

A Planning Application by
REDCORN LTD

In respect of
**Unit 4 West Mews,
LONDON BOROUGH OF HARINGEY**

Transport Statement

May 2023



Document Management

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 2205-041 PL07(A) – Access Dimensions and Clearance
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 2205-041 SP04(C) – Swept Path Analysis – Unit 4 West Mews – Site Access
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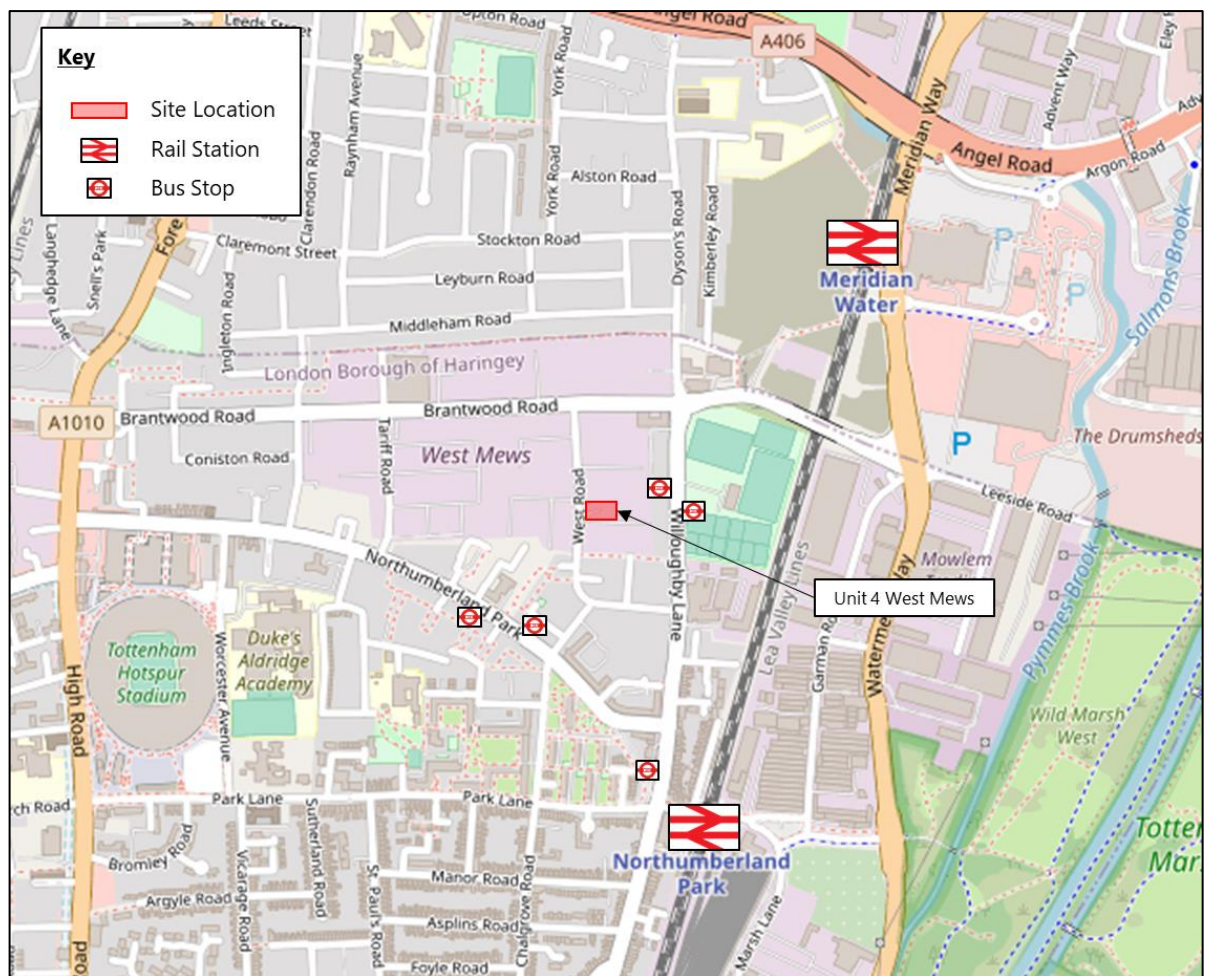
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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Redcorn Ltd to provide transport and highways advice and input in respect of their site at Unit 4 West Mews, in the London Borough of Haringey.
- 1.2 The development proposals consist of a change of land use from B2 'Pitta Bread factory' to land use B8 'vehicle storage' at Unit 4 West Mews. The car storage site will replace the former pitta bread factory, which burnt down, leaving the site vacant.
- 1.3 The site is situated along the eastern side of West Road in Tottenham and is located 5km south of Enfield, 7.5km northwest of Stratford, 11km north of Central London and 4km west of Wood Green. The site location is illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors. Note: Location Indicative

Planning History

- 1.4 A previous planning application was submitted for Unit 4 West Mews in 2018 (Planning Application Reference: HGY/2018/2849). The planning application was for:

"Retrospective application for change of use from bakery to lorry Park and erection of a boundary fence."

- 1.5 The application was refused by the London Borough of Haringey Council in November 2018. Within the decision notice, the reason for refusal was:

"In the absence of sufficient information, the trip generation and turning movements in connection with the use of the site as a lorry park are likely to result in traffic and transport implications to the detriment of the safe and free flow of the highway, as such contrary to policies 6.3, 6.10 and 6.11 of the London Plan 2016, policy 4.4 of Haringey Strategic Policies 2013-2026 and Policy SP7 of Haringey Local Plan 2016."

- 1.6 Following the refusal of the first planning application, a second planning was submitted for the site in 2020 (Planning Application Reference: HGY/2020/1738). This planning application was also for:

"Retrospective application for change of use from bakery to lorry park and erection of a boundary fence."

- 1.7 The application was refused by the London Borough of Haringey Council in April 2021. Within the decision notice, the reason for refusal was:

"In the absence of sufficient information to the contrary, the trip generation and movements in connection with the use of the site as a 'lorry park' in conjunction with the main site are leading to increased vehicle movements and associated queuing and congestion, giving rise to severe consequences for the immediate highway network, in terms of the free flow of traffic and highway and pedestrian safety, as well as undermining the functionality and attractiveness of the industrial estate and the strategic objective of such employment sites, contrary to London Plan 2021 Policies E5, T1 and T4, Policies SP7 and SP8 of the Haringey Local Plan 2017 and policy DM37 of the Development Management DPD 2017."

- 1.8 The refusal was upheld at appeal in November 2021. Within the Appeal Decision Notice, it was noted that:

"The main issue is the effect of the parking use on highway safety, the free flow of traffic and the operation of the industrial estate."

- 1.9 Within the Appeal Decision Notice, further information on this was provided with the Inspector remarking that:

"I find that the proposal would result in harm to highway safety, the free flow of traffic and the operation of the industrial estate, and it would conflict with the policies [London Plan Policy E5, Haringey Development Management Plan Policy DM37, Haringey Local Plan, Policy SP8] I have referred to above".

Scope of Report

- 1.10 This Transport Statement has been prepared in support of the planning application and considers the likely transport and highways impact of the proposed development on the local transport and highway networks.
- 1.11 The Transport Statement will be structured thus:
- **Chapter 2** – sets out the Baseline Transport Conditions around the site;
 - **Chapter 3** – sets out the National, Regional and Local Policy;
 - **Chapter 4** – confirms the Development Proposals and sets out the proposed access and parking arrangements;
 - **Chapter 5** – reviews the likely Development Impact of the proposed development; and
 - **Chapter 6** – sets out the Summary and Conclusions of the report.

Report Conclusions

- 1.12 This Transport Statement concludes that the proposed development is located in a sustainable location and is accessible by a range of modes of transport. The proposals will have a negligible, if any, impact on the local highway network in its own right when compared to the former land use. In addition, the site can provide suitable and safe access, without influencing the free flow of traffic or generating an increased accident risk.
- 1.13 It is therefore considered that there are no transport and highways reasons for the refusal of the planning application.

2 Baseline Transport Conditions

Site Location

- 2.1 The site is located on the eastern side of West Road, Tottenham in the London Borough of Haringey. The site is bound by West Road to the west and industrial units to the east south and north.
- 2.2 The site is located 5km south of Enfield, 7.5km northwest of Stratford, 11km north of Central London and 4km west of Wood Green.

Site Access

- 2.3 Access to the site is via a vehicle crossover from West Road, which is located in the southwestern corner of the site. The access is gated so that access to and from the site can be controlled.
- 2.4 Visibility splays from the site access are shown in TPA Drawing **2205-041 VS02(B)**. As demonstrated within **2205-041 VS02(B)** visibility splays of 2.4m x 25m can be provided at the site access, which is in accordance with the posted speed limit of 20mph.
- 2.5 It is noted that at times due to the car parking locally that the visibility splays maybe be obstructed by parked cars. However, it is noted within Manual for Streets 2¹ that *"at urban junctions where visibility is limited by buildings or parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic, and vice-versa"*, and therefore this is not considered to pose a highway safety issue, which is supported by the accident data for the area which is discussed later in this report.

Site Use

- 2.6 Historically the site was used as a bakery, with the site having a land use of B2 'General Industrial'. A building to support the manufacturing process was previously provided on-site; however, the building was vacant for over six years before being gutted by fire in 2015 and has since been demolished, with only an area of hard standing remaining. The site has a total area of total 1,908sqm.
- 2.7 The site is currently vacant and has not been in use for the last three months.

¹ Figures associated with Paragraph 10.7.1 of Manual for Streets 2

Redcorn

- 2.8 Redcorn work on behalf of the DVLA to remove untaxed cars, the Metropolitan Police to store uninsured cars and local authorities to store abandoned cars. Initially, the seized cars are taken to one of Redcorns 'Release Sites', which are located on Eley Road, Edmonton and Jeffreys Road, Enfield. The cars are held at these sites until they are claimed by the owners (of which only circa 30% are) or failing that at the end of the required 14-day storage duration, the cars will be relocated to Units 1-5 Hotspur Industrial Estate by Street Lifter / Loader Crane / Low Loader vehicles, which carry a single vehicle and have a length of approximately 6m. In the region of 20 cars are likely to be delivered to Units 1-5 Hotspur Industrial Estate each day.
- 2.9 Cars stored at the site are ultimately taken to Redcorn's adjacent waste transfer station where they are disposed of. Primarily transfers between Units 1-5 Hotspur Industrial Estate and the waste transfer station are undertaken using the Street Lifter / Loader Crane / Low Loader vehicles which are used to deliver vehicles to the site. Although in some situations, the cars stored at Units 1-5 Hotspur Industrial Estate will be seized with their keys and therefore can be driven to the waste transfer station.
- 2.10 The number of transfers between Units 1-5 Hotspur Industrial Estate and the waste transfer station varies on a day-to-day basis. However, the number of vehicle movements is likely to be similar to the number of vehicles being delivered to the site (in the region of 20 movements per day).
- 2.11 Whilst at the storage facility vehicles are moved around the site either by being driven (if keys are available) or by forklift, or similar.
- 2.12 Given that Units 1-5 Hotspur Industrial Estate is used to support temporary car storage only (land use B8) and that all vehicles stored at the site are to be scrapped (and therefore cannot be collected), there will not be any visitors, although historically there have been occasional visitors which is discussed later in the report.
- 2.13 Unit 4 West Mews was previously used, unlawfully, for the storage of vehicles. Specifically for the storage of the Street Lifter / Loader Crane / Low Loader vehicles used to support Redcorn's wider operations. However, at present, Unit 4 West Mews is currently unoccupied with the unlawful activities having ceased with no operational activities being undertaken and no staff currently employed at the site.

Existing Pedestrian Infrastructure

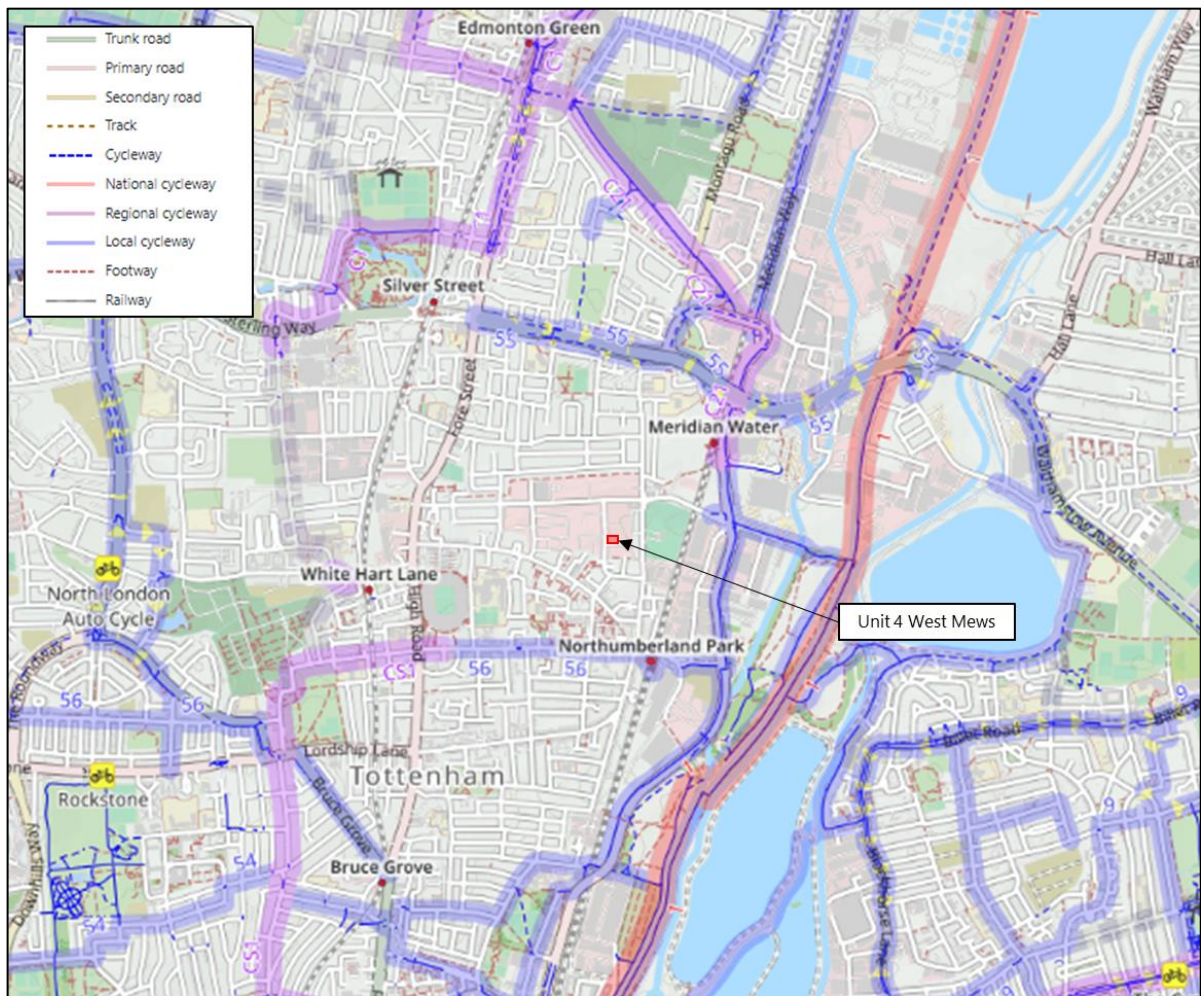
- 2.14 Footways are provided along both sides of West Lane for the entirety of its length. The footway on the eastern side of the carriageway has a width of approximately 2.10m with the footway on the

western side of the carriageway having a width of approximately 2.10m-2.30m. The footways along West Lane provide connections to the other local footways, the local residential areas, bus stops and adjacent industrial units.

- 2.15 Footways are generally present along both sides of the other roads within the local area including Brantwood Road, Willoughby Park Road, Willoughby Lane, Leaside Road, Dyson Road and the residential streets within Tottenham and Meridian Water providing convenient links throughout the local area on foot.
- 2.16 There are no formal crossing points within 500m of the site, however, informal crossing points, with tactile paving and dropped kerbs are provided at the majority of the local road junctions.
- 2.17 Street lighting is provided throughout the local area for the benefit and safety of pedestrians.

Existing Cycling Infrastructure

- 2.18 There are a range of local cycle routes accessible within the local area as outlined in **Figure 2.1** below consisting of off-carriageway shared surface routes. Local cycle routes are provided along Angel Road, Leaside Road, Watermead Way, Meridian Way and Park Lane. The local cycle routes connect the site to the local residential areas, as well as local shops and services.
- 2.19 National Cycle Route (NCR) 1 can be accessed through the local cycle network. NCR 1 is a long-distance cycle route that runs from Dover to Scotland, it provides links to Waltham Abbey, Hoddesdon, Chelmsford, Tottenham, Clapton, Hackney and Canary Wharf.
- 2.20 The local cycle facilities and routes are outlined in **Figure 2.1**

Figure 2.1 Local Cycle Network

Source: © OpenStreetMap Contributors

Local Amenities

- 2.21 The National Design Guide, 2019, suggests that walkable neighbourhoods should be within walking distance of local facilities, which is generally ***"considered to be no more than a 10-minute walk (800m radius)."***
- 2.22 Manual for Streets suggests that ***"walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas... However, this is not an upper limit and.... walking offers the greatest potential to replace car trips, particularly those under 2km."***
- 2.23 The Institute of Highways and Transportations 'Providing for Journeys on Foot, 2000' suggests that walking distances will vary depending on the journey purpose and outlines these distances, which are reproduced in **Table 2.1**.

Table 2.1 IHT Suggests Acceptable Walking Distance

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Table 3.2 of the Institution of Highways & Transportation (IHT) publication 'Providing for Journeys on Foot, 2000'

- 2.24 In addition, the Chartered Institute of Transportation's publication 'Planning for Walking 2015' sets out that:

*"Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800m, or 10 minutes' walk"*²

- 2.25 The bicycle is an effective mode of transport for short trips up to five to eight kilometres (approximately 20 – 35 minutes)³. Sustrans has identified a maximum distance at which daily commutes could be undertaken by cycle as:

*"We know that in some areas most people are unlikely to walk for more than 2 km (1.2 miles), but are most likely to cycle between 2 (1.2 miles) and 5 km (3.1 miles) for their daily commute."*⁴

- 2.26 Taking all three documents into consideration, it is reasonable to allow differing distances based on age, mobility issues, journey type, nature of the local facility and local topography. The distance to the local facilities and services are measured from the centre of the site are set out in **Table 2.2**.

² Page 29, Chartered Institute for Highways and Transportation's Planning for Walking (2015)

³ Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)

⁴ <https://www.sustrans.org.uk/blog/how-transport-modelling-helps-us-plan-cycle-friendly-cities>

Table 2.2 Local Amenities

Amenity		Distance
Transport	Willoughby Lane Bus Stops	350m
	Northumberland Park Bus Stops	350m
	Northumberland Park Rail Station	650m
	Meridian Water Rail Station	800m
	Watermead Way Bus Stops	875m
Shopping & Leisure Facilities	Café (West Road)	100m
	Harrys Off License	450m
	Ace Newsagents	450m
	Fish Bar	450m
	Shell Petrol Station and Convince Store	500m
	Northumberland Park Local Centre (Including Café, Convenience Store, Post Office, Fish and Chip Shop, Pharmacy, Hairdressers and ATM)	650m
	Tesco Extra Meridian Water	900m
	Tottenham High Road Local Centre (Including Café, Convenience Store, Post Office, Fish and Chip Shop, Pharmacy, Hairdressers and ATM)	1,000m

Note: Measured from the centre of the Site.

- 2.27 As outlined above there are a wide range of services and facilities provided within an acceptable walking distance of the site that could be used by employees on a day-to-day basis.
- 2.28 In addition, the areas to the north, south and west of the site are formed primarily of residential dwellings, allowing staff to live locally.

Public Transport Services

Bus Services

- 2.29 The nearest bus stops are located approximately 350m from the centre of the site, along Willoughby Lane or Northumberland Park.

- 2.30 The bus stops on Willoughby Lane are serviced by bus route 341 between Waterloo and Meridian Water. The Willoughby Lane bus stops consist of flag and pole design along with adjacent shelter and seating, timetabling information is also provided.
- 2.31 The bus stops on Northumberland Park are serviced by bus route W3 between Northumberland Park and Finsbury Park. The Northumberland Park bus stops consist of flag and pole design along with adjacent shelter and seating, timetabling information is also provided.
- 2.32 Further bus stops are located to the south on Northumberland Park, approximately 650m from the site and are serviced by bus routes 341 and 476, with additional bus stops, serviced by bus route 192, accessed from Watermead Way, approximately 875m east of the site.
- 2.33 **Table 2.3** below outlines the destinations and frequency of the local bus routes, as shown the local bus routes provide connections to a range of local destinations including the residential areas within Haringey and Enfield.

Table 2.3 Summary of Bus Services from Local Bus Stops

Route No.	Route	Daytime Service Frequency		
		Monday-Friday	Saturday	Sunday
W3	Northumberland Park - Wood Green - Alexandra Palace - Finsbury Park	Every 4-6 Minutes	Every 6-7 Minutes	Every 10 Minutes
192	Enfield Town - Edmonton Green - Meridian Water - Tottenham Hale	Every 10 Minutes	Every 10 Minutes	Every 12 Minutes
341*	Meridian Water - Tottenham - Newington Green - Islington - Aldwych - Waterloo	Every 10 Minutes	Every 12 Minutes	Every 12 Minutes
476	Northumberland Park - Tottenham - Stoke Newington - Angel - King's Cross	Every 10 Minutes	Every 12 Minutes	Every 12 Minutes

Source: TfL (<https://tfl.gov.uk/travel-information/timetables/>)

Note: * = Service operates 24 hours a day

- 2.34 The first and last bus times of the bus services listed in **Table 2.3** are shown in **Table 2.4** below.

Table 2.4 First and Last Bus Times

Route	Direction of Travel	Towards Site		From Site	
		First Bus	Last Bus	First Bus	Last Bus
W3	Finsbury Park	0520	0101	0440	0020
192	Enfield	0425	0035	0513	0111
	Tottenham Hale	0506	0106	0452	0100
341	24 Hour Service				
476	Kings Cross	0600	0016	0525	2340

Source: TfL (<https://tfl.gov.uk/travel-information/timetables/>)

- 2.35 As outlined in **Table 2.4** above the local bus routes operates throughout the day and overnight, providing suitable and convenient options for the local workforce.

Local Rail Services

- 2.36 The closest rail stations to the site are Northumberland Park and Meridian Water which are located approximately 650m and 800m respectively from the site. Both Northumberland Park and Meridian Water are located on the Lee Valley Line with the stations and all services operated by Greater Anglia. Services operate to Stratford, Tottenham Hale, Harlow and Bishops Stortford.
- 2.37 **Table 2.5** provides a summary of the frequency of rail services available at Northumberland Park and Meridian Water rail stations.

Table 2.5 Summary of Rail Services

Station	Destination	Frequency (Trains per Hour)		
		Mon – Fri	Saturday	Sunday
Meridian Water	Stratford	2	2	2
	Tottenham Hale	2	2	2
Northumberland Park	Bishops Stortford	1	1	1
	Stratford	3	3	3
	Tottenham Hale	2	2	2
	Cheshunt	1	1	1
	Harlow	1	1	1

Source: National Rail

- 2.38 Seven Sheffield bike stands are available at Meridian Water rail station while ten Sheffield bike stands are available at Northumberland Park rail station.

PTAL

- 2.39 The accessibility of the site can be defined by using the Public Transport Accessibility Level (PTAL) methodology which calculates an Accessibility Index in order to quantify how accessible a site is by public transport services. PTAL is considered to be a detailed and accurate measure of the accessibility of a point to the public transport network, considering walk access and service frequency.
- 2.40 Based on the PTAL report, the site is poorly placed in terms of accessibility with PTAL a rating of 2 (see **Appendix A**). However, as outlined above there are a range of bus and rail services accessible within walking distance and as such the site is still considered to be accessible.
- 2.41 Furthermore, during the pre-application, it was noted that the PTAL calculation report did not account for the rail services operating from Meridian Water rail station (located approximately 800m from the site). Therefore, the PTAL Calculation Report has been downloaded from Transport for London's WebCAT Planning Tool⁵. The PTAL Calculation Report was subsequently reviewed, as part of this review it was also established that bus route W3, which serves the bus stops on Northumberland Park (Scotswood Walk), was also excluded from the PTAL calculation.
- 2.42 Therefore, bus route W3 and rail services from Meridian Water have been added to the PTAL calculation, with the PTAL rating being re-calculated based on the guidance contained within Transport for London's 'Assessing transport connectivity in London' document.
- 2.43 The PTAL re-calculation raised the Accessibility Index value from 6.72 to 9.70, which equates to a PTAL rating of 2. The re-calculation spreadsheet is contained in **Appendix A**.

Local Highway Network

- 2.44 The site is located along the eastern side of West Road, which is a single-carriageway road, with a varying width of between 8.3m and 8.9m. West Road runs from Brentwood Road in the north to Willoughby Park Lane in the south.

⁵ <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>

- 2.45 West Road is subject to a speed limit of 20mph. There are parking restrictions in place along West Road, with these being a mixture of single and double yellow lines. Private off-street car parks are provided for those who live within the flats located at the southern end of West Road.
- 2.46 Brantwood Road, which runs east to west to the north of the development site, is a two-lane single-carriageway road. Approximately 420m to the west of the West Road junction a 2m width restriction is in place to ensure that large vehicles such as HGVs cannot travel towards the west. To the east Brantwood Road provides a connection to the A1055 Angel Edmonton Road via Leaside Road.
- 2.47 The A1055 Angel Edmonton Road provides a connection to the A406 (The North Circular Road) from where a wide range of other roads can be accessed including the A10, M11, A12 and A1010.

Parking Surveys

- 2.48 In order to get an understanding of the parking situation along West Road an on-street parking survey (OSPS) was undertaken on Tuesday 28th and Wednesday 29th June 2022 between the hours of 07:00 and 19:00. The full survey results are included at **Appendix B**.
- 2.49 The survey area was split into three areas, north, middle and south, to allow differentiation between the different sections of West Road. The OSPS areas are outlined in **Figure 2.2** below.

Figure 2.2 OSPS Survey Extent

Source: Google Maps

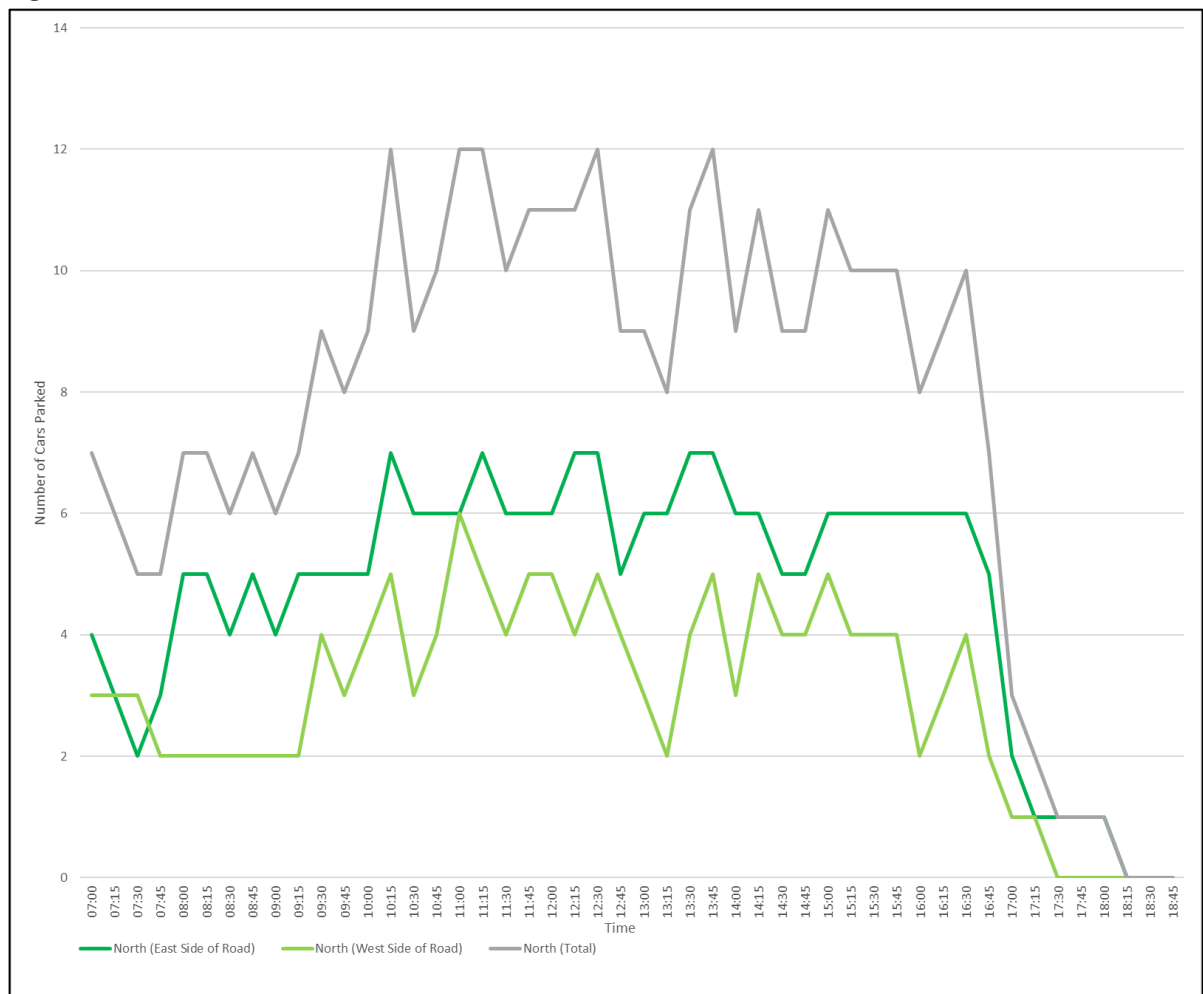
2.50 The average hourly summary of the OSPS is outlined in **Table 2.6** below.

Table 2.6 West Road OSPS Summary – Average Hourly Parking Numbers

	North			Middle			South		
	Tues	Wed	Aver	Tues	Wed	Aver	Tues	Wed	Aver
07:00-08:00	2	3	3	6	7	7	5	5	5
08:00-09:00	2	4	3	5	8	7	5	6	6
09:00-10:00	3	4	4	9	9	9	5	6	6
10:00-11:00	5	5	5	8	9	9	5	6	6
11:00-12:00	5	5	5	7	9	8	6	6	6
12:00-13:00	5	6	6	10	9	10	5	6	6
13:00-14:00	5	5	5	7	8	8	5	6	6
14:00-15:00	5	5	5	7	8	8	5	6	6
15:00-16:00	5	4	5	7	7	7	5	6	6
16:00-17:00	4	3	4	6	6	6	5	6	6
17:00-18:00	1	1	1	4	5	5	4	5	5
18:00-19:00	0	0	0	1	3	2	4	5	5

PCC

- 2.51 To gain a more detailed understanding of the parking occurring along West Road, the car parking levels have been assessed at 15-minute intervals for the northern, middle and southern sections of West Road. This is outlined in **Figure 2.3**, **Figure 2.4** and **Figure 2.6** below.

Figure 2.3 OSPS - West Road – Northern Section

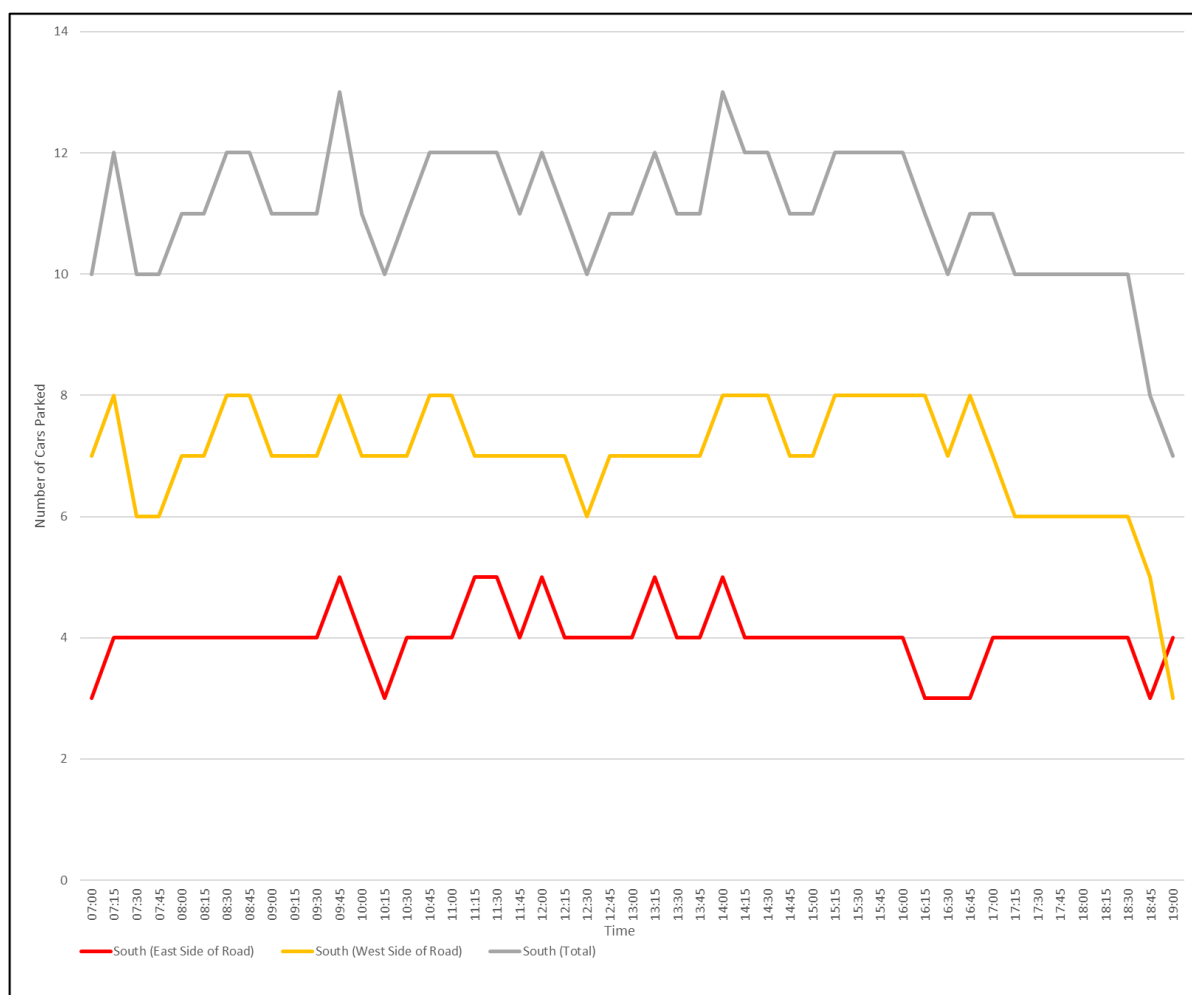
PCC

- 2.52 As shown in **Figure 2.3** above, the peak parking demand along the northern section of West Road is between the hours of 10:00 and 14:00. Although, it is noted that throughout the day the parking is transient with multiple peaks and troughs which suggests that short-term parking is common and that the car parking along West Road cannot be fully attributed to the local workforce.

