

Transport Report

Land at Greenacres,
Saucelands Lane,
Shipley,
West Sussex,
RH13 8PU



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Schedule of Appendices

- A Site Layout Plan
- B Access Plan, Visibility Splays and Vehicle Tracking
- C Automatic Traffic Count Speed Survey
- D TRICS Data Output

Issue	Issue date	Compiled	Checked	Authorised
1	January 2025	EP	LNS	LNS

1 Introduction

- 1.1 This Transport Report (TR) has been prepared for Chidhurst Planning & Development in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils and Transport has been commissioned by Chidhurst Planning & Development to prepare a Transport Report in connection with the proposed development at land at Greenacres, Saucelands Lane, Shipley, West Sussex. The development consists of the demolition and subsequent removal of the six dis-used commercial buildings and in replacement the construction of four dwellings with a new access from Saucelands Lane. There will be associated parking and landscaping with a turning head compliant with WSCC refuse vehicle dimensions to allow turning and re-entering the highway in a forward gear.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed residential development on the local transport network.

Policy Context

- 1.4 This Transport Report has been written in accordance with the following frameworks:
 - National Planning Policy Framework (NPPF);
 - National Planning Policy Guidance (NPPG);
 - West Sussex Transport Plan (2022-2036);
 - West Sussex County Council Guidance for Parking at New Developments (September 2020);
 - Horsham District Planning Framework (Local Plan) (2015);
 - Manual for Streets (MfS1).

2 Existing Site

Site Location

- 2.1 The site is located on the land at Greenacres, accessed from an existing access and access road/driveway that leads south from Saucelands Lane, Horsham, RH13_8PU. The site is currently a brown field site consisting of six storage units that are of poor quality. This application seeks to convert and develop the site to provide four new residential units.
- 2.2 The application site is situated in a rural setting. The site itself is a fairly modern collection of industrial buildings, which were used until recently for road maintenance, categorised as B2/B8 Use Classes.
- 2.3 An aerial view of the existing site can be seen in **Figure 2.1**.

Figure 2.1 – Aerial View of the Site



Source: Google Maps

2.4 The application site consists of a plot measuring approximately 0.66ha in total. The access road that leads south from Saucelands Lane into the development parcel means that the proposed dwellings would be set approximately 150m away from Saucelands Lane to the north and would therefore not be visible from this vantage point. The existing site layout with details of the existing structures can be viewed in **Figure 2.2** below.

Figure 2.2 – Existing site layout with details of existing buildings

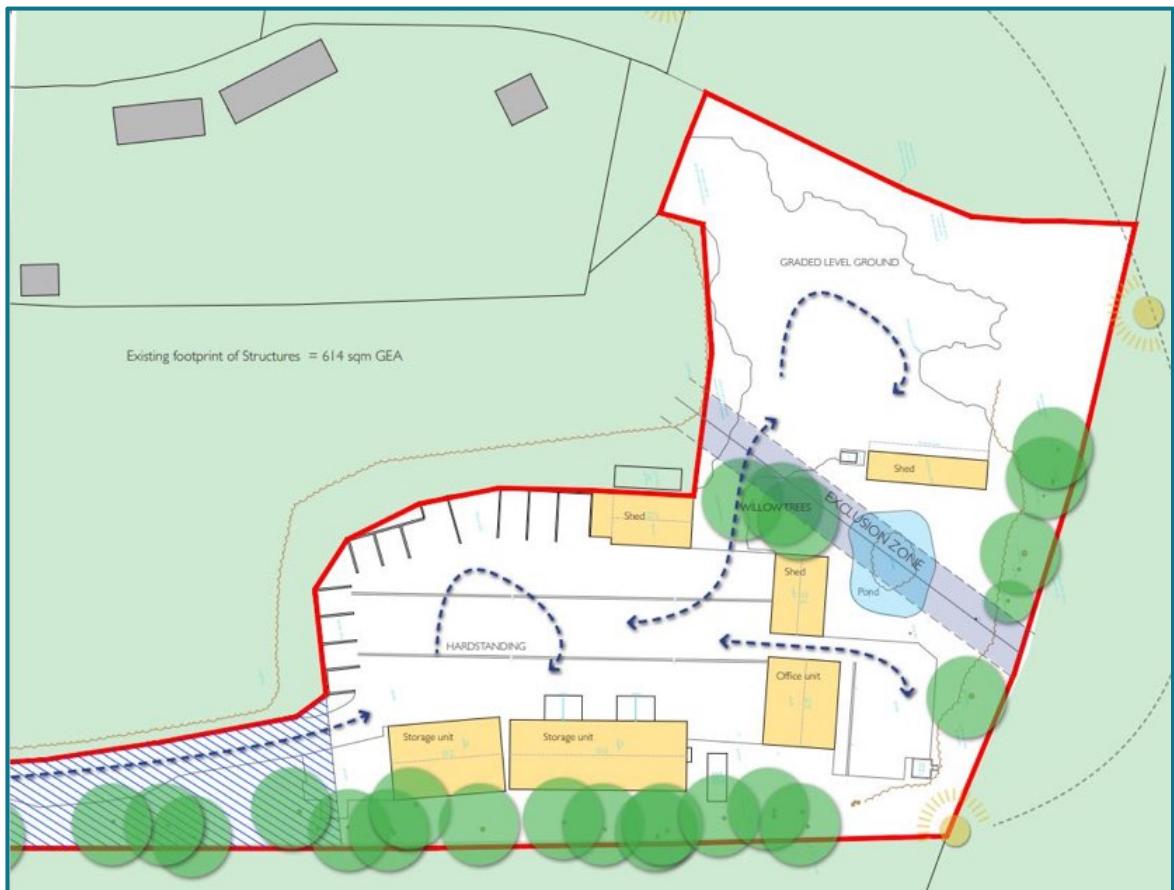


Figure 2.3 – 3D Visualisation of the existing buildings on site



2.5 The existing buildings on site are shown in red in **Figure 2.3** above. The existing buildings total coverage equates to 615sqm GEA with large areas of impermeable hard-standing. The site is surrounded by trees and bushes onto farmland and fields beyond.

Local Highway Network

2.6 The site is located on the southern side of Saucelands Lane accessed via an existing access road leading into the development site. Saucelands Lane is subject to the national speed limit, although the ATC Speed Survey has shown that actual speeds along the road within vicinity of the site are significantly lower, closer to 30mph, as detailed in the section below. Saucelands Lane runs east-west across 1.16km, providing access to Countryman Lane to the east at a priority junction and Coolham Road to the west (B2139) at a priority junction. Saucelands Lane is a rural road with no streetlighting or footways surrounding the site, although there are several public rights of way and well trodden grass verges adjacent to the highway.

