

2.5 Leicester railway station and Narborough railway station are located approximately 8miles from the site. This is considered beyond a reasonable cycling and walking distance. The bus services from Ratby to Leicester terminate at St Magaret's bus station, approximately a 20minute walk from the railway station. The inconvenience of this connection would mean staff at the proposed development would be unlikely to combine a bus and rail journey. Therefore very few journeys to the site would be made by this mode of transport and no further investigation is considered necessary into train services.

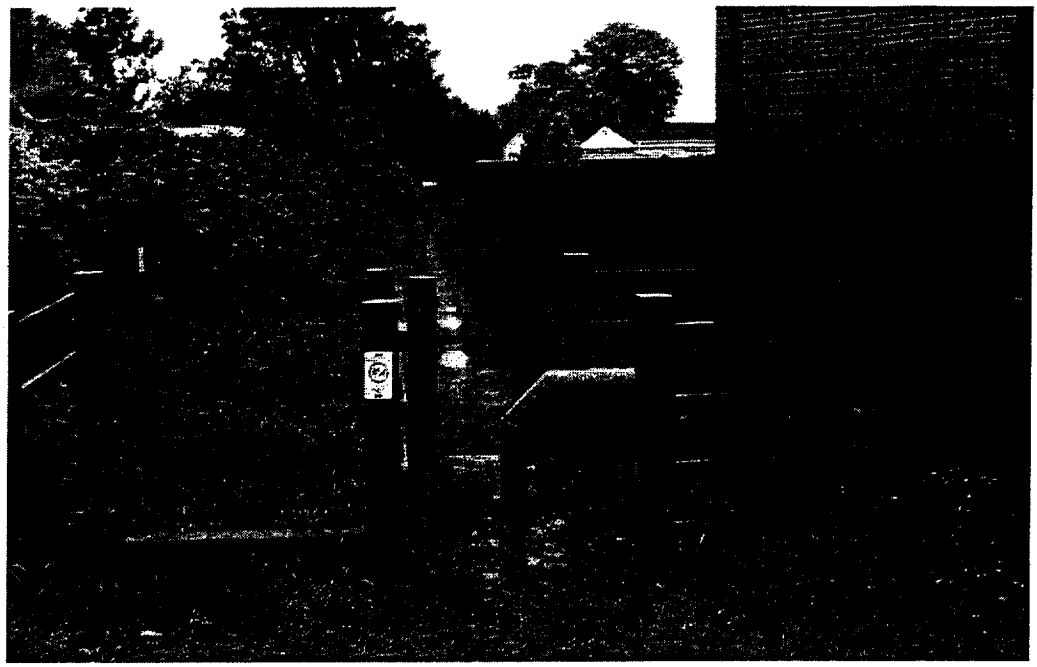
2.6 In light of the choice of bus services available and the convenience of these to site users, no additional services or improvements to existing services are considered necessary as a result of the proposed development.

3.0 Cycling

3.1 Cycling will make a significant contribution towards establishing a more sustainable local transport system. It is a widely accessible, convenient, healthy and environmentally friendly mode of travel. Cycling Strategies are currently produced by most Highway Authorities, which aim to develop comprehensive cycle facilities, and to engender a positive cycling culture where safe cycle use is increased.

3.2 Figure 3 shows the routes of existing cycle routes in the vicinity of the site. It can be seen that there is a section of "traffic-free cycle route" approximately 150metres north of the site, providing a connection to a "National Cycle Network (NCN) traffic-free route" west towards Thornton. This route on Burroughs Road, though identified by SUSTRANS as traffic-free, is observed to have some vehicular traffic using it. The "other signed on-road cycle route" in the vicinity of the site leads north east towards Groby. It was observed that this road is traffic-calmed, which will lower vehicle speeds and encourage cycling. To the south east is a NCN on-road and off-road cycle route towards Glenfield (shown in Photograph 1) that can be accessed from the "other signed on-road cycle route". The NCN route that passes through Ratby is NCN Route 63 leading from Leicester to Burton-upon-Trent.

Photograph 1 – Off road cycleway to Glenfield



3.3 On site cycle facilities are recommended to follow LCC's Design Guidance (DG16) regarding cycle parking, which states that the minimum provision for cycle parking at an office and general industry development is:

"one space per 400m^2 GFA"

It is recommended that 3 cycle spaces be provided at the proposed development to meet LCC requirements. LCC also requires that cycle parking:

- be secure, with weather protection provided at least for employee parking;
- be conveniently located at entrances to buildings;
- enjoy good natural observation
- be well lit; and
- be located so it does not obstruct pedestrian and cycle routes
- be of a Sheffield stand type

It is recommended that cycle parking be provided at the proposed development to meet these requirements.

3.4 Figure 4 shows the appropriate isochrones for cycling. It can be seen the cycling isochrones are a mix of urban areas, outlying villages and open land. Within 5km of the site are residential areas of Kirby Muxloe, Desford, Newtown Limford, Groby and Glenfield. 5km is considered a reasonable cycling distance and it is anticipated that site users will consider using this mode of travel for a journey from these locations. Within the 8km isochrone are residential areas of western Leicester including Braunstone and outlying villages including Enderby, Bagworth, Kirkby Mallory, Markfield and Newbold Verdon. Some site users may consider cycling to the site from these locations.

3.5 In light of the above, it is considered there are a range of destinations and existing cycle facilities that would be sufficient to encourage site users to cycle, subject to the provision of on site cycle parking. Therefore no further improvements are recommended in this respect.

4.0 Walking

4.1 A key objective of local authorities in preparing their Local Transport Plans will be to increase the proportion of journeys made by walking, particularly those under 2 miles, which represent no less than 50% of all journeys undertaken.

4.2 There are existing footways on Main Street and Desford Lane that can be used by pedestrians in the vicinity of the site. These footways are wide, well lit and in a good state of repair. The footway on the northern side of Desford Lane currently terminates approximately 30metres from the existing farm access. It is recommended the footway be extended to the proposed Access Road / Desford Lane junction. On-site observations suggest there is sufficient highway land next to the existing carriageway for the footway to be extended on the north side of Desford Lane. The proposed access road leading to the Desford Lane junction from the site is to be in accordance with existing guidance and have 1.8m footways on both sides of the carriageway to encourage pedestrian access into the site. The proposed Access Road footways and Desford Lane footway extension are shown on the Proposed Site Access drawing in Appendix A.

4.3 The existing footways provide pedestrian access to numerous local amenities, but particularly of note are footways leading from Desford Lane to the bus stops on Desford Lane and Station Road. Other amenities accessible using existing footways include the Co-op on Station Road, and a post office and primary school on Main Street, as shown in the Local Facilities Plan in Figure 6. These footways were observed as wide, well maintained and well lit. Tactile paving and a traffic calming speed hump at the Main Street / Desford Lane junction allow safe pedestrian movements on these walking routes.

4.4 Figure 5 shows the appropriate isochrones for walking. It can be seen that the walking isochrones consist of a mix of residential areas and open land. Within the 0.5km and 1km isochrones of the site is the residential area of Ratby. It is

anticipated that site users will consider walking to the site from any part of Ratby. Within the 1.6km and 2km isochrones of the site is much of the residential areas of Groby and Kirby Muxloe. Some site users may consider walking to the site from these locations, and the existing footway infrastructure will allow this.

4.5 It is considered that the range of destinations and walking facilities in the vicinity of the site would be sufficient to encourage site users to walk, and to enable them to do so safely and conveniently. Subject to the extension of the footways into the site and the extension of the footway on Desford Lane, no further improvements are considered necessary with respect to walking.

5.0 Traffic Impact

5.1 Existing Traffic Flows and Conditions

5.1.1 The weekday AM and PM peak hours have been considered in the TA, as peak hour traffic from the proposed development will coincide with the network peak flows during these hours.

5.1.2 The study area was discussed with LCC during the scoping study process, and it was agreed to include the junctions listed below:

1) Desford Lane / Main Street / Station Road
2) Desford Lane / Desford Lane (C3104)
3) Site Access / Desford Lane

5.1.3 Traffic counts were carried out at the study area junctions by BSP Consulting, for the AM peak period of 07:30 – 09:30 and the PM peak period of 16:30 – 18:30, on Wednesday 12th September 2007.

5.1.4 A summary of the traffic count data is included in Appendix B. The base traffic count data is then summarised in Flow Diagrams 1 and 2 in Appendix C.

5.2 Trip Generation Rates

5.2.1 In order to estimate the level of traffic generated by the proposed development, trip generation rates for the development have been calculated using the TRICS database. To assess the worst-case scenario in terms of potential traffic generated by the development, the 85th percentile trip rates have been used.

5.2.2 The TRICS data is included in Appendix D. The trip rates and resulting number of trips are summarised in Table 2 below.

Table 2: Trip Generation Rates and Number of Trips for Proposed Development

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Light Industrial Trip Rate per (100sqm)	0.92	0.19	1.11	0.09	1.27	1.36
Number of trips for 500sqm	5	1	6	1	6	7
Office Trip Rate (per 100sqm)	3.95	0.30	4.25	0.50	3.00	3.50
Number of Trips for 500sqm	20	1	21	3	15	18
Total Number of Trips for Site	25	2	27	4	21	25

5.3 Committed Development Traffic

5.3.1 Committed developments were discussed with LCC during the scoping study process. Two other proposed developments within Ratby have yet to gain planning approval and so cannot be regarded as committed developments. A document titled "Addendum to Transport Assessments," considering the traffic impact if all three proposed developments are implemented, should be read in conjunction with this TA. As such, the effects on traffic flows of the other proposed developments are not accounted for in this TA.

5.4 Trip Distribution and Assignment

5.4.1 To enable the development trips to be assigned to the road network, the percentage distribution of development traffic using each junction arm has been calculated in proportion with the existing traffic from the AM and PM peak hour base flow data. The percentage distributions for the development trips are shown on Flow Diagram 7 and Flow Diagram 8 respectively.

5.4.2 The percentage distributions have been applied to the number of trips generated by the proposed development. The resulting development flows are shown on

Flow Diagram 9 and Flow Diagram 10 in Appendix C for the AM peak hour and PM peak hour respectively.

5.5 Design Year Flows

5.5.1 It has been assumed that the year of opening for the site will be the year 2010. It is therefore considered appropriate to assess the highway network for capacity for the opening year of 2010, and to assess the site accesses for capacity for an assessment year of the opening year + 10 years (ie. 2020). All base flows have been factored up to 2010 flows and 2020 flows by using the NRTF low growth factor. The appropriate growth factors were therefore calculated to be as follows, and the relevant calculations are included in Appendix E.

- 2007 – 2010: Growth Factor = 1.0358
- 2007 – 2020: Growth Factor = 1.1444

5.5.2 The 2010 AM peak hour and PM peak hour base flows are shown on Flow Diagram 3 and Flow Diagram 4 in Appendix C respectively, and the 2020 AM peak hour and PM peak hour base flows are shown on Flow Diagram 5 and Flow Diagram 6 in Appendix C respectively.

5.5.3 The 2010 base flows + development flows have been calculated by adding the development flows, shown on Flow Diagram 9 and Flow Diagram 10 for the AM peak hour and PM peak hour respectively, to the 2010 base flows, shown on Flow Diagram 3 and Flow Diagram 4 for the AM peak hour and PM peak hour respectively. The resulting flows are shown on Flow Diagram 11 and Flow Diagram 12 in Appendix C.

5.5.4 The 2020 base flows + development flows have been calculated by adding the development flows, shown on Flow Diagram 9 and Flow Diagram 10 for the AM peak hour and PM peak hour respectively, to the 2020 base flows, shown on Flow

Diagram 5 and Flow Diagram 6 for the AM peak hour and PM peak hour respectively. The resulting flows are shown on Flow Diagram 13 and Flow Diagram 14 in Appendix C.

5.6 Highway Capacity Assessment

5.6.1 In order to determine the percentage increases at the study area junctions, resulting from the development, the 2010 base flows + development flows, shown in Flow Diagram 11 and Flow Diagram 12 in Appendix C, have been compared with the 2010 base flows, shown in Flow Diagram 3 and 4 in Appendix C. The percentage increases at each of the study area junctions are summarised in Table 3 below.

Table 3: Percentage Increases at Study Area Junctions

Junction	Percentage Increase	
	AM	PM
Main Street / Station Road / Desford Lane	1.9%	1.4%
Desford Lane / Desford Lane (C3104)	1.0%	1.1%

5.6.2 Table 3 shows that the percentage increase is less than 2% at the Main Street / Station Road / Desford Lane and the Desford Lane / Desford Lane (C3104) junction. This increase is considered insignificant given the existing traffic flows and capacity assessments are therefore not required at these junctions.

5.7 Site Access Proposals

5.7.1 It is proposed that the access road from the site will connect to the local highway network via a proposed priority junction on Desford Lane. The site access arrangements are shown in Appendix A. It is considered the access road would

need to be designed as a minor industrial road in accordance with Leicestershire County Council design guidance.

5.7.2 The Desford Lane / Site Access junction has been assessed for capacity for the opening year of 2010 and the design year of 2020 using the PICADY software program. The PICADY output is included in Appendix F, and the results of the PICADY assessments are summarised in Table 4 below.

Table 4: Summary of PICADY Results – Access Road / Desford Lane Junction

Scenario	AM Peak Hour		PM Peak Hour	
	Max RFC	Queue Length	Max RFC	Queue Length
2010 Base Flows + Development Flows	0.035	0	0.032	0
2020 Base Flows + Development Flows	0.036	0	0.033	0

5.7.3 The max RFC represents the Ratio of Flow to Capacity for the worst case arm of the junction. An RFC of 0.85 is considered as the threshold value, over which the junction is considered as being over capacity. The results in Table 4 indicate that the proposed site access junction will operate with a significant amount of spare capacity for all scenarios assessed.

5.8 Highway Safety Assessment

5.8.1 Accident records have been obtained for the study area from LCC for the 5 year period from 01st May 2002 to 30th April 2007. The details of these accidents are summarised in Table 5-7 below. The locations of these accidents are shown in Appendix G.

Table 5 - Summary of Accident Data for Main Street / Desford Lane / Station Road Junction

Acc. No.	Acc. Severity	Date	Time	Conditions	Lighting	Details / Description
1	Slight	Sat 17.05.03	18:00	Dry	Daylight	V2 going ahead collides with V1 stopping

Table 6 - Summary of Accident Data for Desford Lane / Desford Lane (C3104) Junction

Acc. No.	Acc. Severity	Date	Time	Conditions	Lighting	Details / Description
2	Slight	Thu 18.08.05	21:20	Flood (surface water over 3cm deep)	Dark – no lighting	Agricultural vehicle turning right onto Desford Lane (C3104) collides with V1 going ahead towards Kirby Muxloe
3	Slight	Tue 15.11.05	07:33	Wet / Damp	Daylight	V1 going ahead collides with V2 turning right onto Desford Lane (C3104) from Ratby

Table 7 - Summary of Accident Data in vicinity of the proposed Site Access Junction on Desford Lane

Acc. No.	Acc. Severity	Date	Time	Conditions	Lighting	Details / Description
4	Serious	Sat 24/12/05	12:45	Wet / damp	Daylight	V1 loses control on right-hand bend and collides with pedestrian walking alongside carriageway.

5.8.2 Table 5 shows that 1 accident occurred at the Main Street / Station Road / Desford Lane junction during the 5 year study period. The accident was categorised as slight.

5.8.3 It can be seen from Table 6 that there have been 2 accidents at the Desford Lane / Desford Lane (C3104) junction during the 5 year study period, equating to less than 1 accident per 2 years. Of the 2 accidents that occurred, both were categorised as slight.

5.8.4 Table 7 shows that 1 accident occurred at the proposed Access Road / Desford Lane junction during the 5 year study period. The accident was categorised as serious.

5.8.5 In summary, a total of 4 accidents occurred at the study area junctions during the 5 year study period. This is not considered a high number of accidents given the existing traffic flows using the junctions. The majority of the accidents that occurred at the study area junctions were categorised as slight, with one serious accident and no fatal accidents. There was no obvious pattern to the weather or lighting conditions, and it is not therefore considered that the findings in Tables 5-7 indicate that any highway alterations are required at the study area junctions to improve highway safety. It is however considered that the proposed footway extension on Desford Lane to the site access will improve the highway safety for pedestrians on Desford Lane.

6.0 Conclusions

6.1 BSP Consulting were appointed by Cawrey Limited, to prepare a Transport Assessment (TA) for a proposed mixed development at the Pear Tree Farmyard site off Desford Lane, Ratby.

6.2 The site is situated south west of Ratby village centre and is bordered by open farmland to the north, west and south and an existing residential development to the east. The current proposals for the site are to demolish existing farm buildings and construct 1000sqm of office and light industrial units. It is proposed that access to the site will be via a 150metre access road from Desford Lane.

6.3 The site is well located for ease of access to public transport. The nearest bus stops are located approximately 300metres from the site, within the required walking distance to encourage modal shift away from the private motor vehicle to public transport. The bus services in Ratby operate 7 days a week, providing a frequent service throughout the day to a number of surrounding destinations, most notably Leicester city centre.

6.4 The site is well located for cycle facilities. On-road and off-road cycle routes lead to a number of local destinations. The cycling isochrones in Figure 3 show that a number of residential areas are within cycling distance of the site. It is recommended that cycle parking provision at the site will be in accordance with Leicestershire County Council's (LCC's) guidance. It is considered that the existing cycle facilities in the vicinity of the site would be sufficient to encourage site users to cycle, and no improvements are therefore recommended in this respect.

6.5 There is an existing network of footways in the vicinity of the site that provide pedestrian access from Desford Lane to destinations within Ratby and parts of Groby and Kirby Muxloe. The existing footway on Desford Lane terminates

the footway on Desford Lane be extended to the proposed Access Road / Desford Lane junction, to provide pedestrian access into the site. The Access Road from Desford Lane will incorporate 1.8m footways on both sides of the carriageway to provide safe and convenient pedestrian access into the site. The existing footways in the vicinity of the site are wide and well lit, and in a good state of repair. The existing footways provide pedestrian access to numerous local amenities, including the nearest bus stops. Subject to the extension of the footways into the site and the extension of the footway on Desford Lane, no further improvements are considered necessary with respect to walking.

6.6 The traffic impact of the proposed development was assessed for the AM and PM peak hour periods. Base traffic flows from 2007 were factored up to design years of 2010 and 2020 by applying an NRTF low growth factor. Trip rates for the proposed development were determined using the TRICS database. 85th percentile trip rates were used in order to provide a robust assessment, and the development traffic was distributed onto the highway network in proportion with the existing traffic on the network.

6.7 The study area junctions, as agreed with LCC during the scoping study stage, were assessed for the opening year of 2010. The percentage increase in traffic resulting from the development is less than 2% at the Desford Lane / Desford Lane (C3104) junction, and the Desford Lane / Main Street / Station Road junction, and it is not therefore considered that the development will result in a material impact at these junctions.

6.8 PICADY assessments were carried out for the Site Access / Desford Lane junction. The site access junction was found to operate with significant spare capacity for the base flows + development flows scenario, for the appropriate design years.

6.9 A highway safety assessment was carried out, and it was initially determined that there had been very few accidents at any of the study area junctions. Further investigation showed that there was not a pattern to the accidents and no evidence of recurring accidents. No improvements are considered necessary from a highway safety perspective, however the proposed footway extension on Desford Lane is considered to improve the safety of pedestrians at the proposed site access junction.