Figure 2.4 OSPS - West Road - Middle Section

PCC

- 2.53 As shown in **Figure 2.4** above the peak parking demand along West Road (Middle) is similar to that on the northern part of West Road, with higher levels of parking between the hours of 09:00 and 16:00. In addition, similarly to the northern part West Road there are multiple peaks and troughs with noticeable peaks during the mid-morning (09:30) and at lunchtime (12:15). It is noted that along the middle part of West Road, there is a snack bar / café which is likely be one of the key factors in the increased parking demand during the mid-morning and at lunchtime.

Figure 2.5 OSPS - West Road – Southern Section

PCC

- 2.54 The southern part of West Road appears to have a different pattern of parking compared to the northern and middle sections of West Road. While there are still peaks and troughs these are less pronounced with there potentially being higher levels of long-term parking. It was also observed that on the south section of West Road there appears to be a number of vehicles that may not move on a daily basis with a similar number of cars parked at the start and end of the survey periods.
- 2.55 It is noted that the southern section of West Road is located in close proximity to the residential dwellings located along West Road, Willoughby Park Road, Morpeth Walk and Willoughby Grove, which may account for the differences in the car parking profile.
- 2.56 As outlined above, the car parking along West Road appears to be transient with frequent arrivals and departures as a result of short terms visits to the local industrial units and the café / snack bar.
- 2.57 Therefore, the transient parking observed is likely to be related to other local businesses such as the café or other businesses where suppliers / customers are more likely to visit.

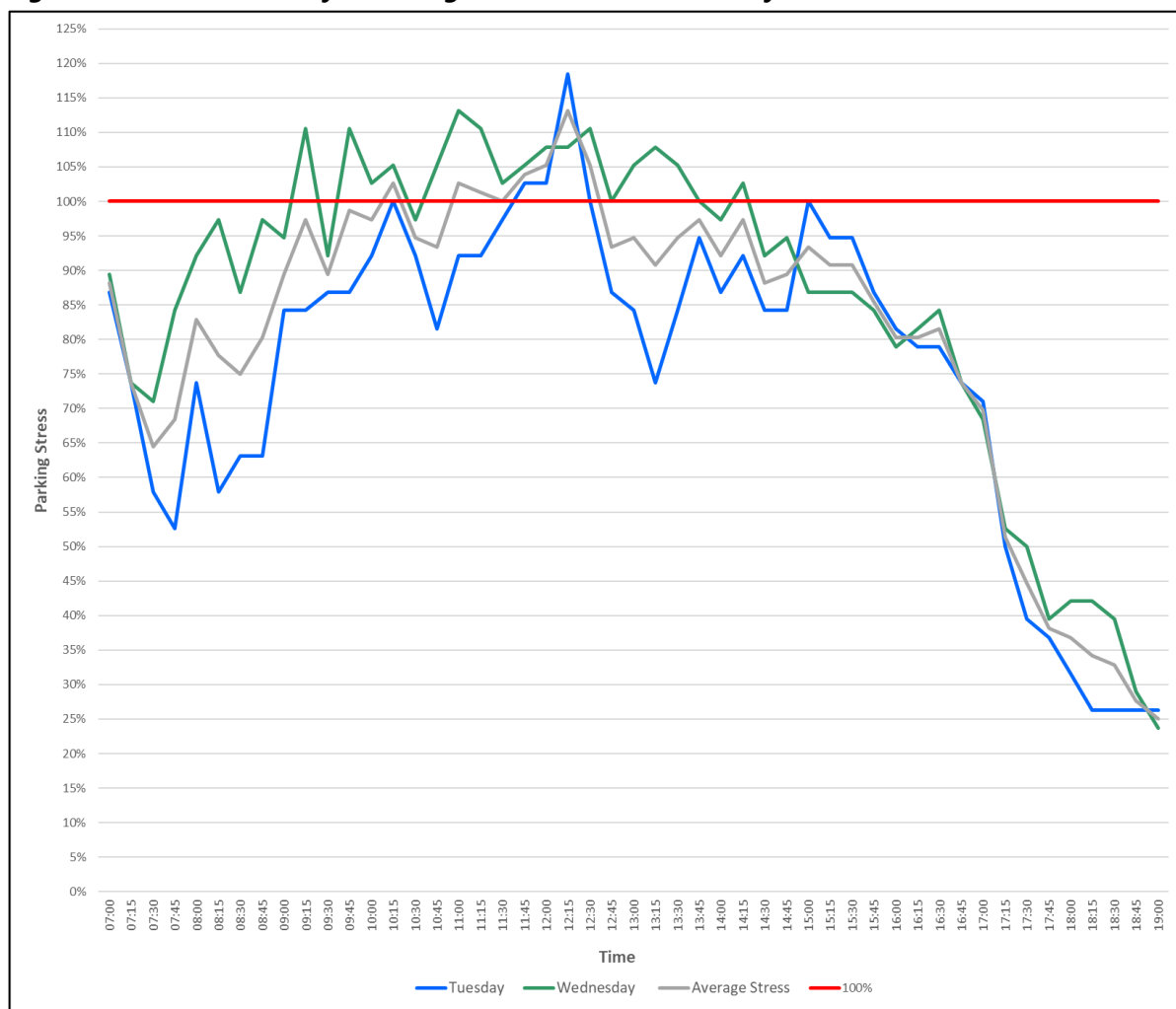
Parking Stress

- 2.58 To further understand the parking along West Road the OSPS has been used to calculate the Parking Stress. Where required, the calculation of the parking stress has been undertaken with reference to Lambeth Council's 'Parking Survey Guidance Note'.
- 2.59 The parking stress has been calculated based on the total parking capacity (in meters) divided by five (each vehicle and therefore space is assumed to measure 5m) and rounding down to the nearest whole number. However, while the total parking length available along West Road is 201m, the unrestricted parking is located at different locations along West Lane, with accesses and parking restrictions (double yellow lines) separating these. As such, the number of parking spaces will be calculated based on the length of each section divided by five. This approach reduces the total number of parking spaces by three from 41 to 38 and as such, is considered to be more robust.
- 2.60 The average daily parking stress has been calculated in **Table 2.7** below.

Table 2.7 Daily Parking Stress

Day	Total Length of parking spaces (m)	Number of Parking Spaces	Average Number of Cars Parked	Average Parking Stress
Tuesday	201	38	29	76%
Wednesday	201	38	33	86%
Two-day Average	201	38	31	81%

- 2.61 As outlined in **Table 2.7** the average parking stress recorded across the two-day OSPS was 81%.
- 2.62 However, to further review the pattern of parking along West Road, the parking stress levels for each of the 15-minute intervals recorded during the OSPS has been established. This is outlined in **Figure 2.6**.

Figure 2.6 OSPS Survey – Parking Stress – 15 Min Summary

PCC

- 2.63 As shown in **Figure 2.6** the parking stress recorded along West Road is transient in nature with multiple peaks and troughs across the day. The peak parking stress occurs during the middle of the day between the hours of 10:00 and 14:00, although during this period the parking stress varies significantly between 74% and 118%.
- 2.64 While there are a number of periods during the day when the parking stress rises above 100%, this is generally for temporary, short term, periods. The reasons for the parking stress being in excess of 100% are not known, however, common reasons include smaller cars (which may need less space than 5 metres to park), illegal parking / waiting and short-term deliveries.
- 2.65 As demonstrated in **Figure 2.6**, across both days the parking stress follows a similar trend. First thing in the morning between 07:00 and 08:00 the parking stress reduces. Following this, the parking stress rises to its peak between 12:00 and 12:30, although there are numerous fluctuations in the parking stress during this stage of the day. Finally, the parking stress reduces, gradually at first, from around 12:30 until the end of the day.

- 2.66 The parking stress, as would be expected, has a similar trend to the observed parking numbers, with there being multiple peaks and troughs. As outlined previously there is a snack bar / café located along West Road which is likely to be one of the key factors in the increased parking demand during the mid-morning and at lunchtime. In addition, the other local businesses are more likely to have supplier / customer visits.

West Road Flows

- 2.67 In order to gain an understanding of the existing vehicle flows along West Road, a seven-day link count was undertaken. The link count was undertaken between Saturday 25th June and Friday 1st July 2022. The five-day average flows for each vehicle type recorded during the survey period are outlined in **Table 2.8** below, with the full data included at **Appendix B**.

Table 2.8 West Road – 5 day Average Flows

	AM (08:00 - 09:00)			PM (17:00 - 18:00)			Daily		
	NB	SB	Comb.	NB	SB	Comb.	NB	SB	Comb.
Motorcycle	2	3	5	9	8	17	96	94	190
Car	28	45	73	66	24	90	586	597	1,183
LGV ⁶	25	28	53	12	12	24	310	347	657
OGV 1 ⁷	3	2	5	1	1	2	35	54	89
OGV 2 ⁸	0	2	2	0	1	1	12	15	27
Total Flow	48	80	128	88	46	134	1,039	1,107	2,146

Source: PCC

- 2.68 As outlined above, the existing traffic flows along West Road equate to approximately two vehicle movements every minute during the traditional network peak hours, with 128 trips in the AM peak hour (08:00-09:00) and 134 trips in the PM peak hour (17:00-18:00). This number of movements is not considered to be significant, with the vehicles accessing / egressing from the various industrial units unlikely to impact upon the free flow of traffic.

⁶ Light Goods Vehicle (Commercial vehicle with a total gross weight of 3.5t or less (i.e., Van)

⁷ Other Goods Vehicle – Class 1 (i.e., 2/3 Axle Rigid, Vans (greater than 3.5t))

⁸ Other Goods Vehicle – Class 2 (i.e., 4+ Axle Rigid, 3+ Axle Articulated Vehicle, Goods Vehicle with Trailer)

Site Access Flows

2.69 In order to gain an understanding of the vehicle movements associated with the former unlawful operations at the site, traffic surveys were undertaken at the site access. A Manual Turning Count was undertaken at Unit 4 West Mews between 06:00 – 19:00 on Tuesday 28th and Wednesday 29th June 2022. The full survey results are included at **Appendix B**.

2.70 A summary of the average (two-day) traffic flows for Unit 4 West Mews are outlined in **Table 2.9** below.

Table 2.9 Existing Vehicle Movements - Unit 4 West Mews (Average Daily)

	AM (08:00 - 09:00)			PM (17:00 - 18:00)			Daily		
	Arr	Dep	Comb.	Arr	Dep	Comb.	Arr	Dep	Comb.
Motorcycle	0	0	0	0	0	0	0	0	0
Car	0	0	0	0	0	0	0	0	0
LGV ⁹	2	3	5	0	1	1	11	13	24
OGV 1 ¹⁰	1	2	3	0	0	0	6	6	12
OGV 2 ¹¹	0	0	0	0	0	0	0	0	0
Total Flow	3	5	8	0	1	1	17	19	36

Source: PCC

2.71 As shown above, the former unlawful operation at Unit 4 West Mews generated approximately eight two-way trips (consisting of three arrivals and five departures) in the AM peak hour (08:00-09:00), one trip (one departure) in the PM peak hour (17:00-18:00) and a daily flow of 36 two-way trips (consisting of 17 arrivals and 19 departures).

2.72 As shown in **Table 2.9** above, the only vehicles which utilised the site, were either Light Good Vehicles (LGV's) (66%) or Other Goods Vehicles – Class 1 (OGV1) (33%). It is noted that 67% of the vehicles travelled to / from West Road (North) and 33% of the vehicles travelled to / from West Road (South).

⁹ Light Goods Vehicle (Commercial vehicle with a total gross weight of 3.5t or less (i.e., Van)

¹⁰ Other Goods Vehicle – Class 1 (i.e., 2/3 Axle Rigid, Vans (greater than 3.5t))

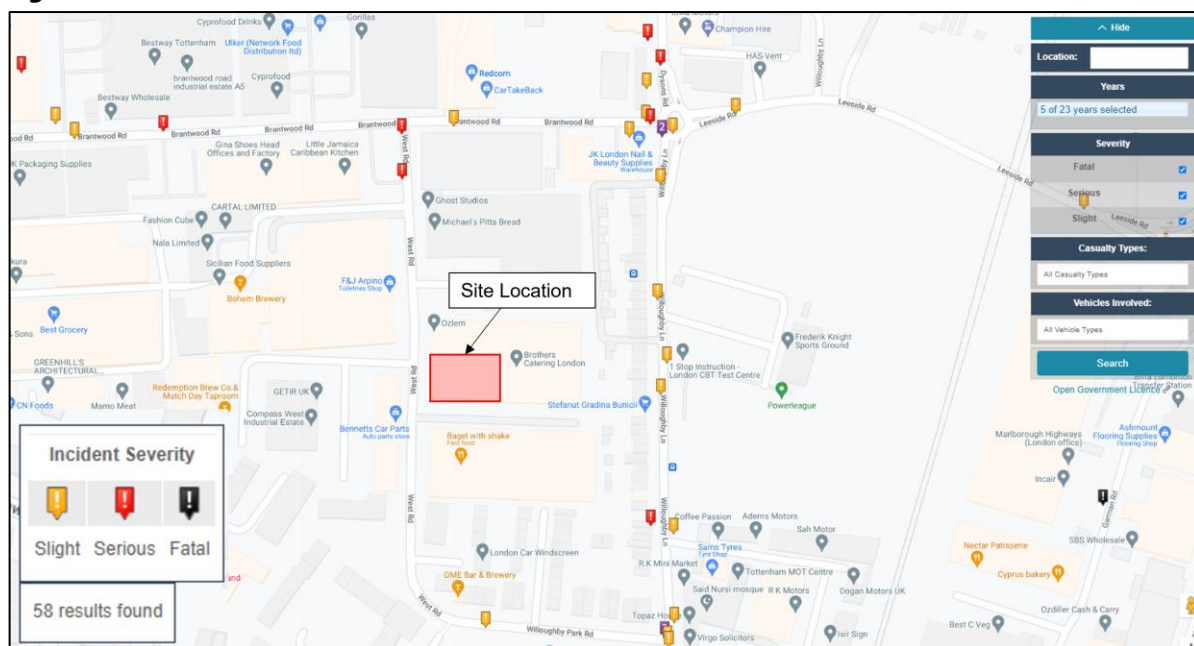
¹¹ Other Goods Vehicle – Class 2 (i.e., 4+ Axle Rigid, 3+ Axle Articulated Vehicle, Goods Vehicle with Trailer)

- 2.73 The surveys above relate to the former unlawful operations at the site when it was used for the storage of the Street Lifter / Low Loader vehicles associated with Recorns operations. It is noted that the unlawful use has been stopped and, there are currently no vehicle trips to or from the site.

Personal Injury Accident Data

- 2.74 Personal Injury Accident (PIA) data is collected by the police about road traffic incidents where someone is injured, the PIA data records the location of the crash, the severity of the accident (ranked either: Slight, Serious or Fatal), the cause of the crash, the vehicles or persons involved and the conditions.
- 2.75 Open source PIA data has been obtained from Crashmap for the most recent five years (60 months) up to 2021 for the vicinity of the site. The PIA data from Crashmap is reproduced in **Figure 2.7** below.

Figure 2.7 PIA Data



Source: Crashmap

- 2.76 Within approximately 200m of the site, a total of three accidents have been recorded. All three of these accidents occurred within the vicinity of the West Road / Brantwood Road priority junction, two resulted in serious injuries whilst one resulted in a slight injury. It is noted that no accidents were recorded within the vicinity of the site access.
- 2.77 Within the wider area, within approximately 400m a total of 26 accidents were recorded. Of the accidents recorded within the wider area, 18 were recorded as slight and 8 were recorded as serious.

- 2.78 The majority of these accidents were recorded at the Brantwood Road / Leaside Road / Dyson Road / Willoughby Lane roundabout and the Willoughby Lane / Willoughby Park Road priority junction.
- 2.79 Eight (31%) of the accidents recorded locally involved an OGV, with this split between three serious and five slight accidents.
- 2.80 In relation to vulnerable road users, five of the accidents recorded within 400m of the site involved pedestrians, while one involved a cyclist.
- 2.81 The total of 26 accidents over the 60-month period equates to one accident every 2.3 months or 0.43 accidents a month. As such, it is considered that there is no accident issue in the local area.

Summary

- 2.82 The site is located within a sustainable location with access to multiple bus services and rail stations within walking distance. In addition, a range of services, that could be used by employees on a day-to-day basis are also provided within an acceptable walking distance of the site.
- 2.83 Furthermore, there is no apparent accident or safety issue within the local area, nor have there been any accidents recorded within the vicinity of the existing site access, suggesting that the access operates safely.

3 Policy Overview

3.1 This Chapter outlines the transport policy that is relevant to the site. The planning policies that will be discussed within this Chapter include:

- The National Planning Policy Framework (2021);
- The National Planning Practice Guidance Document (2018);
- The London Plan (2021);
- The Haringey Local Plan (2017); and
- The Haringey Development Management DPD (2017)

National Planning Policy

National Planning Policy Framework (2021)

3.2 The National Planning Policy Framework (NPPF), which was updated in July 2021, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 As part of the core land-use planning principles, the Government wants to:

"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".

3.4 A sustainable transport mode is described as

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, d ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 73).

3.5 With regards to achieving sustainability, the framework states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs" (para 7).

3.6 Transport is recognised as having an important role in promoting sustainable development:

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

3.7 The basis of transport policy within the NPPF is stated as follows:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making." (Para. 103)

3.8 In supporting sustainable development, planning decision makers are advised to consider opportunities for sustainable transport to reduce the need for major transport infrastructure and achieve safe and suitable site access. Importantly,

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." (Para. 109)

3.9 The NPPF states that where practical, a new development should:

- *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations." (Para. 110)*

3.10 The development is located in a sustainable location, with access to a range of public transport facilities, pedestrian routes and cycle lanes. In addition, the site can provide sufficient visibility splays to reduce conflict between different road users and allow for safe and efficient access for delivery

vehicles. As such, it is considered that the proposed development is in accordance with the NPPF policies.

National Planning Practice Guidance (2021)

- 3.11 The National Planning Practice Guidance (NPPG) was produced by the Department for Communities and Local Government in 2014, with updates made in 2021 and *"provides advice on when Transport Statements and Transport Assessments are required and what they should contain."*
- 3.12 It states that *"Travel Plans, Transport Assessments and Statements can positively contribute to:*
- *Encouraging sustainable travel;*
 - *Lessening traffic generation and its detrimental impacts;*
 - *Reducing carbon emissions and climate impacts;*
 - *Creating accessible, connected, inclusive communities;*
 - *Improving health outcomes and quality of life;*
 - *Improving road safety; and*
 - *Reducing the need for new development to increase existing road capacity or provide new roads."*
- 3.13 The key principles that Travel Plans, Transport Assessments and Statements should be:
- *"Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
 - *Established at the earliest practicable possible stage of a development proposal;*
 - *Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
 - *Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*
- 3.14 The proposed development accords to the requirements of the NPPG with this Transport Statement being tailored to the needs of the site and the local area; in addition, the development will encourage the use of sustainable development and will result in a negligible impact on the local highway network.

Regional Policies

London Plan (2021)

3.15 The London Plan, which was adopted in March 2021, is the third London Plan that concerns all 32 London Boroughs and the Corporation of London. The London Plan sets out policies to accommodate the expected growth of the city in a sustainable way covering a period over the next 20-25 years and has been adopted by the Greater London Authority.

3.16 Enabling sustainable modes of transport supports the Mayor's vision. The London Plan states that London should be:

"improving processes, opening up new markets and allowing more flexible working. Convenient transport connections and street, rail and waterway networks that allow the efficient movement of goods and people are also vital, alongside the schools, healthcare facilities and other amenities that employees need to be healthy and productive (para 1.5.4)"

3.17 Within The London Plan, there are several policies relating to transport and new developments. The first policy is *Policy T1 - Strategic approach to transport*. This policy consists of two parts:

- A. *"Development Plans and development proposals should support and facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and*
- B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

3.18 Another key transport policy outlined in The London Plan is *Policy T4 - Assessing and mitigating transport impacts*. It states that:

- A. *"Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
- B. *Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management*

plans, construction logistics plans and delivery and servicing Plans will be required in accordance with relevant Transport for London guidance¹².

- C. *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*
- D. *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may will be contingent on the provision of necessary public transport and active travel infrastructure.*
- E. *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
- F. *Development proposals should not increase road danger.*

- 3.19 The proposed development is located in a sustainable location and will result in a negligible, if any, impact on the local highway and transport networks when compared to the previous land use. In addition, the proposed development is unlikely to result in an increase in road danger with suitable swept paths and visibility splays demonstrating that the access can operate safely without any major delay as such, the proposed development is in accordance with Policies T1 and T4.

Local Policies

Haringey Local Plan

- 3.20 Haringey's Local Plan: Strategic Policies were adopted by the Borough in 2013, to replace the Unitary Development Plan (UDP) - with subsequent alterations adopted on 24 July 2017. The purpose of the document is to set out the long-term vision of how Haringey should develop by 2026 and sets out the council's strategy for achieving that vision including high-level strategic policies used in determining planning applications.
- 3.21 As part of policy SP0, Presumption in Favour of Sustainable Development, it states that:

"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that

¹² [Guidance for planning applicants - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/guidance/development-planning-guidance)

improves the economic social and environmental conditions in Haringey. Planning applications that accord with the policies in Haringey's Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise."

3.22 SP7 focuses on transport, it states:

"Delivering Regeneration and Access

In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor's Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey's regeneration and local/strategic access to London, employment areas and local services

- *The Council, in cooperation with neighbouring boroughs, will seek to reduce the impact of larger lorries in local residential areas and town centres and investigate the feasibility of a freight distribution hub;*
- *Improvements to the Piccadilly, Victoria and Northern Lines including new trains, new signalling and new control centres;*
- *Improvements to overground routes along West Anglia, East Coast (Great Northern) and Barking - Gospel Oak line that service the centre and east of the borough;*
- *Access and interchange improvements to overground stations at Alexandra Palace, Finsbury Park, Haringay, Hornsey White Hart Lane, Northumberland Park, South Tottenham, and Bruce Grove;*
- *Improvements to interchanges at Tottenham Hale and Seven Sisters;*
- *Improvements to the Tottenham Gyratory; and*
- *Improvements to east - west bus routes as well as promoting new east - west routes*

"Delivering Action on Climate Change and Quality and Healthy Places

In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

- *Minimising congestion and addressing the environmental impacts of travel;*
- *Promoting public transport, walking and cycling (including minimum cycle parking standards);*
- *Promoting road safety and pedestrian movement particularly in town centres and close to local services;*

- *Promoting car sharing and establishing car clubs;*
- *Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;*
- *Adopting maximum car parking standards and car free housing wherever feasible;*
- *Seeking to mitigate the impact of road based freight and promote alternatives;*
- *Supporting measures to influence behavioural change such as promoting low carbon vehicles; and*
- *Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance."*

3.23 The development is located in a sustainable location and is unlikely to lead to an increase in on-street parking, a deterioration of road safety or a significant increase in traffic flows given that there is likely to be a negligible, if any, increase in traffic movements. This is in line with Policies SP0 and SP7 of the Local Plan.

Haringey Development Management DPD (2017)

3.24 The Haringey Development Management Development Plan Document (DPD) was adopted in 2017. The Development Management DPD sets out criteria based policies against which planning applications will be assessed.

3.25 Policy DM31, which focuses on Sustainable Transport, states:

- A. *"The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.*
- B. *The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.*
- C. *The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds."*

- 3.26 Within the Development Management DPD, Policy DM37 focuses on 'maximising the use of employment land and floorspace', within Policy DM37, it states that within designated Strategic Industrial Locations, the intensification, renewal and modernisation of employment land and floorspace will be supported where the development:

"Makes adequate provision of space for on-site servicing and waiting goods vehicles"

- 3.27 As outlined later within this report, the site provides space for servicing and goods vehicles, with designated areas marked up for these processes. In addition, as outlined in Chapter 2 the site is located in a sustainable location with access to local bus services, two rail stations and a network of footways. As such, it is considered that the proposed development is in accordance with Policies DM31 and DM37 of the Haringey Development Management DPD.

Parking Policy

- 3.28 The Haringey Development Management DPD, Policy DM31 focuses on parking it notes:

- A. *Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*
- B. *The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.*
- C. *The Council will support proposals for new development with limited or no on-site parking where:*
 - a. *There are alternative and accessible means of transport available;*
 - b. *Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
 - c. *A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
 - d. *Parking is provided for disabled people; and*
 - e. *Parking is designated for occupiers of developments specified as car capped.*

Car Parking

- 3.29 In relation to car parking, Policy T6 of the London Plan states:

- A. *Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*
- B. *Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.*
- C. *An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.*
- D. *The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.*
- E. *Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.*
- F. *Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.*
- G. *Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.*

3.30 Regarding car parking for Land Use B8, Policy T6.2 Office Parking, states:

"Car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards and take account of the significantly lower employment density in such developments".

3.31 Further to this the London Plan also states that:

"For industrial sites, the role of parking – both for workers and operational vehicles – varies considerably depending on location and the type of development proposed. Provision should therefore be determined on a case-by-case basis, with the starting point for commuter parking being the standards in Table 10.4 with differences in employment densities taken into account.

Flexibility may then be applied in light of site-specific circumstances as above. Operational parking should be considered and justified separately.”¹³

3.32 The car parking standards outlined in Table 10.4 of the London Plan are outlined in **Table 3.1**.

Table 3.1 London Plan Car Parking Standards

Location	Maximum Car Parking Standards
Central Activities Zone and Inner London	Car Free
Outer London Opportunity Areas	Up to 1 space per 600sqm gross internal area
Outer London	Up to 1 space per 100sqm gross internal area
Outer London locations identified through a DPD where more generous standards apply	Up to 1 space per 50sqm gross internal area

3.33 The site is located within the Lee Valley Opportunity Area¹⁴ and therefore the car parking standards for ‘Outer London Opportunity Areas’ are applicable. While no building is provided on site in order to establish the car parking requirements the site area will be used. As such the proposed development will provide four car parking spaces for use by staff members, with one of these spaces allocated for disabled users, in accordance with the requirements of the London Plan.

Cycle Parking

3.34 In regard to cycle parking, Policy T5 states:

- A. Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*
- 1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*
 - 2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-*

¹³ Para 10.6.17. London Plan

¹⁴ <https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/opportunity-areas/londons-opportunity-areas/lee-valley-opportunity-area>

stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

- B. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.182 Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.*
- C. Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.*
- D. Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.*
- E. Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.*
- F. Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.*

3.35 Table 10.2 'Minimum Cycle Parking Standards' outlines the cycle parking standards for Land Uses B2-B8 (general industrial, storage or distribution), these are as follows:

- 1 space per 500sqm (GEA) for long stay; and,
- 1 space per 1,000sqm (GEA) for short stay.

3.36 The proposed development will provide six cycle parking spaces (three 'Sheffield' type cycle parking stands) to cater for both long stay and short stay parking. The cycle parking spaces will be located in a secure and covered cycle parking store. This is in accordance with the requirements of the London Plan, which requires a minimum of six cycle parking spaces.

Summary

3.37 The proposed development is considered to be in accordance with all local, regional and national planning policy, as has been outlined throughout this Chapter.

4 Proposed Development

Proposed Development

- 4.1 The development proposals consist of a change of land use from B2 'Pitta Bread factory' to land use B8 'vehicle storage' at Unit 4 West Mews. The car storage site will replace the former pitta bread factory, which burnt down, leaving the site vacant.
- 4.2 At present the site is vacant, however, the proposed development is for the creation of a vehicle storage site (land use B8) at Unit 4 West Mews. The operation of Unit 4 West Mews will be similar to that at Units 1-5 Hotspur Industrial Estate.
- 4.3 The storage of vehicles will be split between the site and an alternative Redcorn site located at Units 1-5 Hotspur Industrial Estate. While the car storage is to be split between Units 1-5 Hotspur Industrial Estate and Unit 4 West Mews there is likely to be limited, if any, movement between the two car storage sites.
- 4.4 The site layout is included within Adara drawing HIE-01, which is reproduced at **Appendix C**.
- 4.5 The site is capable of storing approximately 35 vehicles, although these will not be driven to the site but delivered using a range of vehicle types. 35 marked parking spaces, for the seized vehicles, are to be provided, as outlined in **TPA Drawing 2205-041 PL05(A)**. It is envisaged that in the region of five to seven cars will be delivered to the site each day.
- 4.6 Whilst at the storage facility vehicles are moved around the site either by being driven (if keys are available) or by forklift vehicle or similar.
- 4.7 When ready, the stored vehicles are taken to Redcorn's adjacent waste transfer where they are disposed of. Transfers between Unit 4 West Mews and the waste transfer station will be undertaken using the Street Lifter / Loader Crane / Low Loader vehicles which are used to bring vehicles to the site. Although in some situations, the cars stored at Unit 4 West Mews will be seized with their keys and therefore can be driven to the waste transfer station.
- 4.8 As noted previously, given that the site is to be used to support temporary car storage only (land use B8) and that all vehicles stored at the site are to be scrapped (and therefore cannot be collected), there will not be any visitors to / from the site.

Staff

- 4.9 It is envisaged there will be 65 staff members split between the site and the alternative Redcorn site located at Units 1-5 Hotspur Industrial Estate. It is envisaged that approximately five of the 65 staff working between the two Redcorn sites on West Road will work at Unit 4 West Mews.
- 4.10 As with the majority of Redcorn's 300+ staff, those working at the site are likely to live locally and are therefore able to commute to work by sustainable modes of transport. As noted earlier approximately 80% - 90% of staff employed by Redcorn travel to work using public transport and therefore staff trips by private vehicle are expected to be limited.

Pedestrians and Cycle Access

- 4.11 Pedestrian and cycle access to Unit 4 West Mews will be retained as existing. Three 'Sheffield' type cycle parking stands (six spaces) will be provided on site as shown in TPA drawing **2205-041 PL05(A)**. The provision of ten cycle parking spaces is in accordance with the parking standards outlined in **Chapter 4**.
- 4.12 As set out in TPA drawing **2205-041 PL05(A)** the six cycle parking spaces will be provided within a secure and covered cycle parking store.

Vehicle Access

- 4.13 Access to Unit 4 West Mews will be retained as existing, with vehicles accessing and egressing the site via the existing vehicle crossover located in the southwestern corner of the site. The widths of the existing access are outlined in TPA Drawing **2205-041 PL07(A)**.
- 4.14 As part of the development, it is proposed to introduce dashed markings at the vehicle crossover. In addition, an area of yellow hatching is to be introduced, between the access gates and the back of the footway, so that the layout of the access is similar to that provided at the adjacent industrial unit (to the south). The markings are to be introduced to ensure that pedestrians walking along West Road are given priority over vehicle movements related to the site. The proposed improvements to the vehicle access are outlined in **2205-041 PL05(A)**.
- 4.15 To ensure the safety of pedestrians along West Road a review of the pedestrian visibility splays has been undertaken, as outlined in TPA Drawing **2205-041 VS02(C)**. As demonstrated, pedestrian visibility splays of 2m x 2m are achievable at the vehicle crossover, which will ensure drivers egressing the site will have a clear view of any approaching pedestrians. And therefore, drivers will be able to give priority to any pedestrians crossing at the site access.

- 4.16 To ensure that vehicles can access, wait within and egress the site without impeding the free flow of traffic along West Road, yellow hatching will be introduced within the site. The area marked will need to be kept clear, with the space allocated to support the manoeuvring and unloading of delivery vehicles. This is demonstrated in TPA drawing **2205-041 PL05(A)**.

