

## **TRANSPORT ASSESSMENT REPORT**

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# **PROPOSED ALTERATION TO COMMITTED DEVELOPMENT ON LAND SOUTH OF BLACKBURN ROAD, LONGRIDGE**

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**J HARRISON**

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## 1.0 Introduction

### 1.1 Background

- 1.1.1 Modal Highway Consultants has been commissioned to prepare a Transport Assessment to accompany an Outline Planning Application for a proposal on part of the land which already has an approved outline development scheme south of Blackburn Road Longridge.
- 1.1.2 The existing development, approved under Planning Application Reference 3/2017/0317 is located just to the east of the access road that serves Clegg's Chilled Food Service, Brendan Anderton Butchers and existing client land. The proposal is to change the existing Planning approval which includes office (2,140 Sqm GFA), industrial (2,418 Sqm GFA) and warehousing (3,627 Sqm GFA) to a much reduced scheme of light industrial (2,160 Sqm GFA) and warehousing (1,728 Sqm GFA).
- 1.1.3 In addition to the change in land use and floor areas, the proposed access which is currently approved to be directly from Blackburn Road is to be from the existing access road which runs alongside the sites western edge.
- 1.1.4 The site is located to the east of Longridge, just south of Blackburn Road. To the north is the Spade Mill Reservoir, to the east and south mainly agricultural fields. A site Location Plan is indicated below.

#### Site Location



- 1.1.5 This Transport Assessment Report considers the potential impact of the proposed changes to the permitted development, the proposed changes to the existing access road and the impact on the local highway network.
- 1.1.6 This report also considers the non-car modes of travel, including by public transport, bicycle and pedestrian access.

1.1.7 This Transport Assessment has been prepared following guidance set out in the Department for Transport's 'Guidance on Transport Assessment' document, dated March 2007.

## **1.2 National Planning Policy Framework (NPPF), February 2019**

1.2.1 The NPPF sets out the Government's Planning Policies for England and how these are expected to be applied. One of the core objectives is to encourage sustainable growth and achieve economic growth through the Planning System.

1.2.2 The NPPF advises that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- The planning system should actively manage patterns of growth in support of these objectives. 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.

1.2.3 The NPPF indicates that when considering development proposals, they should ensure that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

1.2.4 The NPPF states that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” Within this context the development should:

- The efficient delivery of goods and supplies;
- Give priority to pedestrian and cyclist movements and access to high quality public transport facilities;

- Create safe and secure layouts that minimise conflicts between traffic and pedestrians or cyclists;
- Consider the needs of people with disabilities for all modes of transport.
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

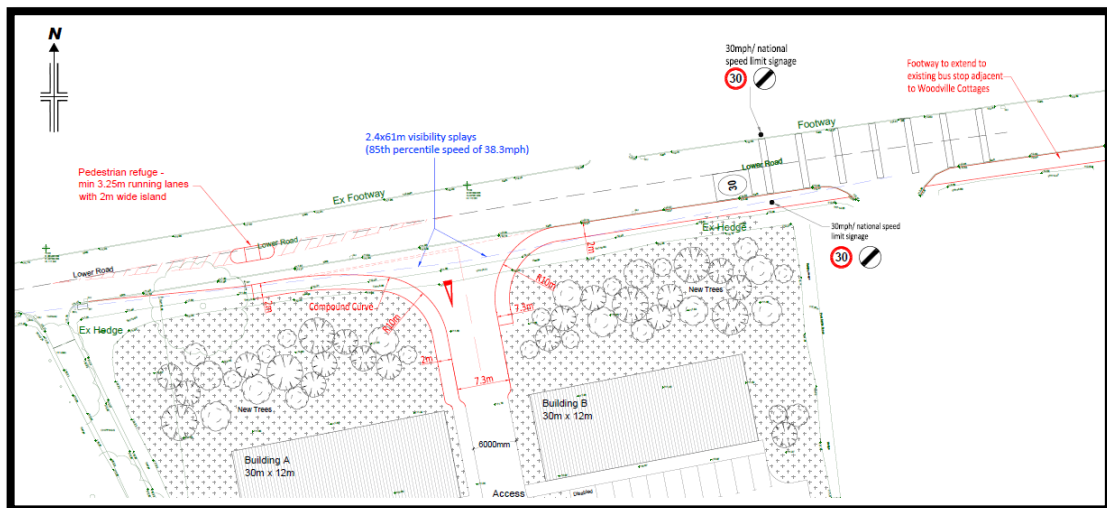
### 1.3 Planning Application Reference: 3/2017/0602

1.3.1 This approved Planning Application was for a business located between the Clegg's Chilled Food Service and Blackburn Road and consisted of the following land use types:

- B1: 1,080 Sqm GFA
- B2/B8: 1,512 Sqm GFA

1.3.2 The Permitted access is planned directly onto Blackburn Road. The following drawing indicates the approved access arrangements.

#### Proposed Access Arrangements for Planning Application Reference: 3/2017/0602



Source: Extract from PSA Design Drawing H2683-01, dated 8 November 2017

1.3.3 The permitted access includes an access road width of 7.3m with 10m kerb radii.

### 1.4 Planning Application Reference: 3/2017/0317

1.4.1 This approved Planning Application was for a business/industrial park that consisted of the following land use types:

- Office: 2,140 Sqm GFA
- Industrial: 2,418 Sqm GFA
- Warehousing: 3,627 Sqm GFA

1.4.2 A new access is proposed directly onto Blackburn Road. The following drawing indicates the approved access arrangements.



## 2.0 Site and Surrounding Highway Network

### 2.1 Site

- 2.1.1 The site lies to the east of Longridge, south of Blackburn Road. To the east and south fields and to the north are the Spade Mills Reservoirs.
- 2.1.2 As part of the current Planning Permission for the site there is permission to provide a new priority junction access onto Blackburn Road to serve the existing permitted development, see Section 1.4 above which includes an extract of the drawing showing the permitted access arrangements.

### 2.2 Local Highway Network

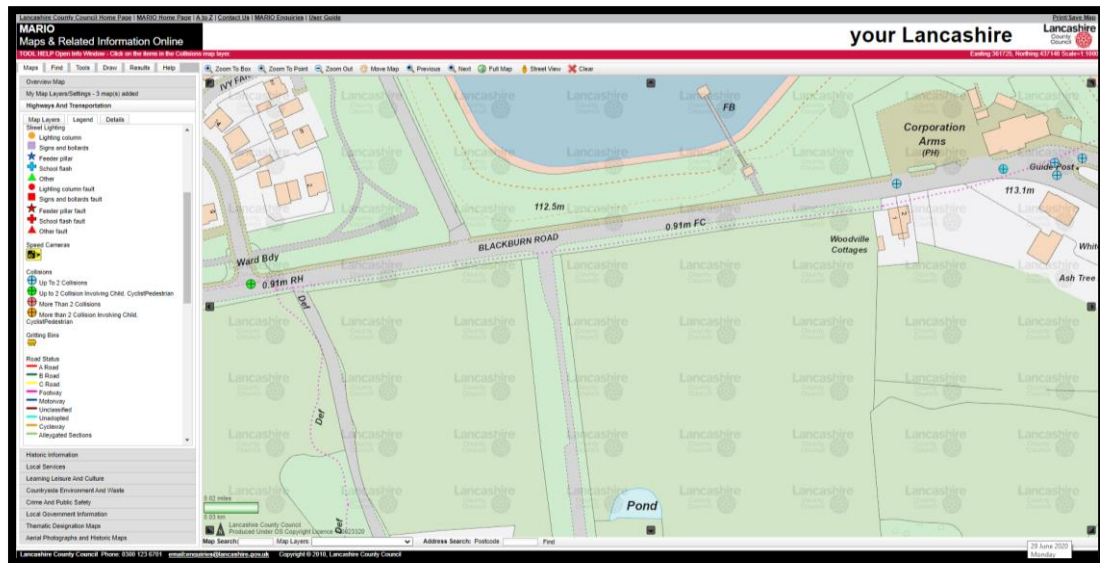
- 2.2.1 The proposed access is to be made via the existing access road which serves Clegg's Chilled Food Services, Brendan Anderton Butchers and the Clients land. The following photograph indicates the existing access arrangements.

#### Existing Access Junction



- 2.2.2 The B6243 Blackburn Road, runs between Longridge and Preston to the west and Clitheroe to the east. In the vicinity of the access road just to its west the speed limit changes between 30mph and 60mph, with 60mph continuing eastwards. Speed limit changes red markings have been painted across the access road. The above photograph indicates these.
- 2.2.3 There is a footway located along the northern side of Blackburn Road which is lit by street lighting.
- 2.2.4 A search was carried out of injury accidents using Lancashire County Council's Mario Mapping. Accident data was then obtained for the local highway network within the vicinity of the site access. The extract below indicates the locations of accidents that have occurred up until 2019.

## Local Accident Data



Source: Lancashire County Council Mario Mapping

2.2.5 The accident data indicates that no accidents occurred at the proposed site access, though accidents have occurred locally at the access to Hollin Hall Drive, to the west, and at the junction with B6245 Preston Road, just to the east.

2.2.6 A traffic survey of Blackburn Road was carried out in 2017 as part of the earlier permitted Planning Application for this site, Planning Application Reference 3/2017/0317. This indicated that during the morning peak period a typical eastbound traffic flow was 372 vehicles and westbound flow 334 vehicles. During the evening peak period the traffic flow eastbound was typically 385 vehicles and westbound 370 vehicles.

## 2.3 Public Transport

2.3.1 There are bus stops located either side of the access road. For east bound bus services the bus stop is approximately 50m to the west from the access road and approximately 150m to the east. For westbound bus services the nearest bus stop is approximately 150m to the east. These are served by routes 106, 45, 5, 625, 876 and 995.

2.3.2 The following summarises the routes and frequencies:-

- 5 Chipping – Clitheroe: Every 2 hours Monday to Saturday
- 45 Preston – Blackburn: Hourly Monday to Saturday
- 106 Wilshire Turning Circle – Longridge Schools: 1 each direction, term time
- 625 Longridge - Billington St Augustine RCHS: 1 outbound, 2 inbound, term time
- 876 Longridge – Clitheroe RGS: 1 outbound, 2 inbound, term time
- 995 Clitheroe – Myerscough College: 1 each direction, College only

2.3.3 The above indicates that the public buses (non-school/college routes) result in a frequency of between 2 to 3 buses per hour in each direction pass the site. A copy of the timetable is included in Appendix 1.

- 2.3.4 The nearest railway station is Ramsgreave & Wilpshire on the Ribble Valley Line, as used for the accessibility questionnaire, which has a number of useful local services, with hourly services northbound to Clitheroe and southbound to Blackburn and Manchester Victoria.
- 2.3.5 The nearest mainline railway station is at Preston, which is located on the West Coast Mainline. Preston railway station is considered as a major railway hub with routes north-south (Scotland – London) and east-west (Manchester – Blackpool).

## **2.4 Pedestrian Accessibility**

- 2.4.1 Pedestrian footways already exist along the norther side of Blackburn Road.
- 2.4.2 The approved Committed developments located either side of the access road include provision for footways along the southern side of Blackburn Road as well as islands to aid pedestrians crossing the road.
- 2.4.3 Public Footpath 3-23-FP-23 runs alongside the access road between Blackburn Road and 3-23-FP-22 to the south, just west of Lower College Farm. From Lower College Farm it is possible to head east, west and south on a number of other footpath routes.
- 2.4.4 Between Hollin Hall Drive and Spade Mill Reservoir is a bridleway heading north from Blackburn Road to Hollin Hall Lodge, where it meets a number of other footpaths.

## **2.5 Cycle Accessibility**

- 2.5.1 Blackburn Road, going past the site is part of the Lancashire Cycleway Route 90, forming part of a 130mile loop of northern Lancashire. The route starts at Lancaster and takes in the Forest of Bowland, Arnsdale and Silverdale AONB, the Ribble Valley as well as the world famous Blackpool Pleasure Beach.

## **2.6 Site Accessibility Questionnaire**

- 2.6.1 The Lancashire County Council on-line accessibility questionnaire for non-residential developments was completed taking in to account the sites location near to Blackburn Road.
- 2.6.2 The results of the questionnaire indicate an aggregate accessibility score of 17, which places the site in a “medium” accessibility category. A copy of the questionnaire is included in Appendix 2.

## 3.0 Proposed Development

### 3.1 Proposal

3.1.1 The proposals is to modify the existing Planning Permission, Application Reference 3/2017/0317. This includes omitting the office element of the permitted scheme and varying the gross floor areas for the light industrial and warehousing elements of the permitted scheme. In addition, the proposals include changing the location of the permitted access from being directly onto Blackburn Road to using the existing access road that runs along the western boundary of the site.

3.1.2 The existing permitted development includes the following land use types and gross floor areas:-

- Office: 2,140 Sqm GFA
- Industrial: 2,418 Sqm GFA
- Warehousing: 3,627 Sqm GFA

3.1.3 The proposal is to provide the following land uses and gross floor areas:-

- B1 Light Industrial: 864 Sqm GFA
- B2 General Industrial: 1,296 Sqm GFA
- B8 Warehousing: 1,728 Sqm GFA

3.1.4 The proposals have therefore dropped the office element of the development and reduced the gross floor areas associated with industrial and warehousing land uses.

### 3.2 Parking

3.2.1 As the Planning Application is Outline, the exact level of parking is to be confirmed as part of the detailed design. However it is provisionally considered that a total of 88 parking spaces will be provided, split as follows:-

- 6 Disabled Spaces
- 56 Car Parking Spaces
- 2 Electric Car Spaces
- 24 LGV Spaces

3.2.2 In addition to the above there will also be parking spaces for the following:-

- 5 Motorcycle Parking Spaces
- 25 Bicycle Parking Spaces

### 3.3 Access

3.3.1 The permitted development, Application Reference 3/2017/0317, has approval for an access directly onto Blackburn Road, refer to Section 1.4 above which includes an extract from the access drawing.

3.3.2 The proposal is now to access the site from the existing access road that runs along the western boundary to the site. This is an access road that already has some HGV and LGV usage, as it serves the Cleggs Chilled Food Service and Brendan Anderton Butcher's. In addition, there is planning approval for Planning Application Reference 3/2019/0666 which is for a total of 792 Sqm GFA of light industrial units (3 no.) and whose access is located near to the Clegg's access.

- 3.3.3 The centre of the new access road is located approximately 85m south of the existing access round junction with Blackburn Road. The new access road into the site will be 7.3m in width, but widens to a width of 9.7m just prior to the bellmouth, with 10m kerb radii where it joins the existing access road.
- 3.3.4 In addition, the existing access road will be widened from Blackburn Road to the existing passing layby located approximately 95m south of Blackburn Road. The access road will be widened to 7.3m, though just prior to the bellmouth at Blackburn Road the access road width will widen to 9.7m. The junction at Blackburn Road will also be widened with 10m radii, though these will taper back into Blackburn Road. A copy of the modified access arrangements are included in Appendix 3.
- 3.3.5 The modifications to the existing access arrangements at Blackburn Road have been designed in order to allow 2 HGV's to pass safely and to allow HGV's to turn into and out of Blackburn Road with minimal impact to on-coming traffic. An improvement on the current situation where HGV's turning right in or left out risk having to use the on-coming lane on Blackburn Road in order to carry out the manoeuvre. A copy of vehicle swept paths, including HGV's are included within Appendix 4.
- 3.3.6 The location of the change in speed limit from 60mph to 30mph, adjacent to the western side of the junction, with rumble strips across the access on Blackburn Road means that vehicles are likely to be undertaking speeds nearer to 30mph rather than 60mph. A speed survey was carried out as part of the Planning Application for the adjacent site to the west. The results indicate 85<sup>th</sup> percentile speeds of 38.3mph for eastbound traffic and 37.2mph for westbound traffic. These are on the threshold for using 2 different visibility splay guidelines, DMRB and Manual for Streets.
- 3.3.7 As part of Planning Application Reference 3/2019/0666, Lancashire CC Highways accepted visibility splays of 2.4m x 120m as being acceptable and achievable at this location. A copy of the visibility splay drawing is reproduced in Appendix 5 indicating these visibility splays.

## 4.0 Traffic Impact

### 4.1 Introduction

4.1.1 The proposal is to change the land use types and gross floor areas from those approved in the earlier Planning Application, and to move the access from being directly onto Blackburn Road to an access onto an existing access road that is located on the sites western boundary. This section of the report indicates the likely change in traffic impact associated with these changes.

### 4.2 Trip Rates

4.2.1 The land use types represented in the Committed Developments within the immediate vicinity of the site and the by the proposed development are made up of 3 land use types:-

- B1 Office
- B1/B2 Industrial
- B8 Warehousing

4.2.2 Examination of the TRICS database has been carried out for each of these land use types in order to identify typical trip rates. The site parameters were filtered to reflect the proposed situation, and therefore sites in Greater London and Northern and southern Ireland were excluded. In addition town centre sites were also excluded. The population parameters were set to be more representative of the local area. Copies of the TRICS data for each land use type are included in Appendix 6 with the peak hour and daily trip rates summarised in Table 4.1 below.

**Table 4.1: Proposed Land Use Trip Rates (per 100Sqm GFA)**

Land Use Type	AM Peak		PM Peak		Daily Total	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Office	3.318	0.259	0.345	3.094	11.058	11.295
Industrial Estate	0.346	0.196	0.196	0.409	3.686	3.846
Warehousing	0.339	0.094	0.024	0.246	2.884	2.749

Source: TRICS database

### 4.3 Committed Development Traffic Generations

4.3.1 The above trips rates have been applied to the local Committed Development gross floor areas in order to indicate the likely Committed background traffic flows should each of the developments be constructed. The following Developments have been included:-

- 3/2017/0317 (east of access road)
- 3/2017/0602 (west of access road)
- 3/2019/0666 (Uses access road)

4.3.2 The resultant traffic generations for each of the above Committed Development schemes, based on the above trip rates, are summarised below in Table 4.2.

**Table 4.2: Committed Development Traffic Generations**

Land Use Type	AM Peak		PM Peak		Daily Total	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
<b>3/2017/0317</b> (east of access road)	92	14	13	85	430	434
<b>3/2017/0602</b> (west of access road)	9	4	2	8	83	83
<b>3/2019/0666</b> (Uses access road)	3	2	2	3	29	30

Source: Consultants Estimates

- 4.3.3 In addition to the above Committed Developments, traffic is also generated by the Clegg's Chilled Food Service and Brendan Anderton Butcher's. Based on on-site observations it is estimated that in total they generate in the region of 80 trips per day (2-Way). During the morning peak period there is typically 10 arrivals and 6 departures and during the evening peak period there is typically 4 arrivals and 8 departures.
- 4.3.4 Traffic diagrams indicating the Base with Committed Development traffic flows, including HGV/OGV traffic are included in Appendix 7.

#### 4.4 Proposed Change to Development Traffic Generation

- 4.4.1 The proposal is to change the land use generation to the following:-
- B1 Light Industrial: 864 Sqm GFA
  - B2 General Industrial: 1,296 Sqm GFA
  - B8 Warehousing: 1,728 Sqm GFA
- 4.4.2 Based on the above trip rates, the resultant generation is summarised in Table 4.3 below.

**Table 4.3: Proposed Development Traffic Generation**

Land Use Type	AM Peak		PM Peak		Daily Total	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
<b>Industrial Estate</b>	7	4	4	9	80	83
<b>Warehousing</b>	6	2	1	4	50	48
<b>Total</b>	13	6	5	13	130	131

Source: Consultants Estimates

- 4.4.3 The above Table 4.3 indicates that in the morning peak period the development would generate 13 arrival trips and 6 departure trips. During the evening peak period the development would generate 5 arrival and 13 departure trips. The distribution of traffic flows generated by the proposed development are also included in Appendix 7.
- 4.4.4 Appendix 7 also includes a traffic flow diagram indicating the reduction in Committed Development traffic associated, Planning Reference 3/2017/0317, which will be superseded by the proposed development.

4.4.5 The result in comparing traffic flows generated by the sites Committed Development and the proposed development indicate that there will be a significant reduction in traffic generated by the site. The following Table 4.4 summarises the changes in Traffic flow generation.

