

Proposed Extension of Industrial Park

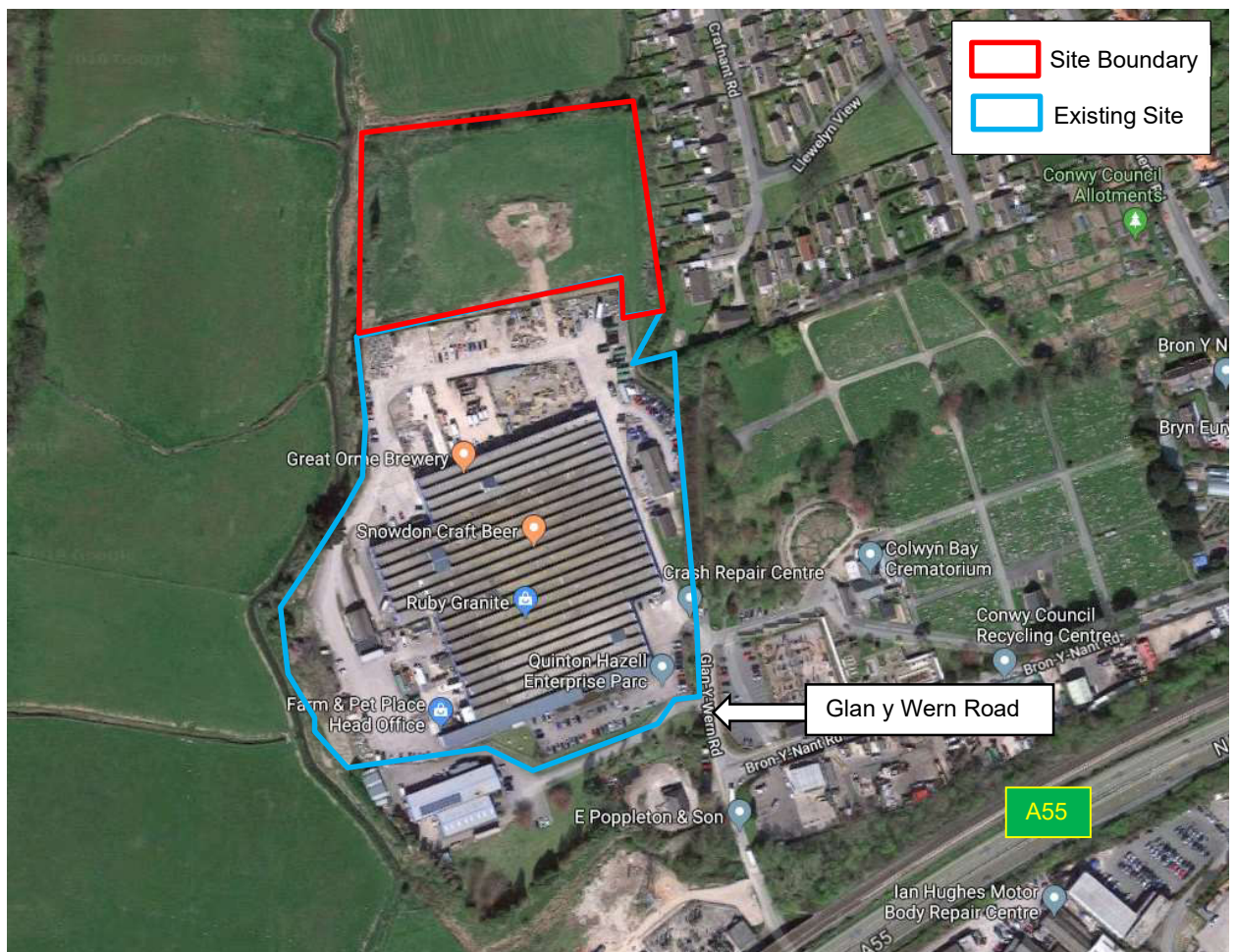
Glan y Wern Road, Mochdre

MC/190021/TN01 Rev A – 23 December 2021

1.0 INTRODUCTION

1.1 SCP has been instructed by Sitequest Ltd to provide transport consultancy services in relation to a proposed extension of an industrial park on land to the northwest of Glan y Wern Road, Mochdre. The location of the site is shown and outlined in red in **Figure 1.1** below: -

Figure 1.1 – Site Location Plan



Source: Google Maps

1.2 An indicative layout for the site shows a potential for some 25 industrial units with car parking provided outside each unit that will be brought forward under two phases for the site; the application will be submitted as a hybrid application with a full application for phase I and outline application (with access and layout to be determined) for phase II.