Visibility Splays

- 4.17 As outlined in Chapter 2, visibility splays from the site access are outlined in TPA Drawing **2205-041 VS02(B)**. As demonstrated within TPA Drawing **2205-041 VS02(C)** visibility splays of 2.4m x 25m can be provided at the site access, which is in accordance with the posted speed limit of 20mph.
- 4.18 It is noted that the visibility splays can be obstructed by the parked cars that may be parked along West Road. However, it is noted within Manual for Streets 2¹⁵ that *"at urban junctions where visibility is limited by buildings or parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic, and vice-versa"*, and therefore this is not considered to pose a highway safety issue. As outlined within the Crashmap data, no accidents have been recorded within the vicinity of the existing site access within the last five years, which suggests that the access operates safely at present.

Swept Path Analysis

- 4.19 Based on the operation of the site, the largest vehicle likely to enter and exit the site is a small rigid car transporter with a length of 12m, as such swept path analysis of a 12m rigid vehicle has been undertaken. Given the presence of parking along West Road (as outlined in the Parking Beat Survey at Chapter 2), the swept paths have been undertaken with vehicles parked on both sides of the carriageway.
- 4.20 As outlined in Chapter 2, the car storage is likely to result in up to approximately 20 trips on a daily basis. Therefore, it is likely that during most times there will only be one OGV parked on site. However, it is noted that during some periods there may be an overlap of deliveries and as such to ensure robust analysis the swept paths have been undertaken with three OGVs parked / unloading within the site.
- 4.21 Swept path analysis of a 12m rigid accessing / egressing and turning within the site is outlined within TPA Drawings **2205-041 SP04(C)**, **2205-041 SP05(C)** and **2205-041 SP06(C)**. As demonstrated in the drawings a 12m rigid vehicle is able to access and egress the site in a forward gear, this includes when there are two other rigid vehicles parked on site. Pedestrians using the footway will also be given priority over vehicles accessing / egressing the site. As shown in the drawings, the swept paths do not

¹⁵ Figures associated with Paragraph 10.7.1 of Manual for Streets 2

overrun the footway to either the north or south of the site, with all manoeuvres taking place within the existing dropped kerb extent.

- 4.22 In addition to the swept paths, TPA drawing **2205-041 PL07(A)** includes dimensions outlining the distances between the HGVs manoeuvring in and out of the site and the parked cars / access gates. As demonstrated in the drawings sufficient space is provided between the obstructions and the manoeuvring vehicles.

Car Parking

- 4.23 Whilst workers are encouraged to travel to the site via sustainable modes, four car parking bays will be provided on-site to ensure there is no overspill parking on-street, as shown in TPA drawing **2205-041 PL05(A)**. One of the car parking spaces will be allocated for disabled users.
- 4.24 The proposed car parking provision is in accordance with the car parking standards for a site located in the Lee Valley Opportunity Area as outlined within the London Plan. Approximately 80% - 90% of staff employed by Redcorn travel to work using public transport, as such staff trips by private vehicle are expected to be limited. The parking provision is considered to be suitable for the likely number of staff vehicle movements.
- 4.25 In addition to the four spaces at Unit 4 West Mews, six staff car parking spaces are to be provided at Units 1-5 Hotspur Industrial Estate. Therefore, a total of ten car parking spaces are to be provided between the two West Road sites.

Emergency Access

- 4.26 Emergency vehicles will be able to access the site from West Road as currently occurs.

5 Development Impact

- 5.1 To understand the impact of the proposed development the Trip Rate Information Computer System (TRICS) database v.7.9.4 has been used to establish the impact of the development.
- 5.2 The TRICS database has been used to ascertain suitable trip rates from the former and proposed developments. The full TRICS reports are enclosed at **Appendix D**, for ease of reference.

Former Land Use Trip Generation

- 5.3 To determine the likely trip attraction of the former development, the following selection criteria were used to find similar sites within the TRICS database. Due to the limited availability of sites within Greater London (one site), the associated TRICS selection criteria included sites from across the whole of the United Kingdom (excluding Northern Ireland). The selection criteria used is as follows:
- Land Use Class: 02 – Employment;
 - Sub Land Use: C – Industrial Unit;
 - Located within the United Kingdom (excluding Northern Ireland);
 - Multi-modal Surveys;
 - Weekday Surveys;
 - Located within “Edge of Town” and “Suburban” locations; and,
 - Surveyed within the latest eight years.
- 5.4 Based on the selection criteria, the TRICS database yielded a total of six sites, although three were deselected as the land use was not reflective of the site's former operations. The resultant site selection is summarised in **Table 5.1**.

Table 5.1 TRICS Site Selection – Former

TRICS Ref.	Location	Use	Survey Date	Site Area
CB-02-C-01	Penrith	Food Production	11/02/15	0.79ha
CF-02-C-02	Cardiff	Bakery	06/10/16	2.67ha
BT-02-C-02	Alperton	Food Production	30/09/14	1.44ha

Source: TRICS version 7.9.4

- 5.5 **Table 5.2** shows the vehicle trip rates for the former bakery (Bakery / Industrial – Land Use B2).

Table 5.2 Trip Rate – Former – per 100sqm

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle	0.149	0.068	0.212	0.190	2.526	2.062

Source: TRICS version 7.9.4

- 5.6 Based on **Table 5.2** above, **Table 5.3** below outlines the likely trip attraction of the former bakery. The trip attraction calculation is based on the area of the site (excluding a parking strip at the front of the building) as we have no information on the floor area of the bakery.

Table 5.3 Trip Attraction – Former Bakery (1,800sqm)

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle	3	1	4	3	45	37

Source: TRICS version 7.9.4

- 5.7 As shown in **Table 5.3**, based on the TRICS trip rates, the former bakery is shown to have attracted four two-way trips (consisting of three arrivals and one departure) in the AM peak hour (08:00-09:00), seven two-way trips (consisting of four arrivals and three departures) in the PM peak hour (17:00-18:00) and a daily flow of 83 two-way trips (consisting of 45 arrivals and 37 departures).
- 5.8 This equates to a vehicle accessing / egressing the site approximately every eight minutes during the peak hours.

Proposed Land Use Trip Generation

- 5.9 To determine the likely trip attraction of the proposed car storage the following selection criteria were used to find storage sites within the TRICS database. To ensure consistency with the trip rates extracted for the site's former use, the selection criteria included sites from across the whole of the United Kingdom (excluding Northern Ireland). The selection criteria used is as follows:
- Land Use Class: 02 – Employment;
 - Sub Land Use: E – Warehousing (Self Storage);
 - Located within the United Kingdom (excluding Northern Ireland);
 - Multi-modal Surveys;
 - Weekday Surveys;

- Located within “Edge of Town” and “Suburban” locations; and,
- Surveyed within the latest eight years.

5.10 The TRICS database yielded a total of six sites, although one was de-selected as it was not considered to be suitable for comparison. The site selection is summarised in **Table 5.4**.

Table 5.4 TRICS Site Selection – Proposed

TRICS Ref.	Location	Survey Date	Site Area sqm (GFA)
CB-02-E-01	Carlisle	15/10/21	3,100
NG-02-E-02	Nottingham	17/11/16	2,860
NY-02-E-01	Selby	21/09/21	1,350
SD-02-E-01	Swindon	21/09/16	4,925
TW-02-E-01	Gateshead	13/06/16	5,550

Source: TRICS version 7.9.4

5.11 **Table 5.5** shows the vehicle trip rates for the proposed car storage.

Table 5.5 Trip Rate – Proposed – per 100sqm

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle	0.120	0.086	0.062	0.142	1.532	1.522

Source: TRICS version 7.9.4

5.12 Based on **Table 5.5** above, **Table 5.6** below outlines the likely trip attraction of the proposed car storage¹⁶.

¹⁶ Based on site area of 1,908sqm

Table 5.6 Trip Attraction – Proposed Car Storage

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle	2	2	1	3	29	29

Source: TRICS version 7.9.4

- 5.13 As shown in **Table 5.6**, based on the TRICS trip rates, the proposed car storage is likely to attract four two-way trips (consisting of two arrivals and two departures) in the AM peak hour (08:00-09:00), four two-way trips (consisting of one arrival and three departures) in the PM peak hour (17:00-18:00) and a daily flow of 58 two-way trips (consisting of 29 arrivals and 29 departures).

Development Impact - Comparison to Former Scheme

- 5.14 The trips for the former bakery (**Table 5.3**), and the proposed car storage (**Table 5.6**) have been used to compare the potential net impact of the development, this is illustrated in **Table 5.7**.

Table 5.7 Net Impact of the proposed development

	AM Peak		PM Peak		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Former Trip Attraction	3	1	4	3	45	37
Proposed Trip Attraction	2	2	1	3	29	39
Variation	-1	+1	-4	+/- 0	-16	-8

Notes: AM and PM Trips based on TRICS data.

- 5.15 As shown within **Table 5.10**, when compared to the former bakery the car storage is forecast to result in no change in vehicle movements in AM peak hour, a reduction of four vehicle trips in the PM peak hour and a daily decrease of approximately 24 vehicle movements.
- 5.16 Given the above, it is concluded that the proposed development is unlikely to have any impact when compared to the bakery use. Therefore, it is considered that the proposed development will result in a positive, impact along West Road and the local highway network. Consequently, it is considered that there is no requirement to undertake any junction capacity assessments.
- 5.17 Notwithstanding the above, to provide further reassurance regarding the impact of the proposed development the traffic surveys undertaken for car storage that were outlined in **Chapter 2** will be compared against the TRICS data outlined above.

- 5.18 To gain an understanding of the likely number of vehicle movements associated with the proposed car storage. Traffic surveys were undertaken at Units 1-5 Hotspur Industrial Estate, which is a Redcorn site, located on West Road that is currently used for car storage.
- 5.19 A Manual Turning Count was undertaken at Units 1-5 Hotspur Industrial Estate between 06:00 – 19:00 on Tuesday 28th and Wednesday 29th June 2022. The full survey results are included at **Appendix B**.
- 5.20 A summary of the average (two-day) traffic flows for Units 1-5 Hotspur Industrial Estate are outlined in **Table 5.8** below.

Table 5.8 Existing Vehicle Movements - Units 1-5 Hotspur Industrial Estate (Average Daily)

	AM (08:00 - 09:00)			PM (17:00 - 18:00)			Daily		
	Arr	Dep	Comb.	Arr	Dep	Comb.	Arr	Dep	Comb.
Motorcycle	0	0	0	0	0	0	0	0	0
Car	1	2	3	0	0	0	15	22	37
LGV	0	0	0	0	0	0	13	12	25
OGV 1	0	1	1	0	0	0	13	15	28
OGV 2	0	0	0	0	0	0	0	0	0
Total Flow	1	3	4	0	0	0	41	49	90

Source: PCC

- 5.21 As shown above, the operation at Units 1-5 Hotspur Industrial Estate generates approximately four two-way trips (consisting of one arrival and three departures) in the AM peak hour (08:00-09:00), zero trips in the PM peak hour (17:00-18:00) and a daily flow of 90 two-way trips (consisting of 41 arrivals and 49 departures).
- 5.22 Based on the existing vehicle movements outlined above, **Table 5.9** below outlines the trip rates of the car storage per 100sqm.

Table 5.9 Trip Rate Units - 1-5 Hotspur Industrial Estate (100sqm)

AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily	
Arrive	Depart	Arrive	Depart	Arrive	Depart
0.019	0.057	0.000	0.000	0.773	0.924

5.23 The trip attraction of the proposed car storage at Unit 4 West Mews will be calculated proportionally based on the trip rates calculated from the traffic surveys at Units 1-5 Hotspur Industrial Estate (**Table 5.9**).

5.24 Based on the proportional approach, the proposed trip attraction of Unit 4 West Mews is outlined in **Table 5.10** below.

Table 5.10 Likely Vehicle Movements - Unit 4 West Mews (1,908.3sqm)

AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily	
Arrive	Depart	Arrive	Depart	Arrive	Depart
0	1	0	0	15	18

5.25 As shown above, the operation at Unit 4 West Mews is likely to attract approximately one trip (one departure) in the AM peak hour (08:00-09:00), zero trips in the PM peak hour (17:00-18:00) and a daily flow of 33 two-way trips (consisting of 15 arrivals and 18 departures).

5.26 The TRICS data comparison is outlined in **Table 5.11** below.

Table 5.11 Trip Comparison

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
TRICS Car Storage	2	2	1	3	29	39
Car Storage Proxy	0	1	0	0	15	18

Source: PCC

- 5.27 As outlined above, the trip attraction for the proposed car storage when based on a trip rate for the car storage located at Units 1-5 Hotspur Industrial Estate is lower than those anticipated by the TRICS data. This demonstrates that the impact of the proposed development is likely to be reduced compared to the site's former use.
- 5.28 It is noted that 41% of the trips relating to the existing 'car storage proxy' are undertaken by car. However, it is understood that a number of car trips recorded during the survey period were a result of the owners of seized vehicles arriving at the site to collect their car. Only cars that have reached the required 14 day storage period will be transferred to the site and therefore none of the vehicles stored at the site can be collected. Given the above, the total number of vehicle trips at the site is likely to be further reduced.

Development Impact

- 5.29 To further understand the impact of the car storage on West Road, the Link Count Data outlined in **Chapter 2** has been used to calculate the percentage of traffic along West Road has is generated as a result of the car storage. This is outlined in **Table 5.12**.

Table 5.12 Percentage of Traffic Flows

	AM (08:00 - 09:00)	PM (17:00 - 18:00)	Daily
West Road	128	134	2,146
Unit 4 West Mews	1	0	33
% of Flows	0.78%	0%	1.54%

- 5.30 As outlined above, the car storage is likely to generate approximately 0.78% of the flows along West Road in the AM peak hour and 1.54% of the daily traffic flows. This is not considered to be significant and therefore the development is unlikely to impact the free flow of traffic along West Road.

Summary

- 5.31 As outlined above the use of the site for car storage is likely to have a negligible impact on West Road and the local highway network.

6 Summary and Conclusions

Summary

- 6.1 Transport Planning Associates (TPA) has been commissioned by Redcorn Ltd to provide transport and highways advice and input in respect of their site at Unit 4 West Mews, in the London Borough of Haringey.
- 6.2 The site is located along the eastern side of West Road in Tottenham and are located 5km south of Enfield, 7.5km northwest of Stratford, 11km north of Central London and 4km west of Wood Green.
- 6.3 The site is located within a sustainable location with access to multiple bus services and rail stations within walking distance. In addition, a range of services, that could be used by employees on a day-to-day basis are also provided within an acceptable walking distance of the site. Furthermore, there is no apparent accident or safety issue within the local area, nor have there been any accidents recorded within the vicinity of the existing site access, suggesting that the access operates safely. Furthermore, there is no apparent accident or safety issue within the local area, nor have there been any accidents recorded within the vicinity of the existing site access, suggesting that the access operates safely.
- 6.4 The proposed development is considered to be in accordance with all local, regional and national planning policy, as has been outlined throughout this Chapter.
- 6.5 The development proposals consist of a change of land use from B1(c) 'Pitta Bread factory' to land use B8 'vehicle storage' at Unit 4 West Mews. The car storage site will replace the former pitta bread factory, which burnt down leaving the site vacant.
- 6.6 At present the site is vacant, however, the site will now also be used for the storage of vehicles. The storage of vehicles will be split between the site and an alternative Redcorn site located at Units 1-5 Hotspur Industrial Estate.
- 6.7 The site is capable of storing approximately 35 vehicles, although these are not driven to the site but rather delivered using a range of vehicle types.
- 6.8 Given that the site is to be used to support temporary car storage only (land use B8) and that all vehicles stored at the site are to be scrapped (and therefore cannot be collected), there will not be any visitors to / from the site.

- 6.9 It is envisaged there will be 65 staff members split between the site and an alternative Redcorn site located at Units 1-5 Hotspur Industrial Estate. It is envisaged that approximately five of the 65 staff working between the two Redcorn sites on West Road will work at Unit 4 West Mews. As with the majority of Redcorn's 300+ staff, those working at the site are likely to live locally and are therefore able to commute to work by sustainable modes of transport.
- 6.10 To ensure that vehicles can access, wait on site and egress the site without impeding the free flow of traffic, yellow hatching will be introduced within the site. The area marked will need to be kept clear, with the space allocated to support the manoeuvring of delivery vehicles.
- 6.11 As demonstrated visibility splays of 2.4m x 25m can be provided at the site access, which is in accordance with the posted speed limit of 20mph. Pedestrian visibility splays of 2m x 2m are also achievable at the site access.
- 6.12 When compared to the former bakery the car storage is forecast to result in no change in vehicle movements in AM peak hour, a reduction of four vehicle trips in the PM peak hour and a daily decrease of approximately 24 vehicle movements.
- 6.13 Given the above, it is concluded that the proposed development is unlikely to have any impact when compared to the bakery use. Therefore, it is considered that the proposed development will result in a positive, impact along West Road and the local highway network. Consequently, it is considered that there is no requirement to undertake any junction capacity assessments.

Conclusions

- 6.14 This Transport Statement concludes that the proposed development is located in a sustainable location and is accessible by a range of modes of transport. The proposals will have a negligible, if any, impact on the local highway network in its own right when compared to the former land use. In addition, the site can provide suitable and safe access, without influencing the free flow of traffic or generating an increased accident risk.
- 6.15 It is therefore considered that there are no transport and highways reasons for the refusal of the planning application.

Drawings

ORIGINAL
PLOT SIZE

3 Sheffield Bike Stands in a Secure Cycle Parking Compound

Proposed Hatching

Proposed Extent of Hatching

Proposed Dashed Markings

4 x Staff Parking Spaces
(Dimensions: 2.5m x 4.8m)

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NOTES:

1. Based on Adara drawing 1HIE - 101 and OS Mapping data.
2. Non Staff Parking Bay Dimensions - 2.2m x 4.8m (Perpendicular).
3. Staff Parking Bay Dimensions - 2.5m x 4.8m (Perpendicular).

Key:

- Fenceline

- Existing Dropped Kerb

A	20.04.23	Amendments to on-site layout	LR	TW	DF
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



Sandford Gate
East Point Business Park
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OX4 6LB
01865 807 284
www.tpa.uk.com

CLIENT:

Redcorn Ltd

PROJECT:

Unit 4 West Mews

TITLE:

Proposed On-Site Parking Layout

STATUS:

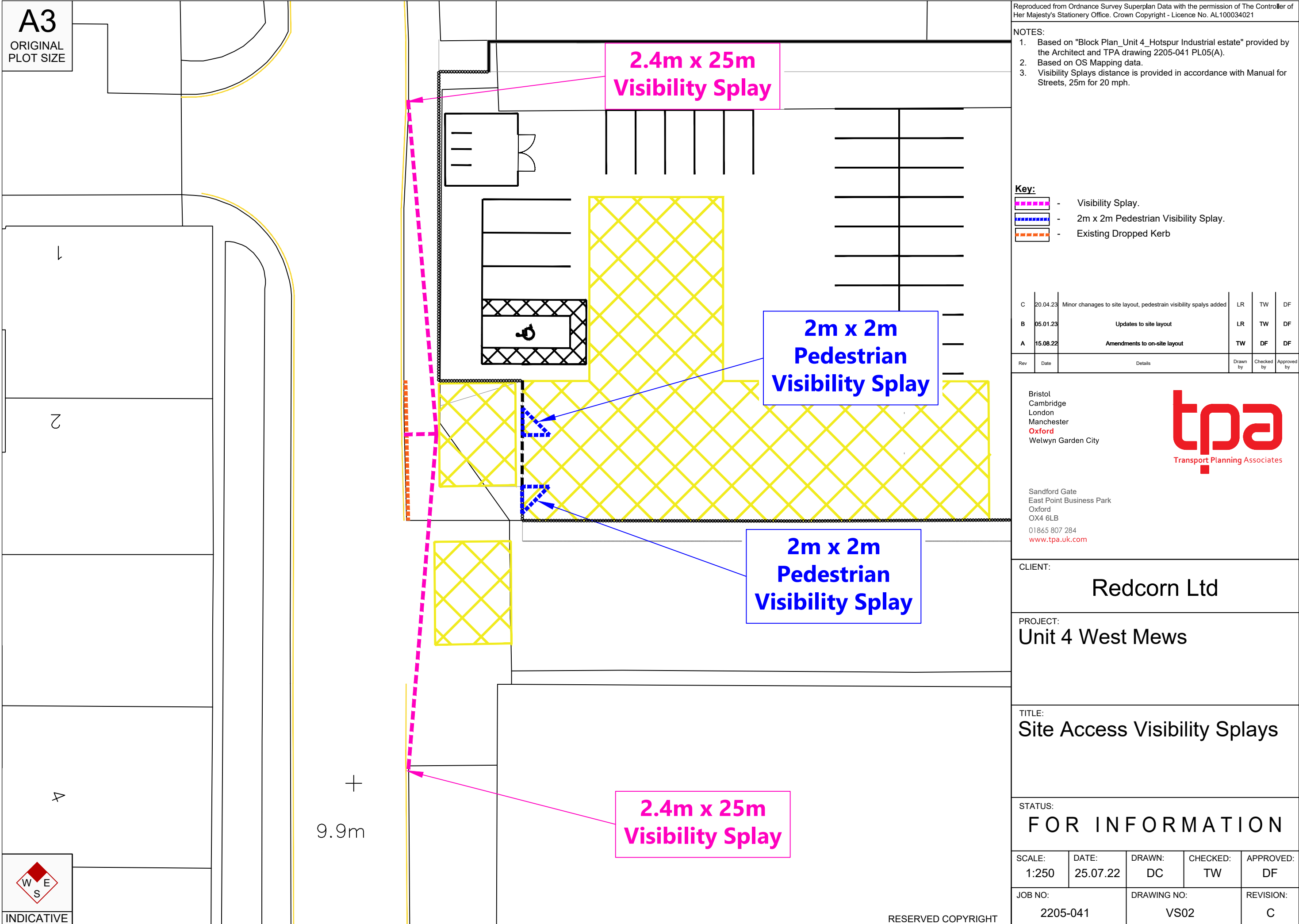
FOR INFORMATION

SCALE: 1:250	DATE: 04.11.22	DRAWN: LR	CHECKED: TW	APPROVED: DF
JOB NO: 2205-041		DRAWING NO: PL05		REVISION: A

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INDICATIVE



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- NOTES:
1. Based on "Block Plan_Unit 4_Hotspur Industrial estate" provided by the Architect and TPA drawing 2205-041 PL05(A).
 2. Based on OS Mapping data.
 3. Visibility Splays distance is provided in accordance with Manual for Streets, 25m for 20 mph.

- Key:**
- Visibility Splay.
 - 2m x 2m Pedestrian Visibility Splay.
 - Existing Dropped Kerb

C	20.04.23	Minor changes to site layout, pedestrain visibility spalys added	LR	TW	DF
B	05.01.23	Updates to site layout	LR	TW	DF
A	15.08.22	Amendments to on-site layout	TW	DF	DF
Rev	Date	Details	Drawn by	Checked by	Approved by

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CLIENT:

Redcorn Ltd

PROJECT:

Unit 4 West Mews

TITLE:

Site Access Visibility Splays

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	25.07.22	DC	TW	DF
JOB NO:	DRAWING NO:	REVISION:		
2205-041	VS02	C		

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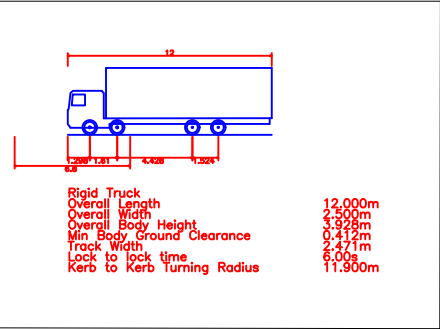


A3
ORIGINAL
PLOT SIZE

INDICATIVE

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- NOTES:
1. Based on "Block Plan_Unit 4_Hotspur Industrial estate" provided by the Architect and TPA drawing 2205-041 PL05(A).
 2. Based on OS Mapping Data.
 3. Swept Path Analysis of a 12m Rigid Truck (Autotrack Vehicle Reference No. N/A).



- Key:
- Vehicle Pathway.
 - Vehicle Overhang.

C	20.04.23	Minor changes to site layout and tracking	LR	TW	DF
B	05.01.23	Updates to site layout	LR	TW	DF
A	15.08.22	Amendments to on-site layout	TW	DF	DF
Rev	Date	Details	Drawn by	Checked by	Approved by

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CLIENT:

Redcorn Ltd

PROJECT:

Unit 4 West Mews

TITLE:

Swept Path Analysis of a 12m Rigid Truck

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	25.07.22	DC	TW	DF
JOB NO:	DRAWING NO:		REVISION:	
2205-041	SP04		C	

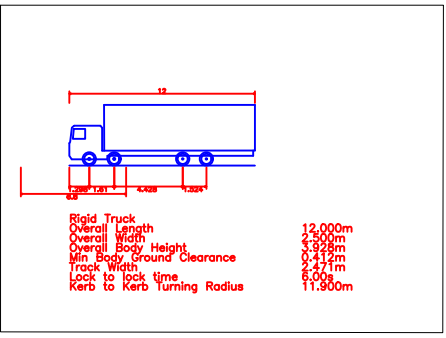


A3
ORIGINAL
PLOT SIZE



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- NOTES:
1. Based on "Block Plan_Unit 4_Hotspur Industrial estate" provided by the Architect and TPA drawing 2205-041 PL05(A).
 2. Based on OS Mapping Data.
 3. Swept Path Analysis of a 12m Rigid Truck (Autotrack Vehicle Reference No. N/A).



- Key:
- Vehicle Pathway.
 - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
C	20.04.23	Minor changes to site layout and tracking	LR	TW	DF
B	05.01.23	Updates to site layout	LR	TW	DF
A	15.08.22	Amendments to on-site layout	TW	DF	DF

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CLIENT:

Redcorn Ltd

PROJECT:

Unit 4 West Mews

TITLE:

Swept Path Analysis of a 12m Rigid Truck

STATUS:

FOR INFORMATION

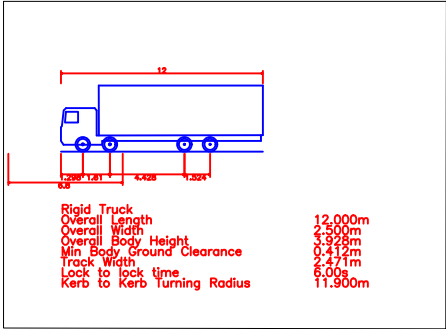
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	25.07.22	DC	TW	DF

JOB NO:	DRAWING NO:	REVISION:
2205-041	SP05	C



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- NOTES:
1. Based on "Block Plan_Unit 4_Hotspur Industrial estate" provided by the Architect and TPA drawing 2205-041 PL05(A).
 2. Based on OS Mapping Data.
 3. Swept Path Analysis of a 12m Rigid Truck (Autotrack Vehicle Reference No. N/A).



Key:

- Vehicle Pathway.
- Vehicle Overhang.

C	20.04.23	Minor changes to site layout and tracking	LR	TW	DF
B	05.01.23	Updates to site layout	LR	TW	DF
A	15.08.22	Amendments to on-site layout	TW	DF	DF
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

tpa
Transport Planning Associates

Sandford Gate
East Point Business Park
Oxford
OX4 6LB
01865 807 284
www.tpa.uk.com

CLIENT:

Redcorn Ltd

PROJECT:

Unit 4 West Mews

TITLE:

Swept Path Analysis of a 12m Rigid Truck

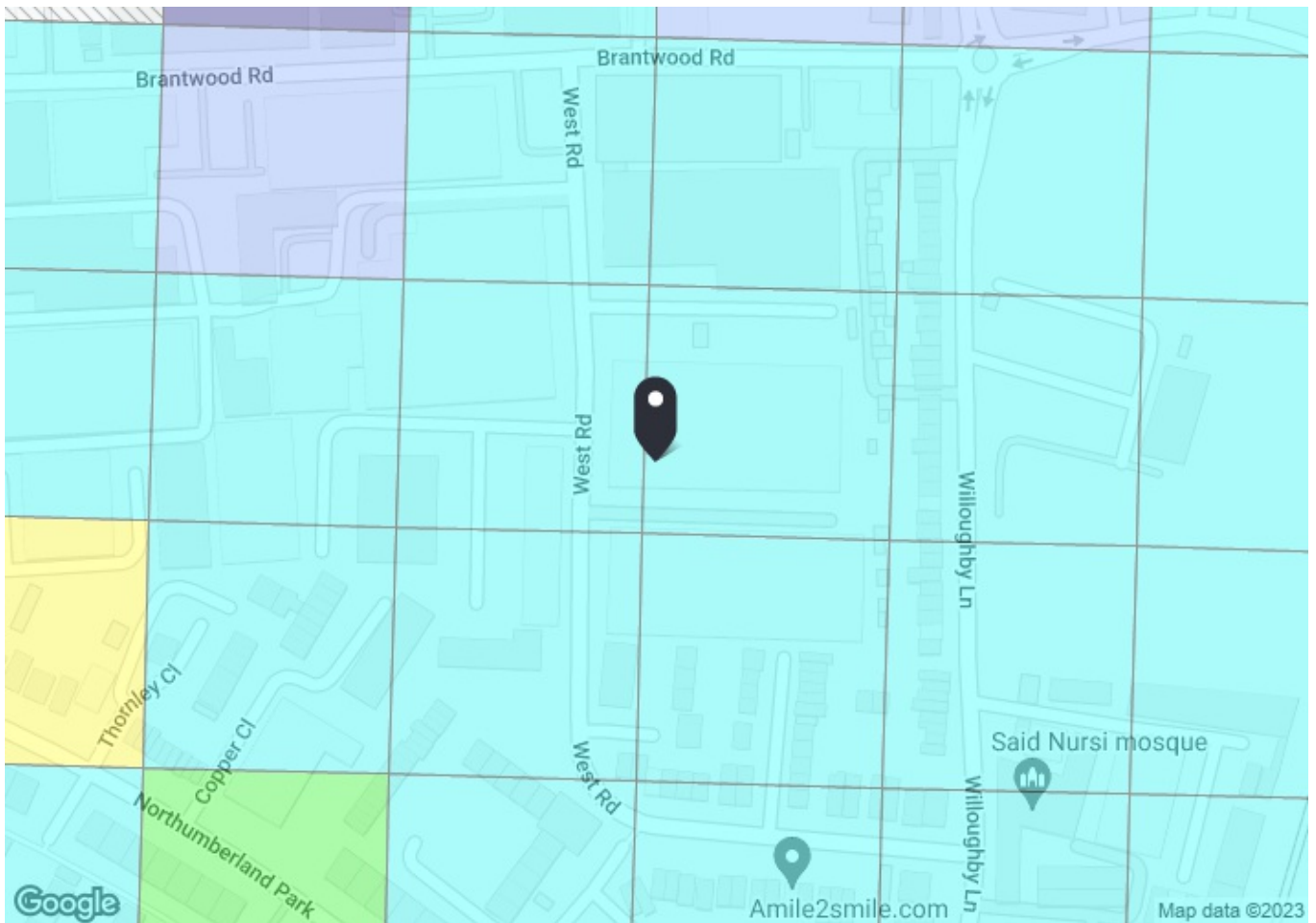
STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	25.07.22	DC	TW	DF
JOB NO:	DRAWING NO:	REVISION:		
2205-041	SP06	C		

RESERVED COPYRIGHT

APPENDIX A



PTAL output for Base Year 2

Unit 10, Compass West Industrial Estate, 33 West Rd, London N17 0XL, UK
Easting: 534701, Northing: 191523

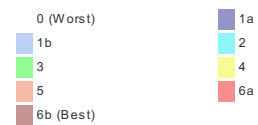
Grid Cell: 139747

Report generated: 20/04/2023

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	N'LAND PK'WILLOUGHBY LA	476	527.98	7.5	6.6	6	12.6	2.38	0.5	1.19
Bus	WILLOUGHBY L.BRANTWOOD R	341	103.91	6	1.3	7	8.3	3.61	1	3.61
Rail	Northumberland Park	'HERTFDE-STFD 2061 '	658.89	0.33	8.24	91.66	99.9	0.3	0.5	0.15
Rail	Northumberland Park	'STFD-BROXBRN 2062 '	658.89	0.67	8.24	45.53	53.76	0.56	0.5	0.28
Rail	Northumberland Park	'BROXBRN-STFD 2063 '	658.89	0.67	8.24	45.53	53.76	0.56	0.5	0.28
Rail	Northumberland Park	'STFD-BSHPSFD 2S02 '	658.89	1	8.24	30.75	38.99	0.77	1	0.77
Rail	Northumberland Park	'BSHPSFD-STFD 2S05 '	658.89	0.67	8.24	45.53	53.76	0.56	0.5	0.28
Rail	Northumberland Park	'BSHPSFD-STFD 2S09 '	658.89	0.33	8.24	91.66	99.9	0.3	0.5	0.15
Total Grid Cell AI:										6.72

TfL's PTAL Calculator

PTAL (Public Transport Access Level)

PTAL is a detailed measure of the connectivity of a location to the public transport network, taking into account walk access time and service availability. The method provides a measure of the density of the public transport network for any location within Greater London.

This spreadsheet is designed to give you the opportunity to calculate your own PTALs. It includes sample worksheets that you could use as the basis for your own calculations, as well as a macro that can import a "WebCAT calculation report" text file into Excel and inserts all the necessary formulas.