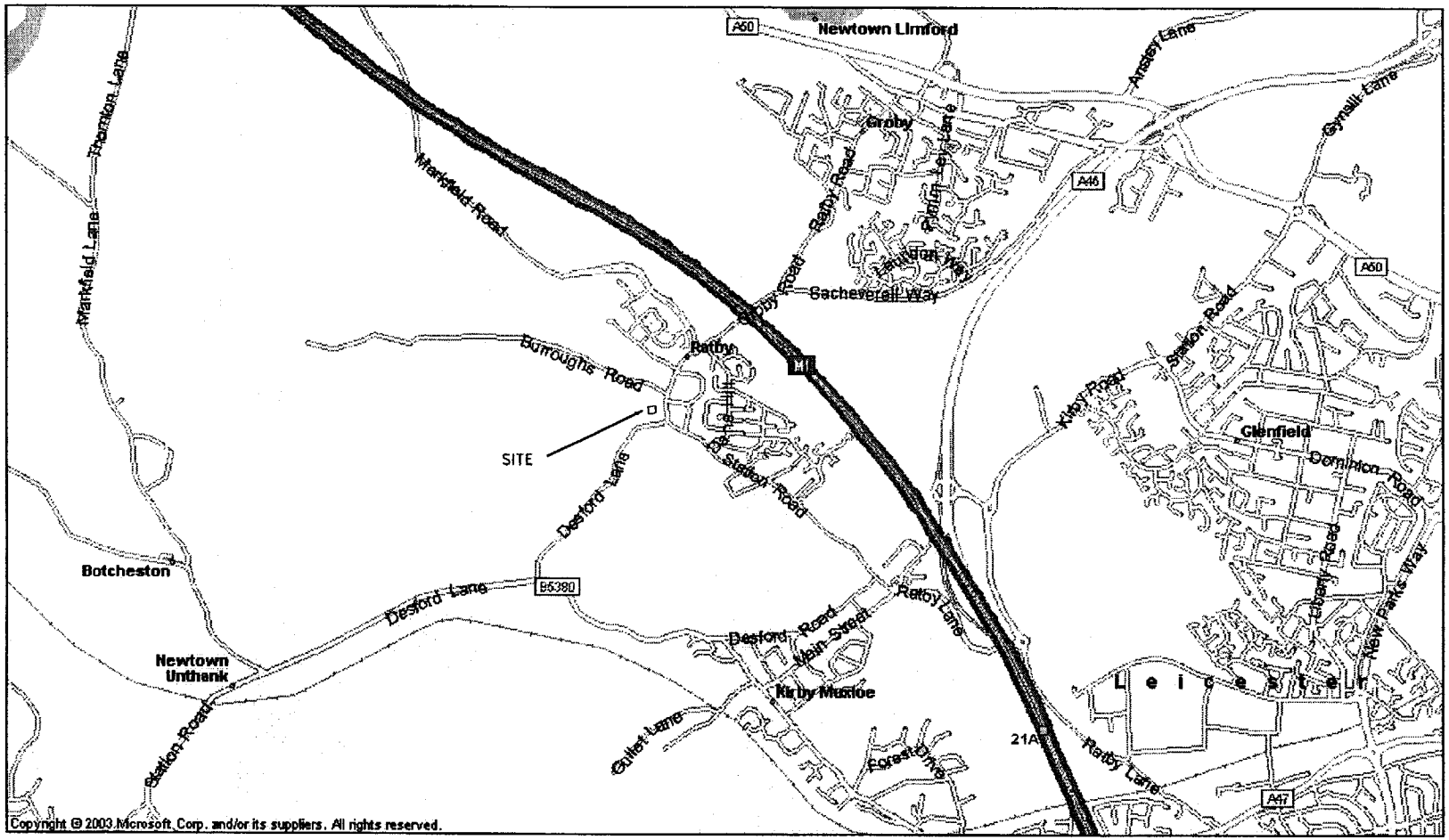
In light of the above, it is considered that the proposed development is acceptable in highways terms.

For and on behalf of BSP Consulting



Tom Bowey
Senior Transportation Engineer

Mark Rayers
Director



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Client: CAWREY LIMITED

Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, DESFORD LANE, RATBY

Drawing Title: SITE LOCATION PLAN

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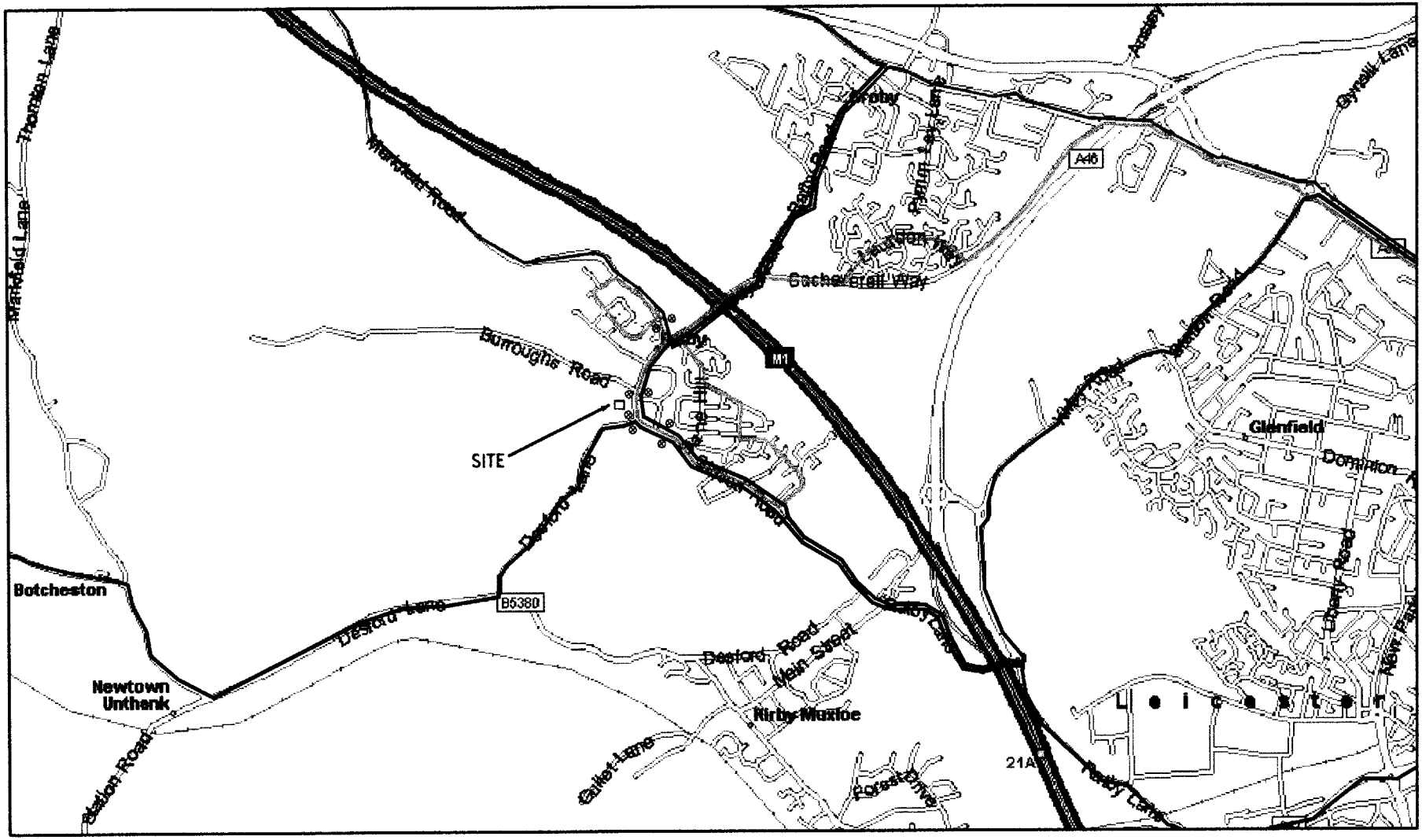
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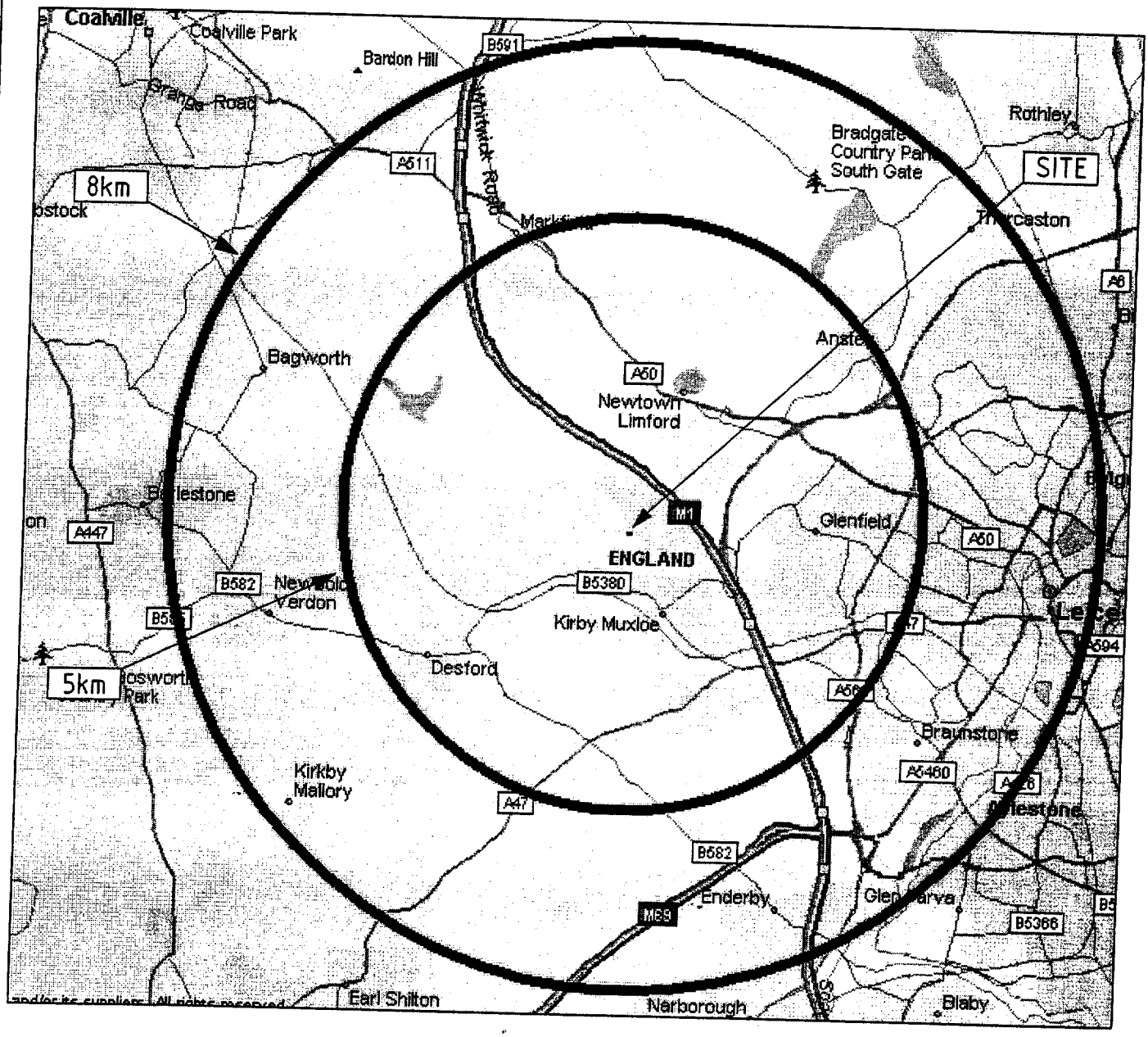

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Drawing Status: FOR INFORMATION

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Project Title: PROPOSED MIXED DEVELOPMENT PEAR TREE FARMYARD SITE, RATBY

Drawing Title: CYCLING ISOCHRONES

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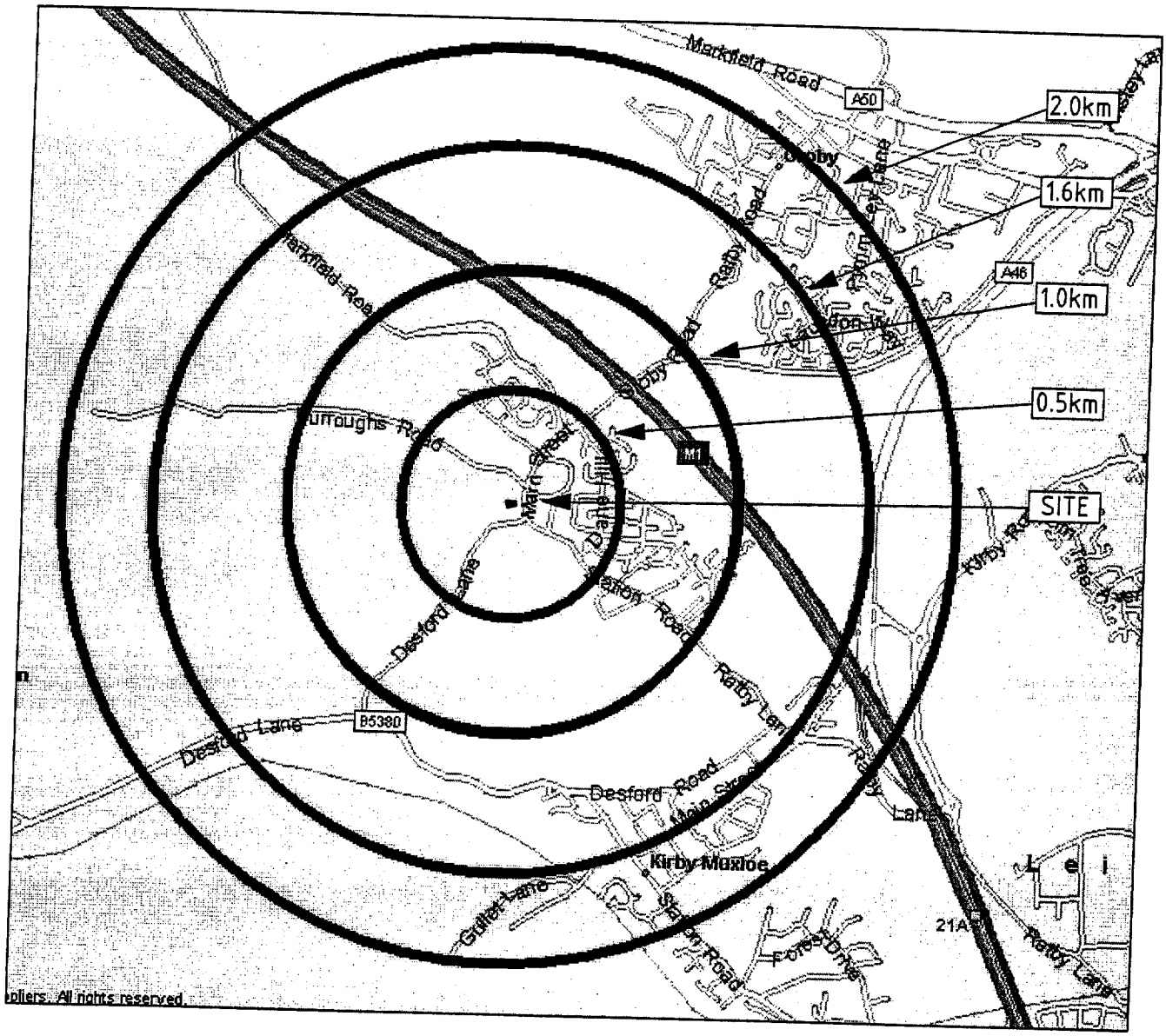

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Client: CAWREY LIMITED

Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: WALKING ISOCHRONES

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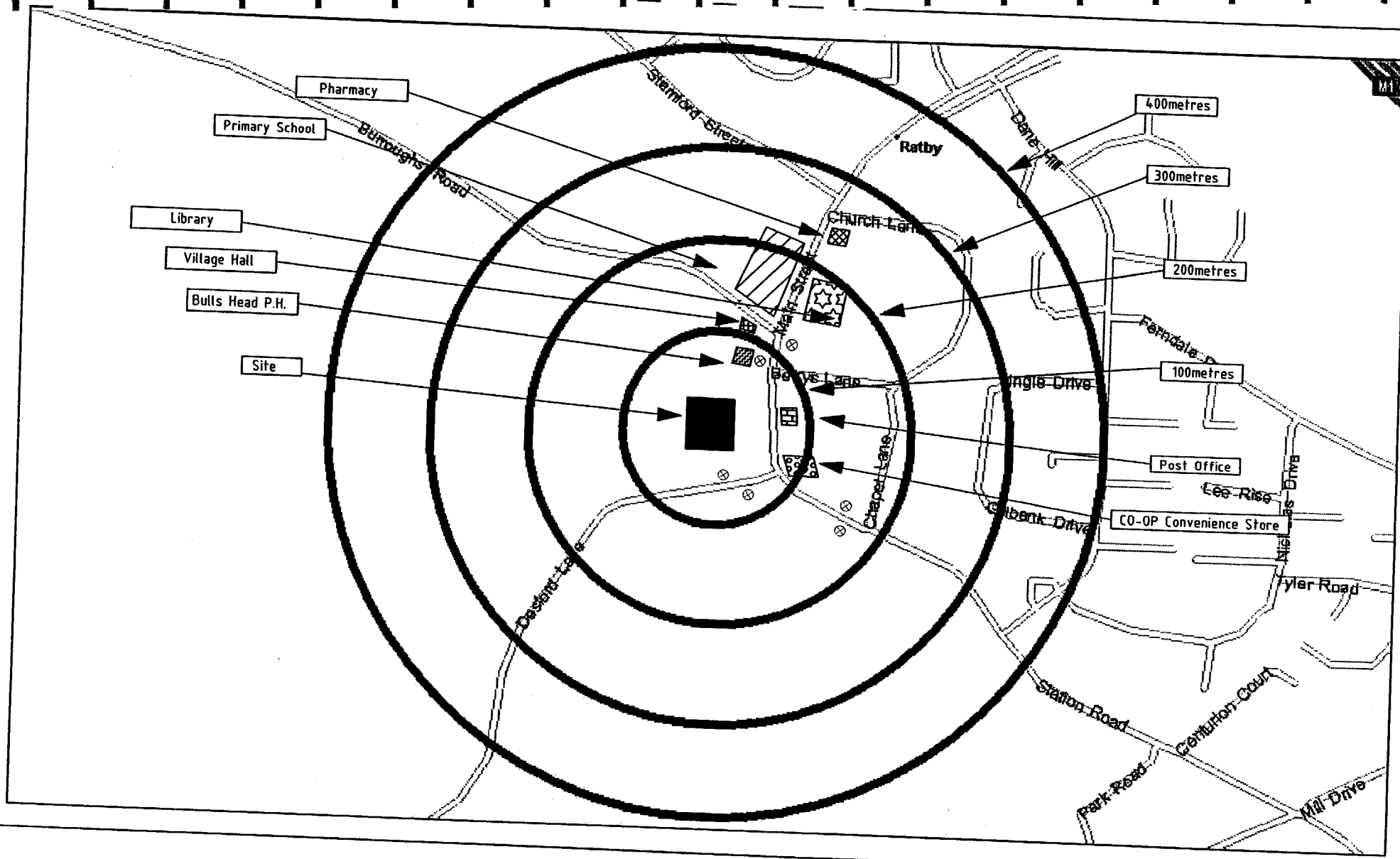

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⊗ BUS STOPS

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Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, DESFORD LANE, RATBY

Drawing Title: LOCAL FACILITIES PLAN

Drawn By: RJ	Checked By: HWR	Scale: N.T.S.
Project Engineer: TB	Approved By: HWR	Date: AUG 07

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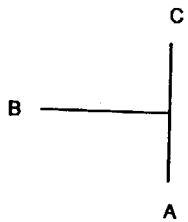
Appendix A – Proposed Site Access Arrangements

Appendix B – Traffic Flow Summary

Proposed Mixed Development, Pear Tree Farmyard Site, Ratby

Traffic Count Data - Main Street / Station Road / Desford Lane

Peak hour traffic count carried out on Wednesday 12th September 2007 by BSP Consulting



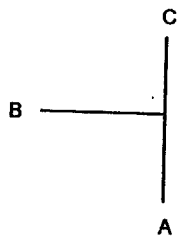
A = Station Road
B = Desford Lane
C = Main Street

Time Period	A - B			A - C			B - A			B - C			C - A			C - B			Total PCUs	Hourly Totals
	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs		
07:30 - 07:45	7	0	7	23	2	27	3	0	3	45	5	55	22	1	24	53	0	53		
07:45 - 08:00	11	0	11	25	2	29	5	1	7	48	0	48	32	0	32	49	0	49	169	
08:00 - 08:15	18	0	18	20	1	22	5	1	7	34	3	40	31	3	37	36	1	38	176	
08:15 - 08:30	9	2	13	37	2	41	4	0	4	51	1	53	30	0	30	57	1	59	162	
08:30 - 08:45	9	0	9	33	4	41	2	0	2	44	2	48	25	0	25	42	2	46	200	707
08:45 - 09:00	10	0	10	39	1	41	3	0	3	37	1	39	22	1	24	34	3	40	171	709
09:00 - 09:15	6	1	8	23	1	25	5	0	5	29	0	29	45	1	47	27	1	29	157	690
09:15 - 09:30	3	0	3	20	2	24	7	1	9	30	0	30	22	1	24	24	1	26	143	671
AM Total	47	2	51	115	9	133	16	2	20	177	6	189	118	3	124	184	4	192	116	587
16:30 - 16:45	20	0	20	51	0	51	3	0	3	42	1	44	35	0	35	56	0	56		
16:45 - 17:00	6	0	6	42	2	46	3	0	3	36	0	36	20	0	20	53	0	53	209	
17:00 - 17:15	3	1	5	44	1	46	9	0	9	44	0	44	26	0	26	59	0	59	164	
17:15 - 17:30	8	0	8	60	0	60	7	2	11	47	0	47	19	0	19	54	0	54	189	
17:30 - 17:45	14	0	14	60	2	64	9	0	9	44	0	44	28	0	28	58	0	58	199	761
17:45 - 18:00	10	0	10	42	0	42	11	0	11	40	1	42	34	0	34	48	0	48	217	769
18:00 - 18:15	10	2	14	49	2	53	5	0	5	46	0	46	38	0	38	51	0	51	187	792
18:15 - 18:30	9	0	9	36	1	38	7	1	9	38	0	38	30	0	30	43	0	43	207	810
PM Total	42	2	46	211	4	219	32	2	36	177	1	179	119	0	119	211	0	211	167	778