- 1.3 Access will be provided from the same access for the existing industrial estate, with vehicles travelling along the eastern side of the existing industrial estate to enter the proposed development.

2.0 EXISTING CONDITIONS

- 2.1 The development site has an area of approximately 1.63 hectares and is located to the northwest of Glan y Wern Road. The site currently forms vacant land which adjoins the existing enterprise park. The site is bound by fields to the west and north, residential properties to the east and Quinton Hazell Enterprise Park to the south.
- 2.2 Quinton Hazel Enterprise Park is approximately 15,507m² contains a mixture of E(g), B2 and B8 land use classes. Vehicles access the enterprise park from Glan y Wern Road. An internal road is situated around the external perimeter of the enterprise park building. Car parking on site for staff or visitors, is provided around the perimeter of the site away from the internal road and loading bays.
- 2.3 The area surrounding the site comprises a range of uses including a crematorium, recycling centre and industrial units.

Local Highway Network

Glan y Wern Road

- 2.4 Glan y Wern Road fronts the south eastern boundary of the existing site and provides a link between the enterprise park and Conway Road in the south. Glan y Wern Road passes under the A55 via a tunnel providing a signed headroom of 11ft 3 inches. Glan y Wern Road is well lit and subject to a speed limit of 30 mph in the vicinity of the site, with varying footway widths along both sides of the carriageway.
- 2.5 In the locality of the site, the carriageway width measures approximately 5.0 m and there is an approximately 2.0m wide footway on the eastern side of the carriageway.
- 2.6 Glan y Wern Road is part of bus route 24 which operates between Llandudno and Colwyn Bay in the peak periods.

Bron y Nant Road

- 2.7 Bron y Nant Road forms the minor arm of a simple priority T-junction with Glan y Wern Road. Bron y Nant Road serves Conwy Council Recycling Centre and parking is prohibited on the northern side of the carriageway by double yellow lines.

2.8 Bron y Nant Road has a carriageway width of approximately 6.0 m and varying footways along both sides of the carriageway, however, the footway diminishes along sections of the northern side of the carriageway.

Dinerth Road

2.9 Dinerth Road forms the major arm of a simple priority T-junction with Bron y Nant Road. Dinerth Road passes under the A55 via a tunnel, which has a signed height of 13ft 3 inches. Dinerth Road is well lit and subject to a speed limit of 30 mph in the vicinity of the site, with varying footway widths along both sides of the carriageway.

2.10 Dinerth Road has a carriageway width of approximately 5.0m and approximately 2.0m wide footways along both sides of the carriageway.

Existing Traffic Conditions

2.11 A traffic survey was undertaken on Wednesday 15th May 2019, this recorded traffic entering and exiting the site during the AM peak period of 07:30-09:30 and the PM peak period of 16:00-18:00. In addition, an Automatic Traffic Counter (ATC) was installed on Monday 13th May 2019 to the south of Glan y Wern Road approximately 30m from the junction with the A547 Conway Road.

2.12 A summary of the trip rates for the existing Quinten Hazell Enterprise Park can be viewed in **Table 2.1** below.

Table 2.1 – Existing Vehicle Trip Rates per 100m²

	AM Peak Hour		PM Peak Hour	
	Entering	Exiting	Entering	Exiting
Vehicles	0.399	0.264	0.335	0.483
OGVS	0.006	0.025	0.025	0.000

2.13 A summary of trip generations for existing Quinton Hazell Enterprise Park can be viewed in **Table 2.2** below and **Appendix A**.