How to use the "PTAL Report Convertor"

1. Select a specific location on the WebCAT PTAL map and download the PTAL calculation report to your device.
2. Click on the "PTAL Report Convertor" button (right) and select a PTAL calculation report.
3. Save the report in Excel format.
4. If you want to alter the location on which the calculation is based. Define the new point-of-interest and re-calculate the walk distances to the public transport access points (bus stops, station entrances, etc). Update the walk distances in Column D of the calculation spreadsheet which in turn will update the total Access Index (AI) value given below the calculation.
5. Use the PTAL table (right) to convert the AI to the PTAL

PTAL Report Convertor		
PTAL	Access Index range	Map colour
0 (worst)	0	
1a	0.01 – 2.50	
1b	2.51 – 5.0	
2	5.01 – 10.0	
3	10.01 – 15.0	
4	15.01 – 20.0	
5	20.01 – 25.0	
6a	25.01 – 40.0	
6b (best)	40.01 +	

Further Information

Have a look at the accompanying worksheets in this spreadsheet to see some sample PTAL calculations:

Example 1	Standard PTAL calculation
Example 2	Sample PTAL calculation for a site with a new scheme (Crossrail)
Example 3	Sample PTAL calculation for a site with a modified walk network.

Additional information on PTAL calculations are given in the "PTAL Spreadsheet guide" and the "Assessing Transport Connectivity in London" guide - both available on the "Planning WebCAT" page.

If you have any additional queries please contact the WebCAT team: WebCAT@tfl.gov.uk

PTAL REPORT - Units 4 West Mews

Site Details

Description: Standard PTAL calculation
Coordinates: 534701
191523
Date: 20/04/2024

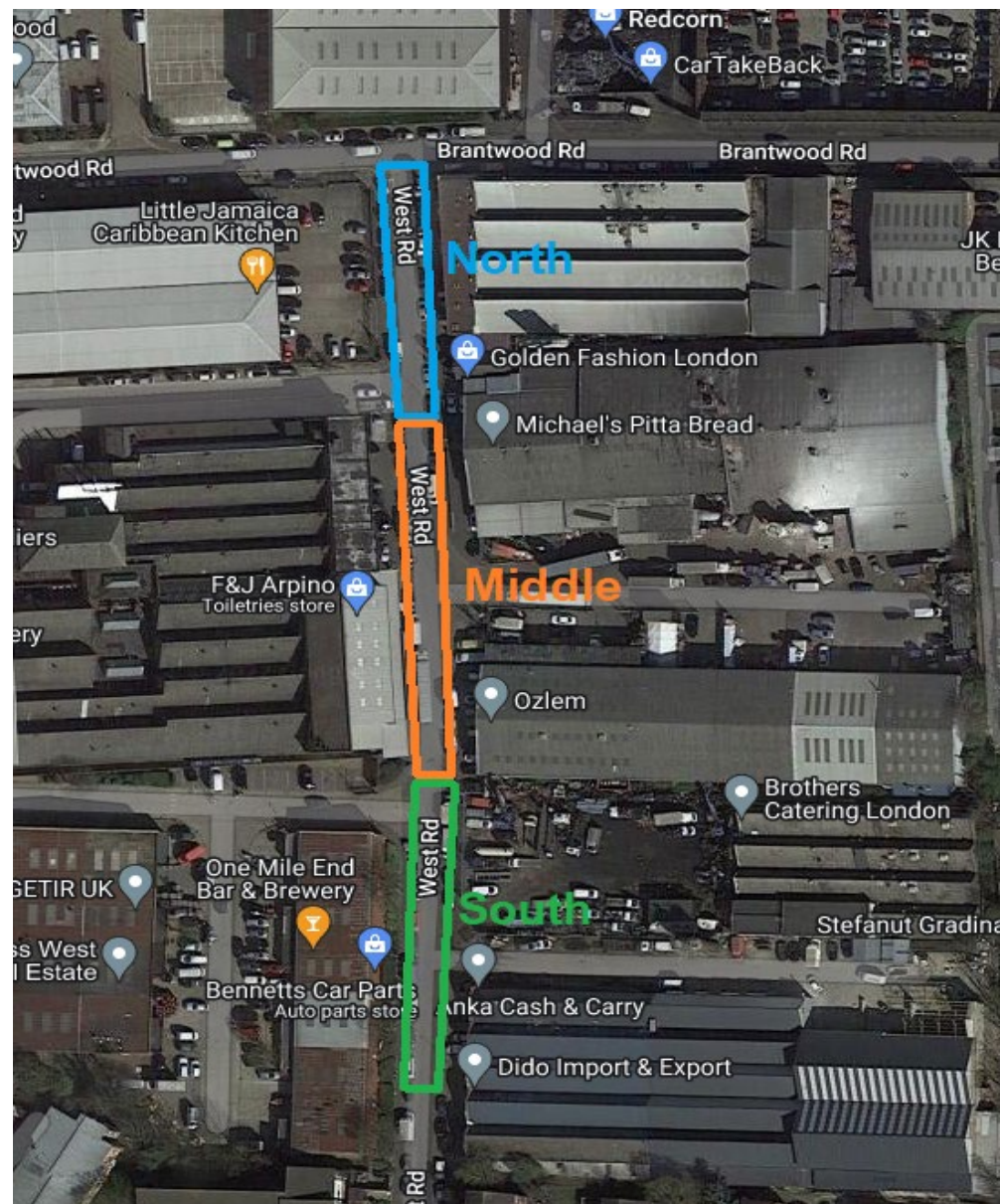
Calculation Parameters

Day of Week: M-F
Time Period: AM Peak
Walk Speed: 4.8
Bus Walk Access Time (mins): 8
BUS Reliability Factor: 2
LU Max. Walk Access Time (mins): 12
LU Reliability Factor: 0.75
Rail Walk Access Time (mins): 12
Rail Reliability Factor: 0.75

Data					Calculations					
A	B	C	D	E	F	G	H	I	J	K
Mode	Stop	Route	Distance (meter)	Frequency (vp/h)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	N'LAND PK WILLOUGHBY LA	476	527.98	7.5	6.60	6.00	12.60	2.38	0.5	1.19
Bus	N'LAND PK SCOTWOOD WALK	W3	456.12	12	5.70	4.50	10.20	2.94	0.5	1.47
Bus	WILLOUGHBY L BRANTWOOD R	341	103.91	6	1.30	7.00	8.30	3.61	1	3.61
Rail	Northumberland Park	MERIWAT-STFD	658.89	2	8.24	15.75	23.99	1.25	1	1.25
Rail	Northumberland Park	STFD-MERIWAT	658.89	2	8.24	15.75	23.99	1.25	0.5	0.63
Rail	Northumberland Park	HERT-LLS	658.89	1	8.24	30.75	38.99	0.77	0.5	0.38
Rail	Meridian Water	MERIWAT-STFD	795.38	2	9.94	15.75	25.69	1.17	0.5	0.58
Rail	Meridian Water	STFD-MERIWAT	795.38	2	9.94	15.75	25.69	1.17	0.5	0.58

Sum of AI's	9.70
PTAL	2

APPENDIX B



West Road Zone 1		
Time	North	
	East	West
07:00	4	3
07:05	4	3
07:10	3	2
07:15	3	3
07:20	3	3
07:25	3	2
07:30	2	3
07:35	2	2
07:40	2	1
07:45	2	1
07:50	3	1
07:55	2	1
08:00	4	1
08:05	4	1
08:10	3	1
08:15	3	1
08:20	4	2
08:25	4	1
08:30	3	1
08:35	3	1
08:40	3	1
08:45	4	1
08:50	6	1
08:55	5	1
09:00	4	1
09:05	3	1
09:10	4	1
09:15	3	2
09:20	4	2
09:25	4	2
09:30	5	3
09:35	4	2
09:40	5	2
09:45	4	1
09:50	4	2
09:55	5	3
10:00	5	3
10:05	5	5
10:10	5	4
10:15	6	5
10:20	6	5
10:25	6	5
10:30	5	3
10:35	5	3
10:40	6	4
10:45	5	3
10:50	5	3
10:55	5	5
11:00	5	5
11:05	5	4
11:10	6	6
11:15	6	5
11:20	6	6
11:25	6	5
11:30	6	5
11:35	6	5
11:40	6	5
11:45	6	5
11:50	6	4
11:55	6	5
12:00	6	5
12:05	6	4
12:10	6	4
12:15	6	4
12:20	6	4
12:25	6	4
12:30	6	4
12:35	6	4
12:40	6	4
12:45	4	3
12:50	5	2
12:55	6	2
13:00	6	1
13:05	5	1
13:10	5	1
13:15	4	1
13:20	4	1
13:25	5	4
13:30	6	3
13:35	5	4
13:40	6	5
13:45	6	5
13:50	6	6
13:55	5	3
14:00	5	4
14:05	6	5
14:10	5	5
14:15	5	5
14:20	5	5
14:25	5	6
14:30	5	4
14:35	5	4
14:40	6	4
14:45	5	4
14:50	5	4
14:55	6	4
15:00	6	5
15:05	6	5
15:10	6	4
15:15	6	4
15:20	7	3
15:25	7	4
15:30	6	5
15:35	3	5
15:40	6	5
15:45	6	5
15:50	6	4
15:55	5	2
16:00	5	2
16:05	5	1
16:10	5	2
16:15	5	3
16:20	5	3
16:25	5	3
16:30	6	4
16:35	4	3
16:40	4	3
16:45	4	3
16:50	3	2
16:55	4	2
17:00	3	2
17:05	3	2
17:10	2	3
17:15	1	1
17:20	1	1
17:25	1	1
17:30	1	0
17:35	1	0
17:40	1	0
17:45	1	0
17:50	1	0
17:55	2	0
18:00	0	0
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	0
18:30	0	0
18:35	0	0
18:40	0	0
18:45	0	0
18:50	0	0
18:55	0	0
19:00	0	0

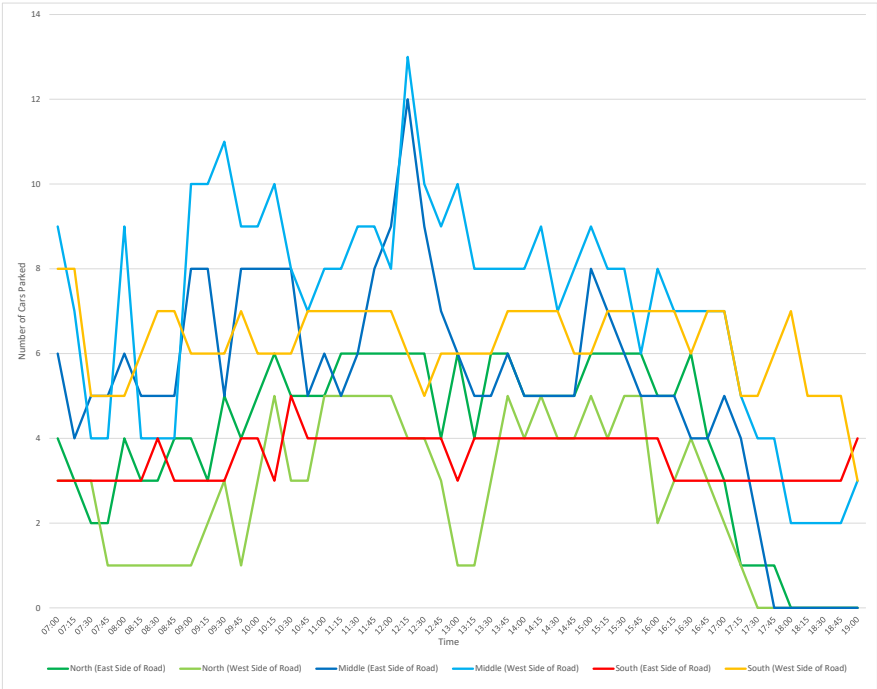
West Road Zone 2		West Road Zone 3	
Time	Middle		South
	East	West	
07:00	6	9	3
07:15	4	7	3
07:30	5	4	3
07:45	5	4	3
08:00	6	9	3
08:15	5	4	3
08:30	5	4	7
08:45	5	4	3
09:00	8	10	3
09:15	8	10	3
09:30	5	11	3
09:45	8	9	4
10:00	8	9	4
10:15	8	10	3
10:30	8	8	5
10:45	5	7	4
11:00	6	8	4
11:15	5	8	4
11:30	6	9	4
11:45	8	9	4
12:00	9	8	4
12:15	12	13	4
12:30	9	10	4
12:45	7	9	4
13:00	6	10	3
13:15	5	8	4
13:30	5	8	4
13:45	6	8	4
14:00	5	8	4
14:15	5	9	4
14:30	5	7	4
14:45	5	8	4
15:00	8	9	4
15:15	7	8	4
15:30	6	8	4
15:45	5	6	4
16:00	5	8	4
16:15	5	7	3
16:30	4	7	3
16:45	4	7	3
17:00	5	7	3
17:15	4	5	3
17:30	2	4	3
17:45	0	4	3
18:00	0	2	3
18:15	0	2	3
18:30	0	2	3
18:45	0	2	3
19:00	0	3	4



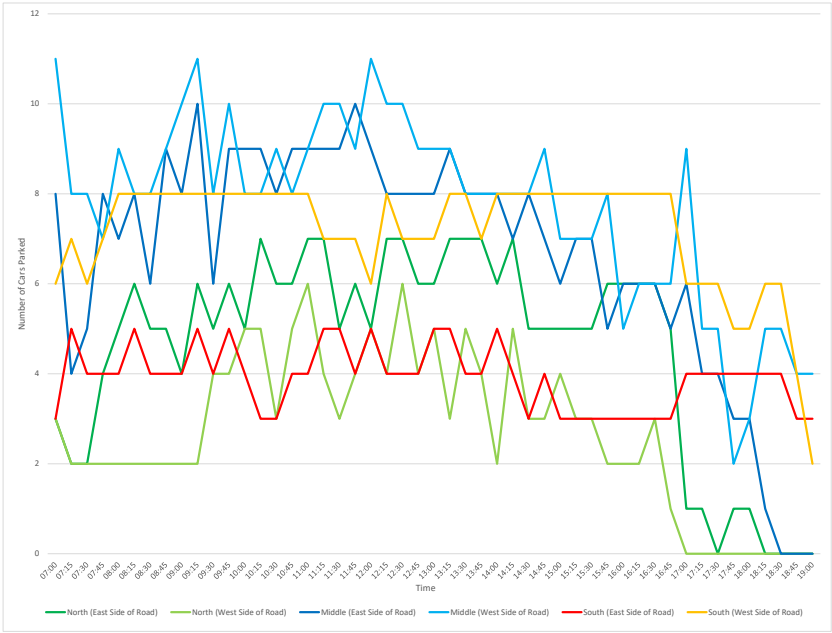
West Road Zone 1		
Time	North	
	East	West
07:00	3	3
07:05	3	3
07:10	3	3
07:15	2	2
07:20	1	2
07:25	2	2
07:30	2	2
07:35	2	2
07:40	3	2
07:45	4	2
07:50	4	2
07:55	4	2
08:00	5	2
08:05	6	3
08:10	6	3
08:15	6	2
08:20	5	2
08:25	4	2
08:30	5	2
08:35	5	2
08:40	5	2
08:45	5	2
08:50	4	2
08:55	4	2
09:00	4	2
09:05	6	3
09:10	6	2
09:15	6	2
09:20	4	2
09:25	4	2
09:30	5	4
09:35	6	5
09:40	6	5
09:45	6	4
09:50	6	5
09:55	4	4
10:00	5	5
10:05	6	5
10:10	7	5
10:15	7	5
10:20	5	3
10:25	5	3
10:30	6	3
10:35	6	3
10:40	6	5
10:45	6	5
10:50	7	6
10:55	7	6
11:00	7	6
11:05	7	4
11:10	7	3
11:15	7	4
11:20	6	2
11:25	6	2
11:30	5	3
11:35	6	4
11:40	7	4
11:45	6	4
11:50	5	4
11:55	5	4
12:00	5	5
12:05	7	5
12:10	6	4
12:15	7	4
12:20	7	6
12:25	7	6
12:30	7	6
12:35	6	6
12:40	6	6
12:45	6	4
12:50	6	5
12:55	6	3
13:00	6	5
13:05	7	3
13:10	7	3
13:15	7	3
13:20	6	3
13:25	6	4
13:30	7	5
13:35	7	4
13:40	7	4
13:45	7	4
13:50	6	3
13:55	7	3
14:00	6	2
14:05	5	3
14:10	7	4
14:15	7	5
14:20	5	5
14:25	5	5
14:30	5	3
14:35	5	3
14:40	5	4
14:45	5	3
14:50	5	4
14:55	4	5
15:00	5	4
15:05	5	4
15:10	5	4
15:15	5	3
15:20	4	3
15:25	4	3
15:30	5	3
15:35	5	3
15:40	6	3
15:45	6	2
15:50	6	3
15:55	3	2
16:00	6	2
16:05	6	2
16:10	6	2
16:15	6	2
16:20	4	2
16:25	5	3
16:30	6	3
16:35	5	2
16:40	4	3
16:45	5	1
16:50	3	1
16:55	3	0
17:00	1	0
17:05	1	0
17:10	2	0
17:15	1	0
17:20	0	0
17:25	0	0
17:30	0	0
17:35	4	0
17:40	2	0
17:45	1	0
17:50	1	0
17:55	2	0
18:00	1	0
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	0
18:30	0	0
18:35	0	0
18:40	0	0
18:45	0	0
18:50	0	0
18:55	0	0
19:00	0	0

Time	West Road Zone 2		West Road Zone 3	
	Middle		South	
	East	West	East	West
07:00	8	11	3	6
07:15	4	8	5	7
07:30	5	8	4	6
07:45	8	7	4	7
08:00	7	9	4	8
08:15	8	8	5	8
08:30	6	8	4	8
08:45	9	9	4	8
09:00	8	10	4	8
09:15	10	11	5	8
09:30	6	8	4	8
09:45	9	10	5	8
10:00	9	8	4	8
10:15	9	8	3	8
10:30	8	9	3	8
10:45	9	8	4	8
11:00	9	9	4	8
11:15	9	10	5	7
11:30	9	10	5	7
11:45	10	9	4	7
12:00	9	11	5	6
12:15	8	10	4	8
12:30	8	10	4	7
12:45	8	9	4	7
13:00	8	9	5	7
13:15	9	9	5	8
13:30	8	8	4	8
13:45	8	8	4	7
14:00	8	8	5	8
14:15	7	8	4	8
14:30	8	8	3	8
14:45	7	9	4	8
15:00	6	7	3	8
15:15	7	7	3	8
15:30	7	7	3	8
15:45	5	8	3	8
16:00	6	5	3	8
16:15	6	6	3	8
16:30	6	6	3	8
16:45	5	6	3	8
17:00	6	9	4	6
17:15	4	5	4	6
17:30	4	5	4	6
17:45	3	2	4	5
18:00	3	3	4	5
18:15	1	5	4	6
18:30	0	5	4	6
18:45	0	4	3	4
19:00	0	4	3	2

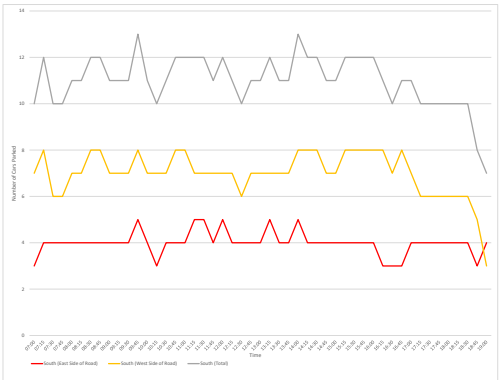
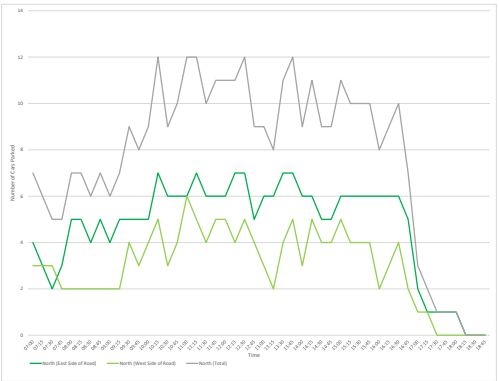
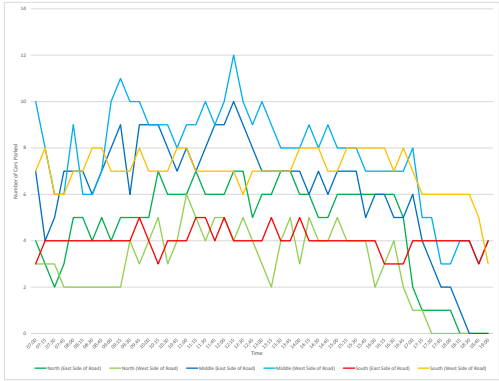
Time	West Road Zone 1		West Road Zone 2		West Road Zone 3	
	North		Middle		South	
	North (East Side of Road)	North (West Side of Road)	Middle (East Side of Road)	Middle (West Side of Road)	South (East Side of Road)	South (West Side of Road)
07:00	4	3	6	9	3	8
07:15	3	3	4	7	3	8
07:30	2	3	5	4	3	5
07:45	2	1	5	4	3	5
08:00	4	1	6	9	3	5
08:15	3	1	5	4	3	6
08:30	3	1	5	4	4	7
08:45	4	1	5	4	3	7
09:00	4	1	8	10	3	6
09:15	3	2	8	10	3	6
09:30	5	3	5	11	3	6
09:45	4	1	8	9	4	7
10:00	5	3	8	9	4	6
10:15	6	5	8	10	3	6
10:30	5	3	8	8	5	6
10:45	5	3	5	7	4	7
11:00	5	5	6	8	4	7
11:15	6	5	5	8	4	7
11:30	6	5	6	9	4	7
11:45	6	5	8	9	4	7
12:00	6	5	9	8	4	7
12:15	6	4	12	13	4	6
12:30	6	4	9	10	4	5
12:45	4	3	7	9	4	6
13:00	6	1	6	10	3	6
13:15	4	1	5	8	4	6
13:30	6	3	5	8	4	6
13:45	6	5	6	8	4	7
14:00	5	4	5	8	4	7
14:15	5	5	5	9	4	7
14:30	5	4	5	7	4	7
14:45	5	4	5	8	4	6
15:00	6	5	7	9	4	9
15:15	6	4	7	4	4	7
15:30	6	5	6	8	4	7
15:45	6	5	5	6	4	7
16:00	5	2	5	8	4	7
16:15	5	3	5	7	3	7
16:30	6	4	4	7	3	6
16:45	4	3	4	7	3	7
17:00	3	2	5	7	3	7
17:15	1	1	4	5	3	5
17:30	1	0	2	4	3	5
17:45	1	0	0	4	3	6
18:00	0	0	0	2	3	7
18:15	0	0	0	2	3	5
18:30	0	0	0	2	3	5
18:45	0	0	0	2	3	5
19:00	0	0	0	3	4	3



Time	West Road Zone 1		West Road Zone 2		West Road Zone 3	
	North		Middle		South	
	North (East Side of Road)	North (West Side of Road)	Middle (East Side of Road)	Middle (West Side of Road)	South (East Side of Road)	South (West Side of Road)
07:00	3	3	8	11	3	6
07:15	2	2	4	8	5	7
07:30	2	2	5	8	4	6
07:45	4	2	8	7	4	7
08:00	5	2	7	9	4	8
08:15	6	2	8	8	5	8
08:30	5	2	6	8	4	8
08:45	5	2	9	9	4	8
09:00	4	2	8	10	4	8
09:15	6	2	10	11	5	8
09:30	5	4	6	8	4	8
09:45	6	4	9	10	5	8
10:00	5	5	9	8	4	8
10:15	7	5	9	8	3	8
10:30	6	3	8	9	3	8
10:45	6	5	9	8	4	8
11:00	7	6	9	9	4	8
11:15	7	4	9	10	5	7
11:30	5	3	9	10	5	7
11:45	6	4	10	9	4	7
12:00	5	5	9	11	5	6
12:15	7	4	8	10	4	8
12:30	7	6	7	10	4	7
12:45	6	4	8	9	4	7
13:00	6	5	8	9	5	7
13:15	7	3	8	9	5	8
13:30	7	5	8	8	4	8
13:45	7	4	8	8	4	7
14:00	6	2	8	8	5	8
14:15	7	5	7	8	4	8
14:30	5	3	8	8	3	8
14:45	5	3	7	9	4	8
15:00	5	4	6	7	3	8
15:15	5	3	7	7	3	8
15:30	5	3	7	7	3	8
15:45	6	2	5	8	3	8
16:00	6	2	6	5	3	8
16:15	6	2	6	6	3	8
16:30	6	3	6	6	3	8
16:45	5	1	5	6	3	8
17:00	1	0	6	9	4	6
17:15	1	0	4	5	4	6
17:30	0	0	4	5	4	6
17:45	1	0	3	2	4	5
18:00	1	0	3	3	4	5
18:15	0	0	1	5	4	6
18:30	0	0	0	5	4	6
18:45	0	0	0	4	3	4
19:00	0	0	0	4	3	2



Time	North (East Side of Road)	North (West Side of Road)	North (Total)	Middle (East Side of Road)	Middle (West Side of Road)	Middle (Total)	South (East Side of Road)	South (West Side of Road)	South (Total)
07:00	4	3	7	3	10	13	3	7	10
07:15	3	3	6	4	8	12	4	8	12
07:30	3	3	6	5	6	11	5	6	11
07:45	3	3	6	5	7	12	6	6	12
08:00	3	2	5	7	6	13	6	7	13
08:15	3	2	5	7	6	13	6	7	13
08:30	3	2	5	6	6	12	6	8	14
08:45	3	2	5	7	7	14	6	8	14
09:00	3	2	5	8	7	15	6	7	13
09:15	3	2	5	8	8	16	6	7	13
09:30	3	2	5	8	8	16	6	7	13
09:45	3	2	5	8	8	16	6	7	13
10:00	3	2	5	8	8	16	6	7	13
10:15	3	2	5	8	8	16	6	7	13
10:30	3	2	5	8	8	16	6	7	13
10:45	3	2	5	8	8	16	6	7	13
11:00	3	2	5	8	8	16	6	7	13
11:15	3	2	5	8	8	16	6	7	13
11:30	3	2	5	8	8	16	6	7	13
11:45	3	2	5	8	8	16	6	7	13
12:00	3	2	5	8	8	16	6	7	13
12:15	3	2	5	8	8	16	6	7	13
12:30	3	2	5	8	8	16	6	7	13
12:45	3	2	5	8	8	16	6	7	13
13:00	3	2	5	8	8	16	6	7	13
13:15	3	2	5	8	8	16	6	7	13
13:30	3	2	5	8	8	16	6	7	13
13:45	3	2	5	8	8	16	6	7	13
14:00	3	2	5	8	8	16	6	7	13
14:15	3	2	5	8	8	16	6	7	13
14:30	3	2	5	8	8	16	6	7	13
14:45	3	2	5	8	8	16	6	7	13
15:00	3	2	5	8	8	16	6	7	13
15:15	3	2	5	8	8	16	6	7	13
15:30	3	2	5	8	8	16	6	7	13
15:45	3	2	5	8	8	16	6	7	13
16:00	3	2	5	8	8	16	6	7	13
16:15	3	2	5	8	8	16	6	7	13
16:30	3	2	5	8	8	16	6	7	13
16:45	3	2	5	8	8	16	6	7	13
17:00	3	2	5	8	8	16	6	7	13
17:15	3	2	5	8	8	16	6	7	13
17:30	3	2	5	8	8	16	6	7	13
17:45	3	2	5	8	8	16	6	7	13
18:00	3	2	5	8	8	16	6	7	13
18:15	3	2	5	8	8	16	6	7	13
18:30	3	2	5	8	8	16	6	7	13
18:45	3	2	5	8	8	16	6	7	13
19:00	3	2	5	8	8	16	6	7	13

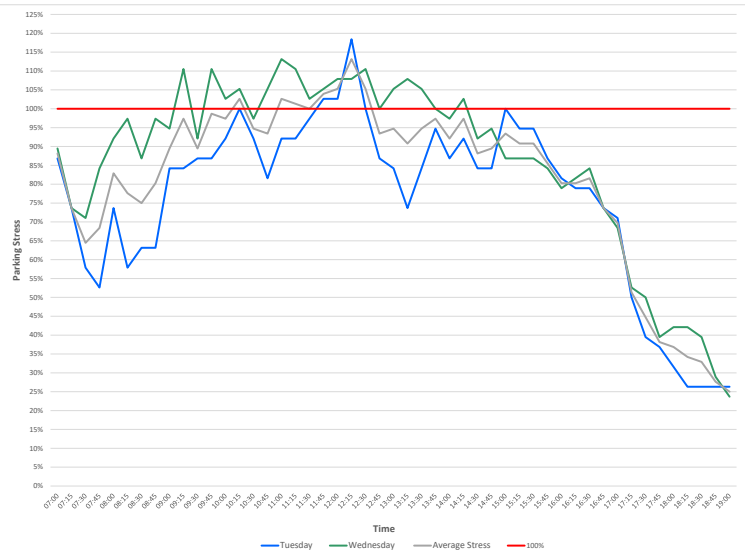


LAMBETH TRANSPORT PARKING SURVEY METHODOLOGY

Restriction	Length (m)	Spaces (5m)
Single Yellow Lines	80.17	16
	11.43	2
	16.86	3
	5.5	1
	5.47	1
	34.13	6
	35.8	7
	11.64	2
Total	£ 201,000	38

5 = One Parking Space

Time	Tuesday		Wednesday		Average Stress
	Cars Parked	Stress	Cars Parked	Stress	
07:00	33	87%	34	89%	88%
07:15	28	74%	28	74%	74%
07:30	22	58%	27	71%	64%
07:45	20	53%	32	84%	68%
08:00	28	74%	35	92%	83%
08:15	22	58%	37	97%	78%
08:30	24	63%	33	87%	75%
08:45	24	63%	37	97%	80%
09:00	32	84%	36	95%	89%
09:15	32	84%	42	111%	97%
09:30	33	87%	35	92%	89%
09:45	33	87%	42	111%	95%
10:00	35	92%	39	103%	97%
10:15	38	100%	40	105%	103%
10:30	35	92%	37	97%	95%
10:45	31	82%	40	105%	93%
11:00	35	92%	43	113%	103%
11:15	35	92%	42	111%	101%
11:30	37	97%	39	103%	100%
11:45	39	103%	40	105%	104%
12:00	39	103%	41	108%	105%
12:15	45	118%	41	108%	113%
12:30	38	100%	42	111%	105%
12:45	33	87%	38	100%	93%
13:00	32	84%	40	105%	95%
13:15	28	74%	41	108%	91%
13:30	32	84%	40	105%	95%
13:45	36	95%	38	100%	97%
14:00	33	87%	37	97%	92%
14:15	35	92%	39	103%	97%
14:30	32	84%	35	92%	88%
14:45	32	84%	36	95%	89%
15:00	38	100%	33	87%	93%
15:15	36	95%	33	87%	91%
15:30	36	95%	33	87%	91%
15:45	33	87%	32	84%	86%
16:00	31	82%	30	79%	80%
16:15	30	79%	31	82%	80%
16:30	30	79%	32	84%	82%
16:45	28	74%	28	74%	74%
17:00	27	71%	26	68%	70%
17:15	19	50%	20	53%	51%
17:30	15	39%	19	50%	45%
17:45	14	37%	15	39%	38%
18:00	12	32%	16	42%	37%
18:15	10	26%	16	42%	34%
18:30	10	26%	15	39%	33%
18:45	10	26%	11	29%	28%
19:00	10	26%	9	24%	25%
28.98		76%	32.76	86%	81%