**Table 4.4: Committed Development Traffic Generations**

Land Use Type	AM Peak		PM Peak		Daily Total	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
<b>Approved Development</b>	92	14	13	85	430	434
<b>Proposed Development</b>	13	6	1	4	50	48
<b>Change in Traffic Flow</b>	-79	-8	-12	-81	-380	-386

4.4.6 The above Table 4.4 summarises the change in traffic generations. Over a typical day the reduction in traffic generation could be as high as 766 trips (2-Way).

4.4.7 A copy of the resultant local highway trips, assuming the proposed development access is via the existing adjacent access road is also included in Appendix 7.

4.4.8 The traffic distribution has been based on on-sight observations which indicate that the majority of trips to/from the existing access road are to/from Longridge. This reflects the attraction of Longridge, Preston and the M6 motorway when considering the distribution of generated traffic.

## 4.5 Traffic Impact

4.5.1 The impact on the local highway network, when compared traffic generated by the Committed Development is of a significant reduction in the level of traffic generated. It is therefore considered that the proposed development would not adversely affect the operation or safety of the local highway network.

4.5.2 The changes to the access arrangements, which reduce the number of potential accesses directly onto Blackburn Road as well as improve the access geometry for the existing access road, which help turning HGV's, are a significant improvement to local highway safety.

4.5.3 In order to assess the impact of the changes on the capacity of the existing access road junction with Blackburn Road, a PICADY analysis was carried out for the following scenarios:-

- AM Peak + Committed Development – existing junction arrangements
- PM Peak + Committed Development – existing junction arrangements
- AM Peak With Proposed Development – new junction arrangements
- PM Peak With Proposed Development – new junction arrangements

4.5.4 The results indicate that in all scenarios there are very low ratio of flows to capacity (RFC) values, with a maximum RFC value of 0.06 on the access road with the additional development traffic. The results signify that the junction works well operationally. A copy of the junction analysis is included in Appendix 8.



## **5.0 Summary and Conclusions**

### **5.1 Summary**

- 5.1.1 The proposal is to modify the existing permitted development site located to the east of the existing access road, in order that the proposed access is no longer directly onto Blackburn Road but onto the existing access road that runs alongside its western boundary.
- 5.1.2 In addition to changing the access arrangements, the permitted levels of landuse are to be modified as part of the proposed development.
- 5.1.3 The access arrangements include changes to the existing access road junction onto Blackburn Road in order to make it safer for HGV's to turn to/from Blackburn Road.
- 5.1.4 The preliminary level of parking is proposed at 88 spaces, which include spaces for disabled drivers, electric vehicles, LGV's and cars. In addition parking spaces are to be provided for motorcycles and bicycles.
- 5.1.5 The Lancashire CC accessibility non-residential questionnaire results in the site having a moderate rating.
- 5.1.6 There are bus stops located nearby with a bus frequency of between 2 to 3 buses in each direction every hour.
- 5.1.7 A national cycle route, which forms part of the Lancashire Northern Loop, passes the site on Blackburn Road.
- 5.1.8 The level of traffic generated by the proposed development results in a significant decrease in traffic generated by the site compared with the sites that have an existing outline consents for commercial development.
- 5.1.9 The impact of the proposals on the local highway is significantly reduced when compared to the sites already permitted level of development.
- 5.1.10 The reduction in generated traffic and changed to the access arrangements will result in an improved level of highway safety for all road users.
- 5.1.11 The junction capacity analysis at Blackburn Road indicates that the junction will operate within capacity and safely.

### **5.2 Conclusions**

- 5.2.1 The proposals will have a negligible impact on the local highway network, and result in an overall improvement to highway safety and therefore accord with the requirements of the NPPF.
- 5.2.2 Therefore, based on the above information we recommend that, in terms of traffic and transportation, the Planning Application be approved.

# APPENDICES

## **Appendix 1 Bus Timetables**

## 5 CHIPPING - CLITHEROE via Knowle Green, Hurst Green, Barrow Brook (outbound)

### Monday to Saturday

<i>Operator</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>
<i>Notes</i>	\$	\$	\$	\$	\$	\$	\$
<i>Variations</i>							
<b>CHIPPING,Kirklands Estate (by)</b>	07:23	09:33	11:33	13:33	15:33	17:43	19:53
LONGRIDGE,Post Office (o/s)	07:38	09:48	11:48	13:48	15:48	17:58	20:08
RIBCHESTER,Black Bull (opp)	07:46	09:56	11:56	13:56	15:56	18:06	----
HURST GREEN,Shireburn Arms (opp)	07:56	10:06	12:06	14:06	16:06	18:16	----
WHALLEY,Post Office (o/s)	08:08	10:18	12:18	14:18	16:18	18:28	----
BARROW,Business Village (by)	08:15	10:25	12:25	14:25	16:25	18:35	----
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 5)</b>	08:23	10:33	12:33	14:33	16:33	18:43	----

## 5 CHIPPING - CLITHEROE via Knowle Green, Hurst Green, Barrow Brook (inbound)

### Monday to Saturday

<i>Operator</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>
<i>Notes</i>	\$	\$	\$	\$	\$	\$
<i>Variations</i>						
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 5)</b>	08:28	10:28	12:28	14:28	16:38	18:48
BARROW,Business Village (by)	08:37	10:37	12:37	14:37	16:47	18:57
WHALLEY,Bus Station (Stand A)	08:44	10:44	12:44	14:44	16:54	19:04
HURST GREEN,Shireburn Arms (o/s)	08:58	10:58	12:58	14:58	17:08	19:18
RIBCHESTER,Black Bull (by)	09:08	11:08	13:08	15:08	17:18	19:28
LONGRIDGE,Post Office (opp)	09:16	11:16	13:16	15:16	17:26	19:36
<b>CHIPPING,Kirklands Estate (by)</b>	09:31	11:31	13:31	15:31	17:41	19:51

### Key

- \$ - Operated on behalf of Lancashire County Council
- PBLT - Rotala Preston Bus

## 106 Wilpshire Turning Circle - Longridge schools (outbound)

### Monday to Friday

<i>Operator</i>	<i>LOCO</i>
<i>Notes</i>	<i>\$\$,SCH</i>
<i>Variations</i>	
<b>WILPSHIRE,Turning Circle (by)</b>	08:10
SALESBURY,Bonny Inn (opp)	08:13
CLAYTON-LE-DALE,Oaks Bar (by)	08:17
RIBCHESTER,Ribchester Arms (opp)	08:23
LONGRIDGE,Post Office (opp)	08:37
LONGRIDGE,High School (o/s)	08:38
<b>LONGRIDGE,St Cecilians RCHS (by)</b>	08:40

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## 106 Wilpshire Turning Circle - Longridge schools (inbound)

### Monday to Friday

<i>Operator</i>	<i>LOCO</i>
<i>Notes</i>	<i>\$\$,SCH</i>
<i>Variations</i>	
<b>LONGRIDGE,High School (o/s)</b>	15:20
LONGRIDGE,St Cecilians RCHS (by)	15:25
LONGRIDGE,Post Office (o/s)	15:30
RIBCHESTER,Ribchester Arms (o/s)	15:41
CLAYTON-LE-DALE,Oaks Bar (opp)	15:46
SALESBURY,Bonny Inn (o/s)	15:49
<b>WILPSHIRE,Turning Circle (opp)</b>	15:51

---

### Key

- \$\$ - Operated on behalf of Lancashire County Council - School children only
- SCH - Longridge High School only
- LOCO - Longridge Coaches

## 45 PRESTON - BLACKBURN via Fulwood, RPH, Goosnargh, Whittingham, Salesbury, Wilpshire (outbound)

### Monday to Saturday

<i>Operator</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>
<i>Notes</i>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<i>Variations</i>												
<b>PRESTON CITY CENTRE, Bus Station (Stand 3)</b>	06:35	07:35	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:40	17:40
FULWOOD, Post Office (opp)	06:45	07:45	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:50	17:50
SHAROE GREEN, Booths (opp)	06:49	07:49	08:49	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:54	17:54
BROUGHTON, Village Centre (adj)	06:57	07:57	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	17:02	18:02
GOOSNARGH, Goosnargh Lane (by)	07:04	08:04	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	17:09	18:09
CUMERAGH VILLAGE, Whittingham Hospital The Lodge (opp)	07:07	08:07	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:07	17:12	18:12
LONGRIDGE, Post Office (o/s)	07:20	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:25	18:25
RIBCHESTER, Black Bull (opp)	07:27	08:27	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:32	18:32
SALESBURY, Bonny Inn (o/s)	07:35	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:40	18:40
WILPSHIRE, Mayfair Crescent (by)	07:38	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38	17:43	18:43
BLACKBURN, St Marys College (adj)	07:44	08:44	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:44	17:49	18:49
<b>BLACKBURN TOWN CENTRE, Arrival Stand (Stand 0)</b>	07:50	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:55	18:55

<i>Operator</i>	<i>PBLT</i>	<i>PBLT</i>
<i>Notes</i>	\$	\$
<i>Variations</i>		
<b>PRESTON CITY CENTRE, Bus Station (Stand 3)</b>	18:40	19:25
FULWOOD, Post Office (opp)	18:50	19:35
SHAROE GREEN, Booths (opp)	18:54	19:39
BROUGHTON, Village Centre (adj)	19:02	19:47
GOOSNARGH, Goosnargh Lane (by)	19:09	19:54
CUMERAGH	19:12	19:57

VILLAGE,Whittingham Hospital The Lodge (opp)	
LONGRIDGE,Post Office (o/s)	19:25 20:07
RIBCHESTER,Black Bull (opp)	19:32 ----
SALESBURY,Bonny Inn (o/s)	19:40 ----
WILPSHIRE,Mayfair Crescent (by)	19:43 ----
BLACKBURN,St Marys College (adj)	19:49 ----
<b>BLACKBURN TOWN CENTRE,Arrival Stand (Stand 0)</b>	19:55 ----

## 45 PRESTON - BLACKBURN via Fulwood, RPH, Goosnargh, Whittingham, Salesbury, Wilpshire (inbound)

### Monday to Saturday

<i>Operator</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>	<i>PBLT</i>
<i>Notes</i>	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<i>Variations</i>												
<b>BLACKBURN TOWN CENTRE,Bus Station (Stand 1)</b>	06:55	07:55	08:55	09:55	10:55	11:55	12:55	13:55	14:55	16:00	17:00	18:00
BLACKBURN,St Marys College (opp)	07:02	08:02	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:07	17:07	18:07
WILPSHIRE,Mayfair Crescent (opp)	07:08	08:08	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:13	17:13	18:13
SALESBURY,Bonny Inn (opp)	07:11	08:11	09:11	10:11	11:11	12:11	13:11	14:11	15:11	16:16	17:16	18:16
RIBCHESTER,Black Bull (by)	07:20	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:25	17:25	18:25
LONGRIDGE,Post Office (opp)	07:33	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:38	17:38	18:38
CUMERAGH VILLAGE,Whittingham Hospital The Lodge (adj)	07:40	08:40	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:45	17:45	18:45
GOOSNARGH,The Grapes Inn (o/s)	07:45	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:50	17:50	18:50
BROUGHTON,Village Centre (by)	07:52	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:57	17:57	18:57
SHAROE GREEN,Booths (by)	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:05	18:05	19:05
FULWOOD,Post Office (o/s)	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	17:10	18:10	19:10
<b>PRESTON CITY CENTRE,Arrival Stand (Stand 0)</b>	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:20	18:20	19:20

<i>Operator</i>	<i><u>PBLT</u></i>
<i>Notes</i>	<i>\$</i>
<i>Variations</i>	
<b>BLACKBURN TOWN CENTRE, Bus Station (Stand 1)</b>	19:00
BLACKBURN, St Marys College (opp)	19:07
WILPSHIRE, Mayfair Crescent (opp)	19:13
SALESBURY, Bonny Inn (opp)	19:16
RIBCHESTER, Black Bull (by)	19:25
LONGRIDGE, Post Office (opp)	19:38
CUMERAGH VILLAGE, Whittingham Hospital The Lodge (adj)	19:45
GOOSNARGH, The Grapes Inn (o/s)	19:50
BROUGHTON, Village Centre (by)	19:57
SHAROE GREEN, Booths (by)	20:05
FULWOOD, Post Office (o/s)	20:10
<b>PRESTON CITY CENTRE, Arrival Stand (Stand 0)</b>	20:20

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## Key

- \$ - Operated on behalf of Lancashire County Council
- PBLT - Rotala Preston Bus

**625 LONGRIDGE - BILLINGTON ST AUGUSTINES RCHS (outbound)****Monday to Friday**

<i>Operator</i>	<u>ABYD</u>
<i>Notes</i>	<u>SS,SCH</u>
<i>Variations</i>	
<b>RIBCHESTER,Black Bull (by)</b>	07:55
LONGRIDGE,Post Office (o/s)	08:05
DUTTON,Gallows Lane (by)	08:18
HURST GREEN,Shireburn Arms (opp)	08:20
GREAT MITTON,Three Fishes (opp)	08:26
CALDERSTONE,Kingsmill Avenue (opp)	08:29
WHALLEY,Bus Station (Stand A)	08:34
<b>BILLINGTON,Elker Lane (opp)</b>	08:39

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**625 LONGRIDGE - BILLINGTON ST AUGUSTINES RCHS (inbound)****Monday to Friday**

<i>Operator</i>	<u>ABYD</u>	<u>ABYD</u>
<i>Notes</i>	<u>SS,SCH</u>	<u>SS,SCH</u>
<i>Variations</i>	<u>NE</u>	<u>E</u>
<b>BILLINGTON,Elker Lane (by)</b>	15:20	14:30
WHALLEY,Bus Station (Stand A)	15:25	14:35
CALDERSTONE,Kingsmill Avenue (by)	15:30	14:40
GREAT MITTON,Three Fishes Inn (o/s)	15:33	14:43
HURST GREEN,Shireburn Arms (o/s)	15:40	14:50
HURST GREEN,Punch Bowl Hotel (o/s)	15:43	14:53
RIBCHESTER,Black Bull (by)	15:50	15:00
<b>LONGRIDGE,Post Office (o/s)</b>	16:00	15:10

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**Key**

- SS - Operated on behalf of Lancashire County Council - School children only
- SCH - Billington St Augustines RCHS only
- ABYD - Abbey Coaches

**876 LONGRIDGE - CLITHEROE RGS (outbound)****Monday to Friday**

<i>Operator</i>	<i>HODG</i>
<i>Notes</i>	<i>\$\$,SCH</i>
<i>Variations</i>	
<b>LONGRIDGE,Stone Bridge (by)</b>	07:45
LONGRIDGE,Post Office (o/s)	07:47
RIBCHESTER,Black Bull (opp)	07:55
KNOWLE GREEN,Halls Arms (o/s)	08:00
HURST GREEN,Shireburn Arms (opp)	08:05
GREAT MITTON,Mitton Road End (adj)	08:10
CALDERSTONE,Hospital (opp)	08:20
CHATBURN ROAD,Grammar School (o/s)	08:40
<b>CLITHEROE TOWN CENTRE,Well Terrace (Stop A)</b>	08:50

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**876 LONGRIDGE - CLITHEROE RGS (inbound)****Monday to Friday**

<i>Operator</i>	<i>HODG</i>	<i>HODG</i>
<i>Notes</i>	<i>\$,SCH</i>	<i>\$,SCH</i>
<i>Variations</i>	<i>W</i>	<i>NW</i>
<b>CHATBURN ROAD,Grammar School (o/s)</b>	14:35	15:50
CLITHEROE TOWN CENTRE,Well Terrace (Stop A)	14:40	15:55
CALDERSTONE,Hospital (o/s)	14:50	16:05
GREAT MITTON,Mitton Road End (by)	14:54	16:09
HURST GREEN,Shireburn Arms (o/s)	14:58	16:13
KNOWLE GREEN,Halls Arms (opp)	15:02	16:17
RIBCHESTER,Black Bull (by)	15:07	16:22
LONGRIDGE,Post Office (opp)	15:15	16:30
<b>LONGRIDGE,Stone Bridge (adj)</b>	15:17	16:32

---

**Key**

- \$ - Operated on behalf of Lancashire County Council
- SCH - Clitheroe Royal Grammar School only
- \$\$ - Operated on behalf of Lancashire County Council - School children only
- SCH - Clitheroe Royal Grammar School only
- HODG - Hodsons of Gisburn

## 995 CLITHEROE - WHALLEY - LONGRIDGE - MYERSCOUGH COLLEGE (outbound)

### Monday to Friday

<i>Operator</i>	<i>PBT</i>
<i>Notes</i>	<i>COL</i>
<i>Variations</i>	
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 9)</b>	07:37
WHALLEY,Post Office (o/s)	07:48
GREAT MITTON,Three Fishes Inn (o/s)	07:55
HURST GREEN,Shireburn Arms (o/s)	08:01
KNOWLE GREEN,Halls Arms (opp)	08:06
RIBCHESTER,Black Bull (by)	08:11
LONGRIDGE,Health Centre (opp)	08:18
GOOSNARGH,Stags Head (o/s)	08:25
INGLEWHITE,Green Man (by)	08:30
<b>MYERSCOUGH,College (by)</b>	08:45

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## 995 CLITHEROE - WHALLEY - LONGRIDGE - MYERSCOUGH COLLEGE (inbound)

### Monday to Friday

<i>Operator</i>	<i>PBT</i>
<i>Notes</i>	<i>COL</i>
<i>Variations</i>	
<b>MYERSCOUGH,College (by)</b>	17:10
INGLEWHITE,Green Man (by)	17:15
GOOSNARGH,Stags Head (opp)	17:30
LONGRIDGE,Market Place (by)	17:37
RIBCHESTER,Black Bull (opp)	17:44
KNOWLE GREEN,Halls Arms (o/s)	17:49
HURST GREEN,Shireburn Arms (opp)	17:54
GREAT MITTON,Three Fishes (opp)	18:00
WHALLEY,Bus Station (Stand C)	18:07
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 9)</b>	18:18

---

### Key

- COL - Myerscough College only
- PBT - Preston Bus Ltd

## **Appendix 2 LCC Non-Residential Accessibility Questionnaire**

## Table C: Accessibility Questionnaire - Non-Residential Development

Site Description:					
Application Reference:					
Access Type	Criteria	Criteria Scores	Score	Sub-Score	
<b>Walking</b>	Distance to nearest bus stop from main entrance to building (via direct, safe route)	<200m	5	5	
		<300m	3		
		<500m	1		
		>500m	0		
	Distance to nearest railway station from main entrance to building	<400m	3	0	
		<1km	2		
		>1km	0		
<b>Cycling</b>	Proximity to defined cycle routes	<100m	3	3	
		<500m	2		
		<1km	1		
<b>Public Transport</b>	Bus frequency of principal service from nearest bus stop during operational hours of the development	<b>Urban/ Suburban</b>			
		15 minutes or less	5		
		30 minutes or less	3		
		>30 minutes	1		
		<b>Villages and Rural</b>			
		Hourly or less	5	2	
		2 Hourly or less	2		
		1 or more per day	1		
		Number of bus services serving different localities stopping within 200 metres of main entrance	4 or more localities served	5	5
			3	3	
2	2				
1	1				
Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less	3	1		
	30-59 minutes	2			
	Hourly or less frequent	1			
Drive to nearest station	10 minutes or less	2	1		
	15 minutes or less	1			
<b>Other</b>	Travel reduction opportunities	Facilities on site or within 100 metres that reduce the need to travel:		0	
		* food shop/cafe	1		
		* newsagent	1		
		* crèche	1		
		* other	1		
<b>Total Aggregate Score</b>				17	