Table 2.2 – Existing Vehicle Trip Generation

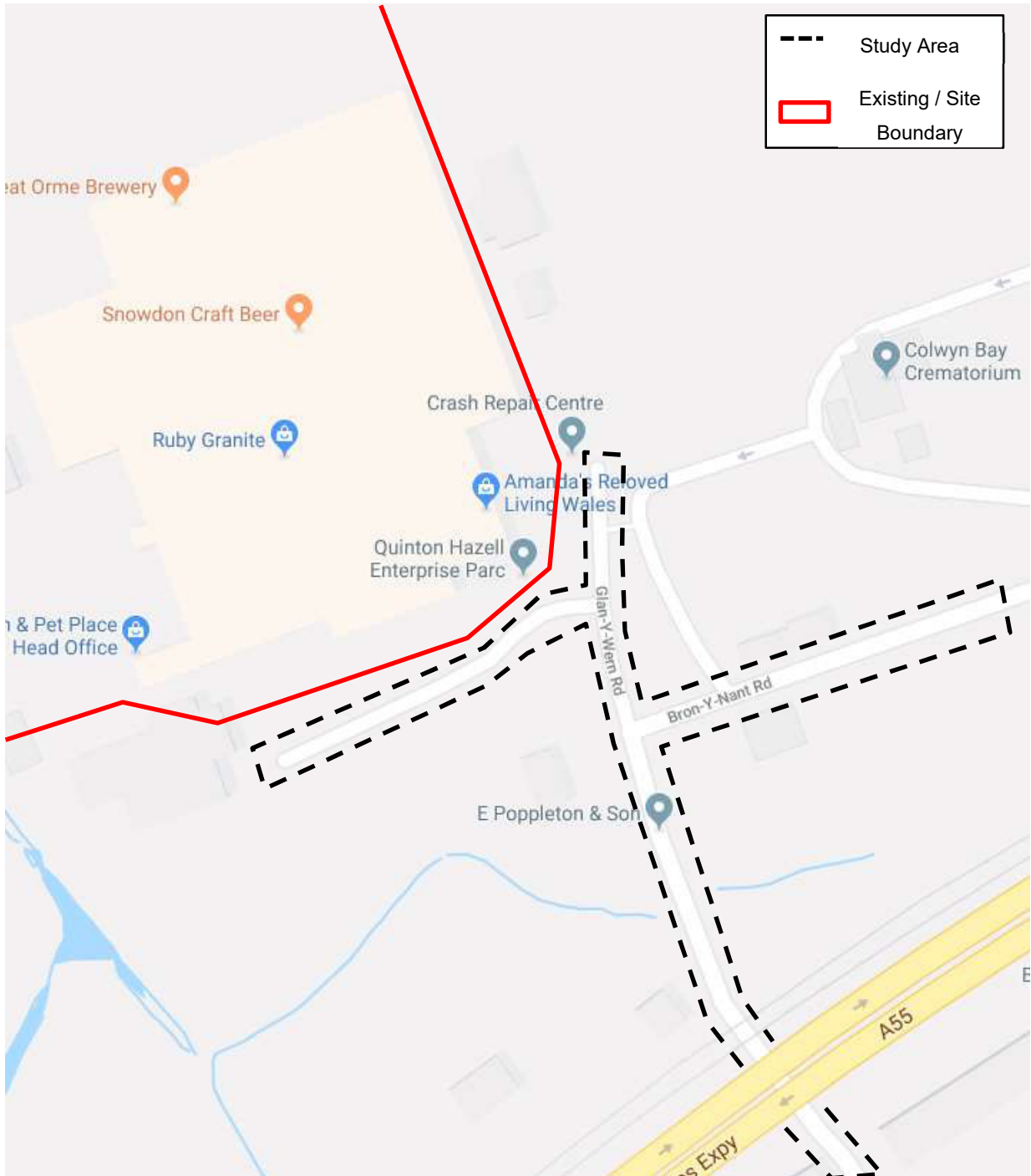
	AM Peak Hour		PM Peak Hour	
	Entering	Exiting	Entering	Exiting
Vehicles	62	41	52	75
OGVS	1	4	4	0