Approach: West Road

TIME	Northbound								Southbound							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000-0015	0	2	2	0	0	0	0	4	0	2	2	2	0	0	0	6
0015-0030	0	0	1	2	0	0	0	3	0	1	1	1	1	0	0	4
0030-0045	0	0	3	0	0	0	0	3	0	2	1	1	1	0	0	2
0045-0100	0	2	0	1	0	0	0	3	0	1	1	1	0	0	0	3
Hourly Total	0	4	6	3	0	0	0	13	0	4	5	5	1	0	0	15
0100-0115	0	0	2	2	0	0	0	4	0	0	3	0	0	0	0	3
0115-0130	0	0	5	1	0	0	0	6	0	0	0	2	1	0	0	1
0130-0145	0	1	0	0	0	0	0	1	0	0	0	2	0	1	0	3
0145-0200	0	0	1	0	0	0	0	2	0	0	0	0	1	0	0	1
Hourly Total	0	1	8	4	0	0	0	13	0	0	5	2	1	0	0	8
0200-0215	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
0215-0230	0	0	1	0	1	0	0	2	0	0	1	1	0	0	0	1
0230-0245	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
0245-0300	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	1	1	0	0	4	0	0	4	2	2	0	0	5
0300-0315	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2
0315-0330	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2
0330-0345	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
0345-0400	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	1	0	4	2	0	0	0	7	0	0	4	0	0	0	0	4
0400-0415	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1
0415-0430	0	0	2	1	0	0	0	3	0	0	0	1	0	0	0	1
0430-0445	0	0	1	0	0	0	0	1	0	0	0	1	1	0	0	2
0445-0500	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	5	1	0	0	0	6	0	0	1	3	1	0	0	5
0500-0515	0	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0
0515-0530	0	0	1	0	0	0	0	2	0	0	0	1	0	0	0	1
0530-0545	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	2
0545-0600	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
Hourly Total	0	0	2	3	1	0	0	6	0	1	0	3	0	0	0	4
0600-0615	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	2
0615-0630	0	0	1	2	0	0	0	3	0	0	0	1	0	0	0	2
0630-0645	0	0	1	0	0	0	0	1	1	0	3	0	0	0	0	4
0645-0700	0	0	1	2	0	0	0	3	0	0	5	1	0	0	0	6
Hourly Total	0	0	3	5	0	0	0	8	1	0	9	2	0	0	0	12
0700-0715	0	0	2	0	0	0	0	2	0	0	8	2	0	0	0	10
0715-0730	0	0	1	0	0	0	0	1	0	0	3	2	1	0	0	6
0730-0745	0	0	3	2	0	0	0	5	0	1	6	3	0	0	0	10
0745-0800	0	0	4	1	0	0	0	5	0	0	6	2	1	0	0	9
Hourly Total	0	0	10	3	0	0	0	13	0	1	23	9	2	0	0	35
0800-0815	0	1	5	3	0	0	0	9	0	0	11	1	2	0	0	14
0815-0830	0	2	6	0	1	0	0	9	1	2	7	3	0	0	0	13
0830-0845	0	0	4	2	0	0	0	6	0	1	7	3	0	0	0	11
0845-0900	0	0	4	1	0	0	0	5	2	0	11	3	0	0	0	16
Hourly Total	0	3	19	6	1	0	0	29	3	3	36	10	2	0	0	54
0900-0915	1	0	6	4	0	0	0	11	0	0	7	6	0	0	0	13
0915-0930	1	0	4	6	0	0	0	11	1	0	8	4	0	0	0	13
0930-0945	0	0	7	2	0	0	0	9	3	0	12	1	0	0	0	16
0945-1000	1	1	9	3	0	0	0	13	1	0	11	6	0	0	0	18
Hourly Total	3	0	26	15	0	0	0	44	5	0	38	17	0	0	0	60
1000-1015	0	0	12	2	0	0	0	14	0	0	13	2	0	0	0	15
1015-1030	1	1	10	3	0	0	0	15	0	0	9	1	0	0	0	10
1030-1045	1	2	10	6	0	0	0	19	1	1	12	5	0	0	0	19
1045-1100	0	0	9	0	0	0	0	13	1	1	11	5	0	0	0	16
Hourly Total	2	3	41	15	0	0	0	61	2	2	45	13	0	0	0	62
1100-1115	2	3	5	9	0	0	0	19	1	0	11	4	2	0	0	18
1115-1130	1	1	11	4	1	0	0	18	0	2	8	3	0	0	0	13
1130-1145	1	0	8	4	0	0	0	13	2	0	18	3	1	0	0	24
1145-1200	1	2	14	4	0	0	0	21	0	0	8	4	0	0	0	12
Hourly Total	5	6	38	11	0	0	0	71	3	2	45	14	3	0	0	67
1200-1215	2	1	8	6	0	0	0	17	0	1	8	4	0	0	0	13
1215-1230	0	0	8	5	0	0	0	13	1	0	12	2	0	0	0	15
1230-1245	0	3	11	3	0	0	0	17	1	1	12	4	0	0	0	18
1245-1300	3	3	5	4	1	0	0	16	0	2	4	6	1	0	0	13
Hourly Total	5	7	32	18	1	0	0	63	2	4	36	16	1	0	0	59
1300-1315	3	1	15	3	0	0	0	22	1	1	14	4	0	0	0	20
1315-1330	0	3	5	3	0	0	0	11	1	2	4	2	0	0	0	9
1330-1345	0	0	7	3	0	0	0	10	2	0	7	1	0	0	0	10
1345-1400	1	0	3	0	0	0	0	4	0	0	3	4	0	0	0	7
Hourly Total	4	4	30	12	0	0	0	50	4	3	28	11	0	0	0	46
1400-1415	1	0	10	3	0	0	0	14	0	1	6	2	1	0	0	10
1415-1430	0	1	5	4	0	0	0	10	0	1	3	4	0	0	0	8
1430-1445	1	3	8	4	0	0	0	16	1	1	8	5	1	0	0	16
1445-1500	2	0	8	3	0	0	0	13	0	1	16	2	0	0	0	19
Hourly Total	4	4	31	14	0	0	0	53	1	4	33	13	2	0	0	53
1500-1515	1	3	13	6	0	0	0	23	3	2	6	4	0	0	0	15
1515-1530	1	0	2	1	0	0	0	4	2	1	7	3	0	0	0	10
1530-1545	0	2	5	2	0	0	0	9	2	2	5	2	0	0	0	11
1545-1600	1	2	4	0	1	0	0	8	0	1	3	3	0	0	0	7
Hourly Total	3	7	24	9	1	0	0	44	7	6	21	12	0	0	0	46
1600-1615	1	2	8	2	0	0	0	17	4	1	3	0	0	0	0	8
1615-1630	3	1	12	1	0	0	0	17	3	1	5	1	0	0	0	10
1630-1645	0	0	6	1	0	0	0	7	2	0	1	1	0	0	0	4
1645-1700	1	0	7	1	0	0	0	9	3	1	4	2	0	0	0	10
Hourly Total	9	3	33	5	0	0	0	50	12	3	13	4	0	0	0	32
1700-1715	3	2	7	0	0	0	0	12	5	0	7	0	0	0	0	12
1715-1730	5	0	4	3	0	0	0	12	2	1	0	0	0	0	0	3
1730-1745	1	3	4	1	0	0	0	9	2	1	2	2	0	0	0	7
1745-1800	2	6	2	0	0	0	0	10	2	1	3	2	0	0	0	8
Hourly Total	11	11	17	4	0	0	0	43	11	3	12	4	0	0	0	30
1800-1815	1	1	5	2	0	0	0	9	1	4	8	0	0	0	0	13
1815-1830	1	1	2	2	0	0	0	6	1	3	5	1	0	0	0	10
1830-1845	3	1	2	1	0	0	0	7	0	2	4	0	0	0	0	6
1845-1900	1	2	2	0	0	0	0	5	2	3	3	1	0	0	0	7
Hourly Total	6	5	11	5	0	0	0	27	5	9	20	2	0	0	0	36
1900-1915	0	4	5	1	0	0	0									

Approach: West Road

TIME	Northbound								Southbound							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000-0015	1	0	2	0	0	0	0	3	0	3	3	0	0	0	0	6
0015-0030	0	2	4	0	0	0	0	6	0	0	0	0	0	0	0	0
0030-0045	0	0	1	1	0	0	0	2	0	0	1	1	0	0	0	2
0045-0100	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
Hourly Total	1	2	9	1	0	0	0	13	0	3	7	1	0	0	0	11
0100-0115	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
0115-0130	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0130-0145	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2
0145-0200	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	2	2	0	0	0	4	0	0	6	0	0	0	0	6
0200-0215	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
0215-0230	0	1	4	0	0	0	0	5	1	0	5	0	0	0	0	6
0230-0245	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4
0245-0300	0	0	3	0	0	0	0	3	0	1	2	0	0	0	0	3
Hourly Total	0	1	9	0	0	0	0	10	1	1	14	0	0	0	0	16
0300-0315	1	1	3	0	0	0	0	5	0	0	1	1	0	0	0	2
0315-0330	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2
0330-0345	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1
0345-0400	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	1	1	6	0	0	0	0	11	0	0	4	1	0	0	0	5
0400-0415	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
0415-0430	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
0430-0445	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0445-0500	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
Hourly Total	0	0	5	0	0	0	0	5	0	1	3	1	0	0	0	5
0500-0515	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
0515-0530	0	0	2	0	0	0	0	2	2	0	2	0	0	0	0	4
0530-0545	2	0	1	0	0	0	0	3	0	0	1	0	0	0	0	1
0545-0600	0	0	1	2	0	0	0	3	0	0	1	0	0	0	0	1
Hourly Total	2	0	6	2	0	0	0	10	2	0	6	0	0	0	0	8
0600-0615	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
0615-0630	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
0630-0645	0	0	2	0	0	0	0	2	1	0	1	1	0	0	0	3
0645-0700	0	0	0	3	0	0	0	3	0	0	3	1	0	0	0	4
Hourly Total	0	0	3	3	0	0	0	6	1	0	13	2	0	0	0	16
0700-0715	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4
0715-0730	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
0730-0745	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
0745-0800	0	0	2	0	0	0	0	2	0	0	1	2	0	0	0	3
Hourly Total	0	0	7	1	0	0	0	8	0	0	2	9	1	0	0	12
0800-0815	0	0	1	3	0	0	0	4	0	0	3	2	1	0	0	6
0815-0830	0	1	0	0	0	0	0	1	0	0	3	0	0	0	0	3
0830-0845	0	1	1	1	0	0	0	4	0	0	2	0	1	0	0	4
0845-0900	0	0	4	2	0	0	0	6	2	0	4	2	0	0	0	8
Hourly Total	0	2	6	6	1	0	0	15	2	1	12	4	2	0	0	21
0900-0915	1	0	7	1	0	0	0	9	0	0	5	0	0	0	0	5
0915-0930	1	0	4	1	0	0	0	6	0	0	4	2	0	0	0	6
0930-0945	0	1	3	1	0	0	0	5	1	0	3	0	0	0	0	4
0945-1000	1	0	2	3	0	0	0	4	1	0	3	3	0	0	0	8
Hourly Total	3	1	16	4	0	0	0	24	2	1	15	5	0	0	0	23
1000-1015	1	1	1	1	0	0	0	4	2	0	2	0	0	0	0	4
1015-1030	0	2	4	2	0	0	0	8	0	1	5	3	0	0	0	9
1030-1045	0	2	3	3	0	0	0	8	0	3	2	3	0	0	0	8
1045-1100	0	2	4	2	0	0	0	8	1	0	2	1	0	0	0	4
Hourly Total	1	7	12	8	0	0	0	28	3	4	11	7	0	0	0	25
1100-1115	1	0	5	3	0	0	0	9	0	3	3	1	0	0	0	7
1115-1130	1	1	6	0	0	0	0	8	0	0	5	1	0	0	0	6
1130-1145	0	1	4	3	0	0	0	8	0	1	5	3	0	0	0	9
1145-1200	1	3	5	1	0	0	0	10	0	1	2	0	0	0	0	3
Hourly Total	3	5	20	7	0	0	0	35	0	5	15	5	0	0	0	25
1200-1215	1	0	1	0	0	0	0	2	1	0	3	2	1	0	0	7
1215-1230	0	1	4	2	1	0	0	8	0	0	7	0	0	0	0	7
1230-1245	0	5	4	1	0	0	0	10	2	1	3	0	0	0	0	6
1245-1300	1	3	2	1	0	0	0	7	1	1	3	1	0	0	0	6
Hourly Total	2	9	11	4	1	0	0	27	4	2	16	3	1	0	0	26
1300-1315	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	4
1315-1330	0	3	1	0	0	0	0	4	0	0	3	0	0	0	0	3
1330-1345	1	2	3	0	1	0	0	7	1	7	4	2	1	0	0	15
1345-1400	1	1	12	2	0	0	0	16	0	1	0	0	0	0	0	2
Hourly Total	2	6	20	2	1	0	0	31	1	10	10	2	1	0	0	24
1400-1415	1	1	8	2	0	0	0	12	1	2	4	0	0	0	0	7
1415-1430	0	1	5	1	0	0	0	7	1	0	6	2	0	0	0	9
1430-1445	1	1	10	2	0	0	0	14	0	1	5	1	0	0	0	7
1445-1500	0	0	3	0	0	0	0	3	2	0	5	0	0	0	0	7
Hourly Total	2	3	26	5	0	0	0	36	4	3	20	3	0	0	0	30
1500-1515	1	2	2	0	0	0	0	5	1	2	4	1	0	0	0	8
1515-1530	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4
1530-1545	0	1	5	3	0	0	0	9	1	1	8	1	0	0	0	11
1545-1600	0	2	4	1	0	0	0	7	1	0	7	0	0	0	0	8
Hourly Total	1	5	14	4	0	0	0	24	3	3	22	3	0	0	0	31
1600-1615	2	2	6	2	0	0	0	12	0	1	4	1	0	0	0	6
1615-1630	1	1	8	1	0	0	0	11	2	1	1	0	0	0	0	6
1630-1645	0	3	4	0	0	0	0	7	1	2	5	1	0	0	0	9
1645-1700	1	1	3	0	0	0	0	5	2	2	4	1	0	0	0	9
Hourly Total	4	7	21	3	0	0	0	35	5	8	14	3	0	0	0	30
1700-1715	1	3	6	1	0	0	0	11	1	2	6	1	0	0	0	10
1715-1730	1	0	3	2	0	0	0	6	1	1	4	2	0	0	0	8
1730-1745	1	1	1	0	0	0	0	3	2	1	5	0	0	0	0	8
1745-1800	1	0	2	2	0	0	0	5	0	0	3	0	0	0	0	3
Hourly Total	4	4	12	5	0	0	0	25	4	4	18	3	0	0	0	29
1800-1815	3	1	5	1	0	0	0	10	1	0	3	2	0	0	0	6
1815-1830	1	4	4	3	0	0	0	12	0	3	1	2	0	0	0	6
1830-1845	2	0	2	1	0	0	0	5	2	0	1	0	0	0	0	3
1845-1900	1	2	3	3	0	0	0	9	0	3	2	1	0	0	0	5
Hourly Total	7	7	14	8	0	0	0	36	3	5	7	5	0	0	0	20
1900-1915	0	2	1	0	0	0	0	3	1	2	4	0	0	0	0	7
1915-1930	0	4	4	0</												

Approach: West Road

TIME	Northbound								Southbound							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000-0015	0	0	4	1	0	0	0	5	0	0	1	0	0	0	0	1
0015-0030	0	0	1	0	0	0	0	1	0	0	2	1	1	0	0	4
0030-0045	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0	1
0045-0100	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
Hourly Total	0	0	5	4	0	0	0	9	0	0	4	2	1	0	0	7
0100-0115	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5
0115-0130	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2
0130-0145	1	0	1	1	0	0	0	3	0	0	2	0	0	0	0	2
0145-0200	0	0	0	1	0	0	0	1	0	0	2	2	0	0	0	1
Hourly Total	1	0	4	2	0	0	0	7	0	0	9	3	1	0	0	13
0200-0215	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
0215-0230	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	1
0230-0245	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
0245-0300	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hourly Total	2	0	3	1	0	0	0	6	1	0	2	0	0	0	0	3
0300-0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315-0330	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	4
0330-0345	0	0	2	1	0	0	0	4	0	0	1	0	0	0	0	1
0345-0400	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
Hourly Total	1	0	3	1	0	0	0	5	1	0	3	3	0	0	0	7
0400-0415	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
0415-0430	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0430-0445	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	2
0445-0500	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	2	2	0	0	0	4	0	0	2	0	2	0	0	4
0500-0515	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
0515-0530	0	0	1	1	1	0	0	3	0	0	3	2	1	0	0	6
0530-0545	0	0	0	2	1	0	0	3	0	0	1	2	1	0	0	4
0545-0600	0	0	4	0	0	0	0	4	0	0	6	1	1	0	0	8
Hourly Total	0	0	6	3	2	0	0	11	0	0	11	5	3	0	0	19
0600-0615	0	0	1	2	0	0	0	3	0	1	1	1	2	1	0	6
0615-0630	0	0	1	2	0	0	0	4	0	0	5	2	3	1	0	11
0630-0645	0	0	4	5	2	0	0	11	1	0	12	5	2	0	0	15
0645-0700	1	0	3	3	1	0	0	8	2	0	12	2	0	0	0	19
Hourly Total	1	0	9	12	4	0	0	26	3	1	30	10	5	2	0	51
0700-0715	0	0	2	4	1	1	0	8	0	0	9	6	3	0	0	18
0715-0730	2	0	1	2	0	0	0	5	0	1	8	5	4	1	0	19
0730-0745	0	0	1	8	0	0	0	9	1	2	11	6	3	1	0	24
0745-0800	1	0	10	2	0	0	0	13	1	0	16	10	0	1	0	28
Hourly Total	3	0	14	16	1	1	0	35	2	3	44	27	10	3	0	89
0800-0815	2	0	7	7	1	0	0	17	0	0	11	9	2	1	0	23
0815-0830	0	1	3	4	2	1	0	11	0	0	6	6	0	0	0	12
0830-0845	0	2	2	4	0	0	0	8	2	3	11	7	0	0	0	20
0845-0900	0	1	9	9	0	0	0	19	0	2	13	2	0	0	0	17
Hourly Total	2	4	23	26	3	1	0	59	3	3	41	24	2	1	0	74
0900-0915	0	0	9	5	1	0	0	15	0	1	24	3	1	2	0	31
0915-0930	0	1	7	8	0	0	0	16	1	1	13	5	0	0	0	20
0930-0945	0	0	11	3	0	0	0	14	0	0	13	12	0	0	0	26
0945-1000	1	1	12	2	0	0	0	18	0	1	10	7	3	0	0	21
Hourly Total	1	2	39	20	1	2	0	65	1	3	60	27	4	3	0	98
1000-1015	0	1	8	5	1	1	0	16	3	1	11	11	3	0	0	29
1015-1030	0	1	6	3	2	1	0	13	0	0	11	10	1	0	0	22
1030-1045	1	1	8	13	2	0	0	25	0	3	14	5	2	0	0	24
1045-1100	0	1	12	8	0	0	0	21	1	1	6	6	1	0	0	15
Hourly Total	1	4	34	29	5	2	0	75	4	5	42	32	7	0	0	90
1100-1115	1	0	4	4	2	1	0	12	1	2	11	8	0	0	0	20
1115-1130	1	2	9	4	2	0	0	18	1	1	8	8	2	1	0	21
1130-1145	1	1	7	8	0	1	0	18	0	0	7	14	2	0	0	23
1145-1200	1	0	6	8	2	0	0	17	1	0	10	4	0	0	0	18
Hourly Total	4	3	26	24	6	2	0	65	3	3	36	34	4	1	0	82
1200-1215	0	1	14	5	0	1	0	21	1	2	11	8	1	1	0	24
1215-1230	0	3	10	2	1	0	0	16	0	0	9	7	0	0	0	16
1230-1245	0	2	8	13	0	0	0	23	1	1	10	10	2	1	0	25
1245-1300	3	6	38	9	2	1	0	21	0	2	13	15	0	0	0	30
Hourly Total	3	8	56	29	3	2	0	81	2	5	43	40	3	2	0	95
1300-1315	3	0	14	10	1	0	0	28	1	1	21	8	1	0	0	32
1315-1330	1	0	19	3	0	0	0	23	5	0	16	12	0	1	0	34
1330-1345	3	1	17	9	0	0	0	30	1	0	11	9	0	0	0	21
1345-1400	2	0	13	4	0	0	0	19	0	1	8	7	0	0	0	16
Hourly Total	9	1	63	26	1	0	0	100	7	2	56	36	1	1	0	103
1400-1415	0	1	14	10	0	0	0	25	2	2	9	11	0	0	0	24
1415-1430	1	3	14	9	0	0	0	27	0	2	8	11	0	0	0	21
1430-1445	0	1	16	7	0	0	0	24	0	1	15	9	0	0	0	25
1445-1500	2	2	10	9	1	0	0	24	0	1	7	5	0	0	0	13
Hourly Total	3	7	54	35	1	0	0	100	2	6	39	36	0	0	0	83
1500-1515	0	0	12	4	0	0	0	16	0	0	8	6	1	0	0	15
1515-1530	1	1	14	2	0	0	0	20	0	0	12	8	0	0	0	15
1530-1545	1	0	11	10	1	0	0	23	1	0	13	8	1	0	0	23
1545-1600	1	0	12	6	0	1	0	20	3	1	6	4	0	0	0	14
Hourly Total	3	1	49	29	2	1	0	85	4	1	35	24	2	1	0	67
1600-1615	1	2	11	7	0	0	0	21	1	0	12	3	0	0	0	16
1615-1630	1	4	20	3	0	0	0	29	1	0	7	8	0	0	0	16
1630-1645	0	0	15	6	0	0	0	21	2	3	17	5	0	0	0	27
1645-1700	0	3	14	6	0	0	0	23	0	0	12	4	0	0	0	16
Hourly Total	2	9	60	22	0	1	0	94	4	3	48	20	0	0	0	75
1700-1715	1	4	20	4	0	0	0	29	0	1	6	4	0	0	0	11
1715-1730	0	0	11	5	0	0	0	16	1	2	10	2	1	0	0	16
1730-1745	3	3	18	2	0	0	0	28	2	0	7	3	0	0	0	13
1745-1800	3	2	8	1	0	0	0	14	3	3	3	3	0	0	0	12
Hourly Total	7	9	57	12	2	0	0	87	6	6	26	12	1	1	0	52
1800-1815	3	2	17	0	0	0	0	22	1	1	2	0	0	0	0	4
1815-1830	0	1	7	2	1	0	0	11	0	1	5	2	0	0	0	8
1830-1845	0	2	9	1	0	0	0	12	1	3	1	3	1	0	0	9
1845-1900	2	0	6	0	0	0	0	8	3	2	2	0	0	0	0	7
Hourly Total	5	5	39	3	1	0	0	53	5	7	10	5				

Approach: West Road

	Northbound								Southbound							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000-0015	0	1	3	2	0	0	0	6	1	0	3	0	0	0	0	4
0015-0030	0	1	2	1	0	0	0	4	0	1	5	1	0	0	0	7
0030-0045	0	1	2	0	0	0	0	4	0	1	2	0	0	0	0	3
0045-0100	0	0	2	2	0	0	0	4	0	0	1	1	0	0	0	2
Hourly Total	0	3	9	6	0	0	0	18	1	2	11	2	0	0	0	16
0100-0115	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2
0115-0130	0	0	4	0	0	0	0	4	0	0	3	1	0	0	0	4
0130-0145	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
0145-0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	1	0	6	2	0	0	0	9	0	0	6	1	0	0	0	6
0200-0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215-0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230-0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245-0300	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
0300-0315	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0315-0330	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2
0330-0345	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	2
0345-0400	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	2	0	0	0	2	0	1	1	5	0	0	0	6
0400-0415	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
0415-0430	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
0430-0445	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
0445-0500	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	3	0	0	0	4	0	0	0	1	0	0	0	1
0500-0515	0	0	0	1	0	0	0	1	0	0	3	2	0	0	0	5
0515-0530	0	0	0	1	0	0	0	1	0	0	2	2	0	0	0	4
0530-0545	0	0	3	1	0	1	0	5	0	0	2	1	1	0	0	4
0545-0600	0	0	2	2	0	0	0	4	0	0	5	2	0	0	0	7
Hourly Total	0	0	5	5	0	1	0	11	0	0	12	7	1	0	0	20
0600-0615	0	0	3	1	0	0	0	4	0	1	0	2	0	0	0	3
0615-0630	0	0	3	1	0	0	0	5	0	0	3	2	2	0	0	8
0630-0645	0	0	4	3	1	0	0	8	1	0	9	0	3	0	0	13
0645-0700	0	0	6	1	1	0	0	8	3	1	18	9	1	0	0	32
Hourly Total	0	0	16	6	3	0	0	25	4	2	30	13	6	1	0	56
0700-0715	3	0	2	4	1	0	0	10	1	0	10	10	1	1	0	24
0715-0730	2	0	2	1	0	0	0	10	0	1	4	4	5	0	0	14
0730-0745	0	0	2	4	0	0	0	6	1	1	10	4	0	0	0	16
0745-0800	0	0	7	3	0	0	0	10	0	1	11	9	4	0	0	25
Hourly Total	5	0	13	16	2	0	0	36	2	3	36	27	10	1	0	79
0800-0815	0	0	4	4	2	0	0	10	1	0	7	10	1	1	0	20
0815-0830	1	0	1	3	0	0	0	5	0	0	9	5	0	1	0	15
0830-0845	1	0	4	11	4	0	0	20	1	0	11	8	0	0	0	25
0845-0900	0	0	5	7	1	0	0	13	1	1	9	2	1	0	0	14
Hourly Total	2	0	14	25	7	0	0	48	3	1	36	25	2	2	0	69
0900-0915	2	0	3	2	1	0	0	8	0	1	13	6	1	0	0	21
0915-0930	1	0	2	6	3	0	0	12	2	0	14	7	0	0	0	23
0930-0945	1	0	8	4	0	0	0	14	0	0	11	8	1	0	0	20
0945-1000	0	1	5	5	1	1	0	13	2	1	12	10	2	0	0	27
Hourly Total	4	1	18	17	5	2	0	47	4	2	50	31	4	0	0	91
1000-1015	0	0	13	5	1	0	0	19	1	0	14	6	2	0	0	23
1015-1030	0	1	7	9	0	0	0	17	0	0	11	13	1	1	0	26
1030-1045	1	0	12	13	2	0	0	28	0	0	12	14	1	0	0	27
1045-1100	0	2	14	14	0	0	0	26	1	1	7	5	0	0	0	16
Hourly Total	1	3	46	37	3	0	0	90	2	1	44	38	4	3	0	92
1100-1115	1	0	5	6	1	0	0	13	0	0	9	14	1	2	0	26
1115-1130	1	0	12	12	0	0	0	26	1	2	17	8	1	0	0	29
1130-1145	2	1	9	5	1	0	0	18	0	1	10	9	0	0	0	20
1145-1200	0	0	8	6	1	0	0	15	2	0	8	8	0	0	0	19
Hourly Total	4	2	34	29	3	0	0	72	3	3	44	39	2	3	0	94
1200-1215	3	1	7	12	0	1	0	24	0	0	11	13	1	0	0	25
1215-1230	1	1	12	10	0	1	0	25	1	0	11	5	1	0	0	18
1230-1245	0	2	10	11	2	0	0	25	0	0	6	10	2	1	0	19
1245-1300	1	1	13	8	1	0	0	24	1	2	15	17	4	1	0	40
Hourly Total	5	4	42	41	3	2	0	98	2	2	43	45	8	2	0	102
1300-1315	0	3	8	3	1	0	0	15	0	2	9	8	1	0	0	20
1315-1330	1	0	4	5	2	1	0	13	1	1	8	5	2	2	0	19
1330-1345	1	0	10	3	0	0	0	14	1	0	13	6	1	0	0	21
1345-1400	1	0	15	7	1	0	0	24	2	0	10	6	0	0	0	18
Hourly Total	3	3	37	18	4	1	0	66	4	3	40	25	4	2	0	75
1400-1415	3	6	12	2	0	0	0	29	1	0	8	6	0	0	0	15
1415-1430	1	0	7	8	1	0	0	17	0	2	8	5	0	0	0	15
1430-1445	1	1	7	5	2	0	0	16	1	1	7	6	2	0	0	17
1445-1500	1	1	7	5	1	0	0	15	1	1	12	4	0	0	0	18
Hourly Total	6	8	33	26	4	0	0	77	3	4	35	21	2	0	0	65
1500-1515	1	1	16	3	0	0	0	21	1	1	9	5	1	0	0	18
1515-1530	0	4	11	6	2	0	0	23	0	1	10	5	2	0	0	19
1530-1545	2	3	20	0	2	1	0	28	1	2	12	5	0	0	0	20
1545-1600	1	1	15	9	0	0	1	27	1	2	14	5	0	1	0	23
Hourly Total	4	9	62	18	4	1	1	99	4	6	45	20	3	1	0	79
1600-1615	1	3	9	3	0	0	0	16	0	0	5	3	0	0	0	8
1615-1630	2	1	22	2	0	0	0	29	4	0	12	7	0	0	0	23
1630-1645	3	3	14	4	0	0	0	24	2	5	11	5	0	0	0	23
1645-1700	4	1	11	5	0	0	0	21	0	3	4	8	0	0	0	15
Hourly Total	10	8	56	16	0	0	0	90	6	8	32	23	0	0	0	69
1700-1715	0	1	19	6	0	0	0	26	0	0	10	7	1	0	0	18
1715-1730	3	5	18	5	0	0	0	31	2	3	7	4	0	0	0	16
1730-1745	1	3	22	4	1	0	0	31	1	3	5	2	0	0	0	11
1745-1800	0	2	3	0	0	0	0	5	2	3	3	3	0	0	0	11
Hourly Total	4	11	62	15	1	0	0	93	5	9	25	16	1	0	0	56
1800-1815	0	5	6	1	0	0	0	12	1	4	15	2	0	0	0	22
1815-1830	0	1	2	1	0	0	0	4	3	0	7	2	0	0	0	12
1830-1845	2	1	4	2	0	0	0	9	0	2	4	0	0	0	0	6
1845-1900	0	1	9	2	0	0	0	12	0	0	3	2	2	0	0	7
Hourly Total	2	8	21	6	0	0	0	37	4	6	29	6	2</			

Approach: West Road

TIME	Northbound								Southbound							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000-0015	0	1	4	1	0	0	0	6	0	1	3	1	1	1	0	7
0015-0030	0	0	1	0	1	0	0	2	0	0	1	0	0	0	0	1
0030-0045	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1
0045-0100	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3
Hourly Total	0	1	6	2	1	0	0	10	0	2	5	2	2	1	0	12
0100-0115	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	2
0115-0130	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2
0130-0145	1	0	2	2	0	0	0	5	0	0	1	1	0	0	0	2
0145-0200	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	1	0	4	4	1	0	0	10	0	0	5	1	0	0	0	6
0200-0215	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0215-0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230-0245	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0245-0300	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Hourly Total	0	0	1	0	0	0	0	1	0	0	0	3	1	0	0	2
0300-0315	0	0	0	2	0	0	0	2	0	0	2	0	0	0	0	2
0315-0330	0	0	1	2	0	0	0	3	0	0	0	2	0	0	0	2
0330-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1
Hourly Total	0	0	1	4	1	0	0	6	0	0	2	3	0	0	0	5
0400-0415	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
0415-0430	0	0	1	1	0	1	0	3	0	0	1	1	0	0	0	2
0430-0445	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0445-0500	1	0	1	1	0	0	0	3	0	0	1	0	0	0	0	1
Hourly Total	1	0	3	3	0	1	0	8	0	0	2	1	0	0	0	3
0500-0515	0	0	0	1	0	0	0	1	0	0	2	2	0	0	0	2
0515-0530	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1
0530-0545	0	0	1	0	0	0	0	1	0	0	3	2	1	1	0	7
0545-0600	1	0	3	2	1	0	0	7	0	0	3	3	2	0	0	8
Hourly Total	1	0	6	2	1	0	0	10	0	0	8	5	4	1	0	18
0600-0615	0	0	1	3	1	0	0	5	0	1	3	4	2	0	0	10
0615-0630	0	0	1	2	1	0	0	5	0	0	1	2	2	0	0	5
0630-0645	0	0	5	3	1	0	0	9	0	0	14	3	3	0	0	20
0645-0700	0	0	3	1	0	0	0	4	1	1	11	5	2	1	0	21
Hourly Total	0	0	10	9	3	0	0	23	1	2	29	14	9	1	0	56
0700-0715	0	0	0	4	3	0	0	7	1	1	11	8	2	0	0	23
0715-0730	0	0	2	6	0	0	0	8	0	0	8	7	3	1	0	19
0730-0745	0	0	2	3	1	0	0	6	0	1	13	3	3	0	0	20
0745-0800	0	0	4	5	0	0	0	9	0	1	15	2	3	0	0	21
Hourly Total	0	0	8	18	4	0	0	30	1	3	47	20	11	1	0	83
0800-0815	0	0	4	4	0	0	0	8	0	0	12	2	1	0	0	15
0815-0830	0	0	7	6	1	0	0	14	1	1	9	8	1	1	0	21
0830-0845	1	0	4	4	0	0	0	10	2	0	10	10	0	0	0	22
0845-0900	0	0	4	4	0	0	0	8	0	0	10	7	1	0	0	18
Hourly Total	1	0	19	19	1	0	0	40	3	1	41	27	3	1	0	76
0900-0915	0	0	2	4	0	0	0	6	0	2	15	5	0	0	0	22
0915-0930	0	0	6	4	1	0	0	12	0	1	11	7	3	0	0	22
0930-0945	1	0	6	8	3	0	0	18	0	1	9	14	2	0	0	26
0945-1000	1	0	6	12	0	1	0	20	0	0	19	9	1	1	0	30
Hourly Total	2	0	20	28	4	2	0	56	0	4	54	35	6	1	0	100
1000-1015	0	1	18	5	2	0	0	26	1	0	11	8	2	0	0	22
1015-1030	0	0	8	9	1	0	0	18	1	0	7	7	0	0	0	15
1030-1045	1	2	7	5	0	0	0	15	0	0	13	5	0	0	0	18
1045-1100	0	1	16	12	0	0	0	30	1	2	14	5	2	0	0	24
Hourly Total	1	4	49	31	4	0	0	89	3	2	45	25	4	0	0	79
1100-1115	0	1	12	8	0	0	0	21	0	1	16	11	3	0	0	31
1115-1130	1	0	13	5	0	0	0	19	0	1	12	7	0	0	0	20
1130-1145	0	1	10	8	2	1	0	22	2	1	12	12	2	1	0	30
1145-1200	2	0	8	10	1	1	0	21	0	0	12	5	1	0	0	19
Hourly Total	3	7	43	31	3	2	0	89	3	3	52	35	6	1	0	100
1200-1215	0	1	12	7	0	0	0	20	0	2	16	10	2	0	0	30
1215-1230	0	0	13	5	1	0	0	19	1	1	11	8	3	1	0	25
1230-1245	2	0	13	9	1	0	0	25	1	0	14	12	0	0	0	27
1245-1300	1	0	14	5	0	2	0	22	1	2	13	5	1	0	0	22
Hourly Total	3	1	52	26	2	2	0	86	3	6	54	35	6	1	0	104
1300-1315	0	1	9	12	1	0	0	23	1	1	10	11	0	0	0	23
1315-1330	2	4	11	4	1	1	0	23	0	0	8	5	0	0	0	13
1330-1345	1	2	8	9	0	0	0	20	1	1	10	7	0	0	0	19
1345-1400	0	1	13	5	0	0	0	19	0	2	13	9	0	0	0	24
Hourly Total	3	8	41	30	2	1	0	85	2	4	41	32	0	0	0	79
1400-1415	1	1	12	11	0	0	0	25	4	1	16	9	1	0	0	31
1415-1430	0	1	19	3	0	0	0	23	1	0	12	6	0	1	0	20
1430-1445	1	3	10	9	0	0	0	23	2	3	10	10	0	0	0	25
1445-1500	3	2	7	10	0	0	0	22	0	0	7	6	0	0	0	13
Hourly Total	5	7	48	33	0	0	0	83	7	4	45	31	1	1	0	89
1500-1515	1	1	12	4	0	0	0	18	1	2	11	5	1	0	0	20
1515-1530	1	2	13	3	0	0	0	19	0	3	5	8	1	0	0	17
1530-1545	2	1	6	8	2	1	0	20	1	0	10	6	1	0	0	18
1545-1600	1	0	14	3	1	0	0	19	1	0	9	2	0	0	0	12
Hourly Total	5	4	45	18	3	1	0	76	3	5	35	21	3	0	0	67
1600-1615	0	2	6	3	0	0	0	11	2	1	8	3	1	0	0	15
1615-1630	3	3	19	4	1	0	0	30	1	3	10	3	1	0	0	18
1630-1645	0	2	16	4	1	0	0	23	0	2	6	3	0	0	0	11
1645-1700	0	5	14	5	0	0	0	24	1	3	7	4	0	0	0	15
Hourly Total	3	12	55	16	2	0	0	88	4	9	31	13	2	0	0	59
1700-1715	2	4	27	0	0	0	0	33	1	4	5	1	0	0	0	11
1715-1730	1	1	15	1	0	0	0	19	2	2	6	2	2	1	0	15
1730-1745	0	1	13	5	0	0	0	19	0	2	6	0	0	0	0	8
1745-1800	2	4	8	2	0	1	0	17	0	4	5	5	0	1	0	15
Hourly Total	5	10	63	8	0	2	0	88	3	12	22	8	2	2	0	49
1800-1815	1	2	15	1	0	0	0	19	1	3	5	1	0	0	0	10
1815-1830	0	3	7	2	0	0	0	12	2	3	5	1	0	0	0	11
1830-1845	2	1	7	0	0	0	0	10	0	0	2	4	0	0	0	6
1845-1900	1	1	4	2	0	0	0	7	5	3	5	0	0	0	0	10
Hourly Total	4	7	33	4	0	0	0	48	6	8	17	6				