Proposed Mixed Development, Pear Tree Farmyard Site, Ratby

Traffic Count Data - Main Street / Station Road / Desford Lane

Peak hour traffic count carried out on Wednesday 12th September 2007 by BSP Consulting



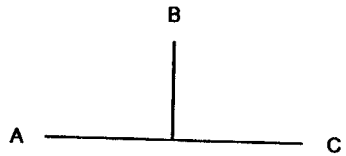
A = Station Road
B = Desford Lane
C = Main Street

	A - B PCUs	A - C PCUs	B - A PCUs	B - C PCUs	C - A PCUs	C - B PCUs	Total PCUs
AM Peak Hour Base Flows (2007)	51	133	20	189	124	192	709
AM Peak Hour Base Flows (2010)	53	138	21	196	128	199	734
PM Peak Hour Base Flows (2007)	46	219	36	179	119	211	810
PM Peak Hour Base Flows (2010)	48	227	37	185	123	219	839

Proposed Mixed Development, Pear Tree Farmyard Site, Ratby

Traffic Count Data - Desford Lane / Access Road

Peak hour traffic count carried out on Wednesday 12th September 2007 by BSP Consulting



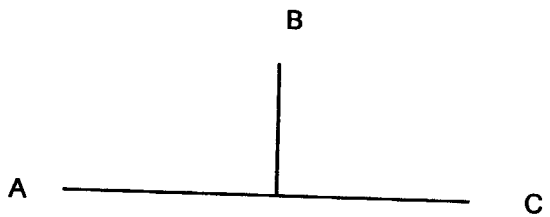
A = Desford Lane
B = Access Road
C = Desford Lane

Time Period	A - B			A - C			B - A			B - C			C - A			C - B			Total PCUs	Hourly Totals
	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs		
07:30 - 07:45	0	0	0	48	5	58	0	0	0	0	0	0	60	0	60	0	0	0	118	
07:45 - 08:00	0	0	0	53	1	55	0	0	0	0	0	0	60	0	60	0	0	0	115	
08:00 - 08:15	0	0	0	39	4	47	0	0	0	0	0	0	54	1	56	0	0	0	103	
08:15 - 08:30	0	0	0	55	1	57	0	0	0	0	0	0	66	3	72	0	0	0	129	465
08:30 - 08:45	0	0	0	46	2	50	0	0	0	0	0	0	51	2	55	0	0	0	105	452
08:45 - 09:00	0	0	0	40	1	42	0	0	0	0	0	0	44	3	50	0	0	0	92	429
09:00 - 09:15	0	0	0	34	0	34	0	0	0	0	0	0	33	2	37	0	0	0	71	397
09:15 - 09:30	0	0	0	37	1	39	0	0	0	0	0	0	27	1	29	0	0	0	68	336
AM Total	**0**	**0**	**0**	**195**	**11**	**217**	**0**	**0**	**0**	**0**	**0**	**0**	**240**	**4**	**248**	**0**	**0**	**0**		
16:30 - 16:45	0	0	0	45	1	47	0	0	0	0	0	0	76	0	76	0	0	0	123	
16:45 - 17:00	0	0	0	39	0	39	0	0	0	0	0	0	59	0	59	0	0	0	98	
17:00 - 17:15	0	0	0	53	0	53	0	0	0	0	0	0	62	1	64	0	0	0	117	
17:15 - 17:30	0	0	0	54	2	58	0	0	0	0	0	0	62	0	62	0	0	0	120	458
17:30 - 17:45	0	0	0	53	0	53	0	0	0	0	0	0	72	0	72	0	0	0	125	460
17:45 - 18:00	0	0	0	51	1	53	0	0	0	0	0	0	58	0	58	0	0	0	111	473
18:00 - 18:15	0	0	0	51	0	51	0	0	0	0	0	0	61	2	65	0	0	0	116	472
18:15 - 18:30	0	0	0	45	1	47	0	0	0	0	0	0	52	0	52	0	0	0	99	451
PM Total	**0**	**0**	**0**	**211**	**3**	**217**	**0**	**0**	**0**	**0**	**0**	**0**	**254**	**1**	**256**	**0**	**0**	**0**		

Proposed Mixed Development, Pear Tree Farmyard Site, Ratby

Traffic Count Data - Desford Lane + Access Road

Peak hour traffic count carried out on Wednesday 12th September 2007 by BSP Consulting



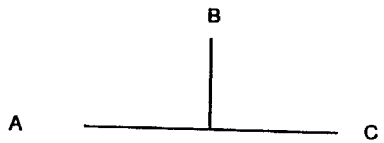
A = Desford Lane
B = Access Road
C = Desford Lane

	A - B PCUs	A - C PCUs	B - A PCUs	B - C PCUs	C - A PCUs	C - B PCUs	Total PCUs
AM Peak Hour Base Flows (2007)	0	217	0	0	248	0	465
AM Peak Hour Base Flows (2010)	0	225	0	0	257	0	482
AM Peak Hour Base Flows (2020)	0	248	0	0	284	0	532
PM Peak Hour Base Flows (2007)	0	217	0	0	256	0	473
PM Peak Hour Base Flows (2010)	0	225	0	0	265	0	490
PM Peak Hour Base Flows (2020)	0	248	0	0	293	0	541

Proposed Mixed Development, Desford Lane, Ratby

Traffic Count Data - Desford Lane (C3104) / Desford Lane

Peak hour traffic count carried out on Wednesday 12th September 2007 by BSP Consulting



A = Desford Lane (C3104)
B = Desford Lane
C = Desford Lane (C3104)

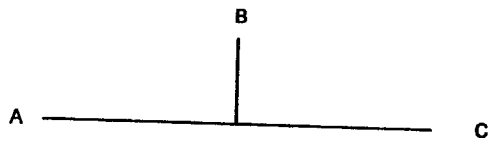
Time Period	A - B			A - C			B - A			B - C			C - A			C - B			Total PCUs	Hourly Totals
	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs	Light	HGVs	PCUs		
07:30 - 07:45	37	3	43	100	3	106	50	0	50	14	1	16	73	1	75	8	0	8	298	
07:45 - 08:00	37	1	39	121	0	121	39	0	39	18	0	18	72	1	74	9	0	9	300	
08:00 - 08:15	36	3	42	125	2	129	44	1	46	5	0	5	97	3	103	14	2	18	343	
08:15 - 08:30	32	1	34	136	5	146	45	2	49	21	0	21	75	0	75	20	1	22	347	1288
08:30 - 08:45	20	2	24	84	7	98	29	1	31	18	1	20	55	2	59	14	0	14	246	1236
08:45 - 09:00	31	1	33	73	4	81	31	0	31	7	1	9	53	1	55	7	0	7	216	1152
09:00 - 09:15	29	0	29	65	2	69	20	0	20	5	0	5	31	3	37	5	0	5	165	974
09:15 - 09:30	26	1	28	60	1	62	23	2	27	4	1	6	41	2	45	7	0	7	175	802
AM Total	**142**	**8**	**158**	**482**	**10**	**502**	**178**	**3**	**184**	**58**	**1**	**60**	**317**	**5**	**327**	**51**	**3**	**57**		
16:30 - 16:45	23	0	23	66	1	68	28	0	28	12	0	12	70	2	74	6	0	6	211	
16:45 - 17:00	29	0	29	77	1	79	37	0	37	18	1	20	105	1	107	8	1	10	282	
17:00 - 17:15	48	0	48	85	3	91	33	0	33	25	0	25	110	1	112	18	1	20	329	
17:15 - 17:30	36	1	38	50	1	52	35	0	35	35	0	35	85	1	87	19	0	19	266	1088
17:30 - 17:45	34	0	34	60	0	60	50	0	50	8	0	8	76	1	78	6	0	6	236	1113
17:45 - 18:00	26	1	28	55	1	57	15	0	15	3	0	3	65	0	65	3	0	3	171	1002
18:00 - 18:15	19	0	19	35	2	39	10	0	10	12	0	12	40	0	40	8	0	8	128	801
18:15 - 18:30	22	0	22	41	1	43	16	0	16	6	0	6	35	1	37	5	0	5	129	664
PM Total	**147**	**1**	**149**	**272**	**5**	**282**	**155**	**0**	**155**	**86**	**1**	**88**	**376**	**4**	**384**	**51**	**2**	**55**		

Proposed Mixed Development, Pear Tree Farmyard Site, Ratby

Traffic Count Data - Desford Lane (C3104) / Desford Lane

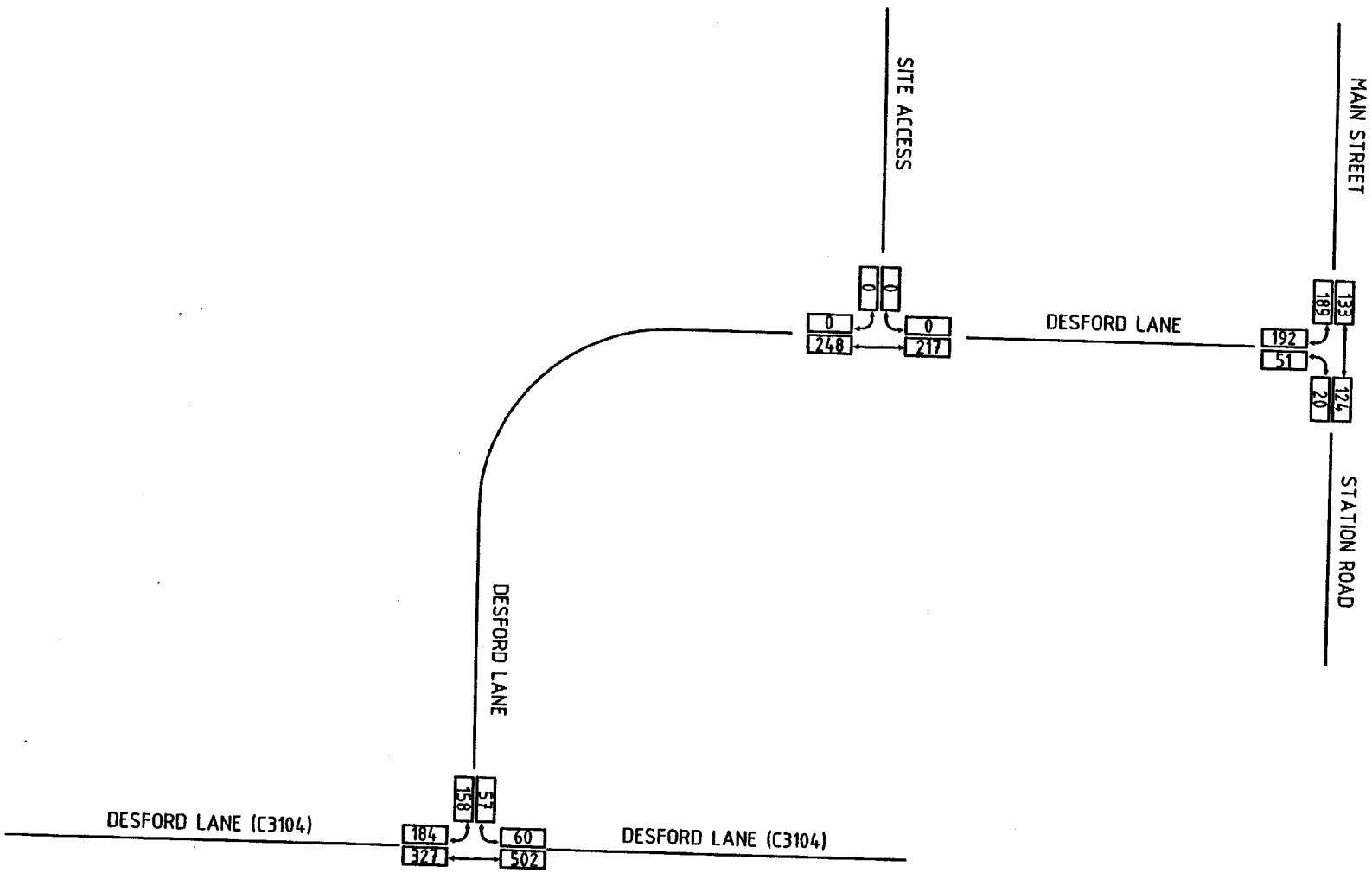
Peak hour traffic count carried out on Wednesday 12th September 2007 by BSP Consulting

A = Desford Lane (C3104)
B = Desford Lane
C = Desford Lane (C3104)



	A - B PCUs	A - C PCUs	B - A PCUs	B - C PCUs	C - A PCUs	C - B PCUs	Total PCUs
AM Peak Hour Base Flows (2007)	158	502	184	60	327	57	1288
AM Peak Hour Base Flows (2010)	164	520	191	62	339	59	1334
PM Peak Hour Base Flows (2007)	149	282	155	88	384	55	1113
PM Peak Hour Base Flows (2010)	154	292	161	91	398	57	1153

Appendix C – Traffic Flow Diagrams



Rev.	Description	Date	Drawn	Appr.

Drawing Status: FOR INFORMATION

bsp consulting
5 Pride Point Drive, Pride Park, Derby, DE24 8BX
Tel : (01332) 376 000 – Fax : (01332) 376 999
e-mail : info@bsp-consulting.co.uk

Client: CAWREY LIMITED

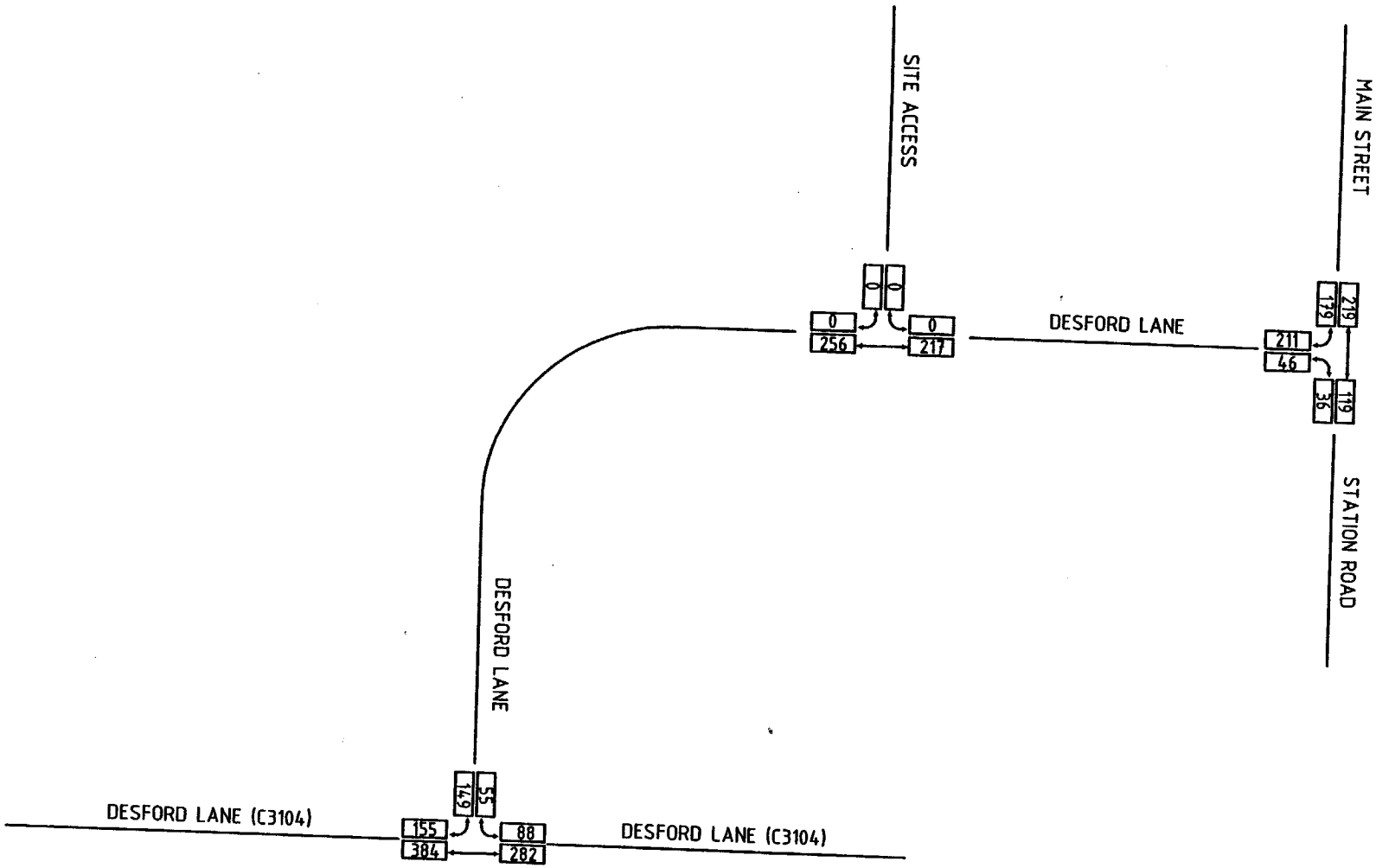
Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: 2007 AM PEAK HOUR BASE FLOWS

Drawn By:	RJ	Checked By:	MWR	Scale:	N.T.S.
Project Engineer:	TB	Approved By:	MWR	Date:	SEP 07

Drawing Number: FLOW DIAGRAM 1

Revision: –



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CAWREY LIMITED

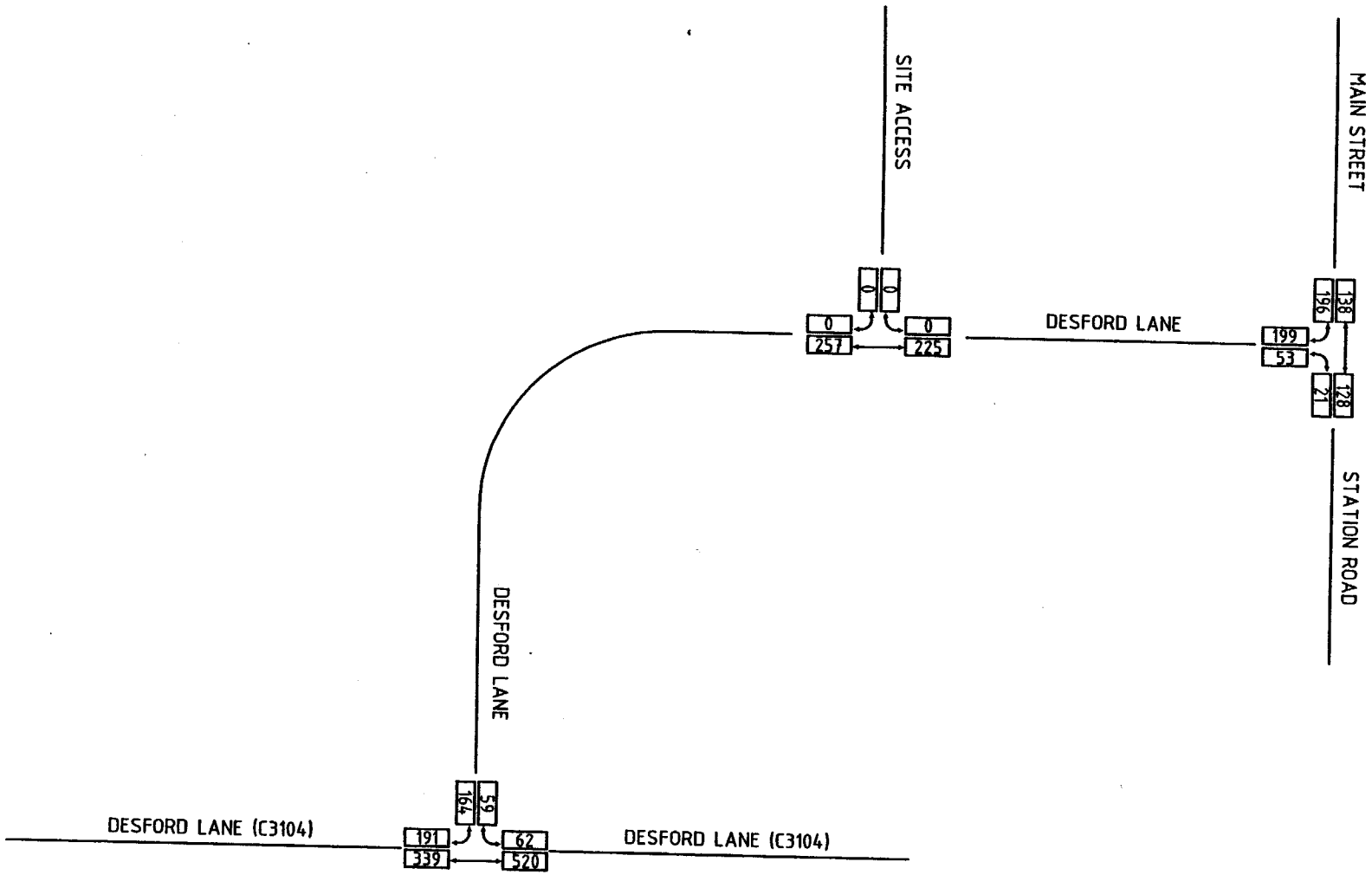
PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