- 2.14 Figure 2.2 above shows vehicle movements at the site access. The busiest hours are 07:45-08:45 in the AM period and 16:30-17:30 in the PM period.
- 2.15 The vehicle trips generated by the existing Quinten Hazell Enterprise Park indicate a vehicle generation of 103 two-way vehicle trips in the AM peak period and 127 two-way vehicle trips in PM peak period.
- 2.16 This equates to approximately 1-2 vehicles every minute in the AM and PM peak period.

Personal Injury Accident Records

- 2.17 The NPPG ‘Transport evidence bases in plan making and decision taking’ document states that “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems”.
- 2.18 Personal injury accident data has been obtained from crashmap.co.uk for the most recently available five-year period (January 2016 to December 2020). The location and severity of the accidents are shown in **Figure 2.1** below: -

Figure 2.1 – Road Safety Plan



Source: Google Maps

2.19 This demonstrates that no accidents have been recorded on Glan y Wern Road or Bron y Nant Road, or anywhere within the vicinity of the site.

3.0 PROPOSED DEVELOPMENT

- 3.1 The proposed development could provide 25 business units (5,340m²) comprising of E(g), B2 and B8 use classes. The development will be brought forward over two phases; phase one will contain eight units totalling 1,300m² and phase 2 will contain 17 units totalling 4,040m².
- 3.2 Both phases of development will contain allocated car parking spaces totalling 164 car parking spaces inclusive of 25 disabled spaces and 26 cycle parking spaces. This will be an extension of the existing Quinten Hazell Enterprise Park to the immediate south of the proposed development.

Vehicular Access

- 3.3 Vehicular access to the development will be provided from the Quinten Hazell Enterprise Park existing access on Glan y Wern Road. Vehicles will travel along the eastern side of the existing enterprise park to access the proposed development.
- 3.4 Heavy Goods Vehicles (HGV) wishing to access the site may need to access via the Dinerth Road and Bron y Nant Road, to avoid the tunnel on Dinerth Road, which allows vehicles with a maximum height of 13ft 3 inches to travel via this route.

4.0 TRIP GENERATION

Introduction

4.1 This Chapter provides an estimate of the number of trips generated by the proposed development.

Trip Generation - Proposed Use

4.2 The pre application form states that the use classes will match the existing enterprise park to the south and will consist of E(g), B2 and B8 use classes. Therefore, the trip rates obtained from TRICS will contain 'Industrial Estate' land use category. The trip rates obtained from TRICS has only been applied to, cyclists, pedestrians, and public transport. The trip rates used for vehicles and OGVs are derived the traffic survey conducted at the site entrance and is also included at [Appendix A](#).

4.3 The TRICS Database has been interrogated for surveys of developments similar to that proposed in order to determine the trip generation for the development.

4.4 The trip rates and subsequent vehicle trip generation for Industrial Estate are shown in [Table 4.1](#) below, whilst the TRICS data is included at [Appendix B](#).

Table 4.1 – Trip Rates Industrial Estate

	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Entering	Exiting	Entering	Exiting
Vehicles	0.399	0.264	0.335	0.483
OGVs	0.006	0.025	0.025	0.000
Cyclists	0.016	0.009	0.007	0.023
Pedestrians	0.067	0.013	0.020	0.058
Public Transport	0.031	0.001	0.000	0.031

4.5 The above trip rates have been applied to the total gross floor area (5,340m²) to provide the trip generation for the proposed development, which can be found in [Table 4.4](#) below.