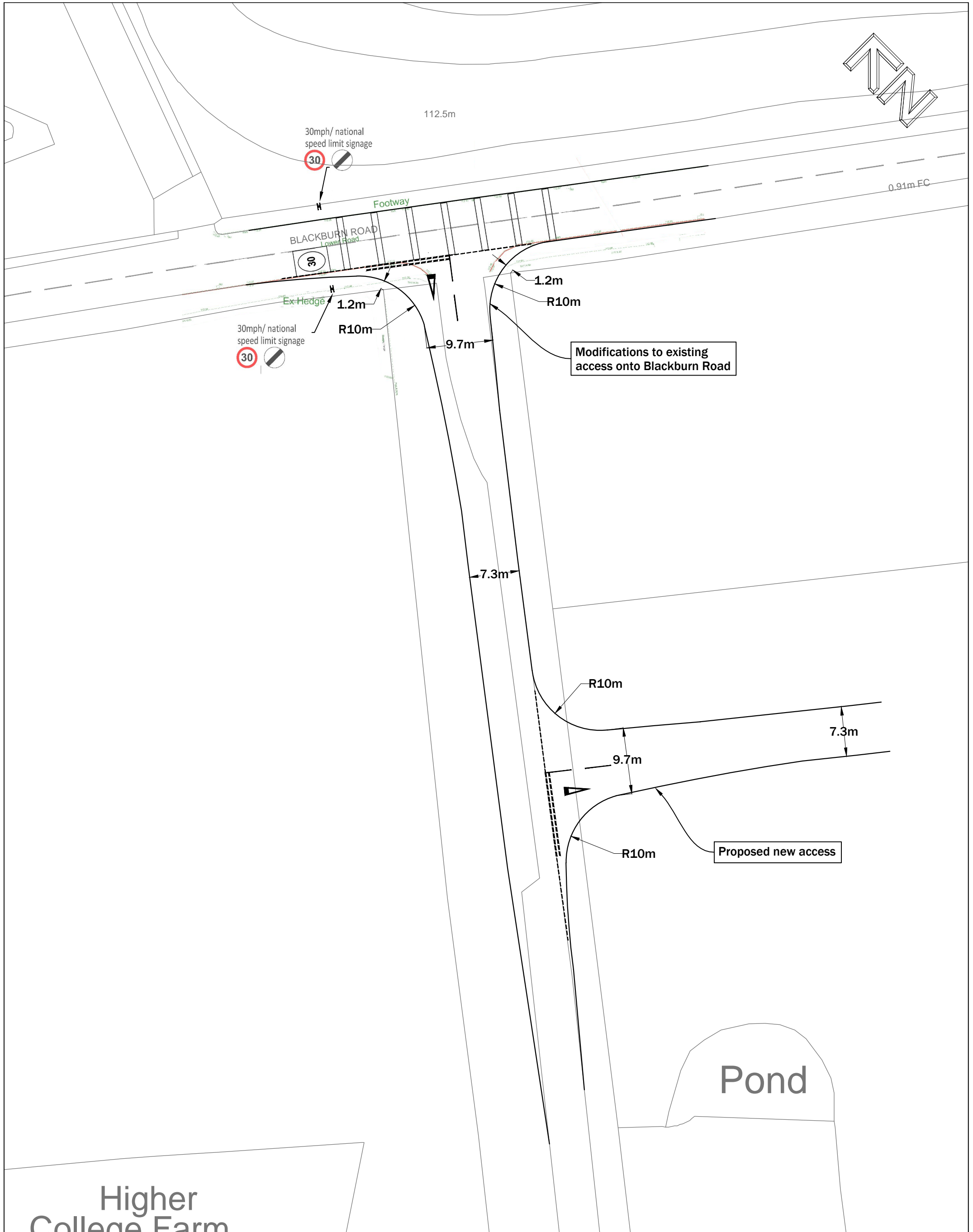
**Accessibility Level**

High: 24-30

Medium: 16-23

Low: 15 or less

## **Appendix 3 Proposed Access Arrangements**



Higher College Farm



9 Hurricane Court  
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL  
www.primetp.co.uk | 0151 728 1860

Rev	Date	By	Revision notes
A	19.06.20	DS	AMENDED SIGN LOCATIONS

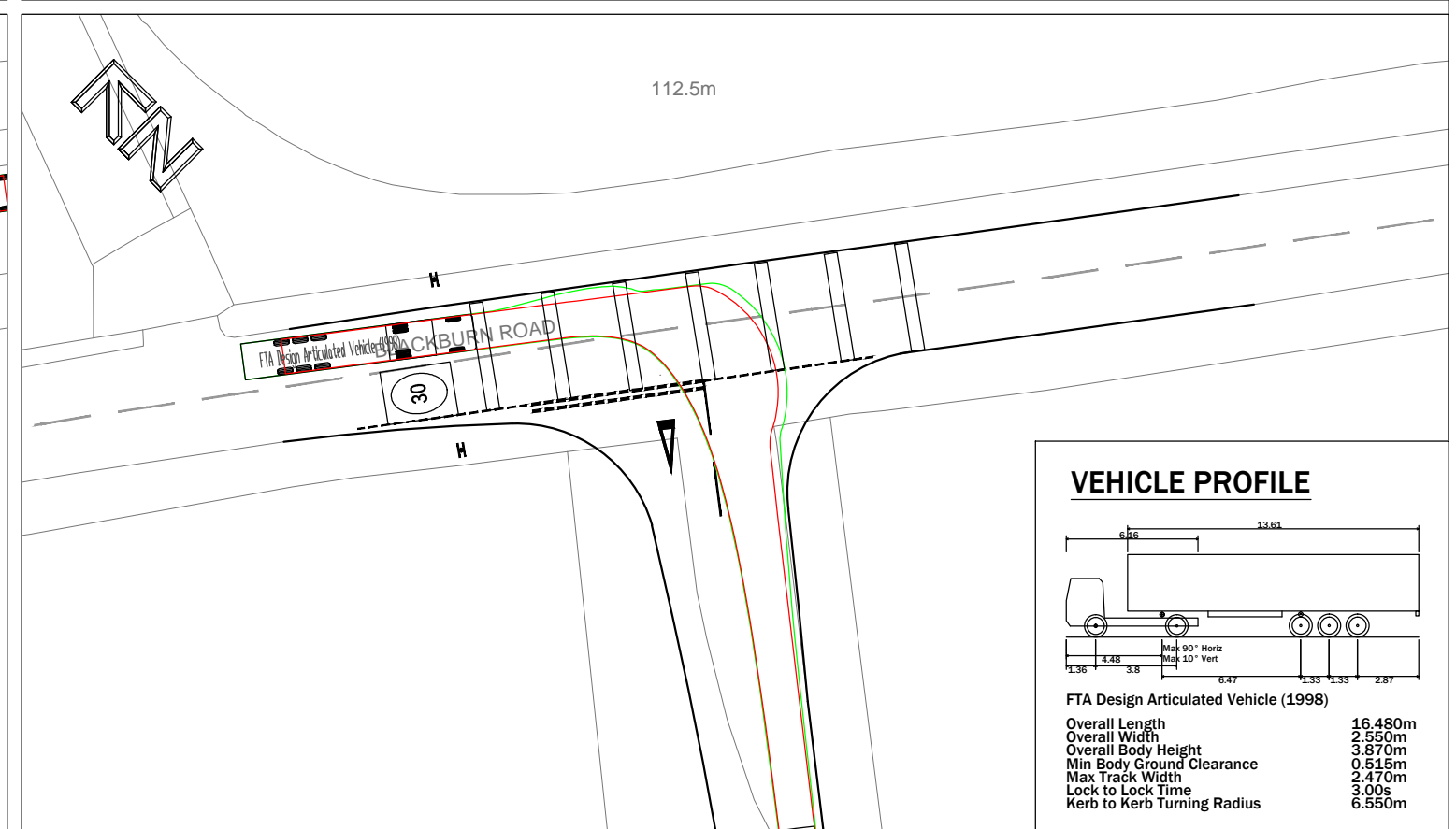
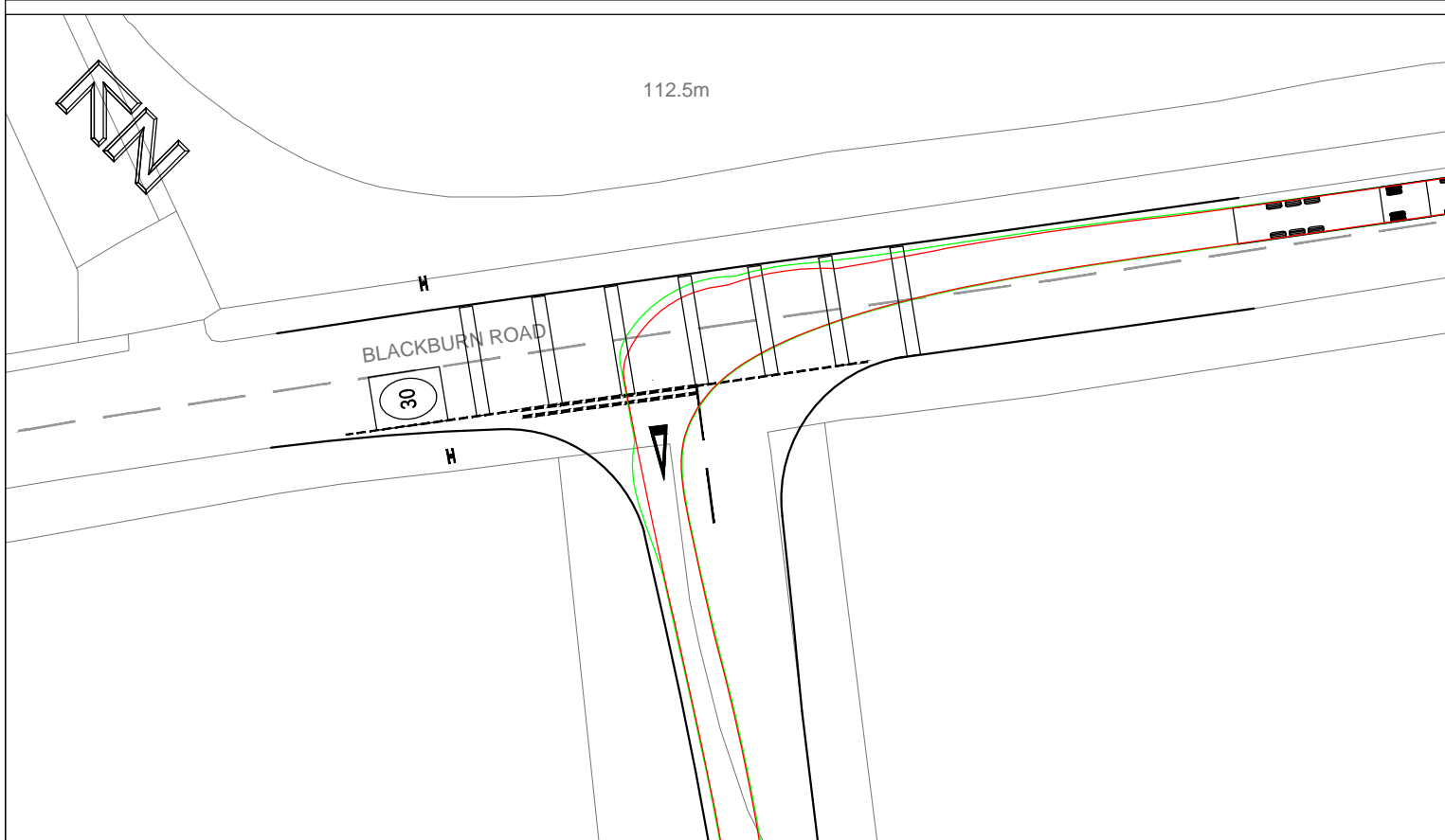
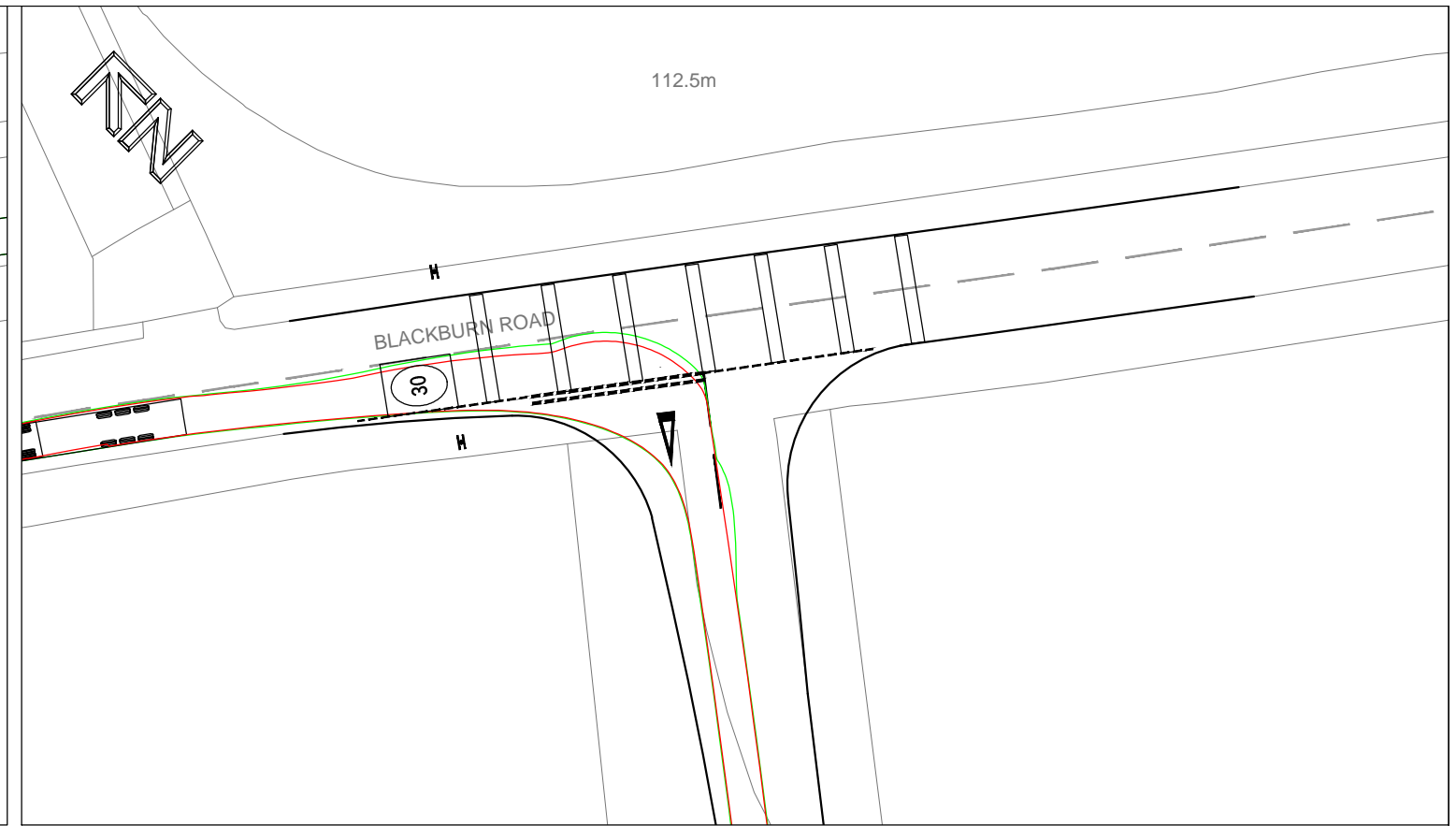
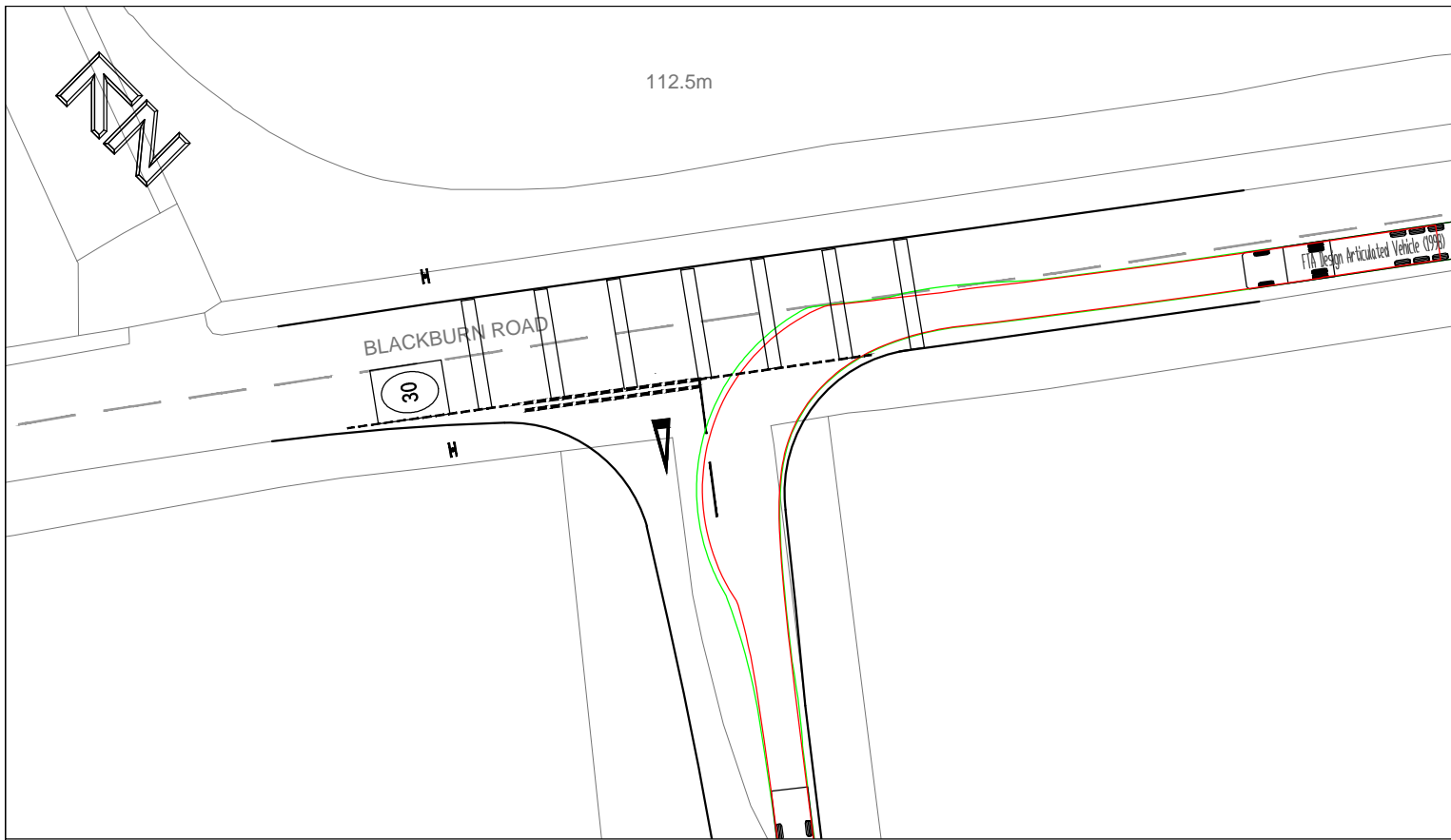
**INFORMATION**

Project  
**LOWER ROAD (AKA BLACKBURN ROAD),  
LONGRIDGE, PR3 2YY**

**SUGGESTED ACCESS STRATEGY**

Drawn by VB	Issue date 19 MAR 2020
Scale(s) 1:500 @A3	
Drawing No P19091-111A	

## **Appendix 4 Vehicle Swept Paths**



**VEHICLE PROFILE**

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m



9 Hurricane Court  
 Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL  
 www.primetp.co.uk | 0151 728 1860

Rev	Date	By	Revision notes
A	19.06.20	DS	AMENDED SIGN LOCATIONS
<b>INFORMATION</b>			