Approach: West Road

TIME	Northbound								Southbound							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000-0015	0	0	0	0	0	1	0	0	1	0	3	1	2	0	0	6
0015-0030	0	1	3	1	0	0	0	5	0	1	0	1	0	0	0	2
0030-0045	1	0	1	1	0	0	0	3	0	0	1	1	0	0	0	1
0045-0100	0	0	1	2	0	0	0	3	0	1	0	0	0	0	0	1
Hourly Total	1	1	5	4	1	0	0	12	0	5	2	3	0	0	0	10
0100-0115	2	0	1	0	0	0	0	3	1	0	1	0	0	0	0	2
0115-0130	0	0	2	0	0	0	0	2	1	0	1	0	0	0	0	2
0130-0145	1	1	1	0	0	0	0	3	0	0	1	0	0	0	0	1
0145-0200	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
Hourly Total	4	1	4	1	0	0	0	10	3	0	3	0	0	0	0	6
0200-0215	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2
0215-0230	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	2
0230-0245	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0245-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	2	0	0	0	0	0	2	3	0	1	0	1	0	0	5
0300-0315	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1
0315-0330	1	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1
0330-0345	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1
0345-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	1	1	0	0	5	0	0	1	2	0	0	0	3
0400-0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415-0430	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
0430-0445	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0445-0500	0	0	2	1	0	0	0	3	0	0	2	1	0	0	0	3
Hourly Total	0	0	3	1	0	0	0	4	0	0	3	2	0	0	0	5
0500-0515	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	2
0515-0530	0	0	1	0	1	0	0	2	0	0	1	1	0	0	0	2
0530-0545	0	0	1	0	1	0	0	2	0	0	3	4	0	0	0	7
0545-0600	0	0	5	2	0	0	0	7	0	0	7	0	0	0	0	7
Hourly Total	0	0	7	4	2	0	0	13	0	0	11	5	2	0	0	18
0600-0615	0	0	1	1	0	0	0	2	0	1	2	2	1	0	0	6
0615-0630	0	0	2	2	1	0	0	5	0	0	5	1	3	0	0	9
0630-0645	0	0	3	2	0	0	0	5	1	0	13	1	0	1	0	16
0645-0700	1	0	3	2	2	0	0	8	2	0	18	5	5	1	0	31
Hourly Total	1	0	9	7	3	0	0	20	3	1	38	9	9	2	0	62
0700-0715	1	0	2	2	0	1	0	6	1	0	10	5	3	0	0	19
0715-0730	1	0	0	4	0	0	0	6	1	0	6	4	1	1	0	13
0730-0745	0	0	3	2	2	0	0	7	0	1	13	7	3	0	0	24
0745-0800	1	0	6	1	0	0	0	8	1	0	14	13	2	0	0	30
Hourly Total	3	0	11	9	2	2	0	27	3	1	43	29	9	1	0	86
0800-0815	0	0	2	9	1	0	0	12	1	1	8	10	0	0	0	20
0815-0830	1	1	1	4	0	0	0	7	1	0	13	8	0	0	0	22
0830-0845	0	1	7	8	0	0	0	16	0	1	9	8	1	0	0	19
0845-0900	0	1	6	8	0	1	1	17	2	2	20	9	1	0	0	34
Hourly Total	1	3	16	29	1	1	1	52	4	4	50	35	2	0	0	95
0900-0915	0	0	3	2	0	0	0	5	0	1	17	4	1	0	0	23
0915-0930	2	2	6	4	2	0	0	16	2	0	10	5	1	0	0	16
0930-0945	1	1	7	8	0	0	0	17	0	1	9	10	1	0	0	21
0945-1000	0	0	9	8	1	0	0	19	2	0	13	4	3	1	0	23
Hourly Total	3	3	26	22	3	1	0	57	4	2	49	23	6	1	0	85
1000-1015	0	2	5	5	0	0	0	12	1	0	12	10	0	1	0	24
1015-1030	1	1	15	5	2	0	0	24	1	1	11	3	1	0	0	17
1030-1045	2	1	17	7	0	1	0	28	1	2	11	7	1	0	0	22
1045-1100	2	0	3	8	2	0	0	15	2	0	9	9	1	0	0	21
Hourly Total	5	4	40	25	4	1	0	79	5	3	43	29	3	1	0	84
1100-1115	2	1	10	10	0	0	0	23	1	1	14	10	0	0	0	26
1115-1130	1	1	14	8	0	0	0	24	0	2	16	8	1	1	0	28
1130-1145	1	0	19	11	0	1	0	32	0	1	13	12	0	0	0	26
1145-1200	1	0	15	6	0	0	0	23	1	2	11	6	0	0	0	20
Hourly Total	5	2	58	35	0	1	0	102	2	6	54	36	1	1	0	100
1200-1215	1	1	8	8	0	2	0	20	0	2	14	9	5	0	0	30
1215-1230	1	0	17	11	4	0	0	33	0	1	15	4	0	2	0	22
1230-1245	0	0	11	8	0	2	0	21	0	1	13	4	1	1	0	20
1245-1300	1	0	11	8	1	0	0	21	0	0	8	15	3	0	0	16
Hourly Total	3	1	47	35	5	4	0	95	0	4	50	22	9	3	0	88
1300-1315	2	1	12	12	1	0	0	26	0	0	15	10	0	1	0	29
1315-1330	1	3	8	6	0	0	0	18	2	2	7	8	2	1	0	22
1330-1345	1	2	14	8	2	0	0	27	2	1	17	7	0	0	0	27
1345-1400	0	2	10	7	0	2	0	21	0	1	13	10	1	0	0	25
Hourly Total	4	8	44	30	3	3	0	92	6	5	52	35	3	2	0	103
1400-1415	1	0	10	5	0	0	0	16	2	0	16	10	5	0	0	20
1415-1430	1	0	13	4	0	0	0	18	0	0	11	8	0	0	0	19
1430-1445	1	1	11	2	0	1	0	16	2	1	19	5	3	0	0	30
1445-1500	0	3	15	9	3	1	0	31	1	4	9	4	1	0	0	19
Hourly Total	3	4	49	20	3	2	0	81	5	7	49	22	4	1	0	88
1500-1515	1	0	12	6	1	1	0	21	0	0	14	10	0	0	0	24
1515-1530	1	2	15	7	0	0	0	26	1	0	8	7	2	0	0	16
1530-1545	2	0	9	7	1	0	0	19	0	3	8	7	1	0	0	19
1545-1600	3	2	9	7	0	0	0	21	3	1	11	5	1	0	0	21
Hourly Total	7	4	45	27	3	1	0	87	4	4	41	29	4	0	0	82
1600-1615	2	0	12	7	2	0	0	23	2	0	11	4	0	1	0	18
1615-1630	0	1	24	5	1	0	0	31	0	1	9	2	0	1	0	13
1630-1645	0	5	16	0	0	0	0	21	1	0	15	3	1	1	0	21
1645-1700	1	0	11	2	0	0	0	14	1	2	5	3	1	1	0	13
Hourly Total	3	6	63	14	3	0	0	89	4	3	40	12	2	4	0	65
1700-1715	2	3	30	3	0	0	0	38	2	2	15	6	1	0	0	26
1715-1730	0	0	22	5	1	0	0	28	1	0	2	3	0	0	0	6
1730-1745	4	2	12	3	0	0	0	21	1	3	3	2	1	0	0	10
1745-1800	3	2	7	2	0	0	0	14	2	0	4	3	0	0	0	9
Hourly Total	9	7	71	13	1	0	0	101	6	5	24	14	2	0	0	51
1800-1815	2	3	13	4	0	0	0	22	0	3	10	1	0	0	0	14
1815-1830	0	0	6	1	0	0	0	7	0	2	4	0	0	0	0	6
1830-1845	0	4	5	0	0	0	0	9	1	1	5	1	0	0	0	8
1845-1900	1	0	6	0	0	0	0	7	1	1	3	1	0	0	0	6
Hourly Total	3	7	30	5	0	0	0	45	2	7	22	3	0			

Approach: West Road

TIME	Northbound								Southbound							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000-0015	0	0	1	2	0	0	0	3	0	0	4	0	2	0	0	0
0015-0030	0	0	3	1	0	0	0	4	0	0	1	1	0	0	0	2
0030-0045	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
0045-0100	0	0	1	1	0	0	0	1	0	0	2	0	1	0	0	3
Hourly Total	0	0	6	3	0	0	0	9	0	4	6	3	1	0	0	14
0100-0115	0	0	1	0	1	0	0	2	0	1	4	0	0	0	0	5
0115-0130	1	0	2	1	0	0	0	4	0	0	1	0	0	0	0	1
0130-0145	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1
0145-0200	1	0	0	1	0	0	0	2	1	0	0	1	0	0	0	2
Hourly Total	2	1	3	2	1	0	0	9	1	1	5	2	0	0	0	9
0200-0215	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
0215-0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230-0245	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0
0245-0300	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	4	3	0	0	0	7	0	0	1	0	0	0	0	1
0300-0315	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	2
0315-0330	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
0330-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
Hourly Total	0	0	1	1	0	0	0	2	0	0	2	3	0	0	0	5
0400-0415	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
0415-0430	0	0	2	1	0	0	0	3	0	0	0	1	0	0	0	1
0430-0445	0	0	1	1	0	0	0	2	0	0	1	1	0	0	0	2
0445-0500	0	0	1	1	0	0	0	2	0	0	0	2	0	0	0	2
Hourly Total	0	0	4	4	0	0	0	8	0	0	1	5	0	0	0	6
0500-0515	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	2
0515-0530	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
0530-0545	0	0	1	1	0	0	0	2	0	0	4	1	0	0	0	5
0545-0600	0	0	4	0	2	0	0	6	0	0	6	1	2	0	0	9
Hourly Total	0	0	5	3	2	0	0	10	0	0	11	3	4	0	0	18
0600-0615	0	0	2	1	0	0	0	3	0	1	5	3	2	0	0	11
0615-0630	0	0	1	2	2	0	0	5	0	0	8	4	2	0	0	14
0630-0645	0	0	7	2	1	0	0	10	0	0	15	1	1	1	0	18
0645-0700	1	0	1	2	1	0	0	5	0	1	21	4	1	0	0	27
Hourly Total	1	0	11	7	4	0	0	23	0	2	49	12	6	1	0	70
0700-0715	0	0	2	2	2	0	0	7	2	0	8	5	1	1	0	17
0715-0730	0	0	2	2	0	0	0	8	0	2	12	11	2	1	0	26
0730-0745	0	1	2	4	0	1	0	8	0	1	11	7	1	1	0	21
0745-0800	1	0	3	3	0	0	0	7	0	0	12	7	3	0	0	22
Hourly Total	2	1	9	13	4	1	0	30	2	3	43	30	7	3	0	88
0800-0815	0	0	4	5	0	0	0	9	1	0	7	6	0	1	0	15
0815-0830	0	1	9	11	0	0	0	21	0	2	15	10	0	1	0	28
0830-0845	0	0	4	4	0	0	0	10	0	2	17	7	0	0	0	27
0845-0900	0	1	3	5	2	0	1	12	1	1	18	7	2	0	0	29
Hourly Total	0	2	20	25	4	0	1	52	2	4	57	30	2	4	0	99
0900-0915	1	0	7	9	0	0	0	17	0	1	19	11	3	0	0	34
0915-0930	0	1	10	10	1	0	0	22	0	2	15	10	0	0	0	27
0930-0945	0	1	15	6	1	0	0	23	0	1	16	9	0	0	0	27
0945-1000	0	1	8	8	0	1	0	18	1	2	5	8	1	0	0	17
Hourly Total	1	3	40	33	2	1	0	80	1	6	55	38	6	0	0	105
1000-1015	1	3	10	9	0	0	0	23	1	2	15	6	0	0	0	24
1015-1030	0	1	16	2	0	1	0	20	0	0	9	11	1	0	0	21
1030-1045	1	1	14	8	1	2	0	27	0	1	13	9	0	0	0	23
1045-1100	0	0	14	10	0	0	0	24	0	1	17	6	1	0	0	25
Hourly Total	2	5	54	29	1	3	0	94	1	4	54	32	2	0	0	93
1100-1115	0	0	15	5	0	0	0	20	0	2	10	12	0	0	0	24
1115-1130	0	4	5	11	0	0	0	20	1	2	4	13	1	1	0	22
1130-1145	0	0	11	7	3	0	0	21	0	0	15	5	0	0	0	20
1145-1200	2	3	17	9	1	0	0	32	1	2	13	10	2	0	0	28
Hourly Total	2	7	48	32	4	0	0	93	2	6	42	40	3	1	0	94
1200-1215	2	2	22	9	1	0	0	36	0	3	9	6	2	1	0	21
1215-1230	0	3	11	8	0	0	0	22	1	1	11	8	0	0	0	22
1230-1245	1	4	15	11	2	2	0	35	1	2	4	12	1	1	0	21
1245-1300	0	0	8	8	0	0	0	16	1	1	13	4	0	0	0	19
Hourly Total	3	9	56	36	3	2	0	109	4	7	37	30	3	2	0	83
1300-1315	0	3	11	10	0	0	0	24	0	0	6	12	0	0	0	18
1315-1330	1	1	11	5	0	0	0	18	1	3	8	10	1	1	0	24
1330-1345	0	3	10	12	0	0	0	25	1	3	9	10	0	0	0	23
1345-1400	0	2	13	5	0	0	0	20	0	0	13	8	0	0	0	21
Hourly Total	1	6	45	32	0	0	0	87	2	6	36	40	1	1	0	85
1400-1415	0	4	12	5	0	0	0	22	0	2	10	7	1	0	0	20
1415-1430	0	1	12	11	1	0	0	25	1	2	6	10	0	0	0	19
1430-1445	1	0	15	6	0	2	0	24	0	0	11	9	0	0	0	20
1445-1500	1	4	15	8	0	0	0	28	0	2	14	7	0	0	0	23
Hourly Total	2	9	54	30	1	3	0	99	1	6	41	33	1	0	0	82
1500-1515	0	0	11	7	0	0	0	18	0	4	13	4	0	1	0	22
1515-1530	0	1	10	2	0	0	0	13	1	1	17	5	1	0	0	26
1530-1545	1	1	15	11	0	0	0	28	1	2	10	6	0	0	0	19
1545-1600	0	3	19	10	1	1	2	36	0	0	9	7	1	1	0	18
Hourly Total	1	5	55	30	1	1	2	95	2	7	49	22	2	2	0	84
1600-1615	0	3	11	2	0	0	1	17	2	1	13	4	0	0	0	19
1615-1630	1	3	13	3	0	0	0	20	0	2	12	6	0	0	0	21
1630-1645	2	4	17	2	0	0	0	26	1	2	12	4	0	0	0	19
1645-1700	1	3	16	4	0	0	0	24	2	3	14	5	0	0	0	24
Hourly Total	3	13	57	11	0	1	0	85	5	8	51	19	1	1	0	85
1700-1715	2	1	28	5	0	0	0	36	3	1	9	2	0	0	0	15
1715-1730	2	3	25	1	0	0	0	31	3	4	7	2	0	0	0	16
1730-1745	3	1	10	2	0	0	0	16	2	3	4	1	0	0	0	10
1745-1800	0	3	12	2	0	0	0	17	1	2	2	3	0	0	0	8
Hourly Total	7	8	76	10	0	0	0	100	9	10	22	8	0	0	0	49
1800-1815	2	8	18	2	0	0	0	30	2	3	7	3	0	0	0	16
1815-1830	0	1	10	0	0	0	0	11	1	4	6	1	0	0	0	12
1830-1845	2	0	9	1	0	0	0	12	2	1	4	3	1	0	0	11
1845-1900	2	0	10	1	1	0	0	14	1	0	1	1	0	0	0	3
Hourly Total	6	9	47	4	1	0	0	67	6</							

Junction: 1
Approach: West Road North

TIME	Left to Hotspur Industrial Estate								Ahead to West Road (S)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	0	2	2	0	0	0	5	1	0	3	9	1	1	0	15	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	2	0	0	3	0	0	1	6	3	0	0	10	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	3	4	0	0	0	7	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	3	1	0	0	5	0	1	5	5	3	1	0	15	0	0	0	0	0	0	0	0
Hourly Total	1	0	5	5	3	0	0	14	1	1	12	24	7	2	0	47	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	2	2	0	0	0	4	1	0	2	7	1	0	0	11	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	1	0	0	1	0	2	0	0	6	5	0	0	0	11	0	0	0	0	0	0	0	0
08:30 - 08:45	1	0	2	3	0	0	0	6	0	0	5	4	0	0	0	9	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	1	0	5	5	0	1	0	12	1	0	15	19	2	0	0	37	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	1	1	1	0	0	3	0	1	7	4	0	0	0	12	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	0	0	0	0	1	1	0	4	5	0	0	0	10	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	1	2	1	0	0	4	0	0	10	4	0	0	0	14	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	1	0	0	0	1	0	2	5	6	1	1	0	15	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	4	2	0	0	9	1	3	26	19	1	1	0	51	0	0	0	0	0	0	0	0
10:00 - 10:15	1	0	1	1	1	0	0	4	0	0	5	3	1	0	0	9	0	0	2	0	0	0	0	2
10:15 - 10:30	0	0	3	0	0	0	0	3	0	0	6	8	1	0	0	15	0	0	1	1	0	0	0	2
10:30 - 10:45	0	0	5	3	1	0	0	9	1	0	3	6	0	0	0	10	0	0	1	0	0	0	0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0	2	4	5	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	1	0	9	4	2	0	0	16	1	2	18	22	2	0	0	45	0	0	4	1	0	0	0	5
11:00 - 11:15	0	0	1	2	1	0	0	4	0	0	6	10	0	2	0	18	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	4	2	1	0	0	7	0	3	4	2	0	0	0	9	0	0	2	0	0	0	0	2
11:30 - 11:45	0	0	1	2	0	0	0	3	1	1	5	4	0	0	0	11	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	3	1	0	0	0	4	2	0	2	5	0	0	0	9	0	0	2	0	0	0	0	2
Hourly Total	0	0	9	7	2	0	0	18	3	4	17	21	0	2	0	47	0	0	5	0	0	0	0	5
12:00 - 12:15	0	0	2	2	0	0	0	4	0	0	3	8	0	0	0	11	0	0	1	1	0	0	0	2
12:15 - 12:30	0	0	1	2	1	0	0	4	1	0	6	4	1	0	0	12	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	1	1	0	0	2	0	0	3	5	2	0	0	10	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	3	5	2	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	5	2	0	0	10	1	0	15	22	5	0	0	43	0	0	2	1	0	0	0	3
13:00 - 13:15	0	0	0	0	1	0	0	1	1	2	6	5	0	0	0	14	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	1	0	1	0	2	2	1	5	2	2	1	0	13	0	0	0	1	0	0	0	1
13:30 - 13:45	0	0	1	1	1	0	0	3	1	0	6	5	0	0	0	12	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	1	2	0	0	0	3	3	1	5	4	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	4	2	1	0	9	7	4	22	16	2	1	0	52	0	0	1	1	0	0	0	2
14:00 - 14:15	0	0	0	1	0	0	0	1	1	0	5	3	0	0	0	9	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	1	1	0	0	0	2	0	2	5	3	0	0	0	10	0	0	1	0	0	0	0	1
14:30 - 14:45	0	0	0	0	1	0	0	1	2	2	9	2	1	0	0	16	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	2	2	0	0	0	4	2	1	8	1	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	4	1	0	0	8	5	5	27	9	1	0	0	47	0	0	3	0	0	0	0	3
15:00 - 15:15	0	0	1	0	1	0	0	2	2	0	6	5	0	0	0	13	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	1	3	1	0	0	5	0	0	4	4	0	1	0	9	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	3	1	0	0	0	4	1	3	4	2	0	0	0	10	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	1	0	1	0	2	1	2	7	5	0	0	0	15	0	0	2	0	0	0	0	2
Hourly Total	0	0	5	5	2	1	0	13	4	5	21	16	0	1	0	47	0	0	3	0	0	0	0	3
16:00 - 16:15	0	0	1	1	0	0	0	2	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	2	0	0	0	2	4	0	6	2	0	0	0	12	0	0	1	1	0	0	0	2
16:30 - 16:45	0	0	0	0	0	0	0	0	3	4	5	4	0	0	0	16	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	0	3	0	0	0	3	0	3	2	5	0	0	0	10	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	6	0	0	0	7	7	7	18	12	0	0	0	44	0	0	3	1	0	0	0	4
17:00 - 17:15	0	0	0	0	0	0	0	0	0	1	10	4	2	0	0	17	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	1	1	0	0	0	2	2	3	9	3	0	0	0	17	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	1	0	0	0	1	1	3	8	1	0	0	0	13	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	0	1	0	0	0	1	2	4	2	1	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	3	0	0	0	4	5	11	29	9	2	0	0	56	0	0	2	0	0	0	0	2
18:00 - 18:15	0	0	0	1	0	0	0	1	2	5	6	0	0	0	0	13	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	5	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	1	0	0	0	1	3	1	2	1	0	0	0	7	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	1	1	0	0	2	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	3	1	0	0	4	5	7	13	2	1	0	0	28	0	0	1	0	0	0	0	1
TOTAL	3	0	46	55	17	3	0	124	41	49	233	191	23	7	0	544	0	0	24	4	0	0	0	28

Junction: 1

Approach: Hotspur Industrial Estate

TIME	Left to West Road (S)								Right to West Road (N)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	1	1	0	0	4	1	0	0	6	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	5	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	1	0	0	3	8	3	0	0	14	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	2	0	0	0	2	0	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	5	0	0	0	5	0	0	3	3	3	0	0	9	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	4	3	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	1	0	0	0	4	0	0	7	7	0	0	0	14	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	1	1	0	0	2	0	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	2	0	1	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	1	1	0	0	0	2	0	0	3	2	1	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	2	2	0	0	8	0	0	10	5	2	0	0	17	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	1	0	0	0	1	0	0	1	4	0	1	0	6	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	5	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	2	0	0	0	2	0	0	2	10	2	2	0	16	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	1	0	0	2	0	0	2	1	1	1	0	5	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	1	0	0	0	1	1	0	2	1	0	0	0	4	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	2	0	0	0	2	1	0	4	4	1	0	0	10	0	0	0	0	0	0	0	0
15:00 - 15:15	1	0	0	0	0	0	0	1	0	0	6	1	0	0	0	7	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	1	1	0	0	0	2	0	0	3	1	2	1	0	7	0	0	0	0	0	0	0	0
15:45 - 16:00	1	0	1	0	0	0	0	2	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	2	0	2	2	1	0	0	7	0	0	11	3	3	1	0	18	0	0	1	0	0	0	0	1
16:00 - 16:15	0	0	2	0	0	1	0	3	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	0	0	0	0	0	0	0	0
16:45 - 17:00	1	0	1	1	0	0	0	3	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	1	0	3	1	0	1	0	6	1	0	3	4	0	0	0	8	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	1	0	0	0	1	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
17:45 - 18:00	1	0	0	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	2	0	0	0	4	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	0
TOTAL	4	0	13	18	6	1	0	42	3	0	57	55	16	4	0	135	0	0	1	0	0	0	0	1

Junction: 1

Approach: West Road South

TIME	Ahead to West Road (N)								Right to Hotspur Industrial Estate								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	2	0	3	3	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	1	0	3	6	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	3	2	0	0	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	3	0	11	12	1	0	0	27	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	6	3	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	1	0	3	1	0	0	0	5	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	1	7	3	0	0	11	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	2	5	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	12	16	5	0	0	34	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0
09:00 - 09:15	2	0	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	1	0	4	6	1	0	0	12	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30 - 09:45	1	0	2	4	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	1	4	0	0	1	0	6	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	4	1	11	11	2	2	0	31	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	6	3	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	1	0	6	6	0	0	0	13	1	0	1	2	0	0	0	4	0	0	1	2	0	0	0	3
10:30 - 10:45	1	1	6	9	2	0	0	19	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:45 - 11:00	0	2	6	7	0	0	0	15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	2	3	24	25	3	0	0	57	2	0	2	2	0	0	0	6	0	0	1	2	0	0	0	3
11:00 - 11:15	0	0	4	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	1	1	4	6	0	0	0	12	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0
11:30 - 11:45	2	1	4	4	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	2	3	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	3	2	14	16	1	0	0	36	0	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0
12:00 - 12:15	2	1	4	4	0	0	0	11	0	0	1	1	0	1	0	3	0	0	0	1	0	0	0	1
12:15 - 12:30	2	0	5	5	0	0	0	12	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:30 - 12:45	1	2	7	5	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	1	1	6	4	1	0	0	13	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	6	4	22	18	1	0	0	51	0	0	1	3	0	1	0	5	0	0	0	1	0	0	0	1
13:00 - 13:15	1	3	3	1	1	0	0	9	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
13:15 - 13:30	1	0	1	3	2	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
13:30 - 13:45	2	0	5	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	2	1	7	3	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	6	4	16	9	3	0	0	38	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
14:00 - 14:15	3	5	6	6	0	0	0	20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:15 - 14:30	0	1	5	2	0	0	0	8	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
14:30 - 14:45	1	1	4	4	2	0	0	12	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45 - 15:00	2	1	7	1	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	6	8	22	13	3	0	0	52	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1
15:00 - 15:15	1	0	7	2	0	0	0	10	1	0	1	0	1	1	0	4	0	0	0	0	0	0	0	0
15:15 - 15:30	1	0	5	4	0	0	0	10	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
15:30 - 15:45	2	2	7	1	0	0	0	12	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0
15:45 - 16:00	1	1	5	7	0	0	0	14	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	5	3	24	14	0	0	0	46	1	0	1	5	1	1	0	9	0	0	1	0	0	0	0	1
16:00 - 16:15	1	3	5	1	0	0	0	10	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0
16:15 - 16:30	1	0	5	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	2	3	3	3	0	0	0	11	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1
16:45 - 17:00	3	1	3	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	7	7	16	6	0	0	0	36	0	0	2	1	0	1	0	4	0	0	1	0	0	0	0	1
17:00 - 17:15	0	1	4	3	0	0	0	8	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
17:15 - 17:30	4	3	4	4	0	0	0	15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
17:30 - 17:45	1	3	10	2	1	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	2	2	0	0	0	0	4	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	5	9	20	9	1	0	0	44	0	0	1	4	0	0	0	5	0	0	1	1	0	0	0	2
18:00 - 18:15	0	2	9	0	0	0	0	11	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15 - 18:30	3	0	4	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	2	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	1	7	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	5	22	1	0	0	0	31	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
TOTAL	51	46	214	150	20	2	0	483	4	0	13	20	3	3	0	43	0	0	6	4	0	0	0	10

Junction: 1

Approach: West Road North

TIME	Left to Hotspur Industrial Estate								Ahead to West Road (S)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	1	0	0	0	1	0	1	3	8	2	0	0	14	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	1	1	0	0	3	0	0	1	7	3	1	0	12	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	1	0	0	0	2	0	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	6	2	2	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	3	1	0	0	6	0	1	11	18	9	1	0	40	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	1	1	0	0	0	2	0	0	8	1	2	0	0	11	0	0	2	0	0	0	0	2
08:15 - 08:30	0	0	1	3	0	0	0	4	1	1	4	4	1	1	0	12	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	0	1	0	0	0	1	2	0	4	6	0	0	0	12	0	0	0	1	0	0	0	1
08:45 - 09:00	0	0	1	0	0	0	0	1	0	0	2	6	1	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	5	0	0	0	8	3	1	18	17	4	1	0	44	0	0	3	1	0	0	0	4
09:00 - 09:15	0	0	2	0	0	0	0	2	0	1	8	4	0	0	0	13	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	1	2	0	0	0	3	0	1	6	4	3	0	0	14	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	1	1	0	0	0	2	1	0	4	9	2	0	0	16	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	4	1	0	1	0	6	0	0	10	9	1	0	0	20	0	0	0	1	0	0	0	1
Hourly Total	0	0	8	4	0	1	0	13	1	2	28	26	6	0	0	63	0	0	1	1	0	0	0	2
10:00 - 10:15	0	0	1	1	1	0	0	3	1	0	2	4	0	0	0	7	0	1	2	0	0	0	0	3
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	7	9	0	0	0	16	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	2	1	0	0	0	3
10:45 - 11:00	0	0	1	0	1	0	0	2	1	2	9	5	1	0	0	18	0	0	2	0	0	0	0	2
Hourly Total	0	0	2	1	2	0	0	5	2	2	21	19	1	0	0	45	0	1	6	1	0	0	0	8
11:00 - 11:15	0	0	1	2	0	0	0	3	0	2	11	7	3	0	0	23	0	0	1	1	0	0	0	2
11:15 - 11:30	0	0	2	0	0	0	0	2	0	1	10	4	0	0	0	15	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	2	1	0	0	0	3	2	1	6	6	2	0	0	17	0	0	2	2	0	0	0	4
11:45 - 12:00	0	0	1	1	0	0	0	2	0	0	4	3	1	1	0	9	0	0	1	1	0	0	0	2
Hourly Total	0	0	6	4	0	0	0	10	2	4	31	20	6	1	0	64	0	0	4	4	0	0	0	8
12:00 - 12:15	0	0	1	1	0	0	0	2	0	3	7	8	2	0	0	20	0	0	5	0	0	0	0	5
12:15 - 12:30	0	0	1	2	1	0	0	4	1	1	4	4	2	1	0	13	0	0	1	0	0	0	0	1
12:30 - 12:45	0	0	0	0	0	0	0	0	1	0	8	9	0	0	0	18	0	0	2	1	0	0	0	3
12:45 - 13:00	0	0	2	1	0	0	0	3	1	1	3	2	0	0	0	7	0	0	1	0	0	0	0	1
Hourly Total	0	0	4	4	1	0	0	9	3	5	22	23	4	1	0	58	0	0	9	1	0	0	0	10
13:00 - 13:15	1	0	1	2	0	0	0	4	1	0	5	7	0	0	0	13	0	0	2	0	0	0	0	2
13:15 - 13:30	0	0	1	0	0	0	0	1	0	0	3	5	0	0	0	8	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	1	0	0	0	1	1	1	4	3	0	0	0	9	0	0	2	2	0	0	0	4
13:45 - 14:00	0	0	2	2	0	0	0	4	0	2	5	4	0	0	0	11	0	0	1	1	0	0	0	2
Hourly Total	1	0	4	5	0	0	0	10	2	3	17	19	0	0	0	41	0	0	5	3	0	0	0	8
14:00 - 14:15	0	0	0	0	0	0	0	0	4	1	12	8	1	0	0	26	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	2	2	0	1	0	5	1	0	5	2	0	0	0	8	0	0	2	2	0	0	0	4
14:30 - 14:45	0	0	0	1	0	0	0	1	0	3	4	4	0	0	0	11	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	2	0	0	0	0	2	0	0	2	6	0	0	0	8	0	0	0	1	0	0	0	1
Hourly Total	0	0	4	3	0	1	0	8	5	4	23	20	1	0	0	53	0	0	2	3	0	0	0	5
15:00 - 15:15	0	0	2	2	1	0	0	5	1	1	4	2	0	0	0	8	0	0	2	0	0	0	0	2
15:15 - 15:30	0	0	2	0	0	0	0	2	0	3	1	3	1	0	0	8	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	2	1	0	0	0	3	1	0	6	4	1	0	0	12	0	0	1	0	0	0	0	1
15:45 - 16:00	1	0	1	1	0	0	0	3	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	1	0	7	4	1	0	0	13	2	4	17	11	2	0	0	36	0	0	3	0	0	0	0	3
16:00 - 16:15	0	0	1	1	0	0	0	2	2	1	4	1	1	0	0	9	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	2	0	0	0	0	2	1	2	5	0	1	0	0	9	0	0	0	2	0	0	0	2
16:30 - 16:45	0	0	1	0	0	0	0	1	0	2	2	2	0	0	0	6	0	0	2	1	0	0	0	3
16:45 - 17:00	0	0	1	3	0	0	0	4	1	3	3	2	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	4	0	0	0	9	4	8	14	5	2	0	0	33	0	0	3	3	0	0	0	6
17:00 - 17:15	0	0	0	0	0	0	0	0	0	5	4	1	0	0	0	10	0	0	2	0	0	0	0	2
17:15 - 17:30	0	0	2	1	2	1	0	6	1	3	11	1	0	0	0	16	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	1	1	7	1	0	0	0	10	0	0	0	0	0	0	0	0
17:45 - 18:00	0	1	0	1	0	1	0	3	0	3	4	4	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	0	1	2	2	2	2	0	9	2	12	26	7	0	0	0	47	0	0	3	0	0	0	0	3
18:00 - 18:15	0	0	0	0	0	0	0	0	2	3	4	2	0	0	0	11	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	7	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	3	5	8	2	0	0	0	18	0	0	1	0	0	0	0	1
TOTAL	2	1	47	39	7	4	0	100	29	51	236	187	35	4	0	542	0	1	40	17	0	0	0	58