Table 4.2 – Estimated Trip Generation for 5,340m² Industrial Estate

	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	21	14	18	26
OGVs	0	1	1	0
Cyclists	1	0	0	1
Pedestrians	4	1	1	3
Public Transport	2	0	0	2

- 4.6 The vehicle trips generated by the development proposals for the industrial estate indicate a vehicle generation of 35 two-way vehicle trips in the AM peak period and 44 two-way vehicle trips in PM peak period.
- 4.7 This equates to approximately 1 vehicle every 2 minutes in the AM peak period and 1 vehicle every 1 - 2 minutes in the PM peak period.
- 4.8 Therefore, the traffic generated from the proposed development is negligible in relation to the traffic generated from the existing development.
- 4.9 As such, the impact of the proposed development on the existing road network will barely be perceptible in the AM and PM peak periods and even more so outside of the peak periods.

5.0 SUMMARY AND CONCLUSIONS

- 5.1 SCP are instructed to provide Sitequest Ltd highway, traffic and transport advice in connection with their proposal of an extension of Quinton Hazell Enterprise Park, Mochdre, North Wales to provide 25 mixed use industrial units.
- 5.2 The site access will be provided from the existing site access on the eastern side of the Quinton Hazell Enterprise Park.
- 5.3 The existing accident record in the vicinity of the site does not give rise to any concerns in the context of the proposals.
- 5.4 The vehicle trips generated by the development proposals for the industrial estate indicate 47 two-way vehicle trips in the AM peak period and 35 two-way vehicle trips in PM peak period.
- 5.5 The effect of the changes in traffic resulting from the proposals on the local highway network will barely be perceptible within the AM and PM peak hour, in conjunction with the traffic generated from the existing industrial estate.
- 5.6 The proposals would therefore not result in a significant impact on the local highway network and are considered acceptable with regards to transport.

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APPENDIX A

Manual Classified Turning Counts, Mochdre

DATE: WEDNESDAY 15th MAY 2019

LOCATION: QUINTON ENTERPRISE PARK

TIME / CLASS	ENTERING								EXITING								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	1	0	4	2	0	0	0	7	0	0	1	3	0	0	0	4	11
7:45 - 8:00	1	0	4	2	0	0	0	7	0	0	9	1	0	1	0	11	18
8:00 - 8:15	0	0	6	0	0	0	0	6	0	0	9	5	2	0	0	16	22
8:15 - 8:30	0	0	20	2	0	0	0	22	0	0	5	1	1	0	0	7	29
HOURLY TOTAL	2	0	34	6	0	0	0	42	0	0	24	10	3	1	0	38	80
8:30 - 8:45	0	0	21	4	0	1	0	26	0	0	2	2	0	0	0	4	30
8:45 - 9:00	0	2	23	4	1	0	0	30	0	0	9	1	1	0	0	11	41
9:00 - 9:15	0	1	20	1	1	0	0	23	0	0	4	3	0	1	0	8	31
9:15 - 9:30	0	0	9	2	0	0	0	11	0	0	3	2	1	0	0	6	17
HOURLY TOTAL	0	3	73	11	2	1	0	90	0	0	18	8	2	1	0	29	119
PERIOD TOTAL	2	3	107	17	2	1	0	132	0	0	42	18	5	2	0	67	199
16:00 - 16:15	0	1	4	0	3	1	0	9	0	0	6	2	0	0	0	8	17
16:15 - 16:30	0	0	5	2	0	0	0	7	0	0	8	2	0	0	0	10	17
16:30 - 16:45	0	0	4	2	1	0	0	7	0	2	15	8	0	0	0	25	32
16:45 - 17:00	0	0	13	2	1	0	0	16	0	0	14	6	0	0	0	20	36
HOURLY TOTAL	0	1	26	6	5	1	0	39	0	2	43	18	0	0	0	63	102
17:00 - 17:15	0	0	15	2	0	1	0	18	0	1	13	3	0	0	0	17	35
17:15 - 17:30	0	0	6	1	1	0	0	8	0	0	12	3	0	0	0	15	23
17:30 - 17:45	0	0	2	0	0	0	0	2	1	0	10	0	0	0	0	11	13
17:45 - 18:00	0	0	2	0	0	0	0	2	0	0	4	1	0	0	0	5	7
HOURLY TOTAL	0	0	25	3	1	1	0	30	1	1	39	7	0	0	0	48	78
PERIOD TOTAL	0	1	51	9	6	2	0	69	1	3	82	25	0	0	0	111	180