Project  
**LOWER ROAD (AKA BLACKBURN ROAD),  
 LONGRIDGE, PR3 2YY**

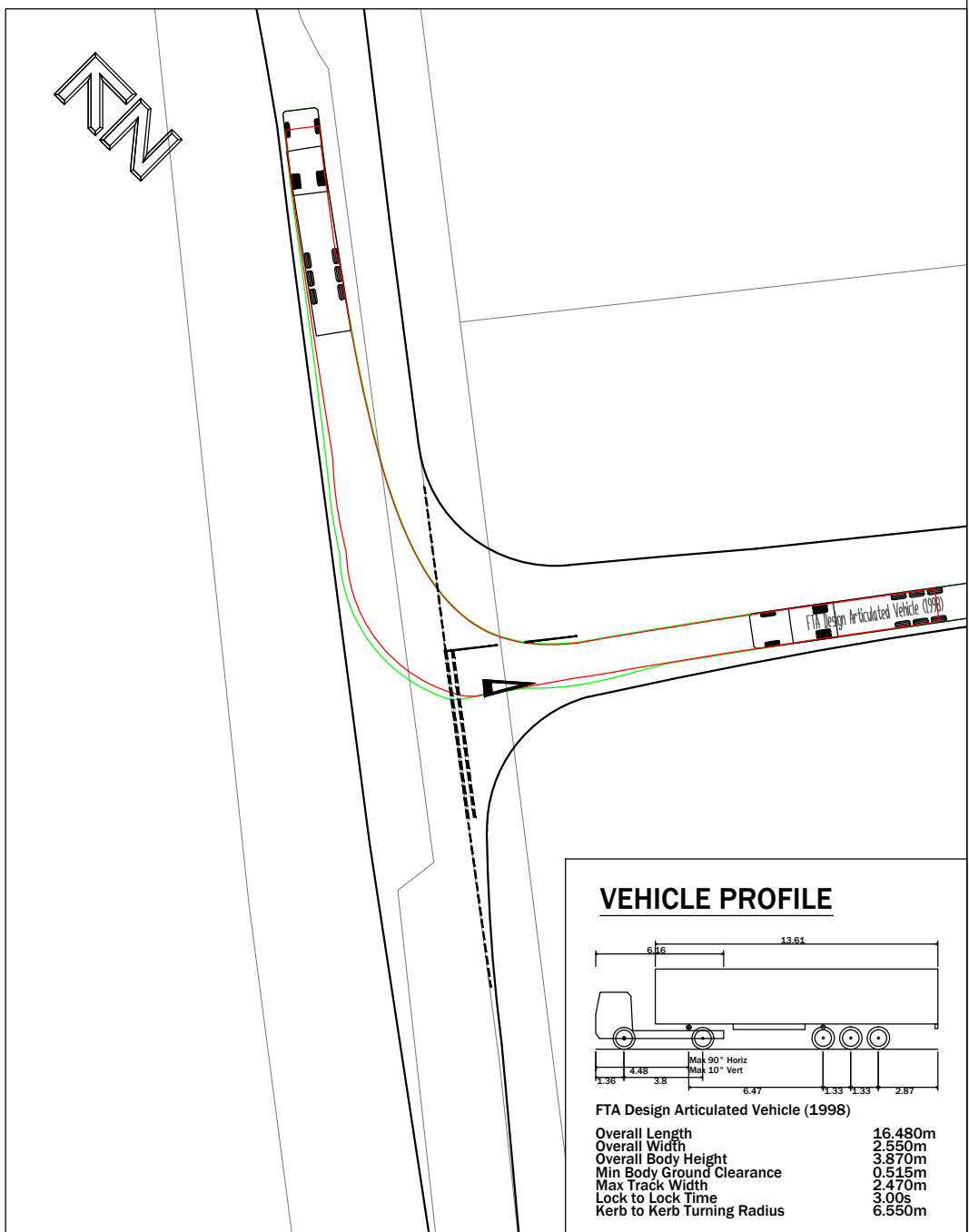
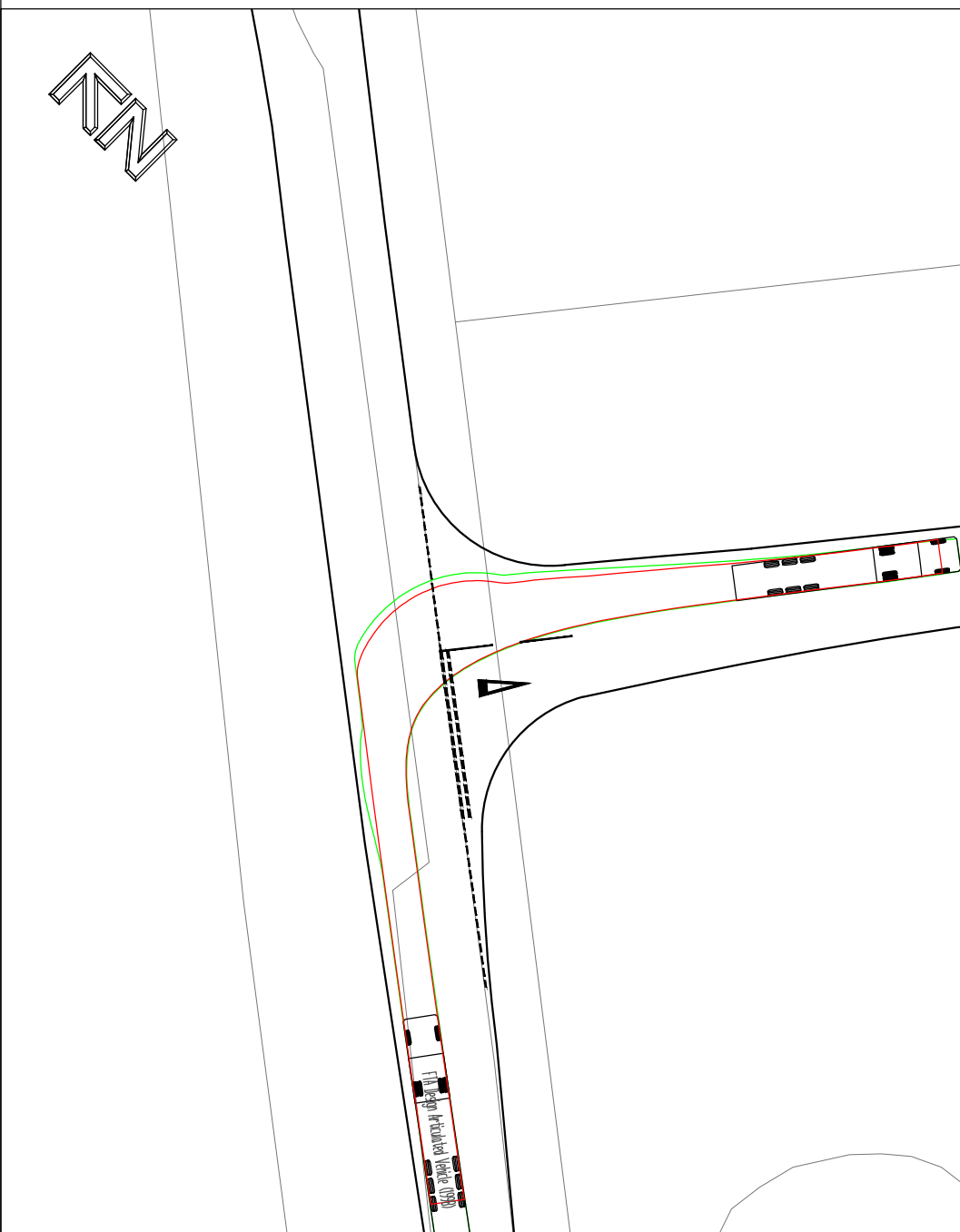
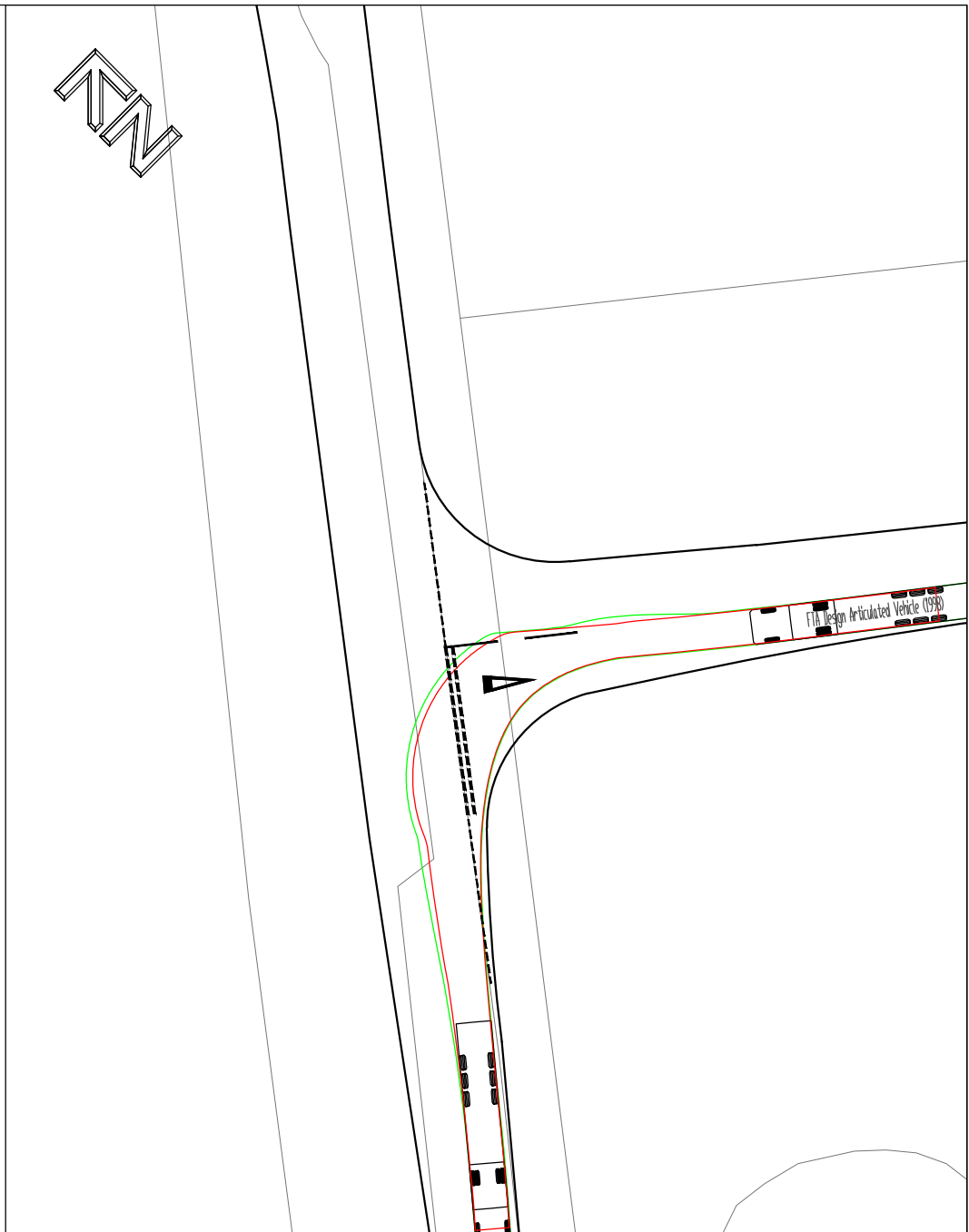
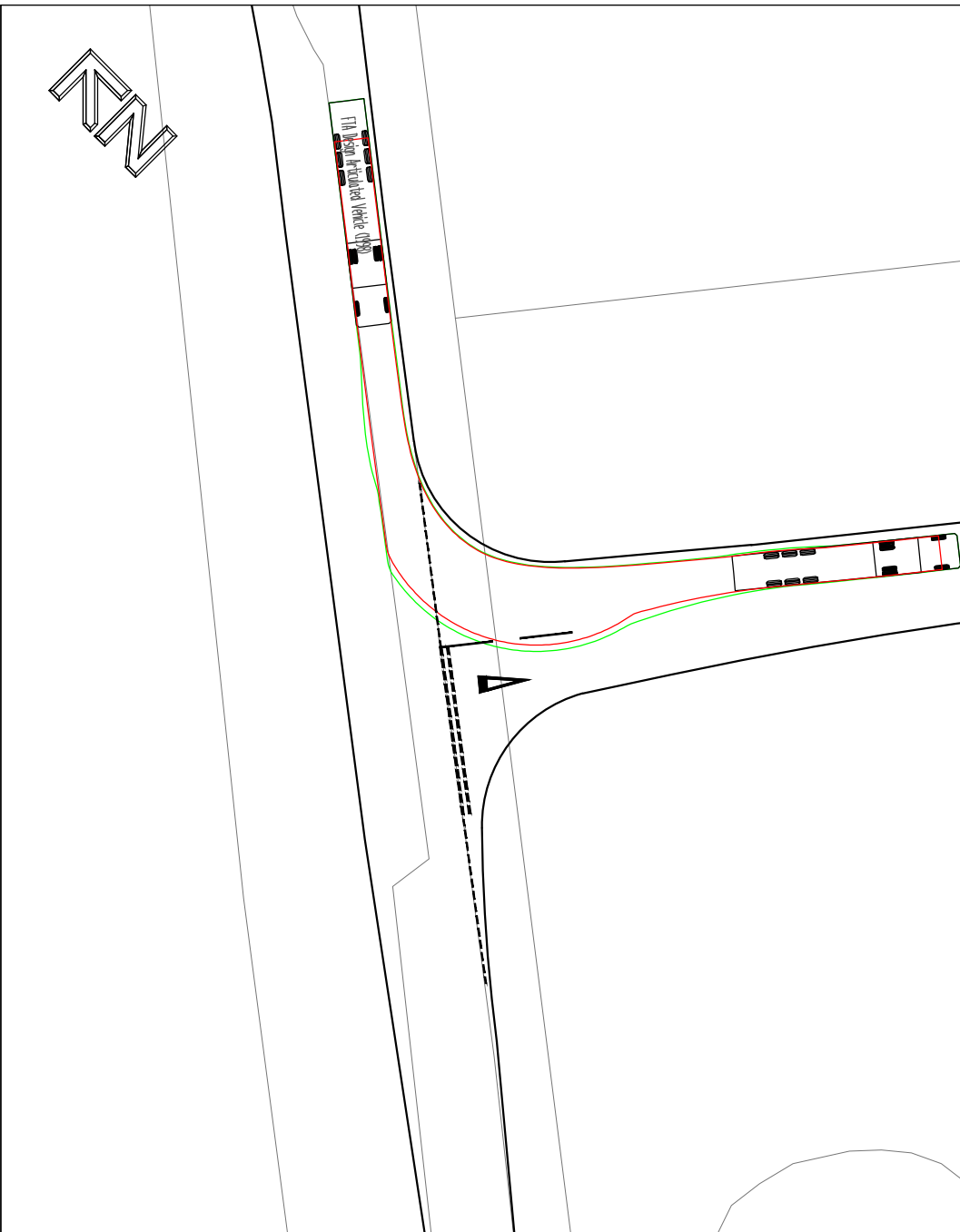
Title  
**MAIN ACCESS - SWEPT PATH ANALYSIS**

Drawn by  
 VB

Issue date  
 20 MAR 2020

Scale(s)  
**1:500 @A3**

Drawing No  
**P19091-112A**



**VEHICLE PROFILE**

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.815m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

9 Hurricane Court  
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL  
www.primetp.co.uk | 0151 728 1860

Rev	Date	By	Revision notes
A	19.06.20	DS	TRACKING AMENDMENTS

Status

**INFORMATION**

Project  
**LOWER ROAD (AKA BLACKBURN ROAD),  
LONGRIDGE, PR3 2YY**

Title  
**SITE ACCESS - SWEPT PATH ANALYSIS**

Drawn by  
VB

Issue date  
20 MAR 2020

Scale(s)  
1:500 @A3

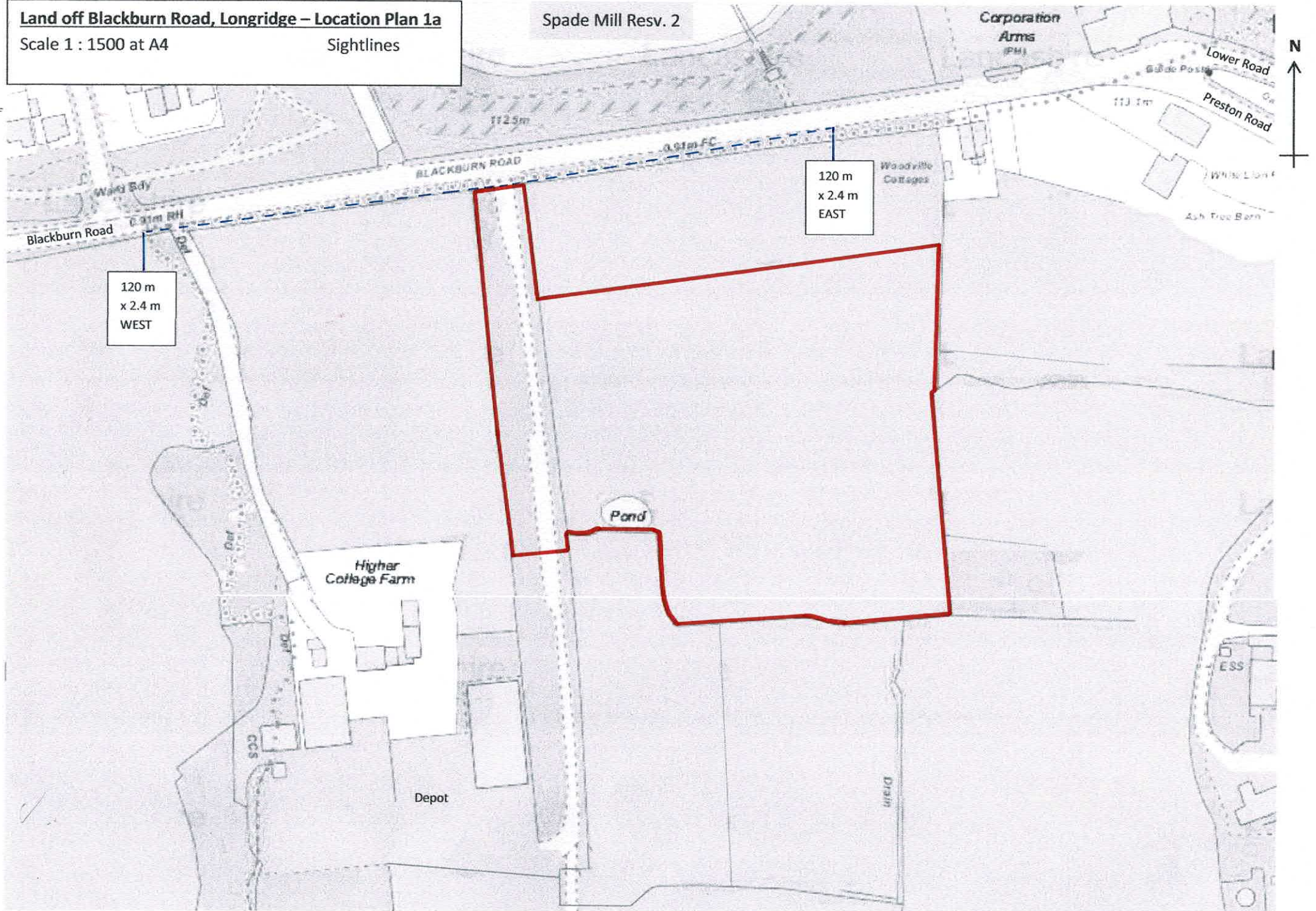
Drawing No  
P19091-113A

## **Appendix 5 Visibility Splays**

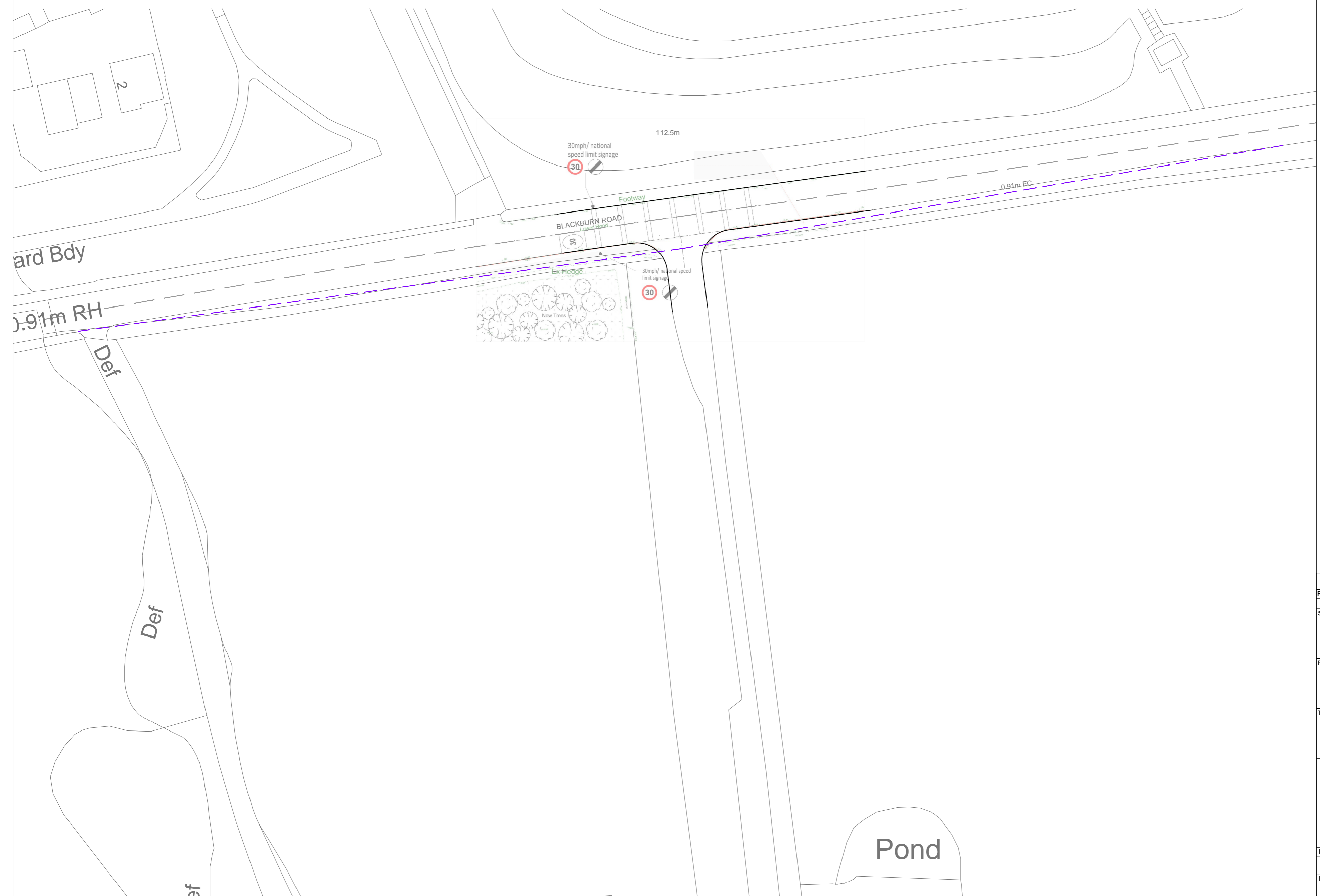
**Land off Blackburn Road, Longridge – Location Plan 1a**