2007 PM PEAK HOUR BASE FLOWS

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.
Project Engineer: TB	Approved By: MWR	Date: SEP 07

Drawing Number: FLOW DIAGRAM 2

Revision: -



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Client: CAWREY LIMITED

Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: 2010 AM PEAK HOUR BASE FLOWS

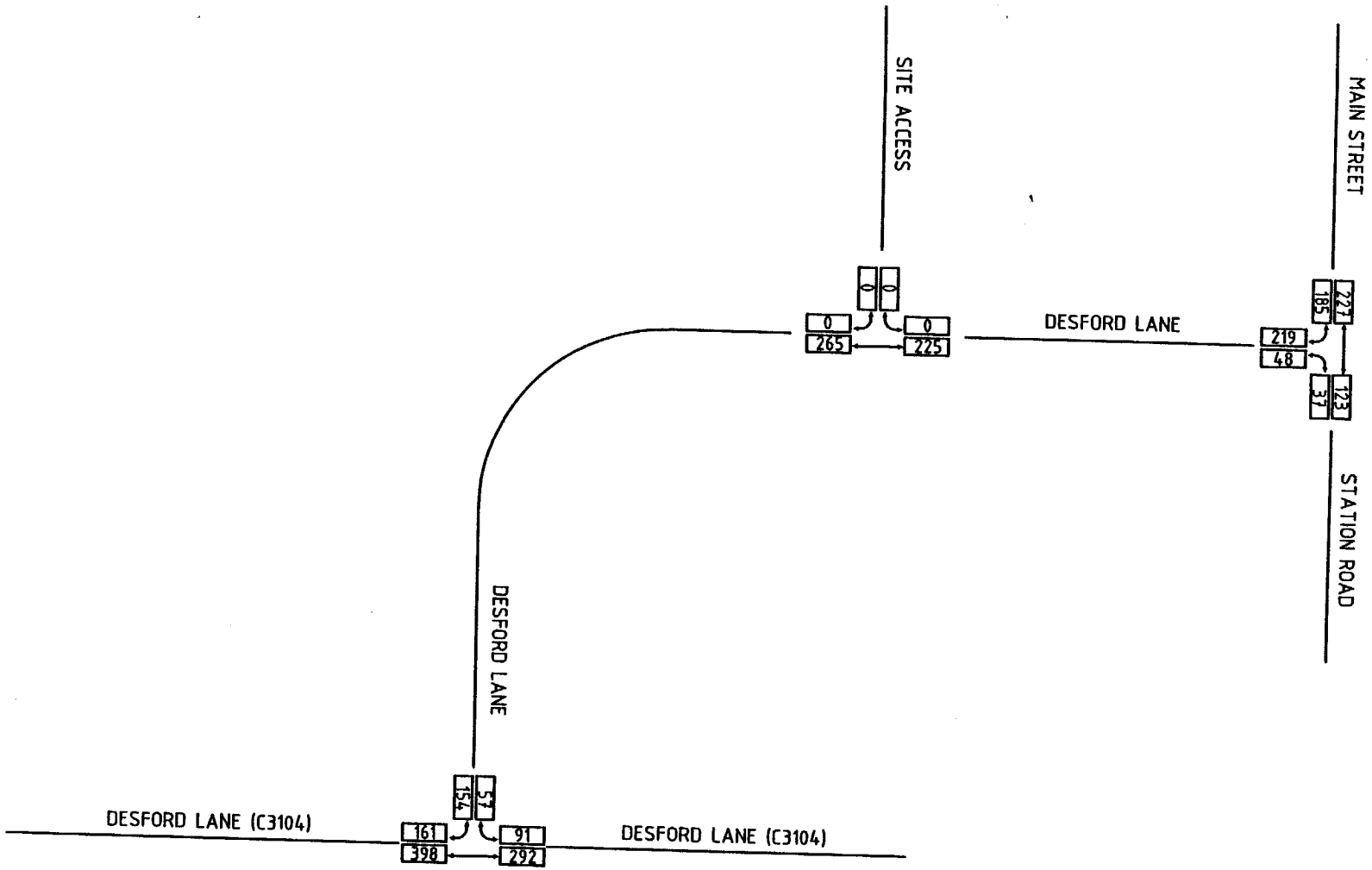
Rev.	Description	Date.	Drawn	Appr.

Drawing Status: FOR INFORMATION

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.
Project Engineer: TB	Approved By: MWR	Date: SEP 07

Drawing Number: FLOW DIAGRAM 3

Revision: -



Rev.	Description	Date.	Drawn	Appr.

Drawing Status: FOR INFORMATION

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e-mail : info@bsp-consulting.co.uk

Client: CAWREY LIMITED

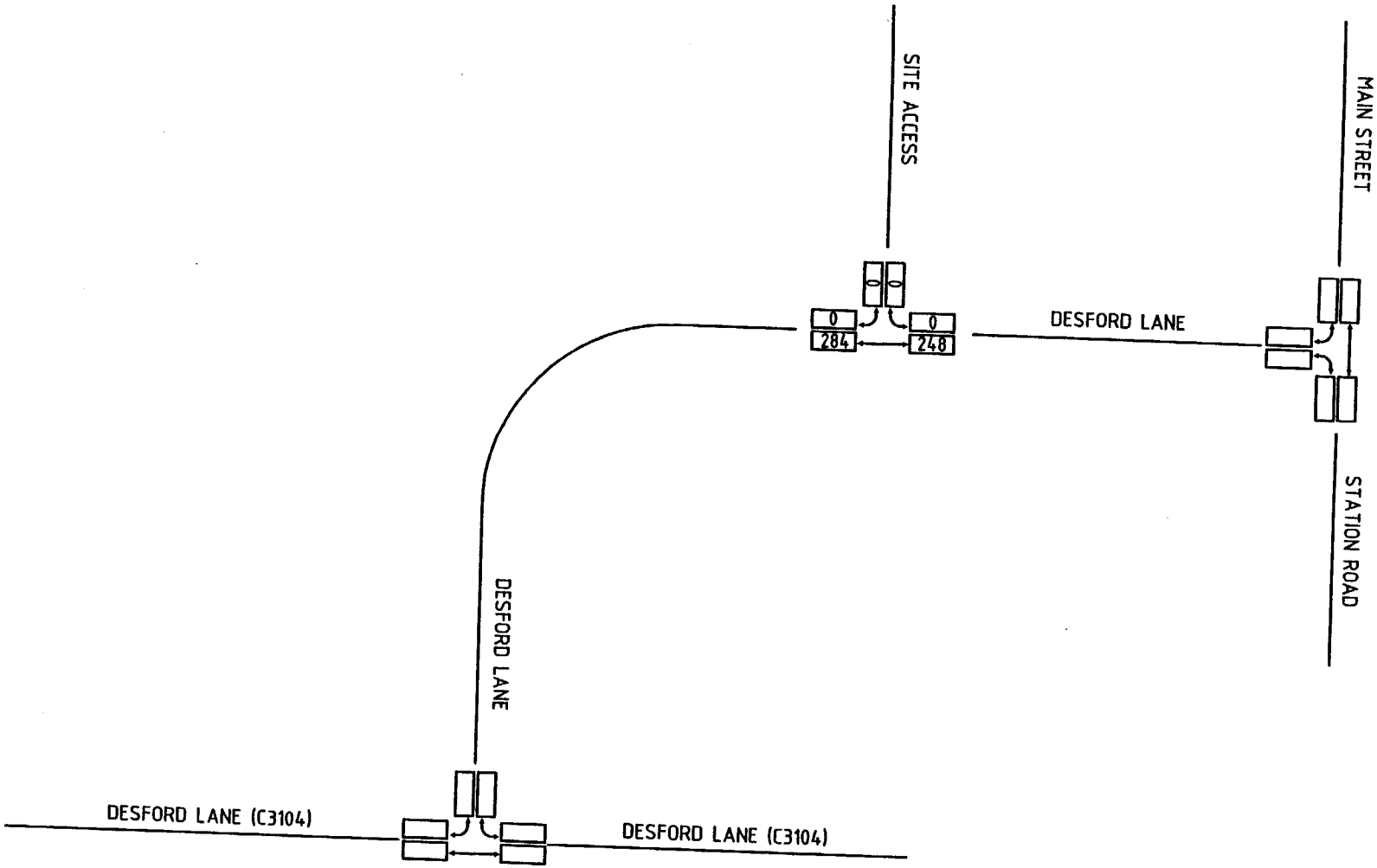
Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: 2010 PM PEAK HOUR BASE FLOWS

Drawn By:	RJ	Checked By:	MWR	Scale:	N.T.S.
Project Engineer:	TB	Approved By:	MWR	Date:	SEP 07

Drawing Number: FLOW DIAGRAM 4

Revision: -



Rev.	Description	Date.	Drawn	Appr.

Drawing Status: FOR INFORMATION

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e-mail : info@bsp-consulting.co.uk

Client: CAWREY LIMITED

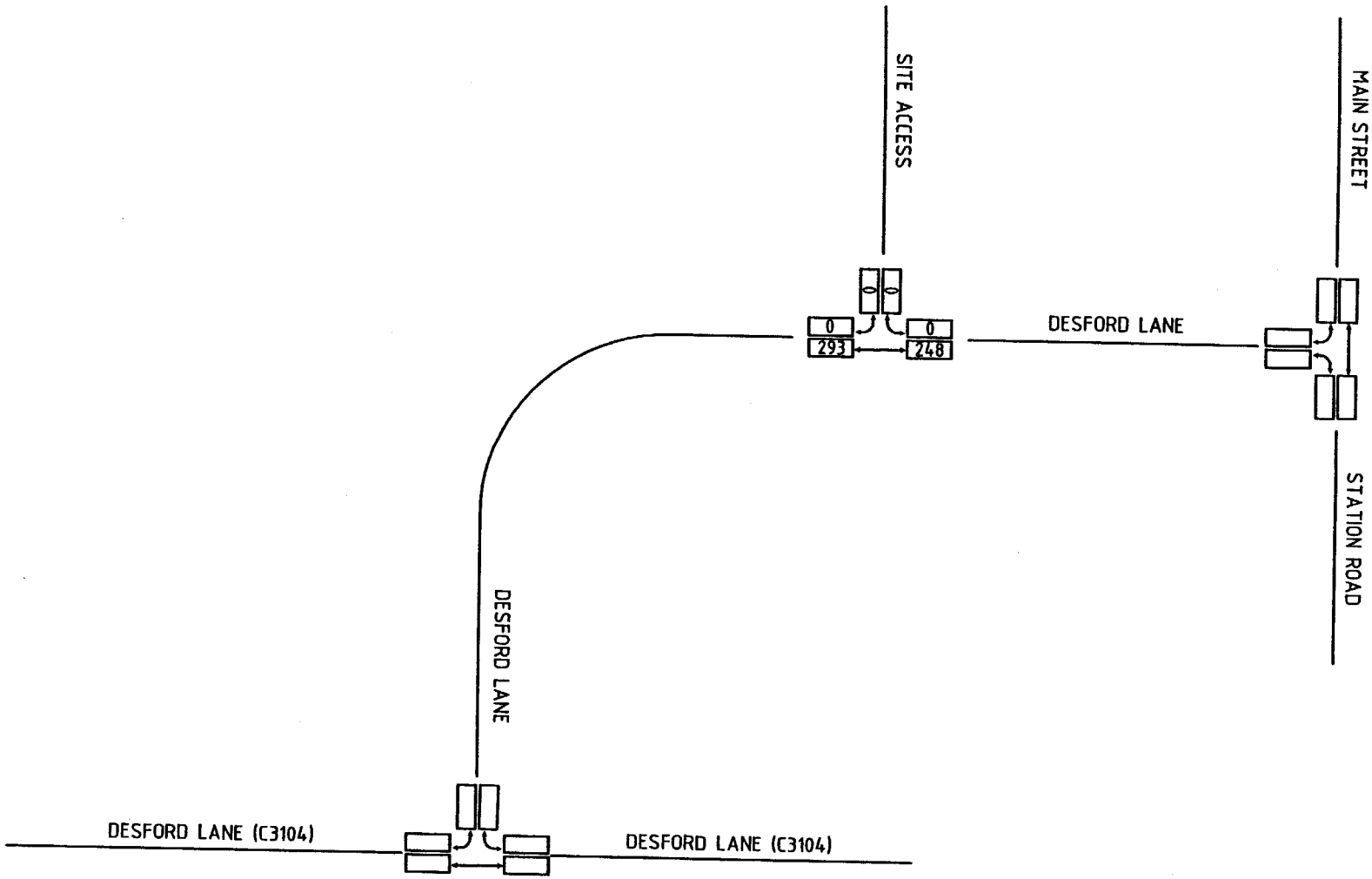
Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: 2020 AM PEAK HOUR BASE FLOWS

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.
Project Engineer: TB	Approved By: MWR	Date: SEP 07

Drawing Number: FLOW DIAGRAM 5

Revision: -



Rev.	Description	Date	Drawn	Appr.

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Client: CAWREY LIMITED

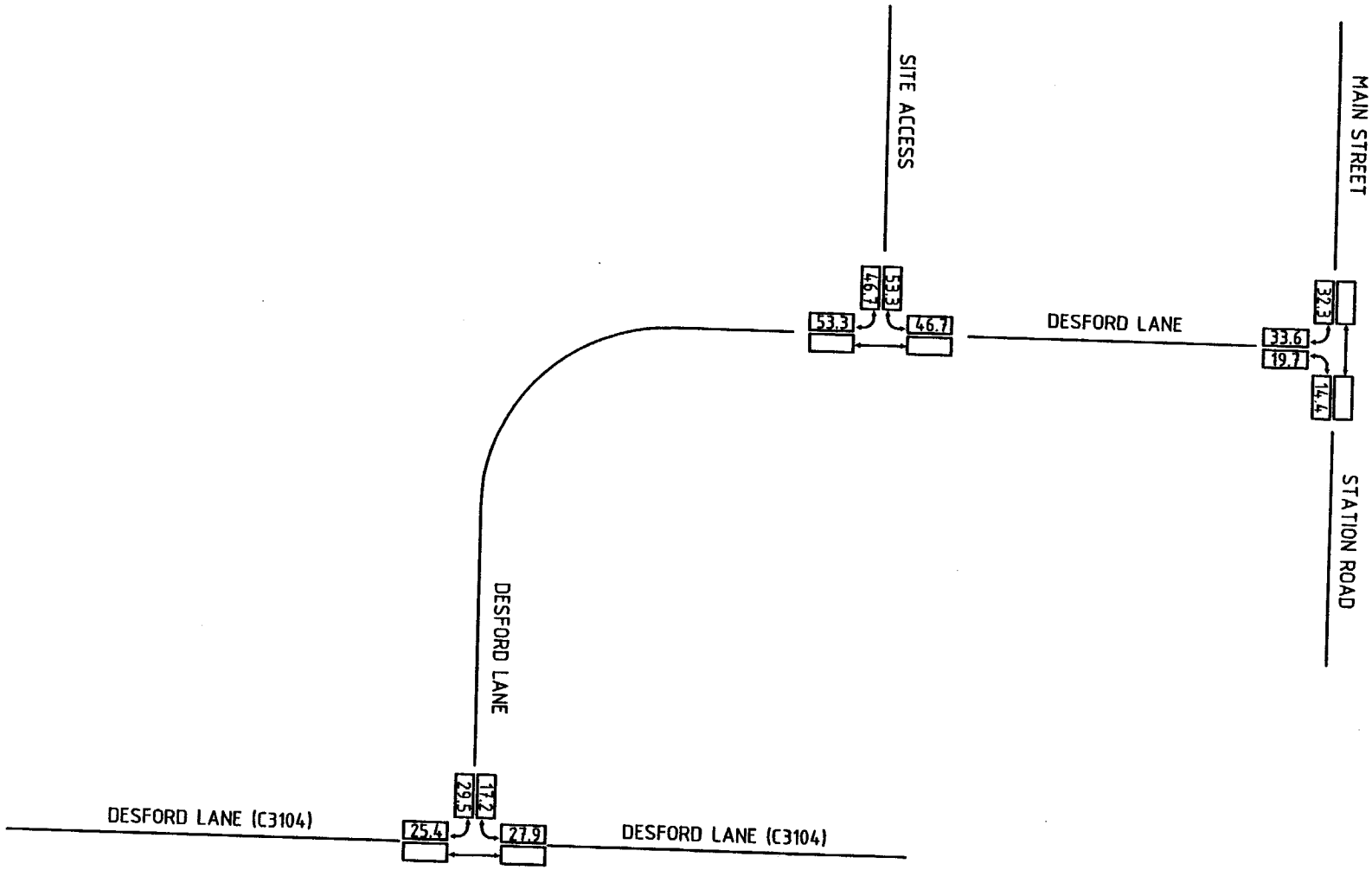
Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: 2020 PM PEAK HOUR BASE FLOWS

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.	
Project Engineer: TB	Approved By: MWR	Date: SEP 07	

Drawing Number: FLOW DIAGRAM 6

Revision: -



Rev.	Description	Date	Drawn	Appr.

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5 Pride Point Drive, Pride Park, Derby, DE24 8BX
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Client: CAWREY LIMITED

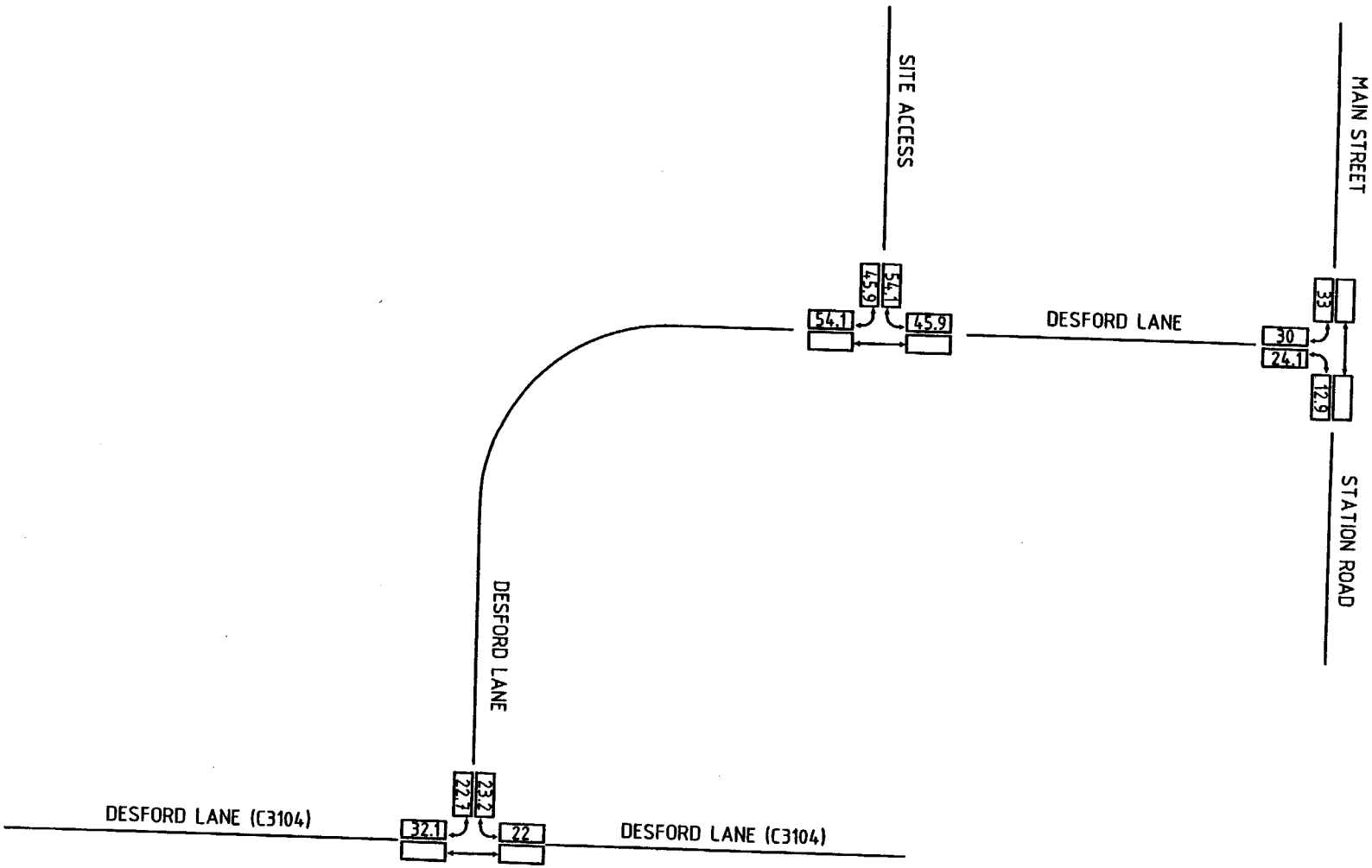
Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: PERCENTAGE DISTRIBUTION OF DEVELOPMENT FLOWS FOR THE AM PEAK HOUR

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.	
Project Engineer: TB	Approved By: MWR	Date: SEP 07	

Drawing Number: FLOW DIAGRAM 7

Revision: -



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e-mail : info@bsp-consulting.co.uk

Rev. | Description | Date | Drawn | Appr.