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APPENDIX B

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	CW CORNWALL	1 days
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	4 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KH KINGSTON UPON HULL	1 days
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	ER EAST RENFREWSHIRE	1 days

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

Secondary 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: 1138 to 7050 (units: sqm)
 Range Selected by User: 552 to 7210 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 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:

Monday	4 days
Tuesday	8 days
Wednesday	1 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	21 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)	9
Edge of Town	12

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	14
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:

Not Known	3 days
B1	7 days
B2	5 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	2 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
125,001 to 250,000	9 days
250,001 to 500,000	6 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	13 days
1.6 to 2.0	1 days

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

Travel Plan:

Not Known	2 days
No	19 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	21 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-02-D-02	INDUSTRIAL ESTATE	BRISTOL CITY
	NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm Survey date: THURSDAY 19/11/09		Survey Type: MANUAL
2	BR-02-D-03	INDUSTRIAL ESTATE	BRISTOL CITY
	CROFTS END ROAD BRISTOL SPEEDWELL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm Survey date: TUESDAY 20/10/09		Survey Type: MANUAL
3	CA-02-D-01	IND. ESTATE	CAMBRIDGESHIRE
	STURROCK WAY PETERBOROUGH BRETTON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4300 sqm Survey date: TUESDAY 13/05/08		Survey Type: MANUAL
4	CA-02-D-02	IND. ESTATE	CAMBRIDGESHIRE
	COLDHAM'S ROAD CAMBRIDGE COLDHAM'S COMMON Edge of Town Industrial Zone Total Gross floor area: 2063 sqm Survey date: MONDAY 19/10/09		Survey Type: MANUAL
5	CA-02-D-03	IND. ESTATE	CAMBRIDGESHIRE
	SAVILLE ROAD PETERBOROUGH WESTWOOD Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4425 sqm Survey date: THURSDAY 22/10/09		Survey Type: MANUAL
6	CA-02-D-04	INDUSTRIAL ESTATE	CAMBRIDGESHIRE
	LINCOLN ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4133 sqm Survey date: TUESDAY 02/12/14		Survey Type: MANUAL
7	CW-02-D-02	INDUSTRIAL ESTATE	CORNWALL
	DRUIDS ROAD CAMBORNE Edge of Town Industrial Zone Total Gross floor area: 6515 sqm Survey date: FRIDAY 21/09/07		Survey Type: MANUAL
8	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 3600 sqm Survey date: MONDAY 03/07/17		Survey Type: MANUAL
9	ER-02-D-02	INDUSTRIAL EST.	EAST RENFREWSHIRE
	SPIERSBRIDGE AVENUE NEAR GLASGOW THORNLIBANK Edge of Town Industrial Zone Total Gross floor area: 4233 sqm Survey date: WEDNESDAY 10/10/01		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	ES-02-D-07	INDUSTRIAL ESTATE	EAST SUSSEX
	HUGHES ROAD BRIGHTON		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	6625 sqm	
	Survey date: THURSDAY	16/10/14	Survey Type: MANUAL
11	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK		
	Edge of Town Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
12	HE-02-D-02	BUSINESS PARK	HEREFORDSHIRE
	BURCOTT ROAD HEREFORD		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	5214 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
13	KH-02-D-02	INDUSTRIAL ESTATE	KINGSTON UPON HULL
	BOULEVARD STREET KINGSTON UPON HULL		
	Edge of Town Industrial Zone		
	Total Gross floor area:	2220 sqm	
	Survey date: THURSDAY	18/10/01	Survey Type: MANUAL
14	LC-02-D-04	INDUSTRIAL ESTATE	LANCASHIRE
	GREEN LANE WEST GARSTANG		
	Edge of Town Industrial Zone		
	Total Gross floor area:	4555 sqm	
	Survey date: FRIDAY	16/06/06	Survey Type: MANUAL
15	LN-02-D-01	INDUSTRIAL ESTATE	LINCOLNSHIRE
	BELTON LANE GRANTHAM		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	5347 sqm	
	Survey date: THURSDAY	12/05/05	Survey Type: MANUAL
16	MS-02-D-05	INDUSTRIAL ESTATE	MERSEYSIDE
	BROADOAK ROAD ST HELENS		
	Edge of Town No Sub Category		
	Total Gross floor area:	2430 sqm	
	Survey date: TUESDAY	18/10/05	Survey Type: MANUAL
17	WL-02-D-01	IND. ESTATE	WILTSHIRE
	MARLBOROUGH ROAD WOOTTON BASSETT		
	Edge of Town Industrial Zone		
	Total Gross floor area:	7050 sqm	
	Survey date: TUESDAY	03/10/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	WM-02-D-03	INDUSTRIAL ESTATE	WEST MIDLANDS
	JUNCTION ROAD STOURBRIDGE AUDNAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1138 sqm Survey date: TUESDAY 28/11/17		Survey Type: MANUAL
19	WY-02-D-05	INDUSTRIAL ESTATE	WEST YORKSHIRE
	CARR WOOD ROAD CASTLEFORD Edge of Town Development Zone Total Gross floor area: 1776 sqm Survey date: MONDAY 22/05/17		Survey Type: MANUAL
20	WY-02-D-06	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	PIONEER WAY CASTLEFORD Edge of Town Industrial Zone Total Gross floor area: 4328 sqm Survey date: TUESDAY 23/05/17		Survey Type: MANUAL
21	WY-02-D-07	INDUSTRIAL ESTATE	WEST YORKSHIRE
	THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON Edge of Town No Sub Category Total Gross floor area: 3191 sqm Survey date: MONDAY 15/05/17		Survey Type: MANUAL