Scale 1 : 1500 at A4

Sightlines



**KEY:**  
 - - - - 2.4m x 120m VISIBILITY SPLAY  
 (BASED ON DMRB @ 40mph)



Rev	Date	Revision notes	By
*	*	*	*

DO NOT SCALE

**INFORMATION**

**Project**  
 LOWER ROAD (AKA BLACKBURN ROAD), LONGRIDGE, PR3 2YY

**Title**  
 VISIBILITY



Drawn By	Publish Date	Scale(s)
VB	23 OCT 2019	1:500 @ A2
Project no.	Drawing no.	Revision
P19091	005	-

## **Appendix 6 TRICS Data**

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	178-4000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1230-2555 sqm GFA	
Date Range	Minimum: 01/01/12	Maximum: 25/09/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	3
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	2
Population < 1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	2
Population < 5 Mile ranges selected	100,001 to 125,000	1
	125,001 to 250,000	2
Car Ownership < 5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-756701-200610-0646

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
Category : A - OFFICE

**MULTI-MODAL VEHICLES**

Selected regions and areas:

<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	WY WEST YORKSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	LC LANCASHIRE	1 days
<b>09</b>	<b>NORTH</b>	
	DH DURHAM	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: 1230 to 2555 (units: sqm)  
Range Selected by User: 178 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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 3 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) 1  
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 1  
Built-Up 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.

**Secondary Filtering selection:**

Use Class:

B1 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

**Secondary Filtering selection (Cont.):**

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 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	1 days
1.1 to 1.5	2 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):	DH-02-A-02	Gross floor area:	2000 sqm
Development Name:	CONSTRUCTION COMPANY	No of Employees:	115
Location:	NEAR DURHAM	Survey Date:	27/11/12
Postcode:	DH6 5PF	Survey Day:	Tuesday
Main Location Type:	Edge of Town	Parking Spaces:	125
Sub-Location Type:	Industrial Zone		
PTAL:	n/a		
Site(2):	LC-02-A-09	Gross floor area:	2600 sqm
Development Name:	OFFICES	No of Employees:	150
Location:	BLACKBURN	Survey Date:	04/06/13
Postcode:	BB1 3HQ	Survey Day:	Tuesday
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Parking Spaces:	89
Sub-Location Type:	Built-Up Zone		
PTAL:	n/a		
Site(3):	WY-02-A-05	Gross floor area:	1230 sqm
Development Name:	OFFICES	No of Employees:	115
Location:	CASTLEFORD	Survey Date:	23/05/17
Postcode:	WF10 5TG	Survey Day:	Tuesday
Main Location Type:	Edge of Town	Parking Spaces:	47
Sub-Location Type:	No Sub Category		
PTAL:	n/a		

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

**MULTI-MODAL 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	3	1928	0.277	3	1928	0.086	3	1928	0.363
07:30 - 08:00	3	1928	0.432	3	1928	0.121	3	1928	0.553
08:00 - 08:30	3	1928	1.538	3	1928	0.121	3	1928	1.659
08:30 - 09:00	<b>3</b>	<b>1928</b>	<b>1.780</b>	3	1928	0.138	3	1928	1.918
09:00 - 09:30	3	1928	1.037	3	1928	0.380	3	1928	1.417
09:30 - 10:00	3	1928	0.380	3	1928	0.259	3	1928	0.639
10:00 - 10:30	3	1928	0.432	3	1928	0.363	3	1928	0.795
10:30 - 11:00	3	1928	0.294	3	1928	0.121	3	1928	0.415
11:00 - 11:30	3	1928	0.173	3	1928	0.277	3	1928	0.450
11:30 - 12:00	3	1928	0.190	3	1928	0.294	3	1928	0.484
12:00 - 12:30	3	1928	0.380	3	1928	0.432	3	1928	0.812
12:30 - 13:00	3	1928	0.847	3	1928	0.778	3	1928	1.625
13:00 - 13:30	3	1928	0.622	3	1928	0.501	3	1928	1.123
13:30 - 14:00	3	1928	0.519	3	1928	0.277	3	1928	0.796
14:00 - 14:30	3	1928	0.294	3	1928	0.207	3	1928	0.501
14:30 - 15:00	3	1928	0.415	3	1928	0.484	3	1928	0.899
15:00 - 15:30	3	1928	0.346	3	1928	0.484	3	1928	0.830
15:30 - 16:00	3	1928	0.121	3	1928	0.328	3	1928	0.449
16:00 - 16:30	3	1928	0.259	3	1928	0.830	3	1928	1.089
16:30 - 17:00	3	1928	0.311	3	1928	1.193	3	1928	1.504
17:00 - 17:30	3	1928	0.259	<b>3</b>	<b>1928</b>	<b>2.126</b>	<b>3</b>	<b>1928</b>	<b>2.385</b>
17:30 - 18:00	3	1928	0.086	3	1928	0.968	3	1928	1.054
18:00 - 18:30	2	2278	0.066	2	2278	0.176	2	2278	0.242
18:30 - 19:00	2	2278	0.000	2	2278	0.351	2	2278	0.351
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									
<b>Total Rates:</b>			<b>11.058</b>			<b>11.295</b>			<b>22.353</b>

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:	1230 - 2555 (units: sqm)
Survey date date range:	01/01/12 - 25/09/19
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:	0

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

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

**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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1928	0.017	3	1928	0.000	3	1928	0.017
07:30 - 08:00	3	1928	0.035	3	1928	0.000	3	1928	0.035
08:00 - 08:30	3	1928	0.104	3	1928	0.000	3	1928	0.104
08:30 - 09:00	3	1928	0.104	3	1928	0.017	3	1928	0.121
09:00 - 09:30	3	1928	0.086	3	1928	0.069	3	1928	0.155
09:30 - 10:00	3	1928	0.035	3	1928	0.000	3	1928	0.035
10:00 - 10:30	3	1928	0.017	3	1928	0.000	3	1928	0.017
10:30 - 11:00	3	1928	0.017	3	1928	0.052	3	1928	0.069
11:00 - 11:30	3	1928	0.052	3	1928	0.052	3	1928	0.104
11:30 - 12:00	3	1928	0.035	3	1928	0.121	3	1928	0.156
12:00 - 12:30	3	1928	0.173	3	1928	0.121	3	1928	0.294
12:30 - 13:00	3	1928	0.173	<b>3</b>	<b>1928</b>	<b>0.190</b>	<b>3</b>	<b>1928</b>	<b>0.363</b>
13:00 - 13:30	<b>3</b>	<b>1928</b>	<b>0.190</b>	3	1928	0.121	3	1928	0.311
13:30 - 14:00	3	1928	0.173	3	1928	0.086	3	1928	0.259
14:00 - 14:30	3	1928	0.138	3	1928	0.138	3	1928	0.276
14:30 - 15:00	3	1928	0.052	3	1928	0.052	3	1928	0.104
15:00 - 15:30	3	1928	0.035	3	1928	0.052	3	1928	0.087
15:30 - 16:00	3	1928	0.035	3	1928	0.017	3	1928	0.052
16:00 - 16:30	3	1928	0.000	3	1928	0.000	3	1928	0.000
16:30 - 17:00	3	1928	0.035	3	1928	0.035	3	1928	0.070
17:00 - 17:30	3	1928	0.035	3	1928	0.190	3	1928	0.225
17:30 - 18:00	3	1928	0.000	3	1928	0.035	3	1928	0.035
18:00 - 18:30	2	2278	0.000	2	2278	0.044	2	2278	0.044
18:30 - 19:00	2	2278	0.000	2	2278	0.000	2	2278	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									
<b>Total Rates:</b>			1.541			1.392			2.933

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/A - OFFICE  
**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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1928	0.000	3	1928	0.000	3	1928	0.000
07:30 - 08:00	3	1928	0.052	3	1928	0.000	3	1928	0.052
08:00 - 08:30	<b>3</b>	<b>1928</b>	<b>0.138</b>	3	1928	0.000	<b>3</b>	<b>1928</b>	<b>0.138</b>
08:30 - 09:00	3	1928	0.035	3	1928	0.000	3	1928	0.035
09:00 - 09:30	3	1928	0.017	3	1928	0.000	3	1928	0.017
09:30 - 10:00	3	1928	0.000	3	1928	0.000	3	1928	0.000
10:00 - 10:30	3	1928	0.000	3	1928	0.000	3	1928	0.000
10:30 - 11:00	3	1928	0.000	3	1928	0.000	3	1928	0.000
11:00 - 11:30	3	1928	0.000	3	1928	0.000	3	1928	0.000
11:30 - 12:00	3	1928	0.000	3	1928	0.000	3	1928	0.000
12:00 - 12:30	3	1928	0.086	3	1928	0.000	3	1928	0.086
12:30 - 13:00	3	1928	0.000	3	1928	0.000	3	1928	0.000
13:00 - 13:30	3	1928	0.035	3	1928	0.035	3	1928	0.070
13:30 - 14:00	3	1928	0.000	3	1928	0.017	3	1928	0.017
14:00 - 14:30	3	1928	0.000	3	1928	0.000	3	1928	0.000
14:30 - 15:00	3	1928	0.000	3	1928	0.052	3	1928	0.052
15:00 - 15:30	3	1928	0.000	3	1928	0.017	3	1928	0.017
15:30 - 16:00	3	1928	0.000	3	1928	0.052	3	1928	0.052
16:00 - 16:30	3	1928	0.000	<b>3</b>	<b>1928</b>	<b>0.069</b>	3	1928	0.069
16:30 - 17:00	3	1928	0.017	3	1928	0.052	3	1928	0.069
17:00 - 17:30	3	1928	0.000	3	1928	0.069	3	1928	0.069
17:30 - 18:00	3	1928	0.000	3	1928	0.052	3	1928	0.052
18:00 - 18:30	2	2278	0.000	2	2278	0.044	2	2278	0.044
18:30 - 19:00	2	2278	0.000	2	2278	0.000	2	2278	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									
<b>Total Rates:</b>			0.380			0.459			0.839

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

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

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**MULTI-MODAL VEHICLES**

Selected regions and areas:

<b>02 SOUTH EAST</b>	
EX ESSEX	2 days
<b>06 WEST MIDLANDS</b>	
HE HEREFORDSHIRE	1 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
WY WEST YORKSHIRE	1 days
<b>09 NORTH</b>	
TW TYNE & WEAR	1 days
<b>10 WALES</b>	
SW SWANSEA	2 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: 4126 to 8310 (units: sqm)  
 Range Selected by User: 552 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 10/10/19

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	3 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	7 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	5

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

Selected Location Sub Categories:

Industrial Zone	6
Development Zone	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.

**Secondary Filtering selection:**

Use Class:

B1	3 days
B2	2 days
B8	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	6 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	4 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	7 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	<p><b>EX-02-D-03 INDUSTRIAL ESTATE</b>                      WYNCOLLS ROAD                      COLCHESTER                      SEVERALLS INDUSTRIAL PK                      Edge of Town                      Industrial Zone                      Total Gross floor area: 4876 sqm                      Survey date: FRIDAY 18/05/18</p>	<p><b>ESSEX</b>                       Survey Type: MANUAL</p>
2	<p><b>EX-02-D-05 INDUSTRIAL ESTATE</b>                      HECKWORTH CLOSE                      COLCHESTER                      SEVERALLS INDUSTRIAL PK                      Edge of Town                      Industrial Zone                      Total Gross floor area: 7280 sqm                      Survey date: FRIDAY 18/05/18</p>	<p><b>ESSEX</b>                       Survey Type: MANUAL</p>
3	<p><b>HE-02-D-02 BUSINESS PARK</b>                      BURCOTT ROAD                      HEREFORD                       Suburban Area (PPS6 Out of Centre)                      Industrial Zone                      Total Gross floor area: 5214 sqm                      Survey date: TUESDAY 22/10/13</p>	<p><b>HEREFORDSHIRE</b>                       Survey Type: MANUAL</p>
4	<p><b>SW-02-D-01 INDUSTRIAL ESTATE</b>                      UPPER FOREST WAY                      SWANSEA                      SWANSEA ENTERPRISE PK                      Edge of Town                      Industrial Zone                      Total Gross floor area: 6822 sqm                      Survey date: WEDNESDAY 09/10/19</p>	<p><b>SWANSEA</b>                       Survey Type: MANUAL</p>
5	<p><b>SW-02-D-02 INDUSTRIAL ESTATE</b>                      CLARION COURT                      SWANSEA                      SWANSEA ENTERPRISE PK                      Edge of Town                      Industrial Zone                      Total Gross floor area: 5280 sqm                      Survey date: THURSDAY 10/10/19</p>	<p><b>SWANSEA</b>                       Survey Type: MANUAL</p>
6	<p><b>TW-02-D-08 INDUSTRIAL ESTATE</b>                      NORTH HYLTON ROAD                      SUNDERLAND                      SOUTHWICK                      Suburban Area (PPS6 Out of Centre)                      Development Zone                      Total Gross floor area: 8310 sqm                      Survey date: TUESDAY 04/04/17</p>	<p><b>TYNE &amp; WEAR</b>                       Survey Type: MANUAL</p>
7	<p><b>WY-02-D-06 INDUSTRIAL ESTATE (PART)</b>                      PIONEER WAY                      CASTLEFORD                       Edge of Town                      Industrial Zone                      Total Gross floor area: 4328 sqm                      Survey date: TUESDAY 23/05/17</p>	<p><b>WEST YORKSHIRE</b>                       Survey Type: MANUAL</p>

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

**MULTI-MODAL 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	2	6051	0.025	2	6051	0.000	2	6051	0.025
05:30 - 06:00	2	6051	0.050	2	6051	0.008	2	6051	0.058
06:00 - 06:30	2	6051	0.058	2	6051	0.017	2	6051	0.075
06:30 - 07:00	2	6051	0.140	2	6051	0.008	2	6051	0.148
07:00 - 07:30	7	5824	0.093	7	5824	0.020	7	5824	0.113
07:30 - 08:00	7	5824	0.120	7	5824	0.022	7	5824	0.142
08:00 - 08:30	7	5824	0.167	7	5824	0.064	7	5824	0.231
08:30 - 09:00	7	5824	0.179	7	5824	0.132	7	5824	0.311
09:00 - 09:30	7	5824	0.216	7	5824	0.110	7	5824	0.326
09:30 - 10:00	7	5824	0.204	7	5824	0.130	7	5824	0.334
10:00 - 10:30	7	5824	0.155	7	5824	0.128	7	5824	0.283
10:30 - 11:00	7	<b>5824</b>	<b>0.245</b>	7	5824	0.130	7	5824	0.375
11:00 - 11:30	7	5824	0.125	7	5824	0.142	7	5824	0.267
11:30 - 12:00	7	5824	0.186	7	5824	0.209	7	<b>5824</b>	<b>0.395</b>
12:00 - 12:30	7	5824	0.159	7	5824	0.159	7	5824	0.318
12:30 - 13:00	7	5824	0.135	7	5824	0.157	7	5824	0.292
13:00 - 13:30	7	5824	0.169	7	5824	0.140	7	5824	0.309
13:30 - 14:00	7	5824	0.142	7	5824	0.174	7	5824	0.316
14:00 - 14:30	7	5824	0.123	7	5824	0.177	7	5824	0.300
14:30 - 15:00	7	5824	0.142	7	5824	0.152	7	5824	0.294
15:00 - 15:30	7	5824	0.108	7	5824	0.155	7	5824	0.263
15:30 - 16:00	7	5824	0.167	7	5824	0.164	7	5824	0.331
16:00 - 16:30	7	5824	0.172	7	5824	0.162	7	5824	0.334
16:30 - 17:00	7	5824	0.135	7	<b>5824</b>	<b>0.260</b>	7	5824	0.395
17:00 - 17:30	7	5824	0.113	7	5824	0.240	7	5824	0.353
17:30 - 18:00	7	5824	0.083	7	5824	0.169	7	5824	0.252
18:00 - 18:30	7	5824	0.034	7	5824	0.135	7	5824	0.169
18:30 - 19:00	7	5824	0.025	7	5824	0.086	7	5824	0.111
19:00 - 19:30	2	6051	0.008	2	6051	0.165	2	6051	0.173
19:30 - 20:00	2	6051	0.008	2	6051	0.140	2	6051	0.148
20:00 - 20:30	2	6051	0.000	2	6051	0.066	2	6051	0.066
20:30 - 21:00	2	6051	0.000	2	6051	0.025	2	6051	0.025
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>3.686</b>			<b>3.846</b>			<b>7.532</b>

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:	4126 - 8310 (units: sqm)
Survey date date range:	01/01/12 - 10/10/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