Drawing Status: FOR INFORMATION

Client: CAWREY LIMITED

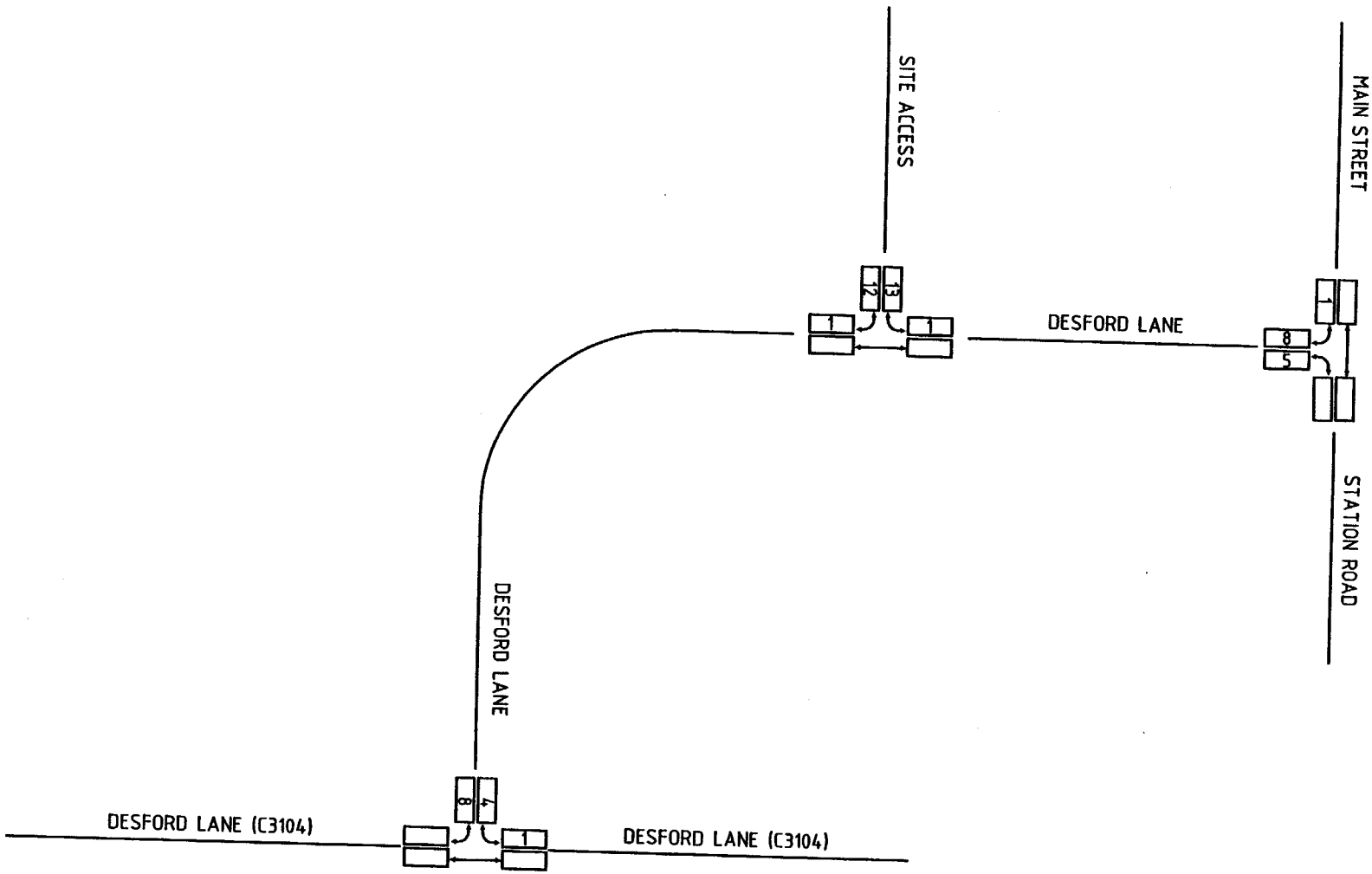
Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: PERCENTAGE DISTRIBUTION OF DEVELOPMENT FLOWS FOR THE PM PEAK HOUR

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.
Project Engineer: TB	Approved By: MWR	Date: SEP 07

Drawing Number: FLOW DIAGRAM 8

Revision: -



Rev	Description	Date	Drawn	Appr.

Drawing Status: FOR INFORMATION

bsp consulting
5 Pride Point Drive, Pride Park, Derby, DE24 8BX
Tel : 01332 376 000 – Fax : 01332 376 009
e-mail : info@bsp-consulting.co.uk

Client: CAWREY LIMITED

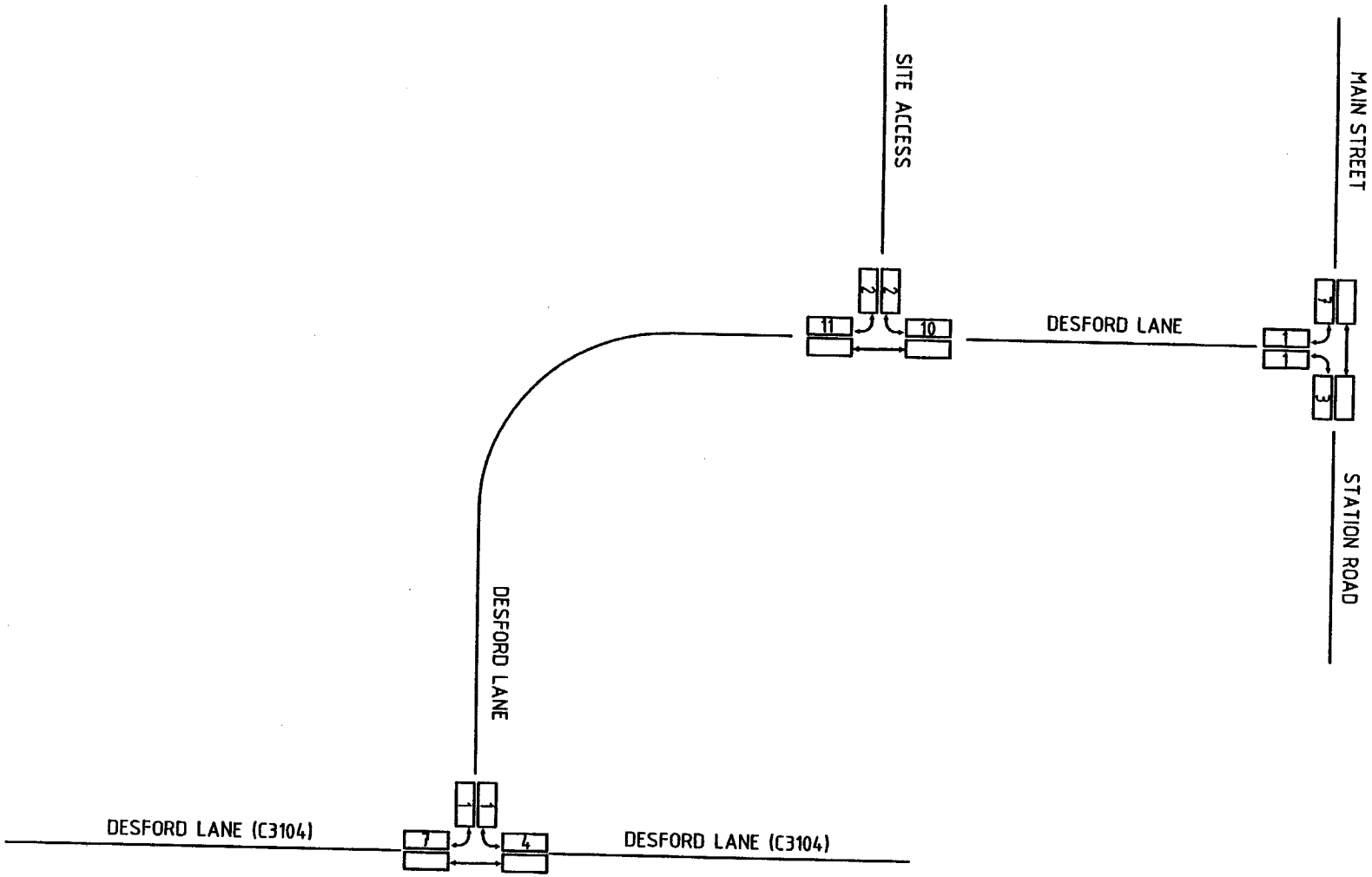
Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: AM PEAK HOUR DEVELOPMENT FLOWS

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.	
Project Engineer: TB	Approved By: MWR	Date: SEP 07	

Drawing Number: FLOW DIAGRAM 9

Revision: -



Rev.	Description	Date	Drawn	Appr.

Drawing Status: FOR INFORMATION

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5 Pride Point Drive, Pride Park, Derby, DE24 8BX
Tel : 01332 376 888 – Fax : 01332 376 889
e-mail : info@bsp-consulting.co.uk

Client: CAWREY LIMITED

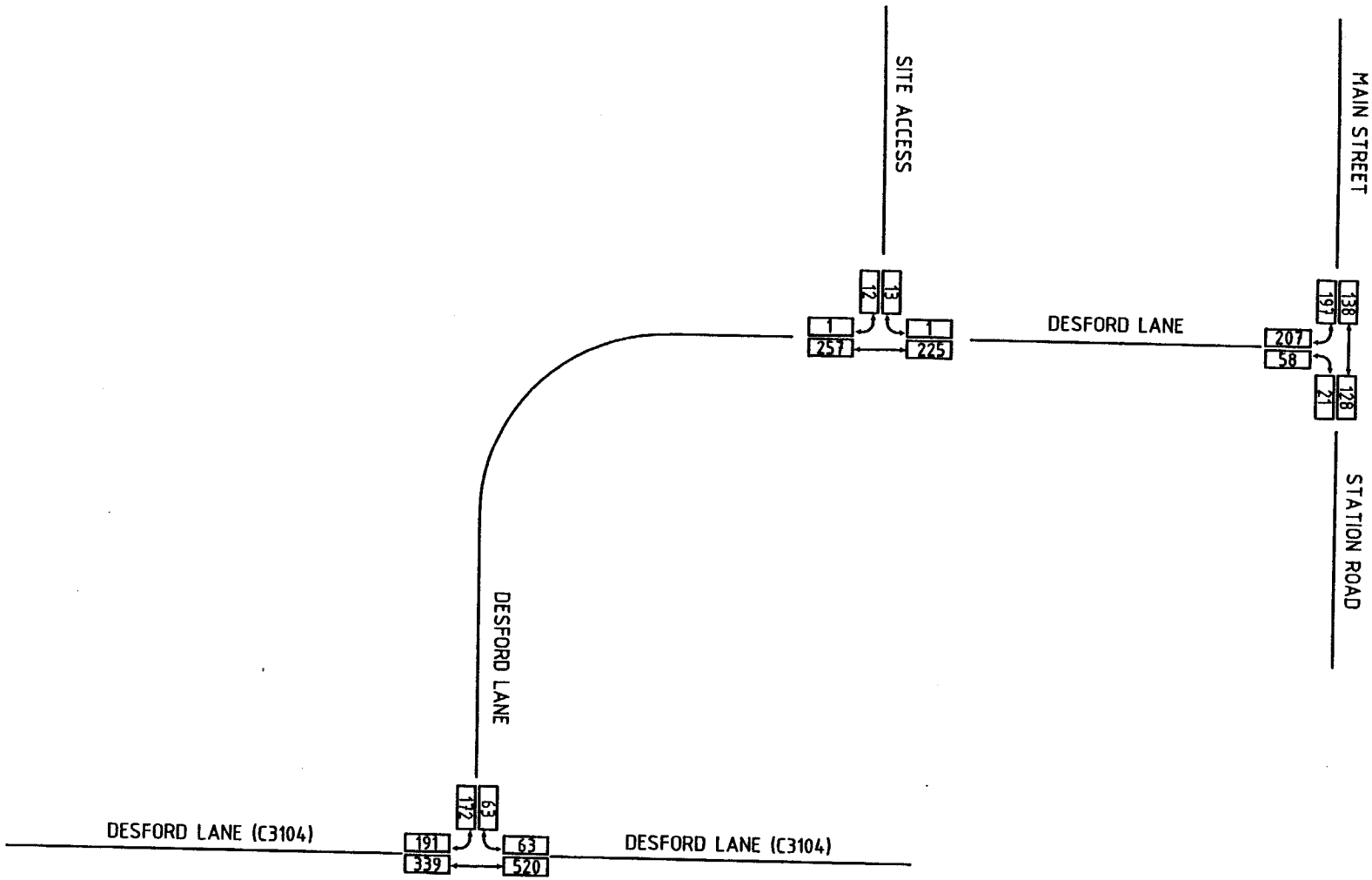
Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: PM PEAK HOUR DEVELOPMENT FLOWS

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.	
Project Engineer: TB	Approved By: MWR	Date: SEP 07	

Drawing Number: FLOW DIAGRAM 10

Revision: –



FOR INFORMATION

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e-mail : info@bsp-consulting.co.uk

CAWREY LIMITED

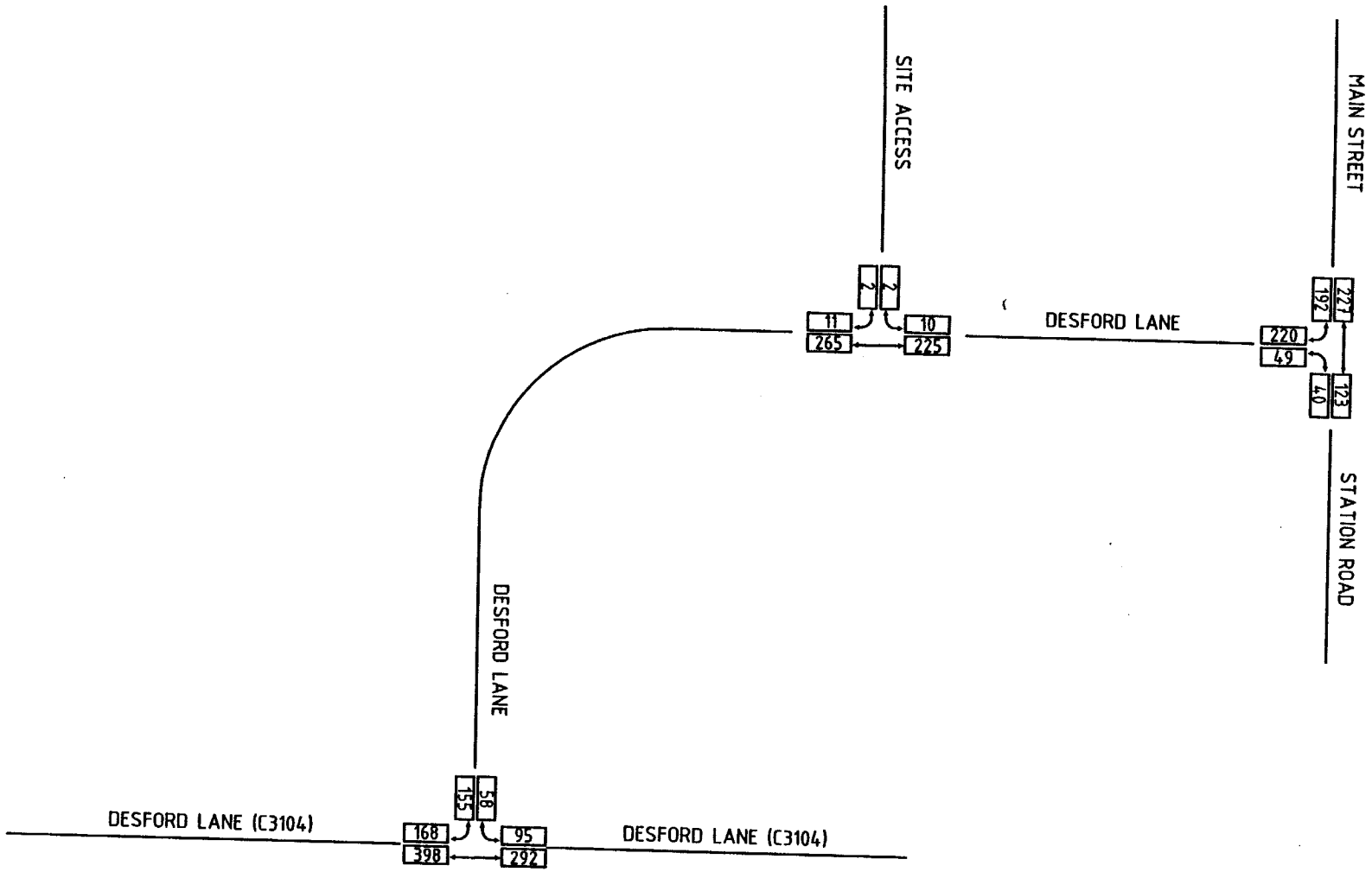
PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

2010 AM PEAK HOUR BASE + DEVELOPMENT FLOWS

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.	
Project Engineer: TB	Approved By: MWR	Date: SEP 07	

Drawing Number: FLOW DIAGRAM 11

Revision: -



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bsp consulting

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CAWREY LIMITED

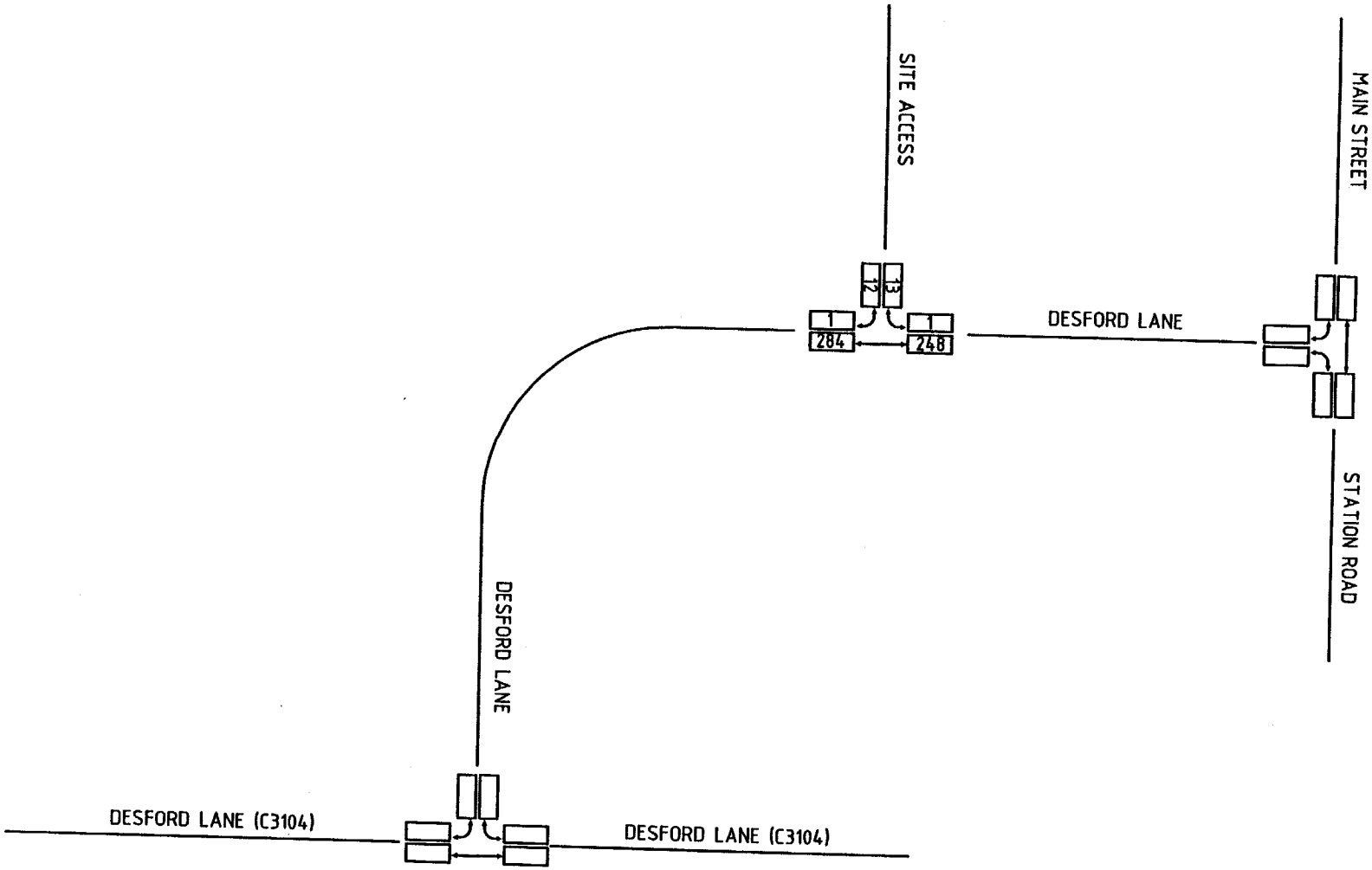
PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

2010 PM PEAK HOUR BASE + DEVELOPMENT FLOWS

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.
Project Engineer: TB	Approved By: MWR	Date: SEP 07

Drawing Number: FLOW DIAGRAM 12

Revision: -



Rev.	Description	Date.	Drawn	Appr.