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	4233	0.071	1	4233	0.024	1	4233	0.095
07:00 - 08:00	21	4287	0.580	21	4287	0.216	21	4287	0.796
08:00 - 09:00	21	4287	0.852	21	4287	0.455	21	4287	1.307
09:00 - 10:00	21	4287	0.670	21	4287	0.518	21	4287	1.188
10:00 - 11:00	21	4287	0.638	21	4287	0.595	21	4287	1.233
11:00 - 12:00	21	4287	0.631	21	4287	0.668	21	4287	1.299
12:00 - 13:00	21	4287	0.658	21	4287	0.712	21	4287	1.370
13:00 - 14:00	21	4287	0.613	21	4287	0.583	21	4287	1.196
14:00 - 15:00	21	4287	0.549	21	4287	0.582	21	4287	1.131
15:00 - 16:00	21	4287	0.530	21	4287	0.587	21	4287	1.117
16:00 - 17:00	21	4287	0.481	21	4287	0.715	21	4287	1.196
17:00 - 18:00	21	4287	0.247	21	4287	0.719	21	4287	0.966
18:00 - 19:00	21	4287	0.082	21	4287	0.192	21	4287	0.274
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.602			6.566			13.168

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:	1138 - 7050 (units: sqm)
Survey date date range:	01/01/00 - 18/05/18
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	4233	0.000	1	4233	0.000	1	4233	0.000
07:00 - 08:00	21	4287	0.024	21	4287	0.022	21	4287	0.046
08:00 - 09:00	21	4287	0.039	21	4287	0.038	21	4287	0.077
09:00 - 10:00	21	4287	0.060	21	4287	0.053	21	4287	0.113
10:00 - 11:00	21	4287	0.056	21	4287	0.054	21	4287	0.110
11:00 - 12:00	21	4287	0.040	21	4287	0.049	21	4287	0.089
12:00 - 13:00	21	4287	0.036	21	4287	0.036	21	4287	0.072
13:00 - 14:00	21	4287	0.026	21	4287	0.023	21	4287	0.049
14:00 - 15:00	21	4287	0.034	21	4287	0.036	21	4287	0.070
15:00 - 16:00	21	4287	0.038	21	4287	0.034	21	4287	0.072
16:00 - 17:00	21	4287	0.024	21	4287	0.024	21	4287	0.048
17:00 - 18:00	21	4287	0.010	21	4287	0.009	21	4287	0.019
18:00 - 19:00	21	4287	0.001	21	4287	0.004	21	4287	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.388			0.382			0.770