Junction: 1

Approach: Hotspur Industrial Estate

TIME	Left to West Road (S)								Right to West Road (N)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1	0	0	1	4	2	0	0	7	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	4	0	0	0	0	1	0	0	1
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1	0	0	2	7	0	0	0	9	0	0	0	0	1	0	0	1
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	1	4	1	0	0	6	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	1	7	2	1	0	11	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	1	0	1	0	2	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1	0	2	0	1	4	3	2	0	0	10	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	2	1	1	1	0	5	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	2	0	0	3	1	2	1	0	7	0	0	0	0	0	0	0	0
12:00 - 12:15	1	0	1	0	0	0	0	2	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0	0	2	0	0	5	4	1	1	0	11	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	1	2	0	0	0	3	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
13:45 - 14:00	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	1	0	2	2	1	0	0	6	0	0	3	5	0	0	0	8	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	1	0	0	0	1	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	2	0	0	0	3	0	0	9	3	1	0	0	13	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	2	1	0	1	0	4	0	0	2	1	0	1	0	4	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	2	0	0	0	0	2	0	0	2	2	1	1	0	6	0	0	0	0	0	0	0	0
15:45 - 16:00	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	1	0	4	1	0	1	0	7	0	0	6	3	3	2	0	14	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	1	1	0	0	0	2	0	0	4	2	1	0	0	7	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	1	1	0	0	0	2	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	2	0	0	0	4	0	0	12	5	1	0	0	18	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	1	0	0	0	4	0	1	6	0	0	1	0	8	0	0	0	0	0	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
TOTAL	4	0	15	12	1	2	0	34	0	2	54	43	14	6	0	119	0	0	0	0	1	0	0	1

Junction: 1

Approach: West Road South

TIME	Ahead to West Road (N)								Right to Hotspur Industrial Estate								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	2	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	3	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	3	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	3	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	8	14	2	0	0	24	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
08:00 - 08:15	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	5	3	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	1	0	2	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	3	3	1	0	0	7	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	1	0	13	9	2	0	0	25	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
09:00 - 09:15	0	1	3	3	0	0	0	7	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	2	1	1	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	3	2	2	0	0	7	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
09:45 - 10:00	1	0	9	8	0	0	0	18	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
Hourly Total	1	1	16	15	3	1	0	37	0	0	1	2	0	1	0	4	0	0	0	1	0	0	0	1
10:00 - 10:15	0	0	5	3	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	7	8	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	1	2	7	2	1	0	0	13	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
10:45 - 11:00	0	1	10	9	0	0	0	20	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	1	3	29	22	2	0	0	57	0	0	0	2	0	0	0	2	0	0	2	0	0	0	0	2
11:00 - 11:15	0	1	6	5	0	0	0	12	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
11:15 - 11:30	1	0	10	4	0	0	0	15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
11:30 - 11:45	0	3	3	3	1	1	0	11	0	0	1	0	0	0	0	1	0	0	0	1	1	0	0	2
11:45 - 12:00	3	3	4	4	1	1	0	16	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	4	7	23	16	2	2	0	54	0	0	3	4	0	0	0	7	0	0	0	1	1	0	0	2
12:00 - 12:15	1	1	3	5	0	0	0	10	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:15 - 12:30	1	2	3	5	1	0	0	12	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
12:30 - 12:45	2	0	5	5	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	1	0	6	3	1	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	5	3	17	18	3	1	0	47	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	4	6	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	2	4	4	1	0	1	0	12	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0
13:30 - 13:45	1	2	6	6	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	1	3	2	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	3	7	17	15	0	1	0	43	1	0	1	2	1	0	0	5	0	0	0	0	0	0	0	0
14:00 - 14:15	1	1	6	6	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	1	7	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	3	1	3	0	0	0	7	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45 - 15:00	3	2	2	8	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	4	7	16	20	0	0	0	47	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
15:00 - 15:15	1	1	4	3	0	0	0	9	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
15:15 - 15:30	1	1	2	1	0	0	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
15:30 - 15:45	2	1	5	4	1	0	0	13	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0
15:45 - 16:00	1	0	4	1	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hourly Total	5	3	15	9	1	0	0	33	0	0	2	3	1	0	0	6	0	1	0	0	0	0	0	1
16:00 - 16:15	0	1	1	2	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15 - 16:30	2	2	8	1	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	1	3	0	0	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
16:45 - 17:00	0	5	4	1	0	0	0	10	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	2	9	16	4	1	0	0	32	1	0	2	0	1	0	0	4	0	0	0	0	0	0	0	0
17:00 - 17:15	2	5	11	0	0	0	0	18	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	5	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	1	7	4	0	0	0	12	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45 - 18:00	2	3	5	3	0	0	0	13	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	5	9	28	8	0	1	0	51	0	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0
18:00 - 18:15	0	1	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	4	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	31	52	202	151	16	6	0	458	2	0	15	17	3	2	0	39	0	1	3	3	1	0	0	8

Junction: 2

Approach: West Road North

TIME	Left to Access								Ahead to West Road (S)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	3	0	0	0	3	0	0	3	6	1	2	0	12	0	0	0	1	0	0	0	1
07:15 - 07:30	0	0	0	0	2	0	0	2	0	0	0	6	1	0	0	7	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	3	2	0	0	5	0	0	7	13	3	2	0	25	0	0	0	1	0	0	0	1
08:00 - 08:15	0	0	0	0	0	0	0	0	1	1	2	5	1	1	0	11	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	1	1	0	0	2	1	0	4	2	0	1	0	8	0	0	0	0	0	0	0	0
08:30 - 08:45	1	0	0	0	0	0	0	1	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	1	0	0	3	2	2	10	12	2	2	0	30	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	1	1	7	0	0	0	9	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	2	0	0	0	2	1	1	2	5	0	0	0	9	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	1	0	0	0	1	0	1	8	4	0	0	0	13	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	1	0	0	1	0	1	7	7	1	0	0	16	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	3	1	0	0	4	1	4	18	23	1	0	0	47	0	0	1	0	0	0	0	1
10:00 - 10:15	0	0	0	1	1	0	0	2	1	0	3	4	0	0	0	8	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	1	11	7	1	0	0	20	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	1	3	7	6	0	0	17	0	0	0	2	0	0	0	2
10:45 - 11:00	0	0	0	0	0	0	0	0	1	0	8	9	0	0	0	18	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	1	0	0	2	3	4	29	26	1	0	0	63	0	0	0	2	0	0	0	2
11:00 - 11:15	0	0	0	0	0	0	0	0	0	2	6	11	1	3	0	23	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	2	2	4	3	0	0	0	11	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0	0	0	1	2	6	1	2	1	0	13	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	1	1	3	8	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	4	7	19	23	3	4	0	60	0	0	1	0	0	0	0	1
12:00 - 12:15	0	0	0	0	0	0	0	0	1	1	7	5	0	0	0	14	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	1	0	0	0	1	0	0	4	4	1	0	0	9	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	1	0	1	2	1	0	0	5	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	1	2	6	3	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1	2	2	14	17	5	0	0	40	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	5	3	4	0	0	12	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	1	1	7	3	3	1	0	16	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	1	0	4	4	0	0	0	9	0	0	1	0	0	0	0	1
13:45 - 14:00	1	0	0	1	0	0	0	2	2	2	2	2	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	2	4	3	18	12	7	1	0	45	0	0	1	0	0	0	0	1
14:00 - 14:15	0	0	0	0	0	0	0	0	2	2	6	1	0	0	0	11	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	7	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	5	2	9	5	0	0	0	21	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	0	0	0	0	0	0	1	0	6	3	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	8	5	25	11	0	0	0	49	0	0	1	0	0	0	0	1
15:00 - 15:15	0	0	0	0	0	0	0	0	2	1	5	3	0	0	0	11	0	0	0	1	0	0	0	1
15:15 - 15:30	1	0	0	0	0	0	0	1	0	1	4	1	1	0	0	7	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	2	1	3	4	0	0	0	10	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	2	1	0	0	3	2	2	10	2	0	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	2	1	0	0	4	6	5	22	10	1	0	0	44	0	0	0	1	0	0	0	1
16:00 - 16:15	0	0	0	0	0	0	0	0	1	0	5	3	0	0	0	9	0	0	0	0	0	1	0	1
16:15 - 16:30	0	0	0	0	0	0	0	0	3	3	6	2	0	0	0	14	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	1	6	9	3	0	0	0	19	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	2	2	5	3	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	7	11	25	11	0	0	0	54	0	0	0	0	0	1	0	1
17:00 - 17:15	0	0	0	0	0	0	0	0	1	4	11	9	0	0	0	25	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0	0	1	1	2	12	4	0	0	0	19	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	3	5	9	1	0	0	0	18	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	3	5	1	2	0	0	0	11	0	0	1	0	0	0	0	1
Hourly Total	1	0	0	0	0	0	0	1	8	16	33	16	0	0	0	73	0	0	1	0	0	0	0	1
18:00 - 18:15	0	0	0	0	0	0	0	0	2	2	5	0	0	0	0	9	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
18:30 - 18:45	1	0	0	0	0	0	0	1	1	3	3	2	0	0	0	9	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	1	3	2	0	1	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1	4	8	13	3	1	0	0	29	0	0	0	0	0	0	0	0
TOTAL	5	0	0	12	6	0	0	23	49	67	233	177	24	9	0	559	0	0	5	4	0	1	0	10

Junction: 2

Approach: Access

TIME	Left to West Road (S)								Ahead to West Road (N)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	1	1	0	0	2	0	0	0	2	0	0	0	2
07:30 - 07:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	1	2	0	0	3	0	0	0	3	0	0	0	3
08:00 - 08:15	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1
08:15 - 08:30	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	4
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	2	0	0	3	1	0	0	2	2	0	0	5
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:30 - 09:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:15 - 10:30	0	0	0	1	1	0	0	2	0	0	0	1	0	0	0	1
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	1	0	0	2	0	0	0	1	1	0	0	2
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:15 - 13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
14:00 - 14:15	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
14:15 - 14:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	2	0	0	0	2	1	0	0	0	0	0	0	1
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	5
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL	2	0	0	6	5	0	0	13	5	0	0	12	3	0	0	20

Junction: 2

Approach: West Road South

TIME	Ahead to West Road (N)								Right to Access								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	0	2	3	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	2	0	3	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	1	0	4	2	0	0	0	7	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	4	0	12	10	1	0	0	27	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	7	1	0	0	0	8	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	1	0	1	2	1	0	0	5	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	1	3	8	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	1	0	3	4	1	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	1	14	15	2	0	1	35	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0
09:00 - 09:15	1	1	1	1	1	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	1	1	5	4	0	0	0	11	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30 - 09:45	2	2	6	5	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	5	2	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	4	17	12	1	2	0	40	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	1	1	7	8	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	2	2	6	3	2	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	1	1	6	5	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	4	22	16	3	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	1	0	5	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	2	3	7	3	1	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	2	1	4	5	2	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	3	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	5	4	19	13	3	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	3	3	6	4	0	1	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	1	4	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	1	2	6	3	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45 - 13:00	0	1	3	4	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	7	19	13	1	1	0	45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:00 - 13:15	0	2	1	3	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	3	1	4	1	0	0	0	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45 - 14:00	1	1	8	4	0	0	0	14	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	4	4	15	9	3	0	0	35	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
14:00 - 14:15	3	4	6	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	1	1	3	3	0	0	0	8	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
14:30 - 14:45	0	3	6	0	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	2	1	6	3	2	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	6	9	21	10	3	0	0	49	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
15:00 - 15:15	1	2	7	1	0	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	1	2	5	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:30 - 15:45	0	1	4	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	1	2	6	2	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	7	22	8	0	1	1	42	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:00 - 16:15	1	1	3	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	1	1	3	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30 - 16:45	1	2	6	4	0	0	0	13	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45 - 17:00	1	1	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	5	15	8	0	0	0	32	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
17:00 - 17:15	0	3	6	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	4	4	3	4	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	1	2	5	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	3	1	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	5	12	15	10	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	2	2	6	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	1	1	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:30 - 18:45	0	1	2	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	3	7	0	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	7	20	2	1	0	0	33	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL	48	64	211	126	18	4	2	473	2	0	0	3	1	0	0	6	0	0	5	1	0	0	0	6

Junction: 2

Approach: West Road North

TIME	Left to Access								Ahead to West Road (S)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	1	1	0	0	2	0	0	0	7	3	1	0	11	0	0	0	1	0	0	0	1
07:30 - 07:45	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	1	0	0	0	1	0	0	5	2	2	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	2	2	0	0	4	0	0	6	11	7	1	0	25	0	0	0	1	0	0	0	1
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	6	2	3	0	0	11	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	1	0	2	2	2	1	0	8	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	8	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	1	0	0	0	1	0	1	3	5	1	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1	4	1	14	11	6	1	0	37	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	2	5	3	0	0	0	10	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	6	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	1	1	2	6	4	0	0	14	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	9	8	1	0	0	18	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	3	17	20	7	0	0	48	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0	8	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	1	8	8	0	1	0	18	0	0	0	1	0	0	0	1
10:30 - 10:45	0	0	0	0	0	0	0	0	0	1	6	2	0	0	0	9	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	1	2	8	4	1	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	2	4	25	18	1	1	0	51	0	0	0	1	0	0	0	1
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	1	9	7	2	0	19	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	1	5	6	2	0	0	14	0	0	0	1	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0	0	0	2	3	8	7	3	0	0	23	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	1	0	6	6	2	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	3	5	28	26	9	0	0	71	0	0	0	1	0	0	0	1
12:00 - 12:15	0	0	0	0	0	0	0	0	2	0	7	7	0	0	0	16	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	1	0	0	1	2	0	3	4	2	0	0	11	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	2	1	6	7	0	1	0	17	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	2	1	3	4	1	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	1	8	2	19	22	3	1	0	55	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	2	2	6	4	0	0	0	14	0	0	0	1	0	0	0	1
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	8	4	1	0	0	13	0	0	0	1	0	0	0	1
13:30 - 13:45	0	0	0	0	0	0	0	0	0	3	4	4	1	0	0	12	0	0	0	1	0	0	0	1
13:45 - 14:00	0	0	0	0	0	0	0	0	1	1	4	5	0	0	0	11	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	3	6	22	17	2	0	0	50	1	0	0	3	0	0	0	4
14:00 - 14:15	0	0	0	0	0	0	0	0	2	0	13	5	1	0	0	21	0	0	0	2	0	0	0	2
14:15 - 14:30	0	0	0	0	0	0	0	0	3	1	2	3	0	0	0	9	0	0	1	0	0	0	0	1
14:30 - 14:45	0	0	0	0	0	0	0	0	0	2	4	3	0	0	0	9	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	1	5	3	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	5	4	24	14	1	0	0	48	0	0	1	2	0	0	0	3
15:00 - 15:15	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	8	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	1	3	7	5	0	1	0	17	1	0	0	0	0	0	0	1
15:30 - 15:45	0	0	0	0	0	0	0	0	1	0	6	2	0	0	0	9	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	3	2	4	4	1	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	5	6	20	15	1	1	0	48	1	0	0	0	0	0	0	1
16:00 - 16:15	0	0	0	0	0	0	0	0	2	4	8	1	0	0	0	15	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	2	1	5	1	0	0	0	9	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	1	3	3	3	0	0	0	10	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	2	3	4	2	0	0	0	11	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	7	11	20	7	0	0	0	45	0	0	0	1	0	0	0	1
17:00 - 17:15	0	0	0	0	0	0	0	0	3	6	9	1	0	0	0	19	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	3	1	14	1	0	0	0	19	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	2	3	6	1	0	0	0	12	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	1	1	3	3	0	0	0	8	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	9	11	32	6	0	0	0	58	0	0	1	0	0	0	0	1
18:00 - 18:15	0	0	0	0	0	0	0	0	2	2	3	3	0	0	0	10	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	3	2	5	1	0	0	0	11	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0
18:45 - 19:00	1	0	0	0	0	0	0	1	5	3	6	1	0	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1	11	7	17	5	0	0	0	40	0	0	0	0	0	0	0	0
TOTAL	1	0	0	3	3	0	0	7	58	60	244	172	37	5	0	576	2	0	2	9	0	0	0	13

Junction: 2

Approach: Access

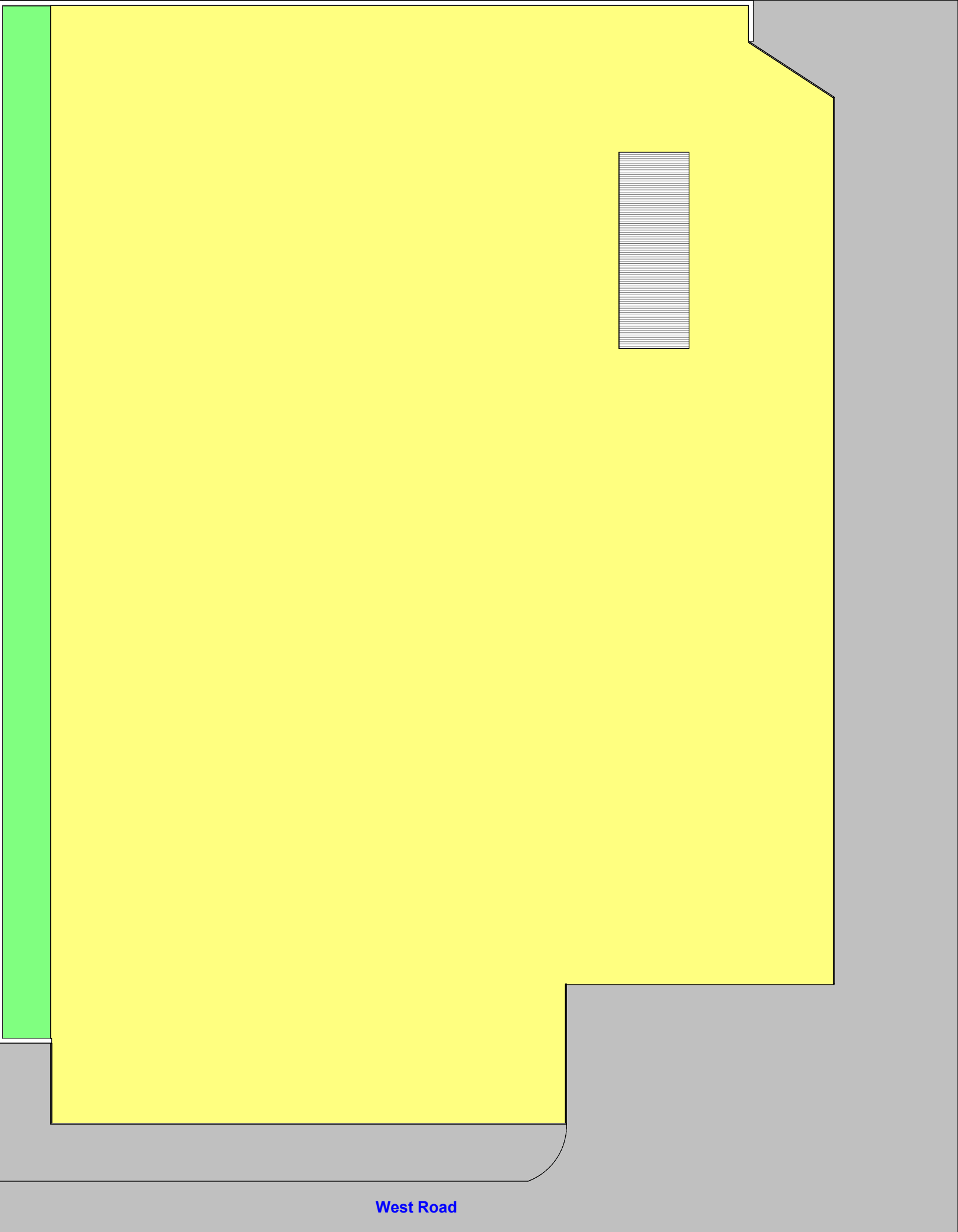
TIME	Left to West Road (S)								Ahead to West Road (N)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
07:45 - 08:00	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	1	1	0	0	2	0	0	0	2	0	0	0	2
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:15 - 10:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL	0	0	0	2	3	0	0	5	1	0	0	6	0	0	0	7

Junction: 2

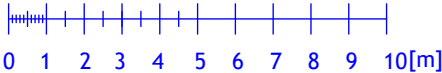
Approach: West Road South

TIME	Ahead to West Road (N)								Right to Access								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	3	1	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	3	2	0	0	0	5	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	5	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	13	7	1	0	0	21	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	1	2	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	1	0	5	1	1	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 - 08:45	2	0	3	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	1	0	6	5	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	0	15	9	1	1	0	30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 - 09:15	0	2	6	3	0	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	3	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	1	0	3	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	1	0	9	7	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	2	21	14	3	1	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	1	4	4	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	5	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	1	1	7	2	1	0	0	12	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45 - 11:00	0	1	7	11	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	3	23	20	3	0	0	50	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
11:00 - 11:15	0	1	4	4	2	0	0	11	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
11:15 - 11:30	1	0	8	2	0	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	5	2	3	2	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	4	3	5	4	1	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	5	9	19	13	5	2	0	53	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	4	5	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	2	0	1	5	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30 - 12:45	2	1	4	4	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	1	1	5	3	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	5	2	14	17	1	1	0	40	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:00 - 13:15	1	1	4	5	0	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	1	4	6	2	0	0	0	13	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
13:30 - 13:45	0	4	6	2	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	1	3	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	10	19	12	0	1	0	44	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
14:00 - 14:15	1	1	7	4	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	4	5	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	1	2	1	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	1	2	3	6	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	5	15	17	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	1	4	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	1	1	3	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	3	3	5	2	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	1	2	5	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	5	7	17	9	1	1	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	2	1	3	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:15 - 16:30	2	2	5	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	1	2	2	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	1	4	6	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	6	9	16	5	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:00 - 17:15	3	4	4	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	4	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	1	2	4	3	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	2	1	4	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	7	7	16	7	1	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	1	1	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	4	2	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	1	0	5	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	2	3	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	8	11	3	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	44	62	199	133	16	7	0	461	0	0	0	3	1	0	0	4	0	0	2	2	0	0	0	4

APPENDIX C



EXISTING
BLOCK PLAN
SCALE 1:200



Hardstaning

REVISION		
Rev	Notes	Date
NOTES: All dimensions are to be checked and verified on site prior to construction.		
STATUS Planning		
DRAWING TITLE Existing block plan		
CLIENT Redcorn		
PROJECT ADDRESS Unit 4, Hotspur Industrial Estate, West Road, London, N17 0XJ		
SCALE 1:200 at A3		DRAWN BY AB
DATE June 2022		CHECKED BY DD
DRAWING NO.		4HIE - 01

APPENDIX D

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

Filtering Summary

Land Use	02/C	EMPLOYMENT/INDUSTRIAL UNIT
Selected Trip Rate Calculation Parameter Range	620-67459 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1976-14125 sqm GFA	
Date Range	Minimum: 01/01/14	Maximum: 29/06/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
	Wednesday	1
	Thursday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	3 - Selected
	Servicing vehicles Excluded	3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	25,001 to 50,000	1
	50,001 to 100,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	250,001 to 500,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	3
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-219602-230127-0157

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1976 to 14125 (units: sqm)
 Range Selected by User: 620 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 29/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	3
-----------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 3 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

25,001 to 50,000 1 days

50,001 to 100,000 1 days

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

Population within 5 miles:

5,001 to 25,000 1 days

250,001 to 500,000 1 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BT-02-C-02	Site area:	1.44 hect
Development Name:	FOOD PRODUCTION	Gross floor area:	6100 sqm
Location:	ALPERTON	Parking spaces:	156
Postcode:	HA0 1TW	No of Employees:	0
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	10/09/14
Sub-Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site(2):	CB-02-C-01	Site area:	0.79 hect
Development Name:	DOMINO'S PIZZA	Gross floor area:	2950 sqm
Location:	PENRITH	Parking spaces:	48
Postcode:	CA11 9BN	No of Employees:	70
Main Location Type:	Edge of Town	Survey Date:	10/06/14
Sub-Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site(3):	CF-02-C-02	Site area:	2.67 hect
Development Name:	BAKERY	Gross floor area:	14125 sqm
Location:	CARDIFF	Parking spaces:	147
Postcode:	CF14 4UZ	No of Employees:	225
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/10/16
Sub-Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DV-02-C-02	Factory Use
NF-02-C-04	Factory Use
WK-02-C-01	Factory Use

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.08

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.152	1	1976	0.000	1	1976	0.152
06:00 - 06:30	2	4038	0.074	2	4038	0.000	2	4038	0.074
06:30 - 07:00	2	4038	0.310	2	4038	0.136	2	4038	0.446
07:00 - 07:30	3	7400	0.068	3	7400	0.027	3	7400	0.095
07:30 - 08:00	3	7400	0.077	3	7400	0.036	3	7400	0.113
08:00 - 08:30	3	7400	0.072	3	7400	0.032	3	7400	0.104
08:30 - 09:00	3	7400	0.077	3	7400	0.036	3	7400	0.113
09:00 - 09:30	3	7400	0.086	3	7400	0.041	3	7400	0.127
09:30 - 10:00	3	7400	0.099	3	7400	0.063	3	7400	0.162
10:00 - 10:30	3	7400	0.099	3	7400	0.095	3	7400	0.194
10:30 - 11:00	3	7400	0.113	3	7400	0.099	3	7400	0.212
11:00 - 11:30	3	7400	0.068	3	7400	0.081	3	7400	0.149
11:30 - 12:00	3	7400	0.027	3	7400	0.063	3	7400	0.090
12:00 - 12:30	3	7400	0.054	3	7400	0.036	3	7400	0.090
12:30 - 13:00	3	7400	0.018	3	7400	0.068	3	7400	0.086
13:00 - 13:30	3	7400	0.077	3	7400	0.036	3	7400	0.113
13:30 - 14:00	3	7400	0.023	3	7400	0.027	3	7400	0.050
14:00 - 14:30	3	7400	0.032	3	7400	0.059	3	7400	0.091
14:30 - 15:00	3	7400	0.045	3	7400	0.050	3	7400	0.095
15:00 - 15:30	3	7400	0.045	3	7400	0.054	3	7400	0.099
15:30 - 16:00	3	7400	0.027	3	7400	0.054	3	7400	0.081
16:00 - 16:30	3	7400	0.050	3	7400	0.054	3	7400	0.104
16:30 - 17:00	3	7400	0.059	3	7400	0.050	3	7400	0.109
17:00 - 17:30	3	7400	0.108	3	7400	0.140	3	7400	0.248
17:30 - 18:00	3	7400	0.104	3	7400	0.050	3	7400	0.154
18:00 - 18:30	2	8051	0.075	2	8051	0.137	2	8051	0.212
18:30 - 19:00	2	8051	0.031	2	8051	0.031	2	8051	0.062
19:00 - 19:30	1	1976	0.253	1	1976	0.152	1	1976	0.405
19:30 - 20:00	1	1976	0.051	1	1976	0.152	1	1976	0.203
20:00 - 20:30	1	1976	0.051	1	1976	0.051	1	1976	0.102
20:30 - 21:00	1	1976	0.101	1	1976	0.152	1	1976	0.253
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.526			2.062			4.588

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

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

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Parameter summary

Trip rate parameter range selected:	1976 - 14125 (units: sqm)
Survey date range:	01/01/14 - 29/06/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	4038	0.000	2	4038	0.000	2	4038	0.000
06:30 - 07:00	2	4038	0.000	2	4038	0.000	2	4038	0.000
07:00 - 07:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
07:30 - 08:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
08:00 - 08:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
08:30 - 09:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
09:00 - 09:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
09:30 - 10:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
10:00 - 10:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
10:30 - 11:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
11:00 - 11:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
11:30 - 12:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
12:00 - 12:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
12:30 - 13:00	3	7400	0.005	3	7400	0.005	3	7400	0.010
13:00 - 13:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
13:30 - 14:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
14:00 - 14:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
14:30 - 15:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
15:00 - 15:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
15:30 - 16:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
16:00 - 16:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
16:30 - 17:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
17:00 - 17:30	3	7400	0.005	3	7400	0.005	3	7400	0.010
17:30 - 18:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
18:00 - 18:30	2	8051	0.000	2	8051	0.000	2	8051	0.000
18:30 - 19:00	2	8051	0.000	2	8051	0.000	2	8051	0.000
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	4038	0.025	2	4038	0.000	2	4038	0.025
06:30 - 07:00	2	4038	0.012	2	4038	0.000	2	4038	0.012
07:00 - 07:30	3	7400	0.014	3	7400	0.005	3	7400	0.019
07:30 - 08:00	3	7400	0.014	3	7400	0.014	3	7400	0.028
08:00 - 08:30	3	7400	0.018	3	7400	0.014	3	7400	0.032
08:30 - 09:00	3	7400	0.036	3	7400	0.014	3	7400	0.050
09:00 - 09:30	3	7400	0.050	3	7400	0.009	3	7400	0.059
09:30 - 10:00	3	7400	0.054	3	7400	0.018	3	7400	0.072
10:00 - 10:30	3	7400	0.050	3	7400	0.023	3	7400	0.073
10:30 - 11:00	3	7400	0.068	3	7400	0.032	3	7400	0.100
11:00 - 11:30	3	7400	0.041	3	7400	0.023	3	7400	0.064
11:30 - 12:00	3	7400	0.018	3	7400	0.023	3	7400	0.041
12:00 - 12:30	3	7400	0.027	3	7400	0.000	3	7400	0.027
12:30 - 13:00	3	7400	0.005	3	7400	0.018	3	7400	0.023
13:00 - 13:30	3	7400	0.032	3	7400	0.005	3	7400	0.037
13:30 - 14:00	3	7400	0.009	3	7400	0.009	3	7400	0.018
14:00 - 14:30	3	7400	0.000	3	7400	0.023	3	7400	0.023
14:30 - 15:00	3	7400	0.027	3	7400	0.023	3	7400	0.050
15:00 - 15:30	3	7400	0.005	3	7400	0.009	3	7400	0.014
15:30 - 16:00	3	7400	0.005	3	7400	0.009	3	7400	0.014
16:00 - 16:30	3	7400	0.018	3	7400	0.000	3	7400	0.018
16:30 - 17:00	3	7400	0.000	3	7400	0.005	3	7400	0.005
17:00 - 17:30	3	7400	0.005	3	7400	0.005	3	7400	0.010
17:30 - 18:00	3	7400	0.009	3	7400	0.000	3	7400	0.009
18:00 - 18:30	2	8051	0.000	2	8051	0.000	2	8051	0.000
18:30 - 19:00	2	8051	0.000	2	8051	0.006	2	8051	0.006
19:00 - 19:30	1	1976	0.000	1	1976	0.152	1	1976	0.152
19:30 - 20:00	1	1976	0.000	1	1976	0.152	1	1976	0.152
20:00 - 20:30	1	1976	0.000	1	1976	0.051	1	1976	0.051
20:30 - 21:00	1	1976	0.000	1	1976	0.101	1	1976	0.101
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.542			0.743			1.285