**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	2	6051	0.000	2	6051	0.000	2	6051	0.000
05:30 - 06:00	2	6051	0.000	2	6051	0.000	2	6051	0.000
06:00 - 06:30	2	6051	0.000	2	6051	0.000	2	6051	0.000
06:30 - 07:00	2	6051	0.008	2	6051	0.000	2	6051	0.008
07:00 - 07:30	7	5824	0.002	7	5824	0.000	7	5824	0.002
07:30 - 08:00	7	5824	0.007	7	5824	0.000	7	5824	0.007
08:00 - 08:30	7	5824	0.010	7	5824	0.005	7	5824	0.015
08:30 - 09:00	7	5824	0.012	7	5824	0.007	7	5824	0.019
09:00 - 09:30	7	5824	0.015	7	5824	0.007	7	5824	0.022
09:30 - 10:00	7	<b>5824</b>	<b>0.029</b>	7	5824	0.017	7	<b>5824</b>	<b>0.046</b>
10:00 - 10:30	7	5824	0.012	7	<b>5824</b>	<b>0.020</b>	7	5824	0.032
10:30 - 11:00	7	5824	0.015	7	5824	0.012	7	5824	0.027
11:00 - 11:30	7	5824	0.012	7	5824	0.010	7	5824	0.022
11:30 - 12:00	7	5824	0.007	7	5824	0.015	7	5824	0.022
12:00 - 12:30	7	5824	0.010	7	5824	0.010	7	5824	0.020
12:30 - 13:00	7	5824	0.005	7	5824	0.007	7	5824	0.012
13:00 - 13:30	7	5824	0.010	7	5824	0.002	7	5824	0.012
13:30 - 14:00	7	5824	0.015	7	5824	0.010	7	5824	0.025
14:00 - 14:30	7	5824	0.010	7	5824	0.017	7	5824	0.027
14:30 - 15:00	7	5824	0.012	7	5824	0.010	7	5824	0.022
15:00 - 15:30	7	5824	0.002	7	5824	0.012	7	5824	0.014
15:30 - 16:00	7	5824	0.010	7	5824	0.012	7	5824	0.022
16:00 - 16:30	7	5824	0.012	7	5824	0.015	7	5824	0.027
16:30 - 17:00	7	5824	0.012	7	5824	0.010	7	5824	0.022
17:00 - 17:30	7	5824	0.007	7	5824	0.017	7	5824	0.024
17:30 - 18:00	7	5824	0.002	7	5824	0.005	7	5824	0.007
18:00 - 18:30	7	5824	0.000	7	5824	0.002	7	5824	0.002
18:30 - 19:00	7	5824	0.000	7	5824	0.002	7	5824	0.002
19:00 - 19:30	2	6051	0.000	2	6051	0.000	2	6051	0.000
19:30 - 20:00	2	6051	0.000	2	6051	0.000	2	6051	0.000
20:00 - 20:30	2	6051	0.000	2	6051	0.000	2	6051	0.000
20:30 - 21:00	2	6051	0.000	2	6051	0.000	2	6051	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									
<b>Total Rates:</b>			0.236			0.224			0.460

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/D - INDUSTRIAL ESTATE

**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	2	6051	0.000	2	6051	0.000	2	6051	0.000
05:30 - 06:00	2	6051	0.000	2	6051	0.000	2	6051	0.000
06:00 - 06:30	2	6051	0.000	2	6051	0.000	2	6051	0.000
06:30 - 07:00	2	6051	0.000	2	6051	0.000	2	6051	0.000
07:00 - 07:30	7	5824	0.000	7	5824	0.000	7	5824	0.000
07:30 - 08:00	7	5824	0.000	7	5824	0.000	7	5824	0.000
08:00 - 08:30	7	5824	0.000	7	5824	0.002	7	5824	0.002
08:30 - 09:00	7	<b>5824</b>	<b>0.010</b>	7	5824	0.000	7	<b>5824</b>	<b>0.010</b>
09:00 - 09:30	7	5824	0.000	7	5824	0.000	7	5824	0.000
09:30 - 10:00	7	5824	0.000	7	5824	0.000	7	5824	0.000
10:00 - 10:30	7	5824	0.002	7	5824	0.000	7	5824	0.002
10:30 - 11:00	7	5824	0.000	7	5824	0.002	7	5824	0.002
11:00 - 11:30	7	5824	0.000	7	5824	0.002	7	5824	0.002
11:30 - 12:00	7	5824	0.000	7	5824	0.000	7	5824	0.000
12:00 - 12:30	7	5824	0.000	7	5824	0.000	7	5824	0.000
12:30 - 13:00	7	5824	0.000	7	5824	0.000	7	5824	0.000
13:00 - 13:30	7	5824	0.002	7	5824	0.000	7	5824	0.002
13:30 - 14:00	7	5824	0.000	7	5824	0.002	7	5824	0.002
14:00 - 14:30	7	5824	0.000	7	<b>5824</b>	<b>0.010</b>	7	5824	0.010
14:30 - 15:00	7	5824	0.000	7	5824	0.000	7	5824	0.000
15:00 - 15:30	7	5824	0.000	7	5824	0.002	7	5824	0.002
15:30 - 16:00	7	5824	0.005	7	5824	0.002	7	5824	0.007
16:00 - 16:30	7	5824	0.000	7	5824	0.000	7	5824	0.000
16:30 - 17:00	7	5824	0.005	7	5824	0.002	7	5824	0.007
17:00 - 17:30	7	5824	0.005	7	5824	0.005	7	5824	0.010
17:30 - 18:00	7	5824	0.005	7	5824	0.002	7	5824	0.007
18:00 - 18:30	7	5824	0.000	7	5824	0.000	7	5824	0.000
18:30 - 19:00	7	5824	0.000	7	5824	0.002	7	5824	0.002
19:00 - 19:30	2	6051	0.000	2	6051	0.000	2	6051	0.000
19:30 - 20:00	2	6051	0.000	2	6051	0.000	2	6051	0.000
20:00 - 20:30	2	6051	0.000	2	6051	0.000	2	6051	0.000
20:30 - 21:00	2	6051	0.000	2	6051	0.000	2	6051	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									
<b>Total Rates:</b>			0.034			0.033			0.067

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/D - INDUSTRIAL ESTATE

**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	2	6051	0.000	2	6051	0.000	2	6051	0.000
05:30 - 06:00	2	6051	0.000	2	6051	0.000	2	6051	0.000
06:00 - 06:30	2	6051	0.025	2	6051	0.000	2	6051	0.025
06:30 - 07:00	2	6051	0.025	2	6051	0.000	2	6051	0.025
07:00 - 07:30	7	5824	0.017	7	5824	0.000	7	5824	0.017
07:30 - 08:00	7	5824	0.034	7	5824	0.002	7	5824	0.036
08:00 - 08:30	7	5824	0.025	7	5824	0.002	7	5824	0.027
08:30 - 09:00	7	<b>5824</b>	<b>0.042</b>	7	5824	0.017	7	5824	0.059
09:00 - 09:30	7	5824	0.029	7	5824	0.012	7	5824	0.041
09:30 - 10:00	7	5824	0.022	7	5824	0.015	7	5824	0.037
10:00 - 10:30	7	5824	0.015	7	5824	0.010	7	5824	0.025
10:30 - 11:00	7	5824	0.015	7	5824	0.012	7	5824	0.027
11:00 - 11:30	7	5824	0.017	7	5824	0.020	7	5824	0.037
11:30 - 12:00	7	5824	0.022	7	5824	0.032	7	5824	0.054
12:00 - 12:30	7	5824	0.025	7	5824	0.037	7	5824	0.062
12:30 - 13:00	7	5824	0.027	7	5824	0.020	7	5824	0.047
13:00 - 13:30	7	5824	0.027	7	5824	0.027	7	5824	0.054
13:30 - 14:00	7	5824	0.037	7	5824	0.032	7	<b>5824</b>	<b>0.069</b>
14:00 - 14:30	7	5824	0.010	7	5824	0.017	7	5824	0.027
14:30 - 15:00	7	5824	0.012	7	5824	0.017	7	5824	0.029
15:00 - 15:30	7	5824	0.007	7	5824	0.012	7	5824	0.019
15:30 - 16:00	7	5824	0.017	7	5824	0.025	7	5824	0.042
16:00 - 16:30	7	5824	0.010	7	5824	0.037	7	5824	0.047
16:30 - 17:00	7	5824	0.015	7	5824	0.025	7	5824	0.040
17:00 - 17:30	7	5824	0.015	7	5824	0.032	7	5824	0.047
17:30 - 18:00	7	5824	0.002	7	5824	0.029	7	5824	0.031
18:00 - 18:30	7	5824	0.005	7	5824	0.027	7	5824	0.032
18:30 - 19:00	7	5824	0.000	7	5824	0.025	7	5824	0.025
19:00 - 19:30	2	6051	0.008	<b>2</b>	<b>6051</b>	<b>0.050</b>	2	6051	0.058
19:30 - 20:00	2	6051	0.017	2	6051	0.017	2	6051	0.034
20:00 - 20:30	2	6051	0.000	2	6051	0.000	2	6051	0.000
20:30 - 21:00	2	6051	0.000	2	6051	0.000	2	6051	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									
<b>Total Rates:</b>			0.522			0.551			1.073

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/D - INDUSTRIAL ESTATE

**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	2	6051	0.000	2	6051	0.000	2	6051	0.000
05:30 - 06:00	2	6051	0.000	2	6051	0.000	2	6051	0.000
06:00 - 06:30	2	6051	0.008	2	6051	0.000	2	6051	0.008
06:30 - 07:00	2	6051	0.017	2	6051	0.000	2	6051	0.017
07:00 - 07:30	7	5824	0.005	7	5824	0.000	7	5824	0.005
07:30 - 08:00	7	5824	0.010	7	5824	0.000	7	5824	0.010
08:00 - 08:30	7	5824	0.017	7	5824	0.000	7	5824	0.017
08:30 - 09:00	7	5824	0.025	7	5824	0.002	7	5824	0.027
09:00 - 09:30	7	<b>5824</b>	<b>0.032</b>	7	5824	0.000	7	<b>5824</b>	<b>0.032</b>
09:30 - 10:00	7	5824	0.020	7	5824	0.005	7	5824	0.025
10:00 - 10:30	7	5824	0.015	7	5824	0.002	7	5824	0.017
10:30 - 11:00	7	5824	0.010	7	5824	0.005	7	5824	0.015
11:00 - 11:30	7	5824	0.007	7	5824	0.007	7	5824	0.014
11:30 - 12:00	7	5824	0.002	7	5824	0.002	7	5824	0.004
12:00 - 12:30	7	5824	0.012	7	5824	0.012	7	5824	0.024
12:30 - 13:00	7	5824	0.007	7	5824	0.012	7	5824	0.019
13:00 - 13:30	7	5824	0.012	7	5824	0.012	7	5824	0.024
13:30 - 14:00	7	5824	0.010	7	<b>5824</b>	<b>0.020</b>	7	5824	0.030
14:00 - 14:30	7	5824	0.002	7	5824	0.010	7	5824	0.012
14:30 - 15:00	7	5824	0.000	7	5824	0.012	7	5824	0.012
15:00 - 15:30	7	5824	0.002	7	5824	0.012	7	5824	0.014
15:30 - 16:00	7	5824	0.005	7	5824	0.017	7	5824	0.022
16:00 - 16:30	7	5824	0.002	7	5824	0.015	7	5824	0.017
16:30 - 17:00	7	5824	0.007	7	5824	0.010	7	5824	0.017
17:00 - 17:30	7	5824	0.007	7	5824	0.020	7	5824	0.027
17:30 - 18:00	7	5824	0.002	7	5824	0.015	7	5824	0.017
18:00 - 18:30	7	5824	0.000	7	5824	0.012	7	5824	0.012
18:30 - 19:00	7	5824	0.000	7	5824	0.015	7	5824	0.015
19:00 - 19:30	2	6051	0.000	2	6051	0.008	2	6051	0.008
19:30 - 20:00	2	6051	0.000	2	6051	0.008	2	6051	0.008
20:00 - 20:30	2	6051	0.000	2	6051	0.000	2	6051	0.000
20:30 - 21:00	2	6051	0.000	2	6051	0.000	2	6051	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									
<b>Total Rates:</b>			0.236			0.233			0.469

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/D - INDUSTRIAL ESTATE

**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	2	6051	0.025	2	6051	0.000	2	6051	0.025
05:30 - 06:00	2	6051	0.033	2	6051	0.008	2	6051	0.041
06:00 - 06:30	2	6051	0.041	2	6051	0.008	2	6051	0.049
06:30 - 07:00	2	6051	0.083	2	6051	0.008	2	6051	0.091
07:00 - 07:30	7	5824	0.039	7	5824	0.007	7	5824	0.046
07:30 - 08:00	7	5824	0.056	7	5824	0.007	7	5824	0.063
08:00 - 08:30	7	5824	0.086	7	5824	0.029	7	5824	0.115
08:30 - 09:00	7	5824	0.110	7	5824	0.054	7	5824	0.164
09:00 - 09:30	7	5824	0.123	7	5824	0.069	7	5824	0.192
09:30 - 10:00	7	5824	0.125	7	5824	0.056	7	5824	0.181
10:00 - 10:30	7	5824	0.069	7	5824	0.052	7	5824	0.121
10:30 - 11:00	<b>7</b>	<b>5824</b>	<b>0.130</b>	7	5824	0.071	7	5824	0.201
11:00 - 11:30	7	5824	0.074	7	5824	0.078	7	5824	0.152
11:30 - 12:00	7	5824	0.113	7	5824	0.123	7	5824	0.236
12:00 - 12:30	7	5824	0.078	7	5824	0.088	7	5824	0.166
12:30 - 13:00	7	5824	0.096	7	5824	0.103	7	5824	0.199
13:00 - 13:30	7	5824	0.118	7	5824	0.103	7	5824	0.221
13:30 - 14:00	7	5824	0.083	7	5824	0.113	7	5824	0.196
14:00 - 14:30	7	5824	0.061	7	5824	0.096	7	5824	0.157
14:30 - 15:00	7	5824	0.061	7	5824	0.105	7	5824	0.166
15:00 - 15:30	7	5824	0.054	7	5824	0.093	7	5824	0.147
15:30 - 16:00	7	5824	0.096	7	5824	0.096	7	5824	0.192
16:00 - 16:30	7	5824	0.096	7	5824	0.088	7	5824	0.184
16:30 - 17:00	7	5824	0.086	7	5824	0.137	7	5824	0.223
17:00 - 17:30	7	5824	0.081	<b>7</b>	<b>5824</b>	<b>0.162</b>	<b>7</b>	<b>5824</b>	<b>0.243</b>
17:30 - 18:00	7	5824	0.064	7	5824	0.118	7	5824	0.182
18:00 - 18:30	7	5824	0.027	7	5824	0.086	7	5824	0.113
18:30 - 19:00	7	5824	0.017	7	5824	0.059	7	5824	0.076
19:00 - 19:30	2	6051	0.008	2	6051	0.132	2	6051	0.140
19:30 - 20:00	2	6051	0.008	2	6051	0.124	2	6051	0.132
20:00 - 20:30	2	6051	0.000	2	6051	0.041	2	6051	0.041
20:30 - 21:00	2	6051	0.000	2	6051	0.017	2	6051	0.017
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>2.141</b>			<b>2.331</b>			<b>4.472</b>

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/D - INDUSTRIAL ESTATE

**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	2	6051	0.000	2	6051	0.000	2	6051	0.000
05:30 - 06:00	2	6051	0.017	2	6051	0.000	2	6051	0.017
06:00 - 06:30	2	6051	0.017	2	6051	0.008	2	6051	0.025
06:30 - 07:00	2	6051	0.050	2	6051	0.000	2	6051	0.050
07:00 - 07:30	7	5824	0.017	7	5824	0.002	7	5824	0.019
07:30 - 08:00	7	5824	0.034	7	5824	0.007	7	5824	0.041
08:00 - 08:30	7	5824	0.037	7	5824	0.022	7	5824	0.059
08:30 - 09:00	7	5824	0.052	7	5824	0.054	7	5824	0.106
09:00 - 09:30	7	5824	0.054	7	5824	0.025	7	5824	0.079
09:30 - 10:00	7	5824	0.044	7	5824	0.039	7	5824	0.083
10:00 - 10:30	7	5824	0.059	7	5824	0.044	7	5824	0.103
10:30 - 11:00	7	<b>5824</b>	<b>0.081</b>	7	5824	0.042	7	5824	0.123
11:00 - 11:30	7	5824	0.032	7	5824	0.039	7	5824	0.071
11:30 - 12:00	7	5824	0.066	7	<b>5824</b>	<b>0.064</b>	7	<b>5824</b>	<b>0.130</b>
12:00 - 12:30	7	5824	0.052	7	5824	0.047	7	5824	0.099
12:30 - 13:00	7	5824	0.034	7	5824	0.042	7	5824	0.076
13:00 - 13:30	7	5824	0.029	7	5824	0.032	7	5824	0.061
13:30 - 14:00	7	5824	0.037	7	5824	0.047	7	5824	0.084
14:00 - 14:30	7	5824	0.042	7	5824	0.052	7	5824	0.094
14:30 - 15:00	7	5824	0.059	7	5824	0.027	7	5824	0.086
15:00 - 15:30	7	5824	0.042	7	5824	0.037	7	5824	0.079
15:30 - 16:00	7	5824	0.047	7	5824	0.044	7	5824	0.091
16:00 - 16:30	7	5824	0.049	7	5824	0.052	7	5824	0.101
16:30 - 17:00	7	5824	0.020	7	5824	0.047	7	5824	0.067
17:00 - 17:30	7	5824	0.012	7	5824	0.034	7	5824	0.046
17:30 - 18:00	7	5824	0.012	7	5824	0.029	7	5824	0.041
18:00 - 18:30	7	5824	0.005	7	5824	0.037	7	5824	0.042
18:30 - 19:00	7	5824	0.005	7	5824	0.020	7	5824	0.025
19:00 - 19:30	2	6051	0.000	2	6051	0.033	2	6051	0.033
19:30 - 20:00	2	6051	0.000	2	6051	0.017	2	6051	0.017
20:00 - 20:30	2	6051	0.000	2	6051	0.025	2	6051	0.025
20:30 - 21:00	2	6051	0.000	2	6051	0.008	2	6051	0.008
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>1.005</b>			<b>0.976</b>			<b>1.981</b>

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.

Filtering Summary

Land Use	02/F	EMPLOYMENT/WAREHOUSING (COMMERCIAL)
Selected Trip Rate Calculation Parameter Range	1976-10000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1976-6560 sqm GFA	
Date Range	Minimum: 01/01/12	Maximum: 18/05/18
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
	Friday	1
Main Location Types selected	Edge of Town	2
Population < 1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	1
Population < 5 Mile ranges selected	5,001 to 25,000	1
	125,001 to 250,000	1
Car Ownership < 5 Mile ranges selected	1.1 to 1.5	2
PTAL Rating	No PTAL Present	2

Calculation Reference: AUDIT-756701-200610-0618

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**MULTI-MODAL VEHICLES**

Selected regions and areas:

**02 SOUTH EAST**  
 EX ESSEX 1 days  
**09 NORTH**  
 CB CUMBRIA 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 6560 (units: sqm)  
 Range Selected by User: 1976 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/05/18

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  
 Friday 1 days

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

Selected survey types:

Manual count 2 days  
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 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 2

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.