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	4233	0.000	1	4233	0.000	1	4233	0.000
07:00 - 08:00	21	4287	0.013	21	4287	0.001	21	4287	0.014
08:00 - 09:00	21	4287	0.016	21	4287	0.009	21	4287	0.025
09:00 - 10:00	21	4287	0.007	21	4287	0.004	21	4287	0.011
10:00 - 11:00	21	4287	0.002	21	4287	0.002	21	4287	0.004
11:00 - 12:00	21	4287	0.007	21	4287	0.003	21	4287	0.010
12:00 - 13:00	21	4287	0.006	21	4287	0.006	21	4287	0.012
13:00 - 14:00	21	4287	0.008	21	4287	0.008	21	4287	0.016
14:00 - 15:00	21	4287	0.006	21	4287	0.004	21	4287	0.010
15:00 - 16:00	21	4287	0.011	21	4287	0.016	21	4287	0.027
16:00 - 17:00	21	4287	0.007	21	4287	0.009	21	4287	0.016
17:00 - 18:00	21	4287	0.007	21	4287	0.023	21	4287	0.030
18:00 - 19:00	21	4287	0.001	21	4287	0.006	21	4287	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.091			0.182

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	4233	0.071	1	4233	0.000	1	4233	0.071
07:00 - 08:00	21	4287	0.033	21	4287	0.012	21	4287	0.045
08:00 - 09:00	21	4287	0.067	21	4287	0.013	21	4287	0.080
09:00 - 10:00	21	4287	0.029	21	4287	0.021	21	4287	0.050
10:00 - 11:00	21	4287	0.016	21	4287	0.012	21	4287	0.028
11:00 - 12:00	21	4287	0.010	21	4287	0.019	21	4287	0.029
12:00 - 13:00	21	4287	0.054	21	4287	0.040	21	4287	0.094
13:00 - 14:00	21	4287	0.030	21	4287	0.028	21	4287	0.058
14:00 - 15:00	21	4287	0.021	21	4287	0.013	21	4287	0.034
15:00 - 16:00	21	4287	0.028	21	4287	0.022	21	4287	0.050
16:00 - 17:00	21	4287	0.033	21	4287	0.048	21	4287	0.081
17:00 - 18:00	21	4287	0.020	21	4287	0.058	21	4287	0.078
18:00 - 19:00	21	4287	0.006	21	4287	0.010	21	4287	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.418			0.296			0.714

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	4233	0.000	1	4233	0.000	1	4233	0.000
07:00 - 08:00	20	4240	0.013	20	4240	0.000	20	4240	0.013
08:00 - 09:00	20	4240	0.031	20	4240	0.001	20	4240	0.032
09:00 - 10:00	20	4240	0.015	20	4240	0.000	20	4240	0.015
10:00 - 11:00	20	4240	0.002	20	4240	0.001	20	4240	0.003
11:00 - 12:00	20	4240	0.007	20	4240	0.002	20	4240	0.009
12:00 - 13:00	20	4240	0.007	20	4240	0.005	20	4240	0.012
13:00 - 14:00	20	4240	0.005	20	4240	0.006	20	4240	0.011
14:00 - 15:00	20	4240	0.001	20	4240	0.005	20	4240	0.006
15:00 - 16:00	20	4240	0.002	20	4240	0.012	20	4240	0.014
16:00 - 17:00	20	4240	0.004	20	4240	0.021	20	4240	0.025
17:00 - 18:00	20	4240	0.000	20	4240	0.031	20	4240	0.031
18:00 - 19:00	20	4240	0.000	20	4240	0.007	20	4240	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.091			0.178

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.