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	4038	0.000	2	4038	0.000	2	4038	0.000
06:30 - 07:00	2	4038	0.087	2	4038	0.000	2	4038	0.087
07:00 - 07:30	3	7400	0.000	3	7400	0.009	3	7400	0.009
07:30 - 08:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
08:00 - 08:30	3	7400	0.009	3	7400	0.000	3	7400	0.009
08:30 - 09:00	3	7400	0.005	3	7400	0.000	3	7400	0.005
09:00 - 09:30	3	7400	0.005	3	7400	0.000	3	7400	0.005
09:30 - 10:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
10:00 - 10:30	3	7400	0.000	3	7400	0.005	3	7400	0.005
10:30 - 11:00	3	7400	0.000	3	7400	0.005	3	7400	0.005
11:00 - 11:30	3	7400	0.005	3	7400	0.000	3	7400	0.005
11:30 - 12:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
12:00 - 12:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
12:30 - 13:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
13:00 - 13:30	3	7400	0.014	3	7400	0.005	3	7400	0.019
13:30 - 14:00	3	7400	0.005	3	7400	0.000	3	7400	0.005
14:00 - 14:30	3	7400	0.000	3	7400	0.014	3	7400	0.014
14:30 - 15:00	3	7400	0.000	3	7400	0.005	3	7400	0.005
15:00 - 15:30	3	7400	0.000	3	7400	0.005	3	7400	0.005
15:30 - 16:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
16:00 - 16:30	3	7400	0.005	3	7400	0.000	3	7400	0.005
16:30 - 17:00	3	7400	0.000	3	7400	0.005	3	7400	0.005
17:00 - 17:30	3	7400	0.027	3	7400	0.041	3	7400	0.068
17:30 - 18:00	3	7400	0.005	3	7400	0.000	3	7400	0.005
18:00 - 18:30	2	8051	0.000	2	8051	0.012	2	8051	0.012
18:30 - 19:00	2	8051	0.000	2	8051	0.000	2	8051	0.000
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.167			0.106			0.273

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.202	1	1976	0.000	1	1976	0.202
06:00 - 06:30	2	4038	0.111	2	4038	0.000	2	4038	0.111
06:30 - 07:00	2	4038	0.433	2	4038	0.012	2	4038	0.445
07:00 - 07:30	3	7400	0.068	3	7400	0.041	3	7400	0.109
07:30 - 08:00	3	7400	0.081	3	7400	0.041	3	7400	0.122
08:00 - 08:30	3	7400	0.072	3	7400	0.032	3	7400	0.104
08:30 - 09:00	3	7400	0.077	3	7400	0.023	3	7400	0.100
09:00 - 09:30	3	7400	0.090	3	7400	0.045	3	7400	0.135
09:30 - 10:00	3	7400	0.113	3	7400	0.059	3	7400	0.172
10:00 - 10:30	3	7400	0.108	3	7400	0.095	3	7400	0.203
10:30 - 11:00	3	7400	0.113	3	7400	0.104	3	7400	0.217
11:00 - 11:30	3	7400	0.068	3	7400	0.081	3	7400	0.149
11:30 - 12:00	3	7400	0.027	3	7400	0.068	3	7400	0.095
12:00 - 12:30	3	7400	0.054	3	7400	0.036	3	7400	0.090
12:30 - 13:00	3	7400	0.009	3	7400	0.072	3	7400	0.081
13:00 - 13:30	3	7400	0.077	3	7400	0.045	3	7400	0.122
13:30 - 14:00	3	7400	0.023	3	7400	0.027	3	7400	0.050
14:00 - 14:30	3	7400	0.027	3	7400	0.063	3	7400	0.090
14:30 - 15:00	3	7400	0.050	3	7400	0.059	3	7400	0.109
15:00 - 15:30	3	7400	0.050	3	7400	0.059	3	7400	0.109
15:30 - 16:00	3	7400	0.032	3	7400	0.059	3	7400	0.091
16:00 - 16:30	3	7400	0.072	3	7400	0.068	3	7400	0.140
16:30 - 17:00	3	7400	0.068	3	7400	0.054	3	7400	0.122
17:00 - 17:30	3	7400	0.077	3	7400	0.171	3	7400	0.248
17:30 - 18:00	3	7400	0.104	3	7400	0.068	3	7400	0.172
18:00 - 18:30	2	8051	0.081	2	8051	0.174	2	8051	0.255
18:30 - 19:00	2	8051	0.037	2	8051	0.031	2	8051	0.068
19:00 - 19:30	1	1976	0.304	1	1976	0.152	1	1976	0.456
19:30 - 20:00	1	1976	0.051	1	1976	0.152	1	1976	0.203
20:00 - 20:30	1	1976	0.051	1	1976	0.051	1	1976	0.102
20:30 - 21:00	1	1976	0.101	1	1976	0.152	1	1976	0.253
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.831			2.094			4.925

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.101	1	1976	0.000	1	1976	0.101
06:00 - 06:30	2	4038	0.124	2	4038	0.000	2	4038	0.124
06:30 - 07:00	2	4038	1.003	2	4038	0.074	2	4038	1.077
07:00 - 07:30	3	7400	0.032	3	7400	0.027	3	7400	0.059
07:30 - 08:00	3	7400	0.018	3	7400	0.000	3	7400	0.018
08:00 - 08:30	3	7400	0.005	3	7400	0.005	3	7400	0.010
08:30 - 09:00	3	7400	0.014	3	7400	0.009	3	7400	0.023
09:00 - 09:30	3	7400	0.009	3	7400	0.005	3	7400	0.014
09:30 - 10:00	3	7400	0.018	3	7400	0.009	3	7400	0.027
10:00 - 10:30	3	7400	0.018	3	7400	0.014	3	7400	0.032
10:30 - 11:00	3	7400	0.027	3	7400	0.018	3	7400	0.045
11:00 - 11:30	3	7400	0.041	3	7400	0.032	3	7400	0.073
11:30 - 12:00	3	7400	0.032	3	7400	0.018	3	7400	0.050
12:00 - 12:30	3	7400	0.023	3	7400	0.023	3	7400	0.046
12:30 - 13:00	3	7400	0.014	3	7400	0.018	3	7400	0.032
13:00 - 13:30	3	7400	0.018	3	7400	0.027	3	7400	0.045
13:30 - 14:00	3	7400	0.041	3	7400	0.027	3	7400	0.068
14:00 - 14:30	3	7400	0.027	3	7400	0.018	3	7400	0.045
14:30 - 15:00	3	7400	0.014	3	7400	0.018	3	7400	0.032
15:00 - 15:30	3	7400	0.036	3	7400	0.018	3	7400	0.054
15:30 - 16:00	3	7400	0.041	3	7400	0.027	3	7400	0.068
16:00 - 16:30	3	7400	0.095	3	7400	0.014	3	7400	0.109
16:30 - 17:00	3	7400	0.329	3	7400	0.059	3	7400	0.388
17:00 - 17:30	3	7400	0.045	3	7400	0.550	3	7400	0.595
17:30 - 18:00	3	7400	0.036	3	7400	0.023	3	7400	0.059
18:00 - 18:30	2	8051	0.037	2	8051	0.037	2	8051	0.074
18:30 - 19:00	2	8051	0.019	2	8051	0.000	2	8051	0.019
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.217			1.070			3.287

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	4038	0.111	2	4038	0.000	2	4038	0.111
06:30 - 07:00	2	4038	0.211	2	4038	0.000	2	4038	0.211
07:00 - 07:30	3	7400	0.014	3	7400	0.005	3	7400	0.019
07:30 - 08:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
08:00 - 08:30	3	7400	0.014	3	7400	0.000	3	7400	0.014
08:30 - 09:00	3	7400	0.014	3	7400	0.000	3	7400	0.014
09:00 - 09:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
09:30 - 10:00	3	7400	0.005	3	7400	0.000	3	7400	0.005
10:00 - 10:30	3	7400	0.009	3	7400	0.000	3	7400	0.009
10:30 - 11:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
11:00 - 11:30	3	7400	0.000	3	7400	0.005	3	7400	0.005
11:30 - 12:00	3	7400	0.005	3	7400	0.000	3	7400	0.005
12:00 - 12:30	3	7400	0.005	3	7400	0.000	3	7400	0.005
12:30 - 13:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
13:00 - 13:30	3	7400	0.005	3	7400	0.000	3	7400	0.005
13:30 - 14:00	3	7400	0.000	3	7400	0.005	3	7400	0.005
14:00 - 14:30	3	7400	0.005	3	7400	0.018	3	7400	0.023
14:30 - 15:00	3	7400	0.000	3	7400	0.005	3	7400	0.005
15:00 - 15:30	3	7400	0.005	3	7400	0.009	3	7400	0.014
15:30 - 16:00	3	7400	0.000	3	7400	0.023	3	7400	0.023
16:00 - 16:30	3	7400	0.014	3	7400	0.000	3	7400	0.014
16:30 - 17:00	3	7400	0.014	3	7400	0.005	3	7400	0.019
17:00 - 17:30	3	7400	0.005	3	7400	0.158	3	7400	0.163
17:30 - 18:00	3	7400	0.009	3	7400	0.000	3	7400	0.009
18:00 - 18:30	2	8051	0.000	2	8051	0.012	2	8051	0.012
18:30 - 19:00	2	8051	0.006	2	8051	0.012	2	8051	0.018
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.451			0.257			0.708

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	4038	0.025	2	4038	0.000	2	4038	0.025
06:30 - 07:00	2	4038	0.025	2	4038	0.000	2	4038	0.025
07:00 - 07:30	3	7400	0.014	3	7400	0.005	3	7400	0.019
07:30 - 08:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
08:00 - 08:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
08:30 - 09:00	3	7400	0.009	3	7400	0.000	3	7400	0.009
09:00 - 09:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
09:30 - 10:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
10:00 - 10:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
10:30 - 11:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
11:00 - 11:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
11:30 - 12:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
12:00 - 12:30	3	7400	0.005	3	7400	0.000	3	7400	0.005
12:30 - 13:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
13:00 - 13:30	3	7400	0.000	3	7400	0.005	3	7400	0.005
13:30 - 14:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
14:00 - 14:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
14:30 - 15:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
15:00 - 15:30	3	7400	0.000	3	7400	0.005	3	7400	0.005
15:30 - 16:00	3	7400	0.000	3	7400	0.014	3	7400	0.014
16:00 - 16:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
16:30 - 17:00	3	7400	0.005	3	7400	0.000	3	7400	0.005
17:00 - 17:30	3	7400	0.000	3	7400	0.036	3	7400	0.036
17:30 - 18:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
18:00 - 18:30	2	8051	0.006	2	8051	0.000	2	8051	0.006
18:30 - 19:00	2	8051	0.000	2	8051	0.000	2	8051	0.000
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.089			0.065			0.154

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	4038	0.136	2	4038	0.000	2	4038	0.136
06:30 - 07:00	2	4038	0.235	2	4038	0.000	2	4038	0.235
07:00 - 07:30	3	7400	0.027	3	7400	0.009	3	7400	0.036
07:30 - 08:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
08:00 - 08:30	3	7400	0.014	3	7400	0.000	3	7400	0.014
08:30 - 09:00	3	7400	0.023	3	7400	0.000	3	7400	0.023
09:00 - 09:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
09:30 - 10:00	3	7400	0.005	3	7400	0.000	3	7400	0.005
10:00 - 10:30	3	7400	0.009	3	7400	0.000	3	7400	0.009
10:30 - 11:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
11:00 - 11:30	3	7400	0.000	3	7400	0.005	3	7400	0.005
11:30 - 12:00	3	7400	0.005	3	7400	0.000	3	7400	0.005
12:00 - 12:30	3	7400	0.009	3	7400	0.000	3	7400	0.009
12:30 - 13:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
13:00 - 13:30	3	7400	0.005	3	7400	0.005	3	7400	0.010
13:30 - 14:00	3	7400	0.000	3	7400	0.005	3	7400	0.005
14:00 - 14:30	3	7400	0.005	3	7400	0.018	3	7400	0.023
14:30 - 15:00	3	7400	0.000	3	7400	0.005	3	7400	0.005
15:00 - 15:30	3	7400	0.005	3	7400	0.014	3	7400	0.019
15:30 - 16:00	3	7400	0.000	3	7400	0.036	3	7400	0.036
16:00 - 16:30	3	7400	0.014	3	7400	0.000	3	7400	0.014
16:30 - 17:00	3	7400	0.018	3	7400	0.005	3	7400	0.023
17:00 - 17:30	3	7400	0.005	3	7400	0.194	3	7400	0.199
17:30 - 18:00	3	7400	0.009	3	7400	0.000	3	7400	0.009
18:00 - 18:30	2	8051	0.006	2	8051	0.012	2	8051	0.018
18:30 - 19:00	2	8051	0.006	2	8051	0.012	2	8051	0.018
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.536			0.320			0.856

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.08

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.304	1	1976	0.000	1	1976	0.304
06:00 - 06:30	2	4038	0.371	2	4038	0.000	2	4038	0.371
06:30 - 07:00	2	4038	1.758	2	4038	0.087	2	4038	1.845
07:00 - 07:30	3	7400	0.126	3	7400	0.086	3	7400	0.212
07:30 - 08:00	3	7400	0.099	3	7400	0.041	3	7400	0.140
08:00 - 08:30	3	7400	0.099	3	7400	0.036	3	7400	0.135
08:30 - 09:00	3	7400	0.117	3	7400	0.032	3	7400	0.149
09:00 - 09:30	3	7400	0.104	3	7400	0.050	3	7400	0.154
09:30 - 10:00	3	7400	0.135	3	7400	0.068	3	7400	0.203
10:00 - 10:30	3	7400	0.135	3	7400	0.113	3	7400	0.248
10:30 - 11:00	3	7400	0.140	3	7400	0.126	3	7400	0.266
11:00 - 11:30	3	7400	0.113	3	7400	0.117	3	7400	0.230
11:30 - 12:00	3	7400	0.063	3	7400	0.086	3	7400	0.149
12:00 - 12:30	3	7400	0.086	3	7400	0.059	3	7400	0.145
12:30 - 13:00	3	7400	0.023	3	7400	0.090	3	7400	0.113
13:00 - 13:30	3	7400	0.113	3	7400	0.081	3	7400	0.194
13:30 - 14:00	3	7400	0.068	3	7400	0.059	3	7400	0.127
14:00 - 14:30	3	7400	0.059	3	7400	0.113	3	7400	0.172
14:30 - 15:00	3	7400	0.063	3	7400	0.086	3	7400	0.149
15:00 - 15:30	3	7400	0.090	3	7400	0.095	3	7400	0.185
15:30 - 16:00	3	7400	0.072	3	7400	0.122	3	7400	0.194
16:00 - 16:30	3	7400	0.185	3	7400	0.081	3	7400	0.266
16:30 - 17:00	3	7400	0.414	3	7400	0.122	3	7400	0.536
17:00 - 17:30	3	7400	0.153	3	7400	0.955	3	7400	1.108
17:30 - 18:00	3	7400	0.153	3	7400	0.090	3	7400	0.243
18:00 - 18:30	2	8051	0.124	2	8051	0.236	2	8051	0.360
18:30 - 19:00	2	8051	0.062	2	8051	0.043	2	8051	0.105
19:00 - 19:30	1	1976	0.304	1	1976	0.152	1	1976	0.456
19:30 - 20:00	1	1976	0.051	1	1976	0.152	1	1976	0.203
20:00 - 20:30	1	1976	0.051	1	1976	0.051	1	1976	0.102
20:30 - 21:00	1	1976	0.101	1	1976	0.152	1	1976	0.253
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.736			3.581			9.317

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

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

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.152	1	1976	0.000	1	1976	0.152
06:00 - 06:30	2	4038	0.050	2	4038	0.000	2	4038	0.050
06:30 - 07:00	2	4038	0.285	2	4038	0.136	2	4038	0.421
07:00 - 07:30	3	7400	0.045	3	7400	0.018	3	7400	0.063
07:30 - 08:00	3	7400	0.050	3	7400	0.018	3	7400	0.068
08:00 - 08:30	3	7400	0.050	3	7400	0.005	3	7400	0.055
08:30 - 09:00	3	7400	0.041	3	7400	0.023	3	7400	0.064
09:00 - 09:30	3	7400	0.032	3	7400	0.032	3	7400	0.064
09:30 - 10:00	3	7400	0.036	3	7400	0.036	3	7400	0.072
10:00 - 10:30	3	7400	0.027	3	7400	0.059	3	7400	0.086
10:30 - 11:00	3	7400	0.032	3	7400	0.045	3	7400	0.077
11:00 - 11:30	3	7400	0.009	3	7400	0.045	3	7400	0.054
11:30 - 12:00	3	7400	0.009	3	7400	0.032	3	7400	0.041
12:00 - 12:30	3	7400	0.014	3	7400	0.023	3	7400	0.037
12:30 - 13:00	3	7400	0.009	3	7400	0.045	3	7400	0.054
13:00 - 13:30	3	7400	0.032	3	7400	0.027	3	7400	0.059
13:30 - 14:00	3	7400	0.009	3	7400	0.018	3	7400	0.027
14:00 - 14:30	3	7400	0.032	3	7400	0.032	3	7400	0.064
14:30 - 15:00	3	7400	0.009	3	7400	0.014	3	7400	0.023
15:00 - 15:30	3	7400	0.032	3	7400	0.032	3	7400	0.064
15:30 - 16:00	3	7400	0.018	3	7400	0.041	3	7400	0.059
16:00 - 16:30	3	7400	0.027	3	7400	0.041	3	7400	0.068
16:30 - 17:00	3	7400	0.059	3	7400	0.036	3	7400	0.095
17:00 - 17:30	3	7400	0.099	3	7400	0.122	3	7400	0.221
17:30 - 18:00	3	7400	0.095	3	7400	0.050	3	7400	0.145
18:00 - 18:30	2	8051	0.075	2	8051	0.137	2	8051	0.212
18:30 - 19:00	2	8051	0.031	2	8051	0.025	2	8051	0.056
19:00 - 19:30	1	1976	0.253	1	1976	0.000	1	1976	0.253
19:30 - 20:00	1	1976	0.051	1	1976	0.000	1	1976	0.051
20:00 - 20:30	1	1976	0.051	1	1976	0.000	1	1976	0.051
20:30 - 21:00	1	1976	0.101	1	1976	0.000	1	1976	0.101
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.815			1.092			2.907

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

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

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	4038	0.000	2	4038	0.000	2	4038	0.000
06:30 - 07:00	2	4038	0.012	2	4038	0.000	2	4038	0.012
07:00 - 07:30	3	7400	0.009	3	7400	0.000	3	7400	0.009
07:30 - 08:00	3	7400	0.009	3	7400	0.005	3	7400	0.014
08:00 - 08:30	3	7400	0.005	3	7400	0.014	3	7400	0.019
08:30 - 09:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
09:00 - 09:30	3	7400	0.005	3	7400	0.000	3	7400	0.005
09:30 - 10:00	3	7400	0.009	3	7400	0.009	3	7400	0.018
10:00 - 10:30	3	7400	0.023	3	7400	0.014	3	7400	0.037
10:30 - 11:00	3	7400	0.014	3	7400	0.023	3	7400	0.037
11:00 - 11:30	3	7400	0.018	3	7400	0.014	3	7400	0.032
11:30 - 12:00	3	7400	0.000	3	7400	0.009	3	7400	0.009
12:00 - 12:30	3	7400	0.014	3	7400	0.014	3	7400	0.028
12:30 - 13:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
13:00 - 13:30	3	7400	0.014	3	7400	0.005	3	7400	0.019
13:30 - 14:00	3	7400	0.005	3	7400	0.000	3	7400	0.005
14:00 - 14:30	3	7400	0.000	3	7400	0.005	3	7400	0.005
14:30 - 15:00	3	7400	0.009	3	7400	0.014	3	7400	0.023
15:00 - 15:30	3	7400	0.009	3	7400	0.009	3	7400	0.018
15:30 - 16:00	3	7400	0.005	3	7400	0.000	3	7400	0.005
16:00 - 16:30	3	7400	0.005	3	7400	0.014	3	7400	0.019
16:30 - 17:00	3	7400	0.000	3	7400	0.009	3	7400	0.009
17:00 - 17:30	3	7400	0.000	3	7400	0.009	3	7400	0.009
17:30 - 18:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
18:00 - 18:30	2	8051	0.000	2	8051	0.000	2	8051	0.000
18:30 - 19:00	2	8051	0.000	2	8051	0.000	2	8051	0.000
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.051	1	1976	0.051
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.165			0.218			0.383

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
05:30 - 06:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	2	4038	0.000	2	4038	0.000	2	4038	0.000
06:30 - 07:00	2	4038	0.000	2	4038	0.000	2	4038	0.000
07:00 - 07:30	3	7400	0.000	3	7400	0.005	3	7400	0.005
07:30 - 08:00	3	7400	0.005	3	7400	0.000	3	7400	0.005
08:00 - 08:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
08:30 - 09:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
09:00 - 09:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
09:30 - 10:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
10:00 - 10:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
10:30 - 11:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
11:00 - 11:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
11:30 - 12:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
12:00 - 12:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
12:30 - 13:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
13:00 - 13:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
13:30 - 14:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
14:00 - 14:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
14:30 - 15:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
15:00 - 15:30	3	7400	0.000	3	7400	0.005	3	7400	0.005
15:30 - 16:00	3	7400	0.000	3	7400	0.005	3	7400	0.005
16:00 - 16:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
16:30 - 17:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
17:00 - 17:30	3	7400	0.000	3	7400	0.000	3	7400	0.000
17:30 - 18:00	3	7400	0.000	3	7400	0.000	3	7400	0.000
18:00 - 18:30	2	8051	0.000	2	8051	0.000	2	8051	0.000
18:30 - 19:00	2	8051	0.000	2	8051	0.000	2	8051	0.000
19:00 - 19:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
19:30 - 20:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:00 - 20:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
20:30 - 21:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.005			0.015			0.020

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

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Filtering Summary

Land Use	02/E	EMPLOYMENT/WAREHOUSING (SELF STORAGE)
Selected Trip Rate Calculation Parameter Range	1336-14000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1336-5500 sqm GFA	
Date Range	Minimum: 01/01/14	Maximum: 15/10/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	1
	Thursday	1
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	6 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	2
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,001 to 25,000	1
	75,001 to 100,000	1
	125,001 to 250,000	1
	250,001 to 500,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	5
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-219602-230119-0111

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1336 to 5500 (units: sqm)
 Range Selected by User: 1336 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/10/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

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

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	3
Development Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

B8 5 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CB-02-E-01	Gross floor area:	3100 sqm
Development Name:	BOX CLEVER SELF STORAGE		
Location:	CARLISLE	Parking spaces:	9
Postcode:	CA3 0EU	No of Employees:	2
Main Location Type:	Edge of Town	Survey Date:	15/10/21
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site(2):	NG-02-E-02	Gross floor area:	2860 sqm
Development Name:	BIG YELLOW SELF STORAGE		
Location:	NOTTINGHAM	Parking spaces:	10
Postcode:	NG7 2NR	No of Employees:	4
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/11/16
Sub-Location Type:	Development Zone	Survey Day:	Thursday
PTAL:	n/a		
Site(3):	NY-02-E-01	Gross floor area:	1350 sqm
Development Name:	SELF STORAGE		
Location:	SELBY	Parking spaces:	10
Postcode:	YO8 8LZ	No of Employees:	3
Main Location Type:	Edge of Town	Survey Date:	21/09/21
Sub-Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site(4):	SD-02-E-01	Gross floor area:	4925 sqm
Development Name:	BIG YELLOW SELF STORAGE		
Location:	SWINDON	Parking spaces:	25
Postcode:	SN3 3JN	No of Employees:	3
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/09/16
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a		
Site(5):	TW-02-E-01	Gross floor area:	5500 sqm
Development Name:	1ST STORAGE		
Location:	GATESHEAD	Parking spaces:	20
Postcode:	NE10 0AZ	No of Employees:	4
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	13/06/16
Sub-Location Type:	Industrial Zone	Survey Day:	Monday
PTAL:	n/a		

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-02-E-01	Covid

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3514	0.000	5	3514	0.006	5	3514	0.006
07:30 - 08:00	5	3514	0.046	5	3514	0.011	5	3514	0.057
08:00 - 08:30	5	3514	0.063	5	3514	0.040	5	3514	0.103
08:30 - 09:00	5	3514	0.057	5	3514	0.046	5	3514	0.103
09:00 - 09:30	5	3514	0.091	5	3514	0.063	5	3514	0.154
09:30 - 10:00	5	3514	0.097	5	3514	0.102	5	3514	0.199
10:00 - 10:30	5	3514	0.108	5	3514	0.097	5	3514	0.205
10:30 - 11:00	5	3514	0.063	5	3514	0.063	5	3514	0.126
11:00 - 11:30	5	3514	0.057	5	3514	0.057	5	3514	0.114
11:30 - 12:00	5	3514	0.063	5	3514	0.040	5	3514	0.103
12:00 - 12:30	5	3514	0.137	5	3514	0.114	5	3514	0.251
12:30 - 13:00	5	3514	0.091	5	3514	0.120	5	3514	0.211
13:00 - 13:30	5	3514	0.074	5	3514	0.057	5	3514	0.131
13:30 - 14:00	5	3514	0.074	5	3514	0.068	5	3514	0.142
14:00 - 14:30	5	3514	0.085	5	3514	0.091	5	3514	0.176
14:30 - 15:00	5	3514	0.074	5	3514	0.097	5	3514	0.171
15:00 - 15:30	5	3514	0.074	5	3514	0.074	5	3514	0.148
15:30 - 16:00	5	3514	0.074	5	3514	0.080	5	3514	0.154
16:00 - 16:30	5	3514	0.074	5	3514	0.051	5	3514	0.125
16:30 - 17:00	5	3514	0.046	5	3514	0.074	5	3514	0.120
17:00 - 17:30	5	3514	0.051	5	3514	0.091	5	3514	0.142
17:30 - 18:00	5	3514	0.011	5	3514	0.051	5	3514	0.062
18:00 - 18:30	5	3514	0.011	5	3514	0.023	5	3514	0.034
18:30 - 19:00	5	3514	0.011	5	3514	0.006	5	3514	0.017
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.532			1.522			3.054

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

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

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Parameter summary

Trip rate parameter range selected:	1336 - 5500 (units: sqm)
Survey date date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
07:30 - 08:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
08:00 - 08:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
08:30 - 09:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
09:00 - 09:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
09:30 - 10:00	5	3514	0.006	5	3514	0.006	5	3514	0.012
10:00 - 10:30	5	3514	0.011	5	3514	0.011	5	3514	0.022
10:30 - 11:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
11:00 - 11:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
11:30 - 12:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
12:00 - 12:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
12:30 - 13:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
13:00 - 13:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
13:30 - 14:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
14:00 - 14:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
14:30 - 15:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
15:00 - 15:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
15:30 - 16:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
16:00 - 16:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
16:30 - 17:00	5	3514	0.006	5	3514	0.000	5	3514	0.006
17:00 - 17:30	5	3514	0.000	5	3514	0.006	5	3514	0.006
17:30 - 18:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
18:00 - 18:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
18:30 - 19:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.023			0.023			0.046

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
07:30 - 08:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
08:00 - 08:30	5	3514	0.006	5	3514	0.006	5	3514	0.012
08:30 - 09:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
09:00 - 09:30	5	3514	0.000	5	3514	0.006	5	3514	0.006
09:30 - 10:00	5	3514	0.017	5	3514	0.011	5	3514	0.028
10:00 - 10:30	5	3514	0.006	5	3514	0.011	5	3514	0.017
10:30 - 11:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
11:00 - 11:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
11:30 - 12:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
12:00 - 12:30	5	3514	0.006	5	3514	0.006	5	3514	0.012
12:30 - 13:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
13:00 - 13:30	5	3514	0.006	5	3514	0.000	5	3514	0.006
13:30 - 14:00	5	3514	0.000	5	3514	0.006	5	3514	0.006
14:00 - 14:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
14:30 - 15:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
15:00 - 15:30	5	3514	0.006	5	3514	0.006	5	3514	0.012
15:30 - 16:00	5	3514	0.006	5	3514	0.006	5	3514	0.012
16:00 - 16:30	5	3514	0.006	5	3514	0.000	5	3514	0.006
16:30 - 17:00	5	3514	0.000	5	3514	0.006	5	3514	0.006
17:00 - 17:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
17:30 - 18:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
18:00 - 18:30	5	3514	0.006	5	3514	0.000	5	3514	0.006
18:30 - 19:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.065			0.064			0.129

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
 CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
07:30 - 08:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
08:00 - 08:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
08:30 - 09:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
09:00 - 09:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
09:30 - 10:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
10:00 - 10:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
10:30 - 11:00	5	3514	0.006	5	3514	0.006	5	3514	0.012
11:00 - 11:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
11:30 - 12:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
12:00 - 12:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
12:30 - 13:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
13:00 - 13:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
13:30 - 14:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
14:00 - 14:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
14:30 - 15:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
15:00 - 15:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
15:30 - 16:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
16:00 - 16:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
16:30 - 17:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
17:00 - 17:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
17:30 - 18:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
18:00 - 18:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
18:30 - 19:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
07:30 - 08:00	5	3514	0.034	5	3514	0.000	5	3514	0.034
08:00 - 08:30	5	3514	0.034	5	3514	0.028	5	3514	0.062
08:30 - 09:00	5	3514	0.034	5	3514	0.028	5	3514	0.062
09:00 - 09:30	5	3514	0.063	5	3514	0.028	5	3514	0.091
09:30 - 10:00	5	3514	0.051	5	3514	0.051	5	3514	0.102
10:00 - 10:30	5	3514	0.051	5	3514	0.046	5	3514	0.097
10:30 - 11:00	5	3514	0.040	5	3514	0.023	5	3514	0.063
11:00 - 11:30	5	3514	0.040	5	3514	0.034	5	3514	0.074
11:30 - 12:00	5	3514	0.034	5	3514	0.017	5	3514	0.051
12:00 - 12:30	5	3514	0.080	5	3514	0.068	5	3514	0.148
12:30 - 13:00	5	3514	0.051	5	3514	0.068	5	3514	0.119
13:00 - 13:30	5	3514	0.046	5	3514	0.046	5	3514	0.092
13:30 - 14:00	5	3514	0.057	5	3514	0.040	5	3514	0.097
14:00 - 14:30	5	3514	0.034	5	3514	0.068	5	3514	0.102
14:30 - 15:00	5	3514	0.040	5	3514	0.040	5	3514	0.080
15:00 - 15:30	5	3514	0.023	5	3514	0.040	5	3514	0.063
15:30 - 16:00	5	3514	0.028	5	3514	0.023	5	3514	0.051
16:00 - 16:30	5	3514	0.051	5	3514	0.034	5	3514	0.085
16:30 - 17:00	5	3514	0.028	5	3514	0.040	5	3514	0.068
17:00 - 17:30	5	3514	0.028	5	3514	0.063	5	3514	0.091
17:30 - 18:00	5	3514	0.006	5	3514	0.034	5	3514	0.040
18:00 - 18:30	5	3514	0.006	5	3514	0.023	5	3514	0.029
18:30 - 19:00	5	3514	0.006	5	3514	0.006	5	3514	0.012
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.865			0.848			1.713

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3514	0.000	5	3514	0.006	5	3514	0.006
07:30 - 08:00	5	3514	0.011	5	3514	0.011	5	3514	0.022
08:00 - 08:30	5	3514	0.023	5	3514	0.006	5	3514	0.029
08:30 - 09:00	5	3514	0.023	5	3514	0.017	5	3514	0.040
09:00 - 09:30	5	3514	0.028	5	3514	0.028	5	3514	0.056
09:30 - 10:00	5	3514	0.023	5	3514	0.034	5	3514	0.057
10:00 - 10:30	5	3514	0.040	5	3514	0.028	5	3514	0.068
10:30 - 11:00	5	3514	0.023	5	3514	0.040	5	3514	0.063
11:00 - 11:30	5	3514	0.011	5	3514	0.017	5	3514	0.028
11:30 - 12:00	5	3514	0.028	5	3514	0.023	5	3514	0.051
12:00 - 12:30	5	3514	0.046	5	3514	0.034	5	3514	0.080
12:30 - 13:00	5	3514	0.040	5	3514	0.051	5	3514	0.091
13:00 - 13:30	5	3514	0.023	5	3514	0.011	5	3514	0.034
13:30 - 14:00	5	3514	0.017	5	3514	0.023	5	3514	0.040
14:00 - 14:30	5	3514	0.051	5	3514	0.023	5	3514	0.074
14:30 - 15:00	5	3514	0.034	5	3514	0.057	5	3514	0.091
15:00 - 15:30	5	3514	0.046	5	3514	0.028	5	3514	0.074
15:30 - 16:00	5	3514	0.040	5	3514	0.051	5	3514	0.091
16:00 - 16:30	5	3514	0.017	5	3514	0.017	5	3514	0.034
16:30 - 17:00	5	3514	0.011	5	3514	0.028	5	3514	0.039
17:00 - 17:30	5	3514	0.023	5	3514	0.023	5	3514	0.046
17:30 - 18:00	5	3514	0.006	5	3514	0.017	5	3514	0.023
18:00 - 18:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
18:30 - 19:00	5	3514	0.006	5	3514	0.000	5	3514	0.006
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.570			0.573			1.143

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
07:30 - 08:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
08:00 - 08:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
08:30 - 09:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
09:00 - 09:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
09:30 - 10:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
10:00 - 10:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
10:30 - 11:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
11:00 - 11:30	5	3514	0.006	5	3514	0.006	5	3514	0.012
11:30 - 12:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
12:00 - 12:30	5	3514	0.006	5	3514	0.006	5	3514	0.012
12:30 - 13:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
13:00 - 13:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
13:30 - 14:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
14:00 - 14:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
14:30 - 15:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
15:00 - 15:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
15:30 - 16:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
16:00 - 16:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
16:30 - 17:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
17:00 - 17:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
17:30 - 18:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
18:00 - 18:30	5	3514	0.000	5	3514	0.000	5	3514	0.000
18:30 - 19:00	5	3514	0.000	5	3514	0.000	5	3514	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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