**Secondary Filtering selection:**

Use Class:

B8 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

**Secondary Filtering selection (Cont.):**

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	2 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	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

Site(1):	CB-02-F-01	Gross floor area:	2950 sqm
Development Name:	DOMINO'S PIZZA	Parking spaces:	48
Location:	PENRITH	No of Employees:	70
Postcode:	CA11 9BN	Survey Date:	10/06/14
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub-Location Type:	Industrial Zone		
PTAL:	n/a		
Site(2):	EX-02-F-01	Gross floor area:	6560 sqm
Development Name:	SPORTS SUPPLEMENTS	Parking spaces:	224
Location:	COLCHESTER	No of Employees:	60
Postcode:	CO4 9XP	Survey Date:	18/05/18
Main Location Type:	Edge of Town	Survey Day:	Friday
Sub-Location Type:	Industrial Zone		
PTAL:	n/a		

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

**MULTI-MODAL 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	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	1	1976	0.051	1	1976	0.000	1	1976	0.051
06:30 - 07:00	1	1976	0.152	1	1976	0.051	1	1976	0.203
07:00 - 07:30	2	4268	0.047	2	4268	0.000	2	4268	0.047
07:30 - 08:00	2	4268	0.129	2	4268	0.059	2	4268	0.188
08:00 - 08:30	2	4268	0.105	2	4268	0.059	2	4268	0.164
08:30 - 09:00	2	4268	0.234	2	4268	0.035	2	4268	0.269
09:00 - 09:30	2	4268	0.246	2	4268	0.094	2	4268	0.340
09:30 - 10:00	2	4268	0.164	2	4268	0.082	2	4268	0.246
10:00 - 10:30	2	4268	0.117	2	4268	0.082	2	4268	0.199
10:30 - 11:00	2	4268	0.023	2	4268	0.059	2	4268	0.082
11:00 - 11:30	2	4268	0.129	2	4268	0.141	2	4268	0.270
11:30 - 12:00	2	4268	0.082	2	4268	0.070	2	4268	0.152
12:00 - 12:30	2	4268	0.141	2	4268	0.117	2	4268	0.258
12:30 - 13:00	2	4268	0.082	2	4268	0.070	2	4268	0.152
13:00 - 13:30	2	4268	0.129	2	4268	0.082	2	4268	0.211
13:30 - 14:00	2	4268	0.070	2	4268	0.047	2	4268	0.117
14:00 - 14:30	2	4268	0.012	2	4268	0.152	2	4268	0.164
14:30 - 15:00	2	4268	0.105	2	4268	0.070	2	4268	0.175
15:00 - 15:30	2	4268	0.070	2	4268	0.105	2	4268	0.175
15:30 - 16:00	2	4268	0.012	2	4268	0.059	2	4268	0.071
16:00 - 16:30	2	4268	0.070	2	4268	0.082	2	4268	0.152
16:30 - 17:00	2	4268	0.012	2	4268	0.129	2	4268	0.141
17:00 - 17:30	2	4268	0.012	2	4268	0.094	2	4268	0.106
17:30 - 18:00	2	4268	0.012	2	4268	0.152	2	4268	0.164
18:00 - 18:30	2	4268	0.047	<b>2</b>	<b>4268</b>	<b>0.246</b>	2	4268	0.293
18:30 - 19:00	2	4268	0.023	2	4268	0.105	2	4268	0.128
19:00 - 19:30	<b>1</b>	<b>1976</b>	<b>0.253</b>	1	1976	0.152	<b>1</b>	<b>1976</b>	<b>0.405</b>
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									
<b>Total Rates:</b>			<b>2.884</b>			<b>2.749</b>			<b>5.633</b>

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 - 6560 (units: sqm)
Survey date date range:	01/01/12 - 18/05/18
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

**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	1	1976	0.051	1	1976	0.000	1	1976	0.051
06:30 - 07:00	1	1976	0.051	1	1976	0.000	1	1976	0.051
07:00 - 07:30	2	4268	0.012	2	4268	0.000	2	4268	0.012
07:30 - 08:00	2	4268	0.012	2	4268	0.023	2	4268	0.035
08:00 - 08:30	2	4268	0.047	2	4268	0.023	2	4268	0.070
08:30 - 09:00	2	4268	0.070	2	4268	0.012	2	4268	0.082
09:00 - 09:30	2	4268	0.012	2	4268	0.012	2	4268	0.024
09:30 - 10:00	2	4268	0.047	2	4268	0.023	2	4268	0.070
10:00 - 10:30	<b>2</b>	<b>4268</b>	<b>0.082</b>	2	4268	0.023	2	4268	0.105
10:30 - 11:00	2	4268	0.012	2	4268	0.023	2	4268	0.035
11:00 - 11:30	2	4268	0.070	2	4268	0.082	<b>2</b>	<b>4268</b>	<b>0.152</b>
11:30 - 12:00	2	4268	0.012	2	4268	0.012	2	4268	0.024
12:00 - 12:30	2	4268	0.059	2	4268	0.035	2	4268	0.094
12:30 - 13:00	2	4268	0.012	2	4268	0.023	2	4268	0.035
13:00 - 13:30	2	4268	0.023	2	4268	0.023	2	4268	0.046
13:30 - 14:00	2	4268	0.012	2	4268	0.000	2	4268	0.012
14:00 - 14:30	2	4268	0.000	2	4268	0.023	2	4268	0.023
14:30 - 15:00	2	4268	0.012	2	4268	0.000	2	4268	0.012
15:00 - 15:30	2	4268	0.035	2	4268	0.012	2	4268	0.047
15:30 - 16:00	2	4268	0.012	2	4268	0.012	2	4268	0.024
16:00 - 16:30	2	4268	0.023	2	4268	0.023	2	4268	0.046
16:30 - 17:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
17:00 - 17:30	2	4268	0.012	2	4268	0.012	2	4268	0.024
17:30 - 18:00	2	4268	0.000	2	4268	0.035	2	4268	0.035
18:00 - 18:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
18:30 - 19:00	2	4268	0.000	2	4268	0.012	2	4268	0.012
19:00 - 19:30	1	1976	0.000	<b>1</b>	<b>1976</b>	<b>0.152</b>	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									
<b>Total Rates:</b>			<b>0.678</b>			<b>0.899</b>			<b>1.577</b>

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

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

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

**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	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:30 - 07:00	<b>1</b>	<b>1976</b>	<b>0.051</b>	1	1976	0.000	<b>1</b>	<b>1976</b>	<b>0.051</b>
07:00 - 07:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
07:30 - 08:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
08:00 - 08:30	2	4268	0.012	2	4268	0.000	2	4268	0.012
08:30 - 09:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
09:00 - 09:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
09:30 - 10:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
10:00 - 10:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
10:30 - 11:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
11:00 - 11:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
11:30 - 12:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
12:00 - 12:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
12:30 - 13:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
13:00 - 13:30	2	4268	0.000	<b>2</b>	<b>4268</b>	<b>0.012</b>	2	4268	0.012
13:30 - 14:00	2	4268	0.012	2	4268	0.000	2	4268	0.012
14:00 - 14:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
14:30 - 15:00	2	4268	0.000	2	4268	0.012	2	4268	0.012
15:00 - 15:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
15:30 - 16:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
16:00 - 16:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
16:30 - 17:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
17:00 - 17:30	2	4268	0.000	2	4268	0.012	2	4268	0.012
17:30 - 18:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
18:00 - 18:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
18:30 - 19:00	2	4268	0.000	2	4268	0.000	2	4268	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									
<b>Total Rates:</b>			<b>0.075</b>			<b>0.036</b>			<b>0.111</b>

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

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

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

**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	<b>1</b>	<b>1976</b>	<b>0.101</b>	1	1976	0.000	<b>1</b>	<b>1976</b>	<b>0.101</b>
06:00 - 06:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:30 - 07:00	1	1976	0.101	1	1976	0.000	1	1976	0.101
07:00 - 07:30	2	4268	0.012	2	4268	0.000	2	4268	0.012
07:30 - 08:00	2	4268	0.012	2	4268	0.000	2	4268	0.012
08:00 - 08:30	2	4268	0.023	2	4268	0.000	2	4268	0.023
08:30 - 09:00	2	4268	0.023	2	4268	0.000	2	4268	0.023
09:00 - 09:30	2	4268	0.012	2	4268	0.000	2	4268	0.012
09:30 - 10:00	2	4268	0.023	2	4268	0.000	2	4268	0.023
10:00 - 10:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
10:30 - 11:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
11:00 - 11:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
11:30 - 12:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
12:00 - 12:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
12:30 - 13:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
13:00 - 13:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
13:30 - 14:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
14:00 - 14:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
14:30 - 15:00	2	4268	0.012	2	4268	0.023	2	4268	0.035
15:00 - 15:30	2	4268	0.012	2	4268	0.000	2	4268	0.012
15:30 - 16:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
16:00 - 16:30	2	4268	0.000	2	4268	0.012	2	4268	0.012
16:30 - 17:00	2	4268	0.012	<b>2</b>	<b>4268</b>	<b>0.082</b>	2	4268	0.094
17:00 - 17:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
17:30 - 18:00	2	4268	0.000	2	4268	0.023	2	4268	0.023
18:00 - 18:30	2	4268	0.000	2	4268	0.035	2	4268	0.035
18:30 - 19:00	2	4268	0.000	2	4268	0.000	2	4268	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									
<b>Total Rates:</b>			<b>0.343</b>			<b>0.175</b>			<b>0.518</b>

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

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

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

**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	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:30 - 07:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
07:00 - 07:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
07:30 - 08:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
08:00 - 08:30	<b>2</b>	<b>4268</b>	<b>0.023</b>	2	4268	0.000	2	4268	0.023
08:30 - 09:00	2	4268	0.023	2	4268	0.000	2	4268	0.023
09:00 - 09:30	2	4268	0.012	2	4268	0.000	2	4268	0.012
09:30 - 10:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
10:00 - 10:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
10:30 - 11:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
11:00 - 11:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
11:30 - 12:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
12:00 - 12:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
12:30 - 13:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
13:00 - 13:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
13:30 - 14:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
14:00 - 14:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
14:30 - 15:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
15:00 - 15:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
15:30 - 16:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
16:00 - 16:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
16:30 - 17:00	2	4268	0.000	2	4268	0.012	2	4268	0.012
17:00 - 17:30	2	4268	0.000	<b>2</b>	<b>4268</b>	<b>0.035</b>	<b>2</b>	<b>4268</b>	<b>0.035</b>
17:30 - 18:00	2	4268	0.000	2	4268	0.023	2	4268	0.023
18:00 - 18:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
18:30 - 19:00	2	4268	0.000	2	4268	0.000	2	4268	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									
<b>Total Rates:</b>			<b>0.058</b>			<b>0.070</b>			<b>0.128</b>

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

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

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

**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	0.000	1	1976	0.000	1	1976	0.000
06:00 - 06:30	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:30 - 07:00	1	1976	0.000	1	1976	0.000	1	1976	0.000
07:00 - 07:30	2	4268	0.012	2	4268	0.000	2	4268	0.012
07:30 - 08:00	2	4268	0.047	2	4268	0.023	2	4268	0.070
08:00 - 08:30	2	4268	0.047	2	4268	0.000	2	4268	0.047
08:30 - 09:00	<b>2</b>	<b>4268</b>	<b>0.129</b>	2	4268	0.000	2	4268	0.129
09:00 - 09:30	2	4268	0.129	2	4268	0.035	<b>2</b>	<b>4268</b>	<b>0.164</b>
09:30 - 10:00	2	4268	0.070	2	4268	0.000	2	4268	0.070
10:00 - 10:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
10:30 - 11:00	2	4268	0.000	2	4268	0.023	2	4268	0.023
11:00 - 11:30	2	4268	0.035	2	4268	0.035	2	4268	0.070
11:30 - 12:00	2	4268	0.023	2	4268	0.035	2	4268	0.058
12:00 - 12:30	2	4268	0.047	2	4268	0.059	2	4268	0.106
12:30 - 13:00	2	4268	0.035	2	4268	0.023	2	4268	0.058
13:00 - 13:30	2	4268	0.035	2	4268	0.023	2	4268	0.058
13:30 - 14:00	2	4268	0.047	2	4268	0.035	2	4268	0.082
14:00 - 14:30	2	4268	0.000	2	4268	0.117	2	4268	0.117
14:30 - 15:00	2	4268	0.070	2	4268	0.047	2	4268	0.117
15:00 - 15:30	2	4268	0.035	2	4268	0.070	2	4268	0.105
15:30 - 16:00	2	4268	0.000	2	4268	0.035	2	4268	0.035
16:00 - 16:30	2	4268	0.012	2	4268	0.023	2	4268	0.035
16:30 - 17:00	2	4268	0.012	2	4268	0.047	2	4268	0.059
17:00 - 17:30	2	4268	0.000	2	4268	0.070	2	4268	0.070
17:30 - 18:00	2	4268	0.012	2	4268	0.070	2	4268	0.082
18:00 - 18:30	2	4268	0.012	<b>2</b>	<b>4268</b>	<b>0.152</b>	2	4268	0.164
18:30 - 19:00	2	4268	0.000	2	4268	0.070	2	4268	0.070
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									
<b>Total Rates:</b>			<b>0.809</b>			<b>0.992</b>			<b>1.801</b>

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

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

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

**MULTI-MODAL LGVS**

**Calculation factor: 100 sqm**

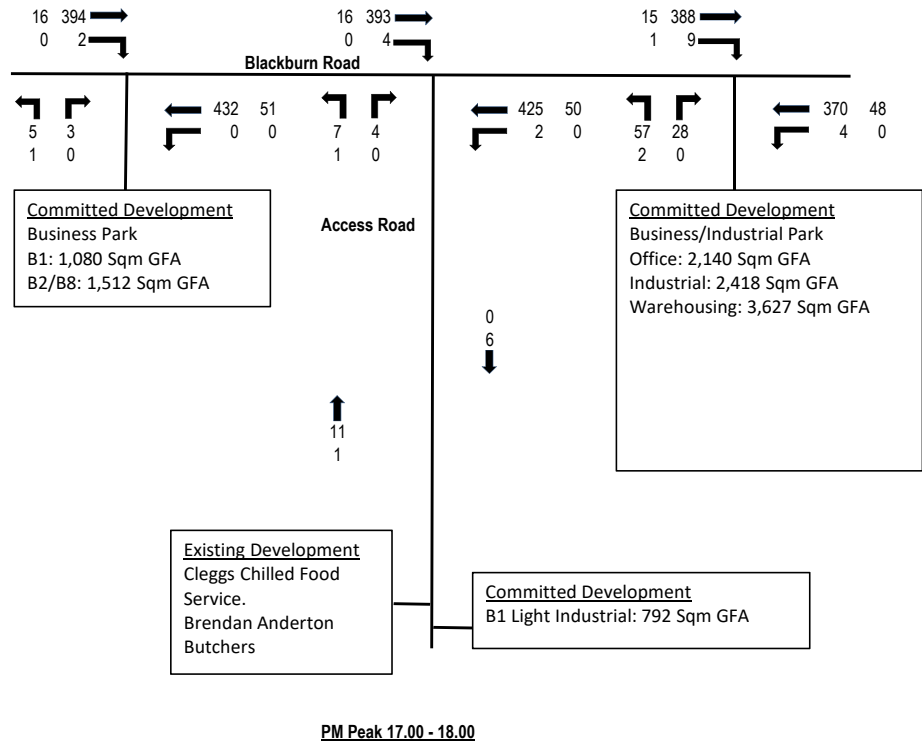
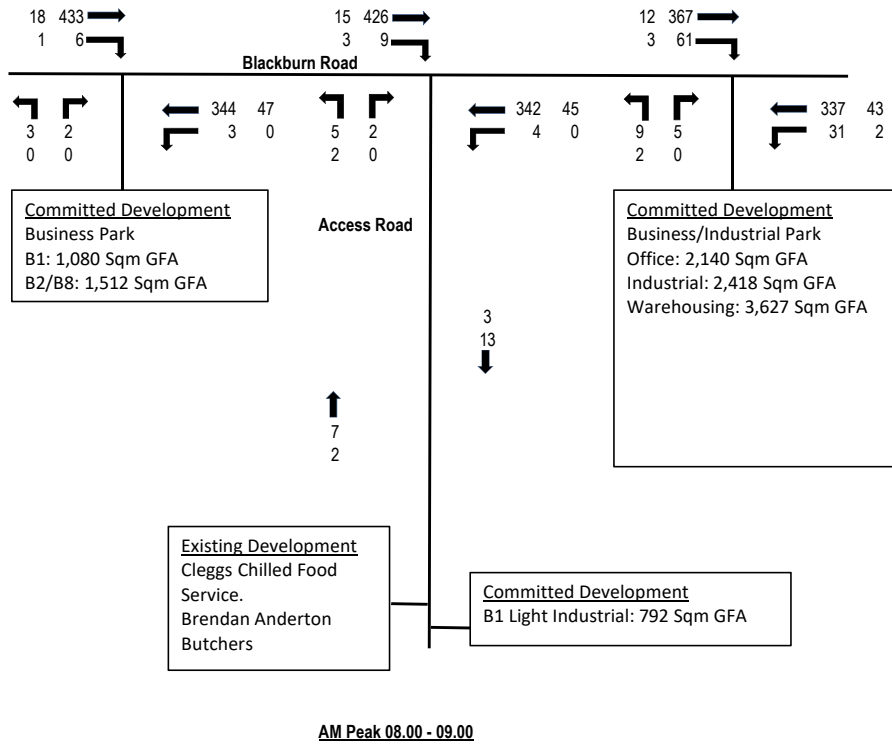
**BOLD print indicates peak (busiest) period**

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	1	1976	0.000	1	1976	0.000	1	1976	0.000
06:30 - 07:00	1	1976	0.051	1	1976	0.000	1	1976	0.051
07:00 - 07:30	2	4268	0.012	2	4268	0.000	2	4268	0.012
07:30 - 08:00	2	4268	0.035	2	4268	0.000	2	4268	0.035
08:00 - 08:30	2	4268	0.012	2	4268	0.035	2	4268	0.047
08:30 - 09:00	2	4268	0.023	2	4268	0.012	2	4268	0.035
09:00 - 09:30	2	<b>4268</b>	<b>0.094</b>	2	4268	0.012	2	<b>4268</b>	<b>0.106</b>
09:30 - 10:00	2	4268	0.012	2	4268	0.047	2	4268	0.059
10:00 - 10:30	2	4268	0.023	2	4268	0.012	2	4268	0.035
10:30 - 11:00	2	4268	0.000	2	4268	0.000	2	4268	0.000
11:00 - 11:30	2	4268	0.023	2	4268	0.012	2	4268	0.035
11:30 - 12:00	2	4268	0.047	2	4268	0.012	2	4268	0.059
12:00 - 12:30	2	4268	0.035	2	4268	0.023	2	4268	0.058
12:30 - 13:00	2	4268	0.023	2	4268	0.012	2	4268	0.035
13:00 - 13:30	2	4268	0.023	2	4268	0.012	2	4268	0.035
13:30 - 14:00	2	4268	0.012	2	4268	0.012	2	4268	0.024
14:00 - 14:30	2	4268	0.012	2	4268	0.012	2	4268	0.024
14:30 - 15:00	2	4268	0.012	2	4268	0.012	2	4268	0.024
15:00 - 15:30	2	4268	0.000	2	4268	0.012	2	4268	0.012
15:30 - 16:00	2	4268	0.000	2	4268	0.012	2	4268	0.012
16:00 - 16:30	2	4268	0.035	2	4268	0.035	2	4268	0.070
16:30 - 17:00	2	4268	0.000	2	4268	0.012	2	4268	0.012
17:00 - 17:30	2	4268	0.000	2	4268	0.000	2	4268	0.000
17:30 - 18:00	2	4268	0.000	2	4268	0.012	2	4268	0.012
18:00 - 18:30	2	4268	0.000	2	4268	0.035	2	4268	0.035
18:30 - 19:00	2	4268	0.000	2	4268	0.012	2	4268	0.012
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	<b>1</b>	<b>1976</b>	<b>0.051</b>	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									
<b>Total Rates:</b>			<b>0.484</b>			<b>0.406</b>			<b>0.890</b>

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

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

## **Appendix 7 Traffic Flow Diagrams**

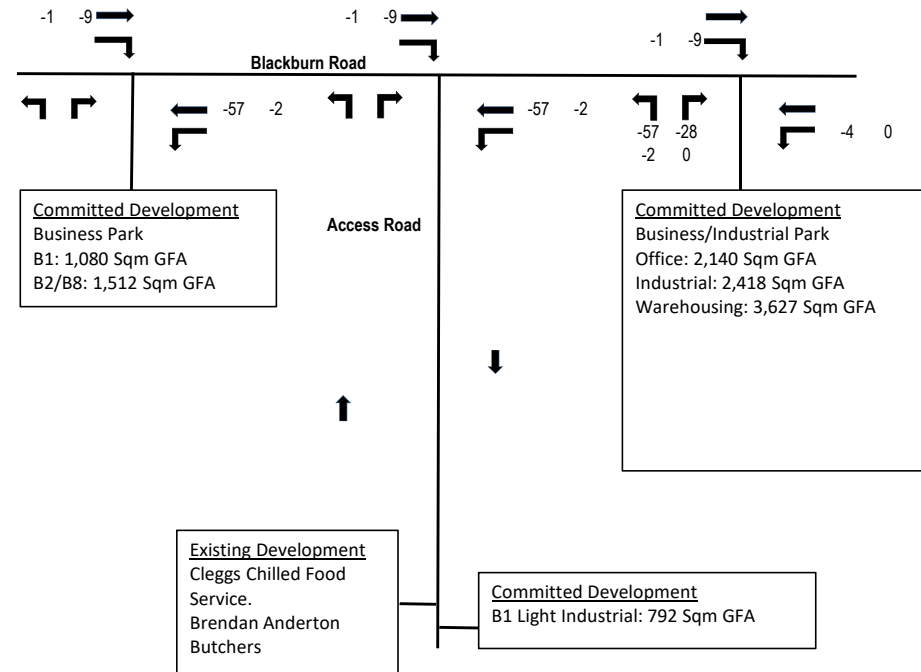
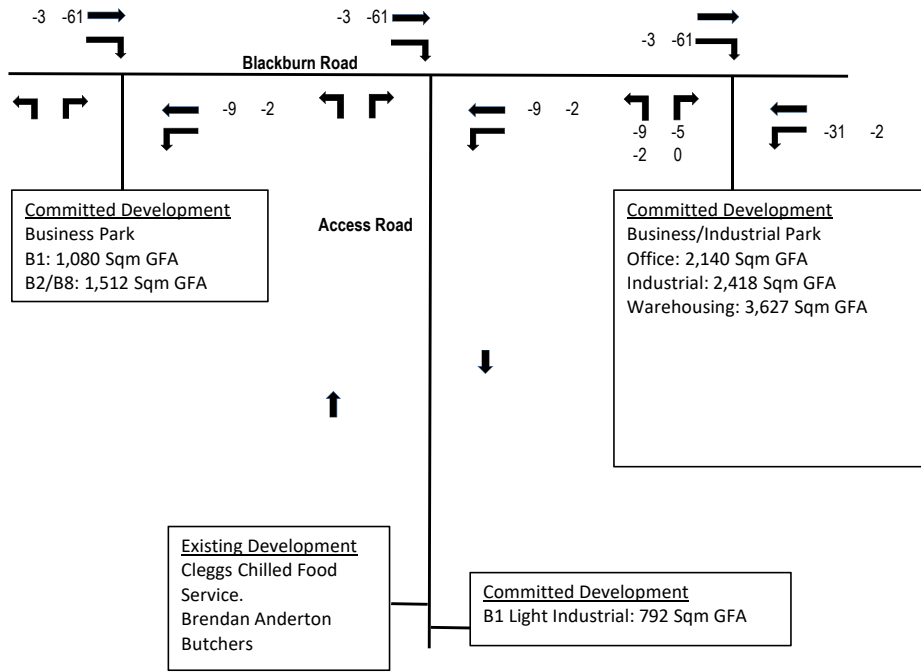