Drawing Status: FOR INFORMATION

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Client: CAWREY LIMITED

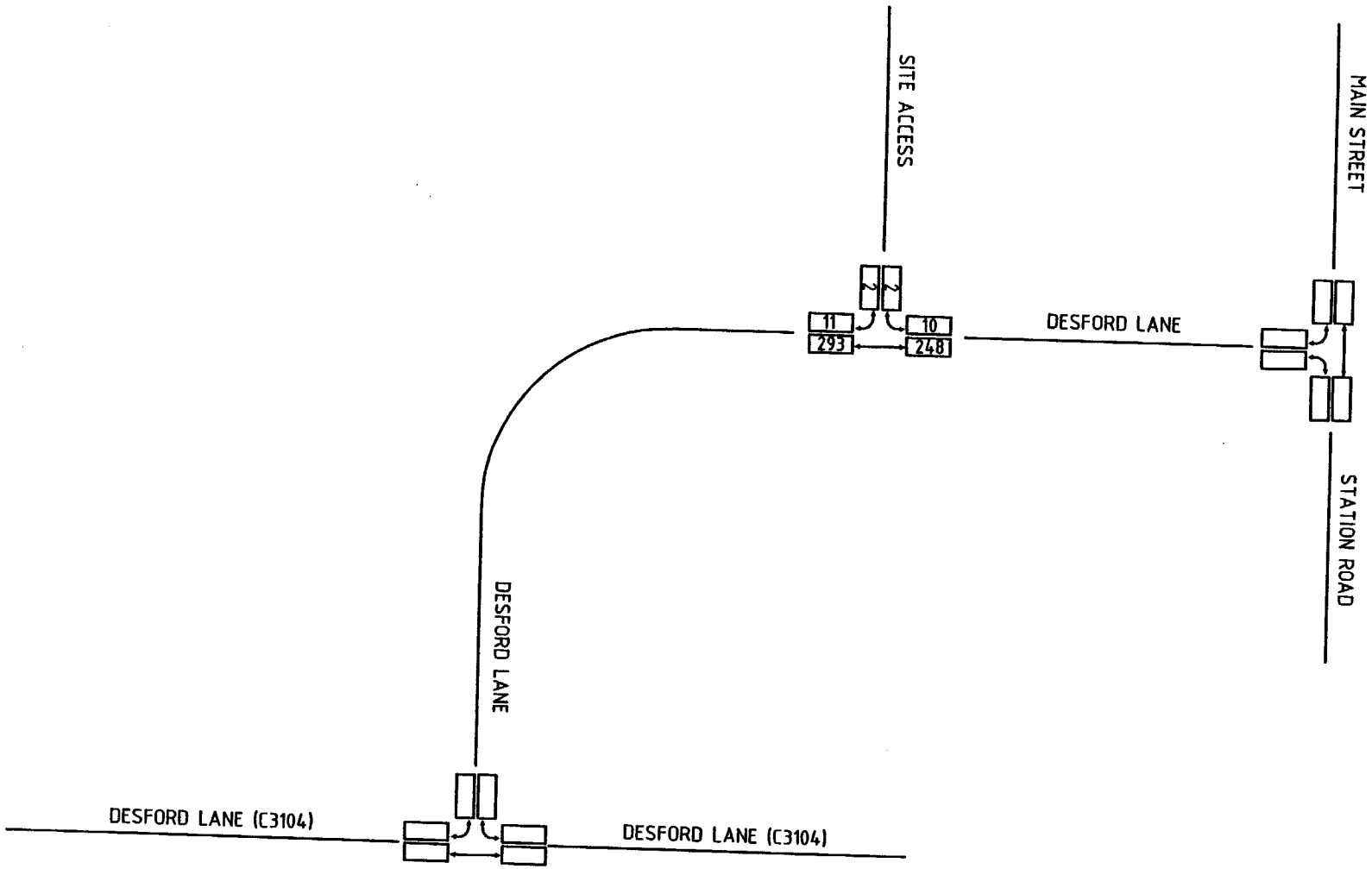
Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: 2020 AM PEAK HOUR BASE + DEVELOPMENT FLOWS

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.	
Project Engineer: TB	Approved By: MWR	Date: SEP 07	

Drawing Number: FLOW DIAGRAM 13

Revision: -



Rev.	Description	Date.	Drawn	Appr.

Drawing Status: FOR INFORMATION

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5 Pride Point Drive, Pride Park, Derby, DE24 8BX
Tel : (01332) 376 009 – Fax : (01332) 376 009
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Client: CAWREY LIMITED

Project Title: PROPOSED MIXED DEVELOPMENT, PEAR TREE FARMYARD SITE, RATBY

Drawing Title: 2020 PM PEAK HOUR BASE + DEVELOPMENT FLOWS

Drawn By: RJ	Checked By: MWR	Scale: N.T.S.
Project Engineer: TB	Approved By: MWR	Date: SEP 07

Drawing Number: FLOW DIAGRAM 14

Revision: -

Appendix D – TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

Selected regions and areas:

01	**GREATER LONDON**	
	BT BRENT	1 days
02	**SOUTH EAST**	
	HF HERTFORDSHIRE	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
06	**WEST MIDLANDS**	
	WM WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**	
	WY WEST YORKSHIRE	1 days
08	**NORTH WEST**	
	LC LANCASHIRE	1 days
09	**NORTH**	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	2 days
10	**WALES**	
	WR WREXHAM	1 days
11	**SCOTLAND**	
	AS ABERDEENSHIRE	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	2 days
12	**NORTHERN IRELAND**	
	AN ANTRIM	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 408 to 2943 (units: sqm)

Date Range: 01/01/98 to 11/09/06

Selected survey days:

Monday	4 days
Tuesday	6 days
Wednesday	4 days
Thursday	2 days

Selected survey types:

Manual count	15 days
Directional ATC Count	1 days

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Ranking Type: **TOTALS** Time Range: 08:00-09:00

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. **13 (*)**

85th Percentile = No. **3 (*)**

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	HI-02-A-02	DATA SCIENCE COMPANY, N	HIGHLAND	Tue	09/05/06	8.396
2	AS-02-A-01	CLYDESDALE BANK, WESTHI	ABERDEENSHIRE	Wed	01/09/99	5.833
3 **	**LC-02-A-08**	**COUNCIL OFFICES, CHORLE**	**LANCASHIRE**	**Tue**	**13/06/06**	**4.250**
4	PK-02-A-02	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	4.019
5	SC-02-A-11	SURREY COUNTY COUNCIL O	SURREY	Tue	10/10/00	3.349
6	WY-02-A-01	BANK CALL CENTRE, BRADF	WEST YORKSHIRE	Mon	09/05/05	3.333
7	AN-02-A-01	CONSULTING ENG., BELFAS	ANTRIM	Mon	11/09/06	3.224
8	PK-02-A-01	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	2.647
9	WM-02-A-01	COUNCIL OFFICES, STOURB	WEST MIDLANDS	Wed	26/04/06	2.533
10	WR-02-A-01	COUNCIL OFFICES, WREXHA	WREXHAM	Mon	05/07/04	2.280
11	HF-02-A-02	COUNCIL OFFICES, WELWYN	HERTFORDSHIRE	Thu	05/09/02	1.963
12	TW-02-A-01	RADIO STUDIOS, GATESHEA	TYNE & WEAR	Wed	04/05/05	1.705
13 **	**OX-02-A-01**	**COUNTY COUNCIL OFFICES**	**OXFORDSHIRE**	**Thu**	**20/06/02**	**0.798**
14	TW-02-A-02	UNION OFFICES, NEWCASTL	TYNE & WEAR	Tue	03/05/05	0.776
15	BT-02-A-01	OFFICES, KILBURN	BRENT	Wed	19/09/01	0.735

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

Selected regions and areas:
08 NORTH WEST
LC LANCASHIRE 1 days

Main parameter selection:

Parameter: Gross floor area
Range: 408 to 2943 (units: sqm)

Date Range: 13/06/06 to 13/06/06

Selected survey days:
Tuesday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	2000	0.150	1	2000	0.050	1	2000	0.200
07:30 - 08:00	1	2000	0.500	1	2000	0.000	1	2000	0.500
08:00 - 08:30	1	2000	1.550	1	2000	0.200	1	2000	1.750
08:30 - 09:00	**1**	**2000**	**2.400**	1	2000	0.100	1	2000	2.500
09:00 - 09:30	1	2000	2.050	1	2000	0.400	1	2000	2.450
09:30 - 10:00	1	2000	0.800	1	2000	0.850	1	2000	1.650
10:00 - 10:30	1	2000	0.600	1	2000	0.800	1	2000	1.400
10:30 - 11:00	1	2000	0.850	1	2000	0.900	1	2000	1.750
11:00 - 11:30	1	2000	1.050	1	2000	0.650	1	2000	1.700
11:30 - 12:00	1	2000	0.750	1	2000	0.900	1	2000	1.650
12:00 - 12:30	1	2000	0.650	1	2000	0.950	1	2000	1.600
12:30 - 13:00	1	2000	0.250	1	2000	0.300	1	2000	0.550
13:00 - 13:30	1	2000	0.400	1	2000	0.450	1	2000	0.850
13:30 - 14:00	1	2000	0.750	1	2000	0.500	1	2000	1.250
14:00 - 14:30	1	2000	0.700	1	2000	0.750	1	2000	1.450
14:30 - 15:00	1	2000	0.500	1	2000	0.700	1	2000	1.200
15:00 - 15:30	1	2000	0.700	1	2000	0.950	1	2000	1.650
15:30 - 16:00	1	2000	0.350	1	2000	0.450	1	2000	0.800
16:00 - 16:30	1	2000	0.500	1	2000	0.850	1	2000	1.350
16:30 - 17:00	1	2000	0.550	1	2000	2.200	**1**	**2000**	**2.750**
17:00 - 17:30	1	2000	0.250	**1**	**2000**	**2.500**	1	2000	2.750
17:30 - 18:00	1	2000	0.000	1	2000	0.600	1	2000	0.600
18:00 - 18:30	1	2000	0.000	1	2000	0.100	1	2000	0.100
18:30 - 19:00	1	2000	0.000	1	2000	0.150	1	2000	0.150
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Daily Trip Rates:			16.300			16.300			32.600

Parameter summary

Trip rate parameter range selected:	408 - 2943 (units: sqm)
Survey date date range:	13/06/06 - 13/06/06
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

Selected regions and areas:

01	**GREATER LONDON**	
	BT BRENT	1 days
02	**SOUTH EAST**	
	HF HERTFORDSHIRE	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
06	**WEST MIDLANDS**	
	WM WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**	
	WY WEST YORKSHIRE	1 days
08	**NORTH WEST**	
	LC LANCASHIRE	1 days
09	**NORTH**	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	2 days
10	**WALES**	
	WR WREXHAM	1 days
11	**SCOTLAND**	
	AS ABERDEENSHIRE	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	2 days
12	**NORTHERN IRELAND**	
	AN ANTRIM	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 408 to 2943 (units: sqm)

Date Range: 01/01/98 to 11/09/06

Selected survey days:

Monday	4 days
Tuesday	6 days
Wednesday	4 days
Thursday	2 days

Selected survey types:

Manual count	15 days
Directional ATC Count	1 days

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE
VEHICLES

Ranking Type: **TOTALS** Time Range: 17:00-18:00
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. **13** (*)
85th Percentile = No. **3** (*)

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	HI-02-A-02	DATA SCIENCE COMPANY, N	HIGHLAND	Tue	09/05/06	8.719
2	PK-02-A-02	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	3.725
3 **	**AS-02-A-01**	**CLYDESDALE BANK, WESTHI**	**ABERDEENSHIRE**	**Wed**	**01/09/99**	**3.500**
4	WR-02-A-01	COUNCIL OFFICES, WREXHA	WREXHAM	Mon	05/07/04	3.480
5	LC-02-A-08	COUNCIL OFFICES, CHORLE	LANCASHIRE	Tue	13/06/06	3.350
6	TW-02-A-01	RADIO STUDIOS, GATESHEA	TYNE & WEAR	Wed	04/05/05	3.101
7	WY-02-A-01	BANK CALL CENTRE, BRADF	WEST YORKSHIRE	Mon	09/05/05	2.500
8	PK-02-A-01	COUNCIL OFFICES, PERTH	PERTH & KINROSS	Tue	26/05/98	2.451
9	AN-02-A-01	CONSULTING ENG., BELFAS	ANTRIM	Mon	11/09/06	2.149
10	HF-02-A-02	COUNCIL OFFICES, WELWYN	HERTFORDSHIRE	Thu	05/09/02	2.074
11	BT-02-A-01	OFFICES, KILBURN	BRENT	Wed	19/09/01	1.961
12	SC-02-A-11	SURREY COUNTY COUNCIL O	SURREY	Tue	10/10/00	1.767
13 **	**WM-02-A-01**	**COUNCIL OFFICES, STOURB**	**WEST MIDLANDS**	**Wed**	**26/04/06**	**1.394**
14	TW-02-A-02	UNION OFFICES, NEWCASTL	TYNE & WEAR	Tue	03/05/05	0.478
15	OX-02-A-01	COUNTY COUNCIL OFFICES	OXFORDSHIRE	Thu	20/06/02	0.456

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

Selected regions and areas:
11 SCOTLAND
AS ABERDEENSHIRE 1 days

Main parameter selection:

Parameter: Gross floor area
Range: 408 to 2943 (units: sqm)

Date Range: 01/09/99 to 01/09/99

Selected survey days:
Wednesday 1 days

Selected survey types:
Manual count 0 days
Directional ATC Count 1 days

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	1	1200	0.000	1	1200	0.000	1	1200	0.000
00:30 - 01:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
01:00 - 01:30	1	1200	0.000	1	1200	0.000	1	1200	0.000
01:30 - 02:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
02:00 - 02:30	1	1200	0.000	1	1200	0.000	1	1200	0.000
02:30 - 03:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
03:00 - 03:30	1	1200	0.000	1	1200	0.000	1	1200	0.000
03:30 - 04:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
04:00 - 04:30	1	1200	0.000	1	1200	0.000	1	1200	0.000
04:30 - 05:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
05:00 - 05:30	1	1200	0.000	1	1200	0.000	1	1200	0.000
05:30 - 06:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
06:00 - 06:30	1	1200	0.083	1	1200	0.000	1	1200	0.000
06:30 - 07:00	1	1200	0.000	1	1200	0.083	1	1200	0.166
07:00 - 07:30	1	1200	0.167	1	1200	0.000	1	1200	0.000
07:30 - 08:00	1	1200	0.250	1	1200	0.083	1	1200	0.250
08:00 - 08:30	**1**	**1200**	**2.417**	1	1200	0.083	1	1200	0.333
08:30 - 09:00	1	1200	2.417	1	1200	0.500	**1**	**1200**	**2.917**
09:00 - 09:30	1	1200	0.250	1	1200	0.500	1	1200	2.917
09:30 - 10:00	1	1200	0.250	1	1200	0.167	1	1200	0.417
10:00 - 10:30	1	1200	0.167	1	1200	0.167	1	1200	0.417
10:30 - 11:00	1	1200	0.167	1	1200	0.000	1	1200	0.167
11:00 - 11:30	1	1200	0.250	1	1200	0.083	1	1200	0.250
11:30 - 12:00	1	1200	0.167	1	1200	0.250	1	1200	0.500
12:00 - 12:30	1	1200	0.333	1	1200	0.167	1	1200	0.334
12:30 - 13:00	1	1200	0.333	1	1200	0.417	1	1200	0.750
13:00 - 13:30	1	1200	0.333	1	1200	0.500	1	1200	0.833
13:30 - 14:00	1	1200	0.417	1	1200	0.500	1	1200	0.833
14:00 - 14:30	1	1200	0.250	1	1200	0.500	1	1200	0.917
14:30 - 15:00	1	1200	0.167	1	1200	0.250	1	1200	0.500
15:00 - 15:30	1	1200	0.083	1	1200	0.250	1	1200	0.417
15:30 - 16:00	1	1200	0.167	1	1200	0.167	1	1200	0.250
16:00 - 16:30	1	1200	0.333	1	1200	0.167	1	1200	0.334
16:30 - 17:00	1	1200	0.250	1	1200	0.917	1	1200	1.250
17:00 - 17:30	1	1200	0.250	1	1200	0.833	1	1200	1.083
17:30 - 18:00	1	1200	0.250	**1**	**1200**	**1.500**	1	1200	1.750
18:00 - 18:30	1	1200	0.000	1	1200	1.500	1	1200	1.750
18:30 - 19:00	1	1200	0.000	1	1200	0.083	1	1200	0.083
19:00 - 19:30	1	1200	0.000	1	1200	0.083	1	1200	0.083
19:30 - 20:00	1	1200	0.083	1	1200	0.000	1	1200	0.000
20:00 - 20:30	1	1200	0.000	1	1200	0.083	1	1200	0.166
20:30 - 21:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
21:00 - 21:30	1	1200	0.083	1	1200	0.000	1	1200	0.000
21:30 - 22:00	1	1200	0.083	1	1200	0.083	1	1200	0.166
22:00 - 22:30	1	1200	0.000	1	1200	0.083	1	1200	0.166
22:30 - 23:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
23:00 - 23:30	1	1200	0.000	1	1200	0.000	1	1200	0.000
23:30 - 24:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
Daily Trip Rates:			10.000			9.999			19.999

Parameter summary

Trip rate parameter range selected:	408 - 2943 (units: sqm)
Survey date date range:	01/09/99 - 01/09/99
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 days
03	**SOUTH WEST**		
	DC	DORSET	4 days
	GS	GLOUCESTERSHIRE	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
09	**NORTH**		
	TV	TEES VALLEY	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	ER	EAST RENFREWSHIRE	2 days
	HI	HIGHLAND	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 620 to 23500 (units: sqm)

Date Range: 01/01/99 to 24/10/06

Selected survey days:

Monday	1 days
Tuesday	6 days
Wednesday	3 days
Thursday	3 days

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

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	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	1	22926	0.017	1	22926	0.087	1	22926	0.104
06:30 - 07:00	1	22926	0.035	1	22926	0.022	1	22926	0.057
07:00 - 07:30	13	10037	0.162	13	10037	0.049	13	10037	0.211
07:30 - 08:00	13	10037	0.208	13	10037	0.036	13	10037	0.244
08:00 - 08:30	**13**	**10037**	**0.212**	13	10037	0.041	13	10037	0.253
08:30 - 09:00	13	10037	0.198	13	10037	0.065	13	10037	0.263
09:00 - 09:30	13	10037	0.124	13	10037	0.051	13	10037	0.175
09:30 - 10:00	13	10037	0.082	13	10037	0.056	13	10037	0.138
10:00 - 10:30	13	10037	0.065	13	10037	0.067	13	10037	0.132
10:30 - 11:00	13	10037	0.058	13	10037	0.048	13	10037	0.106
11:00 - 11:30	13	10037	0.067	13	10037	0.058	13	10037	0.125
11:30 - 12:00	13	10037	0.060	13	10037	0.065	13	10037	0.125
12:00 - 12:30	13	10037	0.057	13	10037	0.097	13	10037	0.154
12:30 - 13:00	13	10037	0.087	13	10037	0.100	13	10037	0.187
13:00 - 13:30	13	10037	0.095	13	10037	0.079	13	10037	0.174
13:30 - 14:00	13	10037	0.109	13	10037	0.061	13	10037	0.170
14:00 - 14:30	13	10037	0.078	13	10037	0.133	13	10037	0.211
14:30 - 15:00	13	10037	0.086	13	10037	0.067	13	10037	0.153
15:00 - 15:30	13	10037	0.084	13	10037	0.097	13	10037	0.181
15:30 - 16:00	13	10037	0.064	13	10037	0.123	13	10037	0.187
16:00 - 16:30	13	10037	0.044	13	10037	0.179	13	10037	0.223
16:30 - 17:00	13	10037	0.044	13	10037	0.161	13	10037	0.205
17:00 - 17:30	13	10037	0.049	**13**	**10037**	**0.418**	**13**	**10037**	**0.467**
17:30 - 18:00	13	10037	0.060	13	10037	0.196	13	10037	0.256
18:00 - 18:30	13	10037	0.017	13	10037	0.096	13	10037	0.113
18:30 - 19:00	13	10037	0.016	13	10037	0.044	13	10037	0.060
19:00 - 19:30	2	17449	0.003	2	17449	0.034	2	17449	0.037
19:30 - 20:00	2	17449	0.006	2	17449	0.011	2	17449	0.017
20:00 - 20:30	2	17449	0.003	2	17449	0.009	2	17449	0.012
20:30 - 21:00	2	17449	0.003	2	17449	0.006	2	17449	0.009
21:00 - 21:30	2	17449	0.003	2	17449	0.003	2	17449	0.006
21:30 - 22:00	2	17449	0.006	2	17449	0.003	2	17449	0.009
22:00 - 22:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
22:30 - 23:00	1	11972	0.184	1	11972	0.008	1	11972	0.192
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.386			2.570			4.956

Parameter summary

Trip rate parameter range selected:	620 - 23500 (units: sqm)
Survey date date range:	01/01/99 - 24/10/06
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 days
03	**SOUTH WEST**		
	DC	DORSET	4 days
	GS	GLOUCESTERSHIRE	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
09	**NORTH**		
	TV	TEES VALLEY	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	ER	EAST RENFREWSHIRE	2 days
	HI	HIGHLAND	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 620 to 23500 (units: sqm)

Date Range: 01/01/99 to 24/10/06

Selected survey days:

Monday	1 days
Tuesday	6 days
Wednesday	3 days
Thursday	3 days

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

RANK ORDER for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

Ranking Type: **TOTALS** Time Range: 08:00-09:00

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 (**)**

85th Percentile = No. **3 (**)**

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	DC-02-C-02	NEWSPAPER HQ, WEYMOUTH	DORSET	Tue	04/07/00	1.878
2	DC-02-C-05	ULTRA ELECTRONICS,WEYMO	DORSET	Thu	11/10/01	1.413
3 **	**DC-02-C-03**	**DURABLE, WIMBORNE**	**DORSET**	**Tue**	**15/05/01**	**1.108**
4	GS-02-C-01	ARJO, GLOUCESTER	GLOUCESTERSHIRE	Wed	26/05/04	0.939
5	HI-02-C-01	DAIRY, NAIRN	HIGHLAND	Wed	24/05/06	0.867
6	CF-02-C-01	PLASTICS COMPANY, CARDI	CARDIFF	Tue	24/10/06	0.843
7	TV-02-C-01	SAMSUNG ELECTRONICS	TEES VALLEY	Tue	02/10/01	0.714
8	ER-02-C-02	DYEWORKS, NEWTON MEARNS	EAST RENFREWSHIRE	Wed	08/05/02	0.526
9	DC-02-C-04	BREWERY, DORCHESTER	DORSET	Mon	09/07/01	0.463
10	WY-02-C-01	ANIMAL FEEDS, SHERBURN	WEST YORKSHIRE	Tue	19/04/05	0.336
11 **	**BT-02-C-01**	**INDUSTRIAL UNIT, KILBUR**	**BRENT**	**Tue**	**18/09/01**	**0.323**
12	DS-02-C-01	BAKERY, DRONFIELD	DERBYSHIRE	Thu	22/06/06	0.204
13	ER-02-C-01	PET FOODS, BARRHEAD	EAST RENFREWSHIRE	Thu	11/10/01	0.183

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
03 SOUTH WEST
DC DORSET 1 days

Main parameter selection:

Parameter: Gross floor area
Range: 620 to 23500 (units: sqm)

Date Range: 15/05/01 to 15/05/01

Selected survey days:
Tuesday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

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	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	1626	0.000	1	1626	0.000	1	1626	0.000
07:30 - 08:00	1	1626	0.185	1	1626	0.000	1	1626	0.185
08:00 - 08:30	1	1626	0.431	1	1626	0.185	**1**	**1626**	**0.616**
08:30 - 09:00	**1**	**1626**	**0.492**	1	1626	0.000	1	1626	0.492
09:00 - 09:30	1	1626	0.185	1	1626	0.062	1	1626	0.247
09:30 - 10:00	1	1626	0.123	1	1626	0.185	1	1626	0.308
10:00 - 10:30	1	1626	0.000	1	1626	0.062	1	1626	0.062
10:30 - 11:00	1	1626	0.308	1	1626	0.062	1	1626	0.370
11:00 - 11:30	1	1626	0.000	1	1626	0.123	1	1626	0.123
11:30 - 12:00	1	1626	0.062	1	1626	0.062	1	1626	0.124
12:00 - 12:30	1	1626	0.062	1	1626	0.123	1	1626	0.185
12:30 - 13:00	1	1626	0.185	**1**	**1626**	**0.369**	1	1626	0.554
13:00 - 13:30	1	1626	0.062	1	1626	0.369	1	1626	0.431
13:30 - 14:00	1	1626	0.492	1	1626	0.062	1	1626	0.554
14:00 - 14:30	1	1626	0.185	1	1626	0.000	1	1626	0.185
14:30 - 15:00	1	1626	0.062	1	1626	0.000	1	1626	0.062
15:00 - 15:30	1	1626	0.185	1	1626	0.123	1	1626	0.308
15:30 - 16:00	1	1626	0.062	1	1626	0.000	1	1626	0.062
16:00 - 16:30	1	1626	0.000	1	1626	0.062	1	1626	0.062
16:30 - 17:00	1	1626	0.062	1	1626	0.369	1	1626	0.431
17:00 - 17:30	1	1626	0.000	1	1626	0.308	1	1626	0.308
17:30 - 18:00	1	1626	0.062	1	1626	0.369	1	1626	0.431
18:00 - 18:30	1	1626	0.123	1	1626	0.246	1	1626	0.369
18:30 - 19:00	1	1626	0.000	1	1626	0.000	1	1626	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			3.328			3.141			6.469

Parameter summary

Trip rate parameter range selected:	620 - 23500 (units: sqm)
Survey date date range:	15/05/01 - 15/05/01
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**	
	BT BRENT	1 days
03	**SOUTH WEST**	
	DC DORSET	4 days
	GS GLOUCESTERSHIRE	1 days
05	**EAST MIDLANDS**	
	DS DERBYSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**	
	WY WEST YORKSHIRE	1 days
09	**NORTH**	
	TV TEES VALLEY	1 days
10	**WALES**	
	CF CARDIFF	1 days
11	**SCOTLAND**	
	ER EAST RENFREWSHIRE	2 days
	HI HIGHLAND	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 620 to 23500 (units: sqm)

Date Range: 01/01/99 to 24/10/06

Selected survey days:

Monday	1 days
Tuesday	6 days
Wednesday	3 days
Thursday	3 days

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

RANK ORDER for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

Ranking Type: **TOTALS** Time Range: 17:00-18:00

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 (**)**

85th Percentile = No. **3 (**)**

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	TV-02-C-01	SAMSUNG ELECTRONICS	TEES VALLEY	Tue	02/10/01	1.964
2	DC-02-C-02	NEWSPAPER HQ, WEYMOUTH	DORSET	Tue	04/07/00	1.417
3 **	**GS-02-C-01**	**ARJO, GLOUCESTER**	**GLOUCESTERSHIRE**	**Wed**	**26/05/04**	**1.363**
4	CF-02-C-01	PLASTICS COMPANY, CARDI	CARDIFF	Tue	24/10/06	1.030
5	DC-02-C-05	ULTRA ELECTRONICS,WEYMO	DORSET	Thu	11/10/01	0.782
6	DC-02-C-03	DURABLE, WIMBORNE	DORSET	Tue	15/05/01	0.739
7	HI-02-C-01	DAIRY, NAIRN	HIGHLAND	Wed	24/05/06	0.533
8	DC-02-C-04	BREWERY, DORCHESTER	DORSET	Mon	09/07/01	0.494
9	BT-02-C-01	INDUSTRIAL UNIT, KILBUR	BRENT	Tue	18/09/01	0.484
10	WY-02-C-01	ANIMAL FEEDS, SHERBURN	WEST YORKSHIRE	Tue	19/04/05	0.387
11 **	**ER-02-C-01**	**PET FOODS, BARRHEAD**	**EAST RENFREWSHIRE**	**Thu**	**11/10/01**	**0.349**
12	ER-02-C-02	DYEWORKS, NEWTON MEARNS	EAST RENFREWSHIRE	Wed	08/05/02	0.317
13	DS-02-C-01	BAKERY, DRONFIELD	DERBYSHIRE	Thu	22/06/06	0.209

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
03 SOUTH WEST
GS GLOUCESTERSHIRE 1 days

Main parameter selection:

Parameter: Gross floor area
Range: 620 to 23500 (units: sqm)

Date Range: 26/05/04 to 26/05/04

Selected survey days:
Wednesday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	**1**	**6604**	**0.651**	1	6604	0.015	1	6604	0.666
07:30 - 08:00	1	6604	0.651	1	6604	0.061	1	6604	0.712
08:00 - 08:30	1	6604	0.515	1	6604	0.045	1	6604	0.560
08:30 - 09:00	1	6604	0.227	1	6604	0.151	1	6604	0.378
09:00 - 09:30	1	6604	0.197	1	6604	0.091	1	6604	0.288
09:30 - 10:00	1	6604	0.182	1	6604	0.121	1	6604	0.303
10:00 - 10:30	1	6604	0.212	1	6604	0.182	1	6604	0.394
10:30 - 11:00	1	6604	0.121	1	6604	0.091	1	6604	0.212
11:00 - 11:30	1	6604	0.091	1	6604	0.121	1	6604	0.212
11:30 - 12:00	1	6604	0.121	1	6604	0.182	1	6604	0.303
12:00 - 12:30	1	6604	0.106	1	6604	0.091	1	6604	0.197
12:30 - 13:00	1	6604	0.121	1	6604	0.212	1	6604	0.333
13:00 - 13:30	1	6604	0.136	1	6604	0.151	1	6604	0.287
13:30 - 14:00	1	6604	0.091	1	6604	0.061	1	6604	0.152
14:00 - 14:30	1	6604	0.061	1	6604	0.121	1	6604	0.182
14:30 - 15:00	1	6604	0.076	1	6604	0.030	1	6604	0.106
15:00 - 15:30	1	6604	0.106	1	6604	0.061	1	6604	0.167
15:30 - 16:00	1	6604	0.121	1	6604	0.182	1	6604	0.303
16:00 - 16:30	1	6604	0.045	1	6604	0.363	1	6604	0.408
16:30 - 17:00	1	6604	0.076	1	6604	0.575	1	6604	0.651
17:00 - 17:30	1	6604	0.061	**1**	**6604**	**0.969**	**1**	**6604**	**1.030**
17:30 - 18:00	1	6604	0.030	1	6604	0.303	1	6604	0.333
18:00 - 18:30	1	6604	0.015	1	6604	0.182	1	6604	0.197
18:30 - 19:00	1	6604	0.015	1	6604	0.015	1	6604	0.030
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.028			4.376			8.404

Parameter summary

Trip rate parameter range selected:	620 - 23500 (units: sqm)
Survey date date range:	26/05/04 - 26/05/04
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

Appendix E – Traffic Growth Calculations

Traffic Growth Calculations

2007 to 2010

NRTF Low Growth = $\frac{2010}{2007} = \frac{115.7621}{111.7590} = 1.0358$

2007 to 2020

NRTF Low Growth = $\frac{2020}{2007} = \frac{127.8971}{111.7590} = 1.1444$

Appendix F – Capacity Assessment Data

PICADY

GUI Version: 5.00 AC
Analysis Program Release: 3.0 INTERIM (MAR 2006)

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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Analysis

Parameter	Values
File Run	Y:\..\PICADY\AM BASE + DEVELOP SITE ACCESS.vpi
Date Run	23 October 2007
Time Run	16:25:12
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Desford Lane	100
Arm B	Site Access	100
Arm C	Desford Lane	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	2010 AM BASE + DEVELOPMENT FLOWS
Location	Pear Tree Farm, Ratby
Date	23 October 2007
Enumerator	rjones [CHRISEVANS2003]
Job Number	07149
Status	Completed
Client	Cawrey Ltd
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

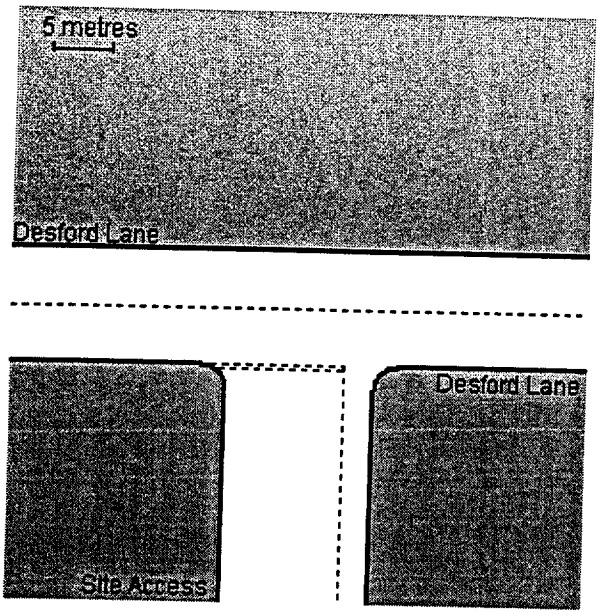
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.30
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	4.60
Minor Road Width 10m Back from Junction (m)	3.30
Minor Road Width 15m Back from Junction (m)	3.30
Minor Road Width 20m Back from Junction (m)	3.30
Minor Road Flare Length (veh)	1
Minor Road Visibility To Right (m)	16
Minor Road Visibility To Left (m)	22
Major Road Right Turn Visibility (m)	36
Major Road Right Turn Blocks Traffic	Yes

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	453.154	0.078	0.197	0.124	0.281
B-C	583.229	0.084	0.213	-	-
C-B	594.811	0.217	0.217	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15

ODTAB Turning Counts

Demand Set: 2010 AM BASE + DEVELOPMENT FLOWS
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	12.0	225.0
Arm B	1.0	0.0	1.0
Arm C	257.0	13.0	0.0

ODTAB Synthesised Flows

Demand Set: 2010 AM BASE + DEVELOPMENT FLOWS
Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	2.963	08:00	4.444	08:30	2.963
Arm B	08:00	0.025	08:00	0.038	08:30	0.025
Arm C	08:00	3.375	08:00	5.063	08:30	3.375

Heavy Vehicles Percentages

Demand Set: 2010 AM BASE + DEVELOPMENT FLOWS
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

Queues & Delays

Demand Set: 2010 AM BASE + DEVELOPMENT FLOWS
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
07:45-08:00	B-A	0.01	6.78	0.002	-	0.00	0.00	-	0.0
	B-C	0.01	9.52	0.001	-	0.00	0.00	-	0.0
	C-AB	0.23	10.57	0.022	-	0.00	0.03	-	0.4
	C-A	3.16	-	-	-	-	-	-	-
	A-B	0.15	-	-	-	-	-	-	-
	A-C	2.82	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
08:00-08:15	B-A	0.01	6.55	0.002	-	0.00	0.00	-	0.0
	B-C	0.01	9.38	0.002	-	0.00	0.00	-	0.0
	C-AB	0.29	10.88	0.027	-	0.03	0.03	-	0.5
	C-A	3.75	-	-	-	-	-	-	-
	A-B	0.18	-	-	-	-	-	-	-
	A-C	3.37	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
08:15-08:30	B-A	0.02	6.23	0.003	-	0.00	0.00	-	0.0
	B-C	0.02	9.18	0.002	-	0.00	0.00	-	0.0
	C-AB	0.39	11.31	0.035	-	0.03	0.05	-	0.7
	C-A	4.56	-	-	-	-	-	-	-
	A-B	0.22	-	-	-	-	-	-	-
	A-C	4.13	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
08:30-08:45	B-A	0.02	6.23	0.003	-	0.00	0.00	-	0.0
	B-C	0.02	9.18	0.002	-	0.00	0.00	-	0.0
	C-AB	0.39	11.31	0.035	-	0.05	0.05	-	0.7
	C-A	4.56	-	-	-	-	-	-	-
	A-B	0.22	-	-	-	-	-	-	-
	A-C	4.13	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
08:45-09:00	B-A	0.01	6.55	0.002	-	0.00	0.00	-	0.0
	B-C	0.01	9.38	0.002	-	0.00	0.00	-	0.0
	C-AB	0.29	10.88	0.027	-	0.05	0.03	-	0.5
	C-A	3.75	-	-	-	-	-	-	-
	A-B	0.18	-	-	-	-	-	-	-
	A-C	3.37	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
09:00-09:15	B-A	0.01	6.78	0.002	-	0.00	0.00	-	0.0
	B-C	0.01	9.52	0.001	-	0.00	0.00	-	0.0
	C-AB	0.23	10.57	0.022	-	0.03	0.03	-	0.4
	C-A	3.16	-	-	-	-	-	-	-
	A-B	0.15	-	-	-	-	-	-	-
	A-C	2.82	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: 2010 AM BASE + DEVELOPMENT FLOWS
Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	1.4	0.9	0.2	0.2	0.2	0.2
B-C	1.4	0.9	0.1	0.1	0.1	0.1
C-AB	27.6	18.4	3.2	0.1	3.2	0.1
C-A	344.1	229.4	-	-	-	-
A-B	16.5	11.0	-	-	-	-
A-C	309.7	206.5	-	-	-	-
All	**700.6**	**467.1**	**3.6**	**0.0**	**3.6**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.00 AC
Analysis Program Release: 3.0 INTERIM (MAR 2006)

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Web: www.trlsoftware.co.uk

The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Analysis

Parameter	Values
File Run	Y:\..\PICADY\PM BASE + DEVELOP SITE ACCESS.vpi
Date Run	23 October 2007
Time Run	16:35:56
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Desford Lane	100
Arm B	Site Access	100
Arm C	Desford Lane	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	2010 PM BASE + DEVELOPMENT FLOWS
Location	Pear Tree Farm, Ratby
Date	23 October 2007
Enumerator	rjones [CHRISEVANS2003]
Job Number	07149
Status	Completed
Client	Cawrey Ltd
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

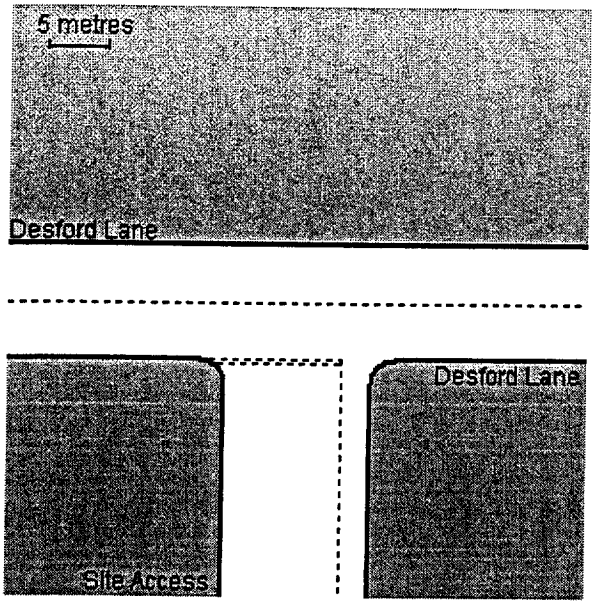
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.30
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	4.60
Minor Road Width 10m Back from Junction (m)	3.30
Minor Road Width 15m Back from Junction (m)	3.30
Minor Road Width 20m Back from Junction (m)	3.30
Minor Road Flare Length (veh)	1
Minor Road Visibility To Right (m)	16
Minor Road Visibility To Left (m)	22
Major Road Right Turn Visibility (m)	36
Major Road Right Turn Blocks Traffic	Yes

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	453.154	0.078	0.197	0.124	0.281
B-C	583.229	0.084	0.213	-	-
C-B	594.811	0.217	0.217	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	16:45-18:15	90	15

ODTAB Turning Counts

Demand Set: 2010 PM BASE + DEVELOPMENT FLOWS
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	2.0	225.0
Arm B	11.0	0.0	10.0
Arm C	265.0	2.0	0.0

ODTAB Synthesised Flows

Demand Set: 2010 PM BASE + DEVELOPMENT FLOWS
Modelling Period: 16:45-18:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	17:00	2.838	17:00	4.256	17:30	2.838
Arm B	17:00	0.262	17:00	0.394	17:30	0.262
Arm C	17:00	3.338	17:00	5.006	17:30	3.338

Heavy Vehicles Percentages

Demand Set: 2010 PM BASE + DEVELOPMENT FLOWS
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

Queues & Delays

Demand Set: 2010 PM BASE + DEVELOPMENT FLOWS
Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
16:45-17:00	B-A	0.14	6.85	0.020	-	0.00	0.02	-	0.3
	B-C	0.13	9.44	0.013	-	0.00	0.01	-	0.2
	C-AB	0.04	10.66	0.003	-	0.00	0.00	-	0.1
	C-A	3.31	-	-	-	-	-	-	-
	A-B	0.03	-	-	-	-	-	-	-
	A-C	2.82	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
17:00-17:15	B-A	0.16	6.63	0.025	-	0.02	0.03	-	0.4
	B-C	0.15	9.29	0.016	-	0.01	0.02	-	0.2
	C-AB	0.05	10.99	0.004	-	0.00	0.00	-	0.1
	C-A	3.95	-	-	-	-	-	-	-
	A-B	0.03	-	-	-	-	-	-	-
	A-C	3.37	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
17:15-17:30	B-A	0.20	6.33	0.032	-	0.03	0.03	-	0.5
	B-C	0.18	9.09	0.020	-	0.02	0.02	-	0.3
	C-AB	0.06	11.43	0.005	-	0.00	0.01	-	0.1
	C-A	4.84	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-
	A-C	4.13	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
17:30-17:45	B-A	0.20	6.33	0.032	-	0.03	0.03	-	0.5
	B-C	0.18	9.09	0.020	-	0.02	0.02	-	0.3
	C-AB	0.06	11.43	0.005	-	0.01	0.01	-	0.1
	C-A	4.84	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-
	A-C	4.13	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
17:45-18:00	B-A	0.16	6.63	0.025	-	0.03	0.03	-	0.4
	B-C	0.15	9.29	0.016	-	0.02	0.02	-	0.3
	C-AB	0.05	10.99	0.004	-	0.01	0.00	-	0.1
	C-A	3.95	-	-	-	-	-	-	-
	A-B	0.03	-	-	-	-	-	-	-
	A-C	3.37	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
18:00-18:15	B-A	0.14	6.85	0.020	-	0.03	0.02	-	0.3
	B-C	0.13	9.43	0.013	-	0.02	0.01	-	0.2
	C-AB	0.04	10.66	0.003	-	0.00	0.00	-	0.1
	C-A	3.31	-	-	-	-	-	-	-
	A-B	0.03	-	-	-	-	-	-	-
	A-C	2.82	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: 2010 PM BASE + DEVELOPMENT FLOWS
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	15.1	10.1	2.3	0.2	2.3	0.2
B-C	13.8	9.2	1.5	0.1	1.5	0.1
C-AB	4.3	2.9	0.4	0.1	0.4	0.1
C-A	363.2	242.2	-	-	-	-
A-B	2.8	1.8	-	-	-	-
A-C	309.7	206.5	-	-	-	-
All	**708.9**	**472.6**	**4.3**	**0.0**	**4.3**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.00 AC
Analysis Program Release: 3.0 INTERIM (MAR 2006)

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Run Analysis

Parameter	Values
File Run	Y:\..\PICADY\2020 AM BASE + DEVELOP SITE ACCESS.vpi
Date Run	23 October 2007
Time Run	16:44:31
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Desford Lane	100
Arm B	Site Access	100
Arm C	Desford Lane	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	2020 AM BASE + DEVELOPMENT FLOWS
Location	Pear Tree Farm, Ratby
Date	23 October 2007
Enumerator	rjones [CHRISEVANS2003]
Job Number	07149
Status	Completed
Client	Cawrey Ltd
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

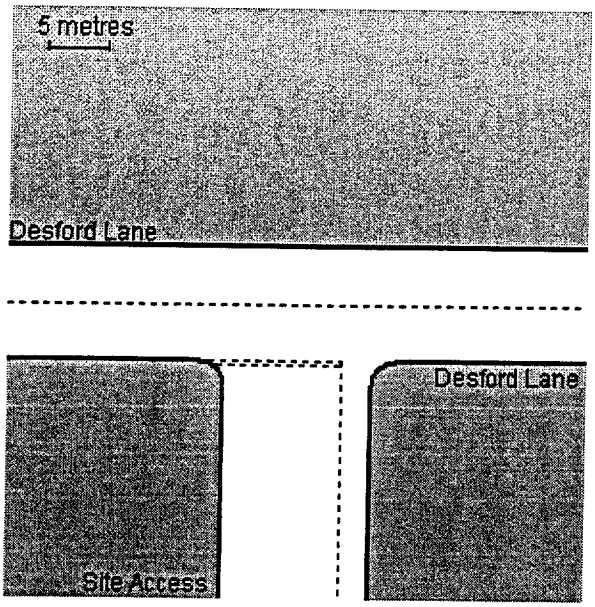
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.30
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	4.60
Minor Road Width 10m Back from Junction (m)	3.30
Minor Road Width 15m Back from Junction (m)	3.30
Minor Road Width 20m Back from Junction (m)	3.30
Minor Road Flare Length (veh)	1
Minor Road Visibility To Right (m)	16
Minor Road Visibility To Left (m)	22
Major Road Right Turn Visibility (m)	36
Major Road Right Turn Blocks Traffic	Yes

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	453.154	0.078	0.197	0.124	0.281
B-C	583.229	0.084	0.213	-	-
C-B	594.811	0.217	0.217	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15

ODTAB Turning Counts

Demand Set: 2020 AM BASE + DEVELOPMENT FLOWS
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	12.0	248.0
Arm B	1.0	0.0	1.0
Arm C	284.0	13.0	0.0

ODTAB Synthesised Flows

Demand Set: 2020 AM BASE + DEVELOPMENT FLOWS
Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	3.250	08:00	4.875	08:30	3.250
Arm B	08:00	0.025	08:00	0.038	08:30	0.025
Arm C	08:00	3.713	08:00	5.569	08:30	3.713

Heavy Vehicles Percentages

Demand Set: 2020 AM BASE + DEVELOPMENT FLOWS
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

Queues & Delays

Demand Set: 2020 AM BASE + DEVELOPMENT FLOWS
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
07:45-08:00	B-A	0.01	6.66	0.002	-	0.00	0.00	-	0.0
	B-C	0.01	9.44	0.001	-	0.00	0.00	-	0.0
	C-AB	0.24	10.74	0.022	-	0.00	0.03	-	0.4
	C-A	3.49	-	-	-	-	-	-	-
	A-B	0.15	-	-	-	-	-	-	-
	A-C	3.11	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
08:00-08:15	B-A	0.01	6.41	0.002	-	0.00	0.00	-	0.0
	B-C	0.01	9.29	0.002	-	0.00	0.00	-	0.0
	C-AB	0.31	11.09	0.028	-	0.03	0.04	-	0.5
	C-A	4.14	-	-	-	-	-	-	-
	A-B	0.18	-	-	-	-	-	-	-
	A-C	3.72	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
08:15-08:30	B-A	0.02	6.07	0.003	-	0.00	0.00	-	0.0
	B-C	0.02	9.08	0.002	-	0.00	0.00	-	0.0
	C-AB	0.41	11.55	0.036	-	0.04	0.05	-	0.7
	C-A	5.04	-	-	-	-	-	-	-
	A-B	0.22	-	-	-	-	-	-	-
	A-C	4.55	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
08:30-08:45	B-A	0.02	6.07	0.003	-	0.00	0.00	-	0.0
	B-C	0.02	9.08	0.002	-	0.00	0.00	-	0.0
	C-AB	0.41	11.55	0.036	-	0.05	0.05	-	0.7
	C-A	5.04	-	-	-	-	-	-	-
	A-B	0.22	-	-	-	-	-	-	-
	A-C	4.55	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
08:45-09:00	B-A	0.01	6.41	0.002	-	0.00	0.00	-	0.0
	B-C	0.01	9.29	0.002	-	0.00	0.00	-	0.0
	C-AB	0.31	11.09	0.028	-	0.05	0.04	-	0.5
	C-A	4.14	-	-	-	-	-	-	-
	A-B	0.18	-	-	-	-	-	-	-
	A-C	3.72	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
09:00-09:15	B-A	0.01	6.66	0.002	-	0.00	0.00	-	0.0
	B-C	0.01	9.44	0.001	-	0.00	0.00	-	0.0
	C-AB	0.24	10.75	0.022	-	0.04	0.03	-	0.4
	C-A	3.49	-	-	-	-	-	-	-
	A-B	0.15	-	-	-	-	-	-	-
	A-C	3.11	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: 2020 AM BASE + DEVELOPMENT FLOWS
Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	1.4	0.9	0.2	0.2	0.2	0.2
B-C	1.4	0.9	0.1	0.1	0.1	0.1
C-AB	28.8	19.2	3.3	0.1	3.3	0.1
C-A	380.0	253.4	-	-	-	-
A-B	16.5	11.0	-	-	-	-
A-C	341.4	227.6	-	-	-	-
All	**769.4**	**512.9**	**3.7**	**0.0**	**3.7**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.00 AC
Analysis Program Release: 3.0 INTERIM (MAR 2006)

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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Analysis

Parameter	Values
File Run	Y:\..\PICADY\2020 PM BASE + DEVELOP SITE ACCESS.vpi
Date Run	23 October 2007
Time Run	16:49:32
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Desford Lane	100
Arm B	Site Access	100
Arm C	Desford Lane	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	2020 PM BASE + DEVELOPMENT FLOWS
Location	Pear Tree Farm, Ratby
Date	23 October 2007
Enumerator	rjones [CHRISEVANS2003]
Job Number	07149
Status	Completed
Client	Cawrey Ltd
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

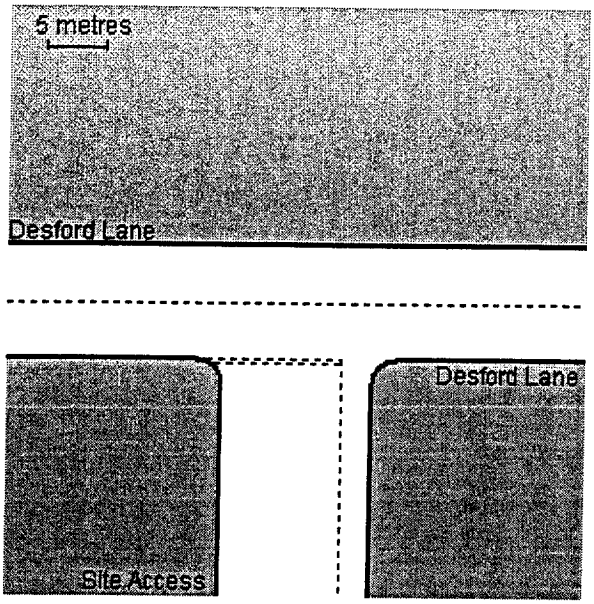
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.30
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	4.60
Minor Road Width 10m Back from Junction (m)	3.30
Minor Road Width 15m Back from Junction (m)	3.30
Minor Road Width 20m Back from Junction (m)	3.30
Minor Road Flare Length (veh)	1
Minor Road Visibility To Right (m)	16
Minor Road Visibility To Left (m)	22
Major Road Right Turn Visibility (m)	36
Major Road Right Turn Blocks Traffic	Yes

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	453.154	0.078	0.197	0.124	0.281
B-C	583.229	0.084	0.213	-	-
C-B	594.811	0.217	0.217	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	16:45-18:15	90	15

ODTAB Turning Counts

Demand Set: 2020 PM BASE + DEVELOPMENT FLOWS
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	2.0	248.0
Arm B	11.0	0.0	10.0
Arm C	293.0	2.0	0.0

ODTAB Synthesised Flows

Demand Set: 2020 PM BASE + DEVELOPMENT FLOWS
Modelling Period: 16:45-18:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	17:00	3.125	17:00	4.688	17:30	3.125
Arm B	17:00	0.262	17:00	0.394	17:30	0.262
Arm C	17:00	3.688	17:00	5.531	17:30	3.688

Heavy Vehicles Percentages

Demand Set: 2020 PM BASE + DEVELOPMENT FLOWS
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

Queues & Delays

Demand Set: 2020 PM BASE + DEVELOPMENT FLOWS
Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
16:45-17:00	B-A	0.14	6.74	0.020	-	0.00	0.02	-	0.3
	B-C	0.13	9.36	0.013	-	0.00	0.01	-	0.2
	C-AB	0.04	10.84	0.003	-	0.00	0.00	-	0.1
	C-A	3.66	-	-	-	-	-	-	-
	A-B	0.03	-	-	-	-	-	-	-
	A-C	3.11	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
17:00-17:15	B-A	0.16	6.49	0.025	-	0.02	0.03	-	0.4
	B-C	0.15	9.20	0.016	-	0.01	0.02	-	0.2
	C-AB	0.05	11.20	0.004	-	0.00	0.00	-	0.1
	C-A	4.37	-	-	-	-	-	-	-
	A-B	0.03	-	-	-	-	-	-	-
	A-C	3.72	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
17:15-17:30	B-A	0.20	6.16	0.033	-	0.03	0.03	-	0.5
	B-C	0.18	8.98	0.020	-	0.02	0.02	-	0.3
	C-AB	0.06	11.69	0.005	-	0.00	0.01	-	0.1
	C-A	5.35	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-
	A-C	4.55	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
17:30-17:45	B-A	0.20	6.16	0.033	-	0.03	0.03	-	0.5
	B-C	0.18	8.98	0.020	-	0.02	0.02	-	0.3
	C-AB	0.06	11.69	0.005	-	0.01	0.01	-	0.1
	C-A	5.35	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-
	A-C	4.55	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
17:45-18:00	B-A	0.16	6.49	0.025	-	0.03	0.03	-	0.4
	B-C	0.15	9.20	0.016	-	0.02	0.02	-	0.3
	C-AB	0.05	11.20	0.004	-	0.01	0.00	-	0.1
	C-A	4.37	-	-	-	-	-	-	-
	A-B	0.03	-	-	-	-	-	-	-
	A-C	3.72	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)
18:00-18:15	B-A	0.14	6.74	0.020	-	0.03	0.02	-	0.3
	B-C	0.13	9.36	0.013	-	0.02	0.01	-	0.2
	C-AB	0.04	10.84	0.003	-	0.00	0.00	-	0.1
	C-A	3.66	-	-	-	-	-	-	-
	A-B	0.03	-	-	-	-	-	-	-
	A-C	3.11	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

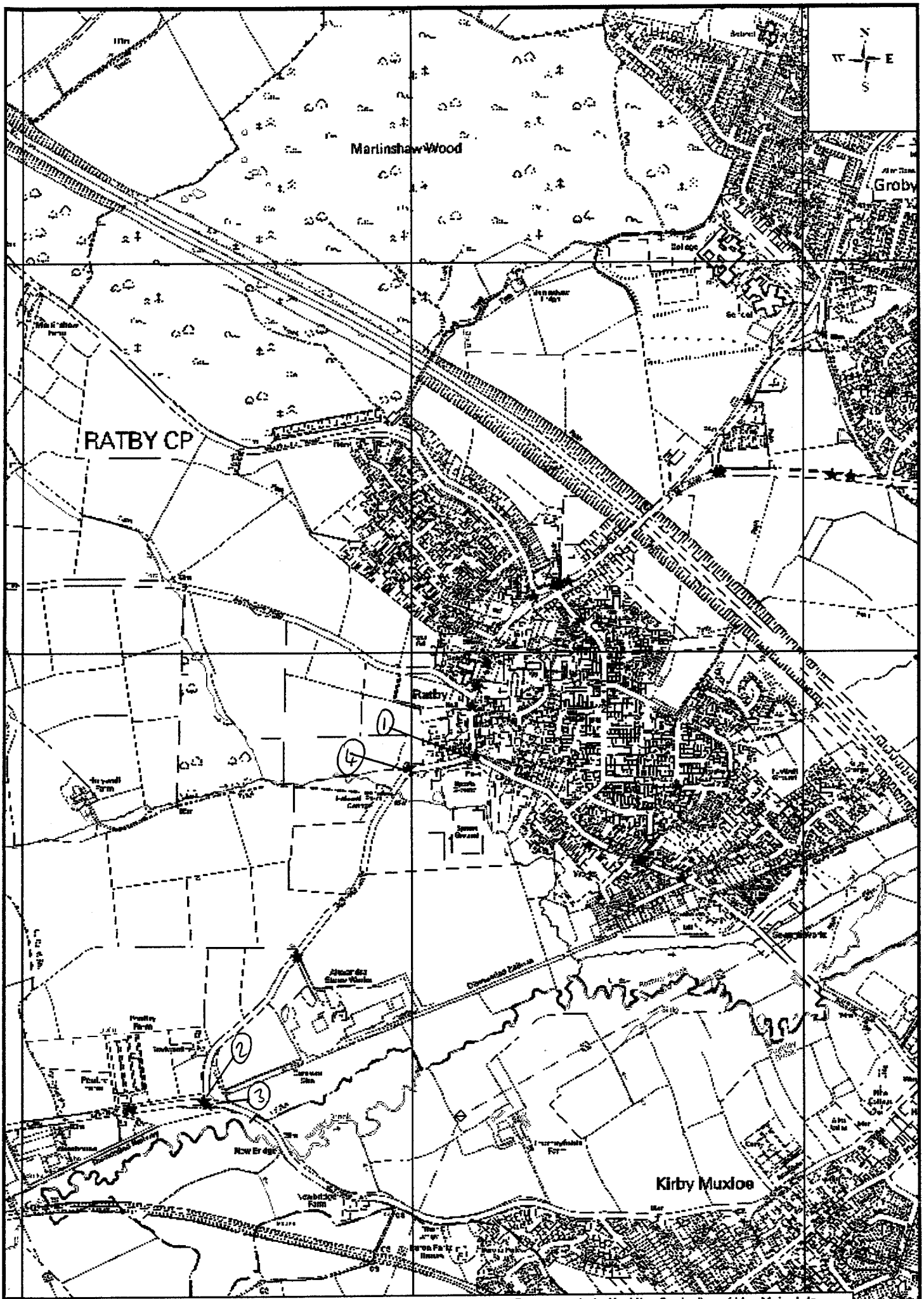
Demand Set: 2020 PM BASE + DEVELOPMENT FLOWS
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	15.1	10.1	2.4	0.2	2.4	0.2
B-C	13.8	9.2	1.5	0.1	1.5	0.1
C-AB	4.5	3.0	0.4	0.1	0.4	0.1
C-A	401.6	267.7	-	-	-	-
A-B	2.8	1.8	-	-	-	-
A-C	341.4	227.6	-	-	-	-
All	**779.1**	**519.4**	**4.3**	**0.0**	**4.3**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

Appendix G – Accident Data



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TRAFFIC ACCIDENTS - SUMMARY REPORT
BSP - Ratby

DATE : 22/10/2007

(1)

17/05/03 03830 Sat 1800 Daylight: street lights present
305730 C4105 030 Dry 451160
Slight STATION ROAD RATBY J/W DESFORD ROAD
V1 TRAV NW ON STATION RD SLOWS FOR R'BOUT V2 BEHIND FAILS TO SLOW COLLS REAR V1 AND DRIVES AWAY

Car
SE NW Going ahead other
Driver
Female 40 x

Casualty
Female 40 Driver or rider Slight

Goods vehicle 3.5 tonnes mgw and under
SE NW Going ahead other
Driver
Not tracedNull >

(2)

18/08/05 06151 Thu 2120 Darkness: no street lighting
304850 C3140 060 Flood (surface water over 3cm deep) 450460
Slight C3140 DESFORD LANE RATBY JW DESFORD LANE.
V2 (TRACTOR & TRAILER) TRAV S FROM RATBY TURNS RIGHT INTO PATH V1 TRAV E TWDS KIRBY MUXLOE.

Car
W SE Going ahead right hand bend
Driver
Female 44 >

Casualty
Female 44 Driver or rider Slight

Agricultural vehicle (includes diggers etc.)
N W Turning right
Driver
Male 23 -

(3)

15/11/05 08981 Tue 0733 Daylight: no street lighting
304840 C3104 060 Wet / Damp450470
Slight C3104 DESFORD LANE RATBY JW DESFORD LANE.
V2 TRAV S FROM RATBY TURNS RIGHT ONTO DESFORD LANE INTO PATH V1 TRAV NW FROM KIRBY MUXLOE. V1 COLLS REAR NS V2.

Car
SE W Going ahead left hand bend
Driver
Female 36 >

Casualty
Female 36 Driver or rider Slight

Car
N W Turning right
Driver
Male 40 >

(4)

24/12/05 09998 Sat 1245 Daylight: street lights present
305700 C4105 060 Wet / Damp450990
Serious C4105 DESFORD LANE RATBY APPROX 60M NE HOLYWELL FARM COTTAGE.
V1 TRAV NE TWDS RATBY LOSES CONTROL ON MUDDY ROAD ON RIGHT BEND LEAVES C/WAY NS AND COLLS WITH PED WALKING ALONGSIDE C/WAY.

Car
SW E Going ahead right hand bend
Driver
Male 54 -

Casualty
Male 72 Pedestrian Serious

Driver k = knows area s = stranger
Breath test + = positive - = negative * = refused
x = not requested > = not contacted ^ = Not provided (medical reasons)