**Key**

↑

10 Total Vehicles  
1 OGV/HGV

DRAWING TITLE				<p><b>Modal Highway Consultants Ltd</b></p> <p>Hagg End Crook Kendal Cumbria LA8 9HS</p> <p>Tel: 015398 86015</p>
<p style="text-align: center;"><b>Base Traffic Flows</b></p>				
JOB TITLE				
<p style="text-align: center;"><b>Blackburn Road, Longridge</b></p>				
DRAWN BY	DATE	SCALE	REF	
PP	June 2020	NTS	FIGURE 1	



**Key**

- ↑ 10 Total Vehicles
- ↓ 1 OGV/HGV

DRAWING TITLE

**Committed Development Traffic Flows Removed from Network**

JOB TITLE

**Blackburn Road, Longridge**

DRAWN BY  
PP

DATE  
June 2020

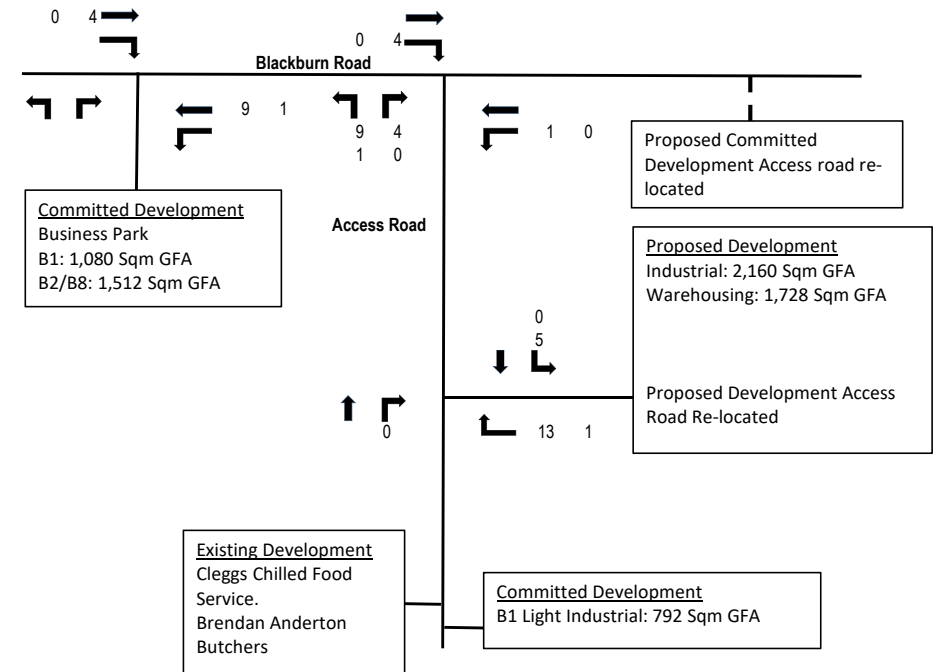
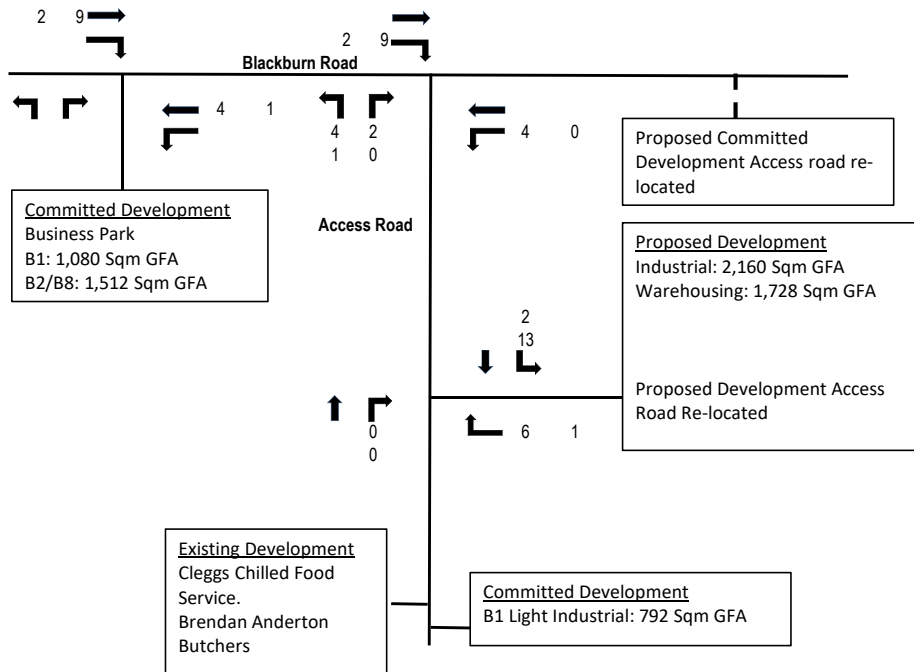
SCALE  
NTS

REF  
FIGURE 2

**Modal Highway Consultants Ltd**

Hagg End  
Crook  
Kendal  
Cumbria  
LA8 9HS

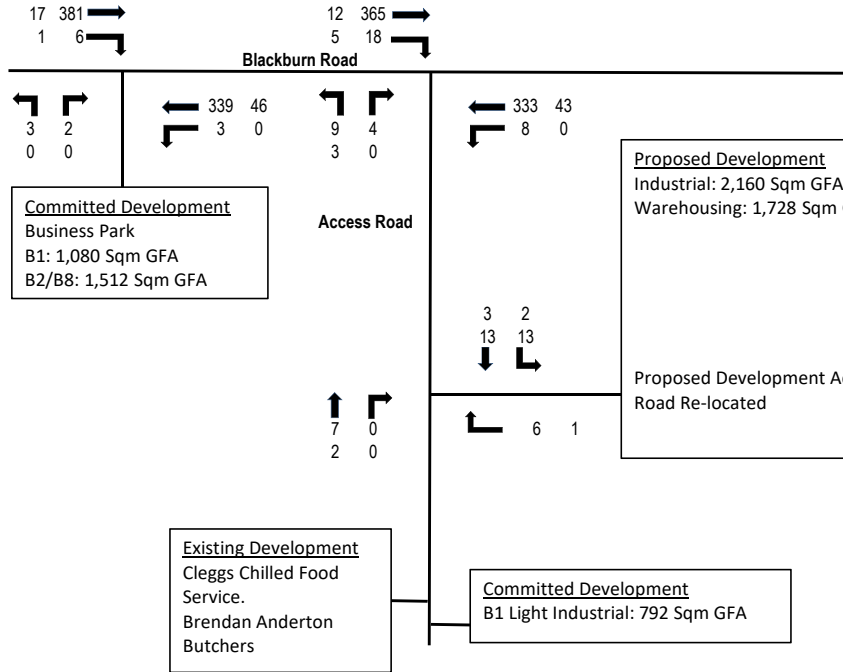
Tel: 015398 86015



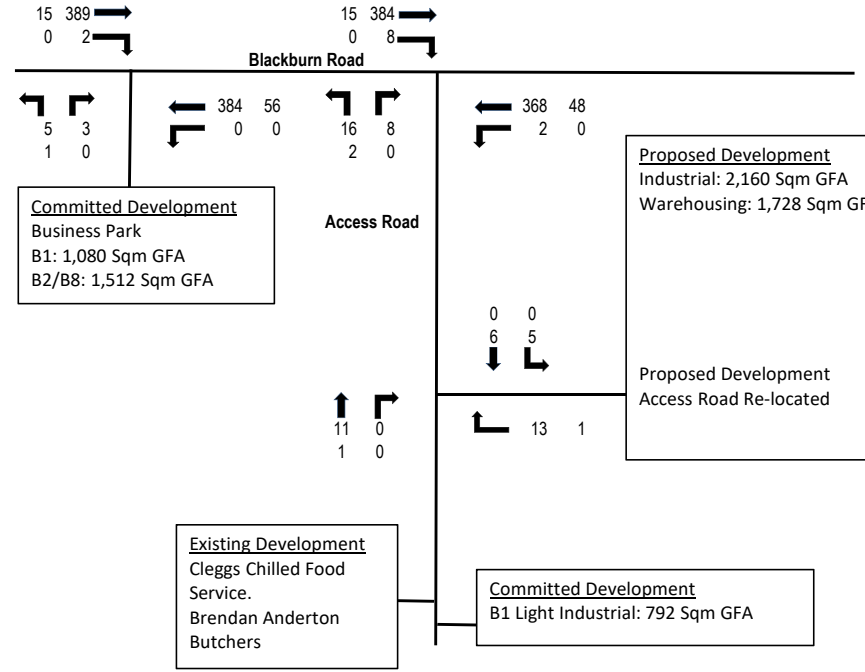
**Key**

- ↑ 10 Total Vehicles
- 1 OGV/HGV

DRAWING TITLE				<b>Modal Highway Consultants Ltd</b>  Hagg End Crook Kendal Cumbria LA8 9HS  Tel: 015398 86015
Proposed Development Traffic Flows				
JOB TITLE				
Blackburn Road, Longridge				
DRAWN BY	DATE	SCALE	REF	
PP	June 2020	NTS	FIGURE 3	



**AM Peak 08.00 - 09.00**



**PM Peak 17.00 - 18.00**

**Key**

- ↑ 10 Total Vehicles
- ↓ 1 HGV

DRAWING TITLE  
**Total With Development Traffic Flows**

JOB TITLE  
**Blackburn Road, Longridge**

**Modal Highway Consultants Ltd**

Hagg End  
Crook  
Kendal  
Cumbria  
LA8 9HS

DRAWN BY  
**PP**

DATE  
**June 2020**

SCALE  
**NTS**

REF  
**FIGURE 4**

Tel: 015398 86015

## **Appendix 8 PICADY Output**

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896  
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

Filename: Longridge 1.j9

Path: D:\Vantage Surveys\Modal 2006006 Longridge

Report generation date: 30/06/2020 19:14:53

»Base - Base, AM

»Base - Base, PM

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base - Base							
Stream B-AC	0.0	8.94	0.02	A	0.0	7.95	0.03	A
Stream C-AB	0.0	5.45	0.03	A	0.0	4.77	0.01	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

### File summary

#### File Description

Title	Longridge
Location	
Site number	
Date	30/06/2020
Version	
Status	(new file)
Identifier	
Client	Modal
Jobnumber	
Enumerator	DESKTOP-EJBHFOC\EMAD
Description	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base	PM	ONE HOUR	16:45	18:15	15	✓

## Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Base	✓	100.000	100.000

# Base - Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.25	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Blackburn Rd East		Major
B	Access Rd		Minor
C	Blackburn Rd West		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.80			120.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.40	120	120

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601	0.101	0.255	0.161	0.364
1	B-C	727	0.103	0.260	-	-
1	C-B	643	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	346	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	435	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To		
	A	B	C
From A	0	4	342
From B	2	0	5
From C	426	9	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To		
	A	B	C
From A	0	1	13
From B	0	0	50
From C	4	33	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.94	0.0	A	6	10
C-AB	0.03	5.45	0.0	A	19	28
C-A					380	571
A-B					4	6
A-C					314	471

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	444	0.012	5	0.0	0.0	8.204	A
C-AB	13	3	673	0.019	13	0.0	0.0	5.449	A
C-A	315	79			315				
A-B	3	0.75			3				
A-C	257	64			257				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
--------	-----------------------	-------------------------	-------------------	-----	---------------------	-------------------	-----------------	-----------	-------------------------------

B-AC	6	2	430	0.015	6	0.0	0.0	8.495	A
C-AB	18	4	713	0.025	18	0.0	0.0	5.212	A
C-A	374	93			374				
A-B	4	0.90			4				
A-C	307	77			307				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	410	0.019	8	0.0	0.0	8.938	A
C-AB	26	6	768	0.033	26	0.0	0.0	4.887	A
C-A	453	113			453				
A-B	4	1			4				
A-C	377	94			377				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	410	0.019	8	0.0	0.0	8.938	A
C-AB	26	6	768	0.033	26	0.0	0.0	4.851	A
C-A	453	113			453				
A-B	4	1			4				
A-C	377	94			377				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	430	0.015	6	0.0	0.0	8.497	A
C-AB	18	4	713	0.025	18	0.0	0.0	5.123	A
C-A	373	93			373				
A-B	4	0.90			4				
A-C	307	77			307				

#### 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	444	0.012	5	0.0	0.0	8.206	A
C-AB	13	3	674	0.019	13	0.0	0.0	5.399	A
C-A	315	79			315				
A-B	3	0.75			3				
A-C	257	64			257				

# Base - Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.15	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	427	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	397	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	425
	B	4	0	7
	C	393	4	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	12
	B	0	0	14
	C	4	0	0

## Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	7.95	0.0	A	10	15
C-AB	0.01	4.77	0.0	A	7	10
C-A					357	536
A-B					2	3
A-C					390	585

## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	517	0.016	8	0.0	0.0	7.081	A
C-AB	5	1	761	0.006	5	0.0	0.0	4.762	A
C-A	294	73			294				
A-B	2	0.38			2				
A-C	320	80			320				

### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	495	0.020	10	0.0	0.0	7.419	A
C-AB	7	2	787	0.008	7	0.0	0.0	4.608	A
C-A	350	88			350				
A-B	2	0.45			2				
A-C	382	96			382				

### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	465	0.026	12	0.0	0.0	7.952	A
C-AB	9	2	825	0.011	9	0.0	0.0	4.409	A
C-A	428	107			428				
A-B	2	0.55			2				
A-C	468	117			468				

### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	465	0.026	12	0.0	0.0	7.952	A
C-AB	9	2	825	0.011	9	0.0	0.0	4.415	A
C-A	428	107			428				
A-B	2	0.55			2				
A-C	468	117			468				

### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	495	0.020	10	0.0	0.0	7.419	A
C-AB	7	2	787	0.008	7	0.0	0.0	4.621	A
C-A	350	88			350				
A-B	2	0.45			2				
A-C	382	96			382				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	517	0.016	8	0.0	0.0	7.081	A
C-AB	5	1	761	0.006	5	0.0	0.0	4.769	A
C-A	294	73			294				
A-B	2	0.38			2				
A-C	320	80			320				

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896  
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Filename: Longridge 2.j9

Path: D:\Vantage Surveys\Modal 2006006 Longridge

Report generation date: 30/06/2020 19:39:55

»Total with Dev - Total with Dev, AM

»Total with Dev - Total with Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Total with Dev - Total with Dev								
Stream B-AC	0.0	7.13	0.03	A	0.0	6.71	0.05	A
Stream C-AB	0.1	5.70	0.06	A	0.0	4.77	0.02	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

### File summary

#### File Description

Title	Longridge
Location	
Site number	
Date	30/06/2020
Version	
Status	(new file)
Identifier	
Client	Modal
Jobnumber	
Enumerator	DESKTOP-EJBHFOC\EMAD
Description	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Total with Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	Total with Dev	PM	ONE HOUR	16:45	18:15	15	✓

## Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Total with Dev	✓	100.000	100.000

# Total with Dev - Total with Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.44	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Blackburn Rd East		Major
B	Access Rd		Minor
C	Blackburn Rd West		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.80			120.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	120	120

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	694	0.116	0.294	0.185	0.421
1	B-C	840	0.119	0.300	-	-
1	C-B	643	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Total with Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

## Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	341	100.000
B		ONE HOUR	✓	13	100.000
C		ONE HOUR	✓	383	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	8	333
	B	4	0	9
	C	365	18	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	13
	B	0	0	33
	C	3	28	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	7.13	0.0	A	12	18
C-AB	0.06	5.70	0.1	A	33	49
C-A					319	478
A-B					7	11
A-C					306	458

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	562	0.017	10	0.0	0.0	6.523	A
C-AB	23	6	655	0.036	23	0.0	0.0	5.699	A
C-A	265	66			265				
A-B	6	2			6				
A-C	251	63			251				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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B-AC	12	3	544	0.021	12	0.0	0.0	6.762	A
C-AB	31	8	686	0.045	31	0.0	0.1	5.525	A
C-A	313	78			313				
A-B	7	2			7				
A-C	299	75			299				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	519	0.028	14	0.0	0.0	7.127	A
C-AB	44	11	731	0.061	44	0.1	0.1	5.281	A
C-A	377	94			377				
A-B	9	2			9				
A-C	367	92			367				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	519	0.028	14	0.0	0.0	7.127	A
C-AB	44	11	731	0.061	44	0.1	0.1	5.244	A
C-A	377	94			377				
A-B	9	2			9				
A-C	367	92			367				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	544	0.021	12	0.0	0.0	6.763	A
C-AB	31	8	687	0.045	31	0.1	0.1	5.445	A
C-A	313	78			313				
A-B	7	2			7				
A-C	299	75			299				

#### 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	562	0.017	10	0.0	0.0	6.527	A
C-AB	23	6	655	0.036	24	0.1	0.0	5.660	A
C-A	265	66			265				
A-B	6	2			6				
A-C	251	63			251				

# Total with Dev - Total with Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.29	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Total with Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	370	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	392	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	368
	B	8	0	16
	C	384	8	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	13
	B	0	0	13
	C	4	0	0

## Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.71	0.0	A	22	33
C-AB	0.02	4.77	0.0	A	14	20
C-A					346	519
A-B					2	3
A-C					338	507

## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	616	0.029	18	0.0	0.0	6.020	A
C-AB	10	2	765	0.013	10	0.0	0.0	4.766	A
C-A	285	71			285				
A-B	2	0.38			2				
A-C	277	69			277				

### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	594	0.036	22	0.0	0.0	6.291	A
C-AB	13	3	791	0.016	13	0.0	0.0	4.619	A
C-A	340	85			340				
A-B	2	0.45			2				
A-C	331	83			331				

### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	563	0.047	26	0.0	0.0	6.711	A
C-AB	18	5	829	0.022	18	0.0	0.0	4.432	A
C-A	414	103			414				
A-B	2	0.55			2				
A-C	405	101			405				

### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	563	0.047	26	0.0	0.0	6.711	A
C-AB	18	5	829	0.022	18	0.0	0.0	4.439	A
C-A	414	103			414				
A-B	2	0.55			2				
A-C	405	101			405				

### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	594	0.036	22	0.0	0.0	6.295	A
C-AB	13	3	791	0.016	13	0.0	0.0	4.632	A
C-A	340	85			340				
A-B	2	0.45			2				
A-C	331	83			331				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	616	0.029	18	0.0	0.0	6.023	A
C-AB	10	2	765	0.013	10	0.0	0.0	4.775	A
C-A	285	71			285				
A-B	2	0.38			2				
A-C	277	69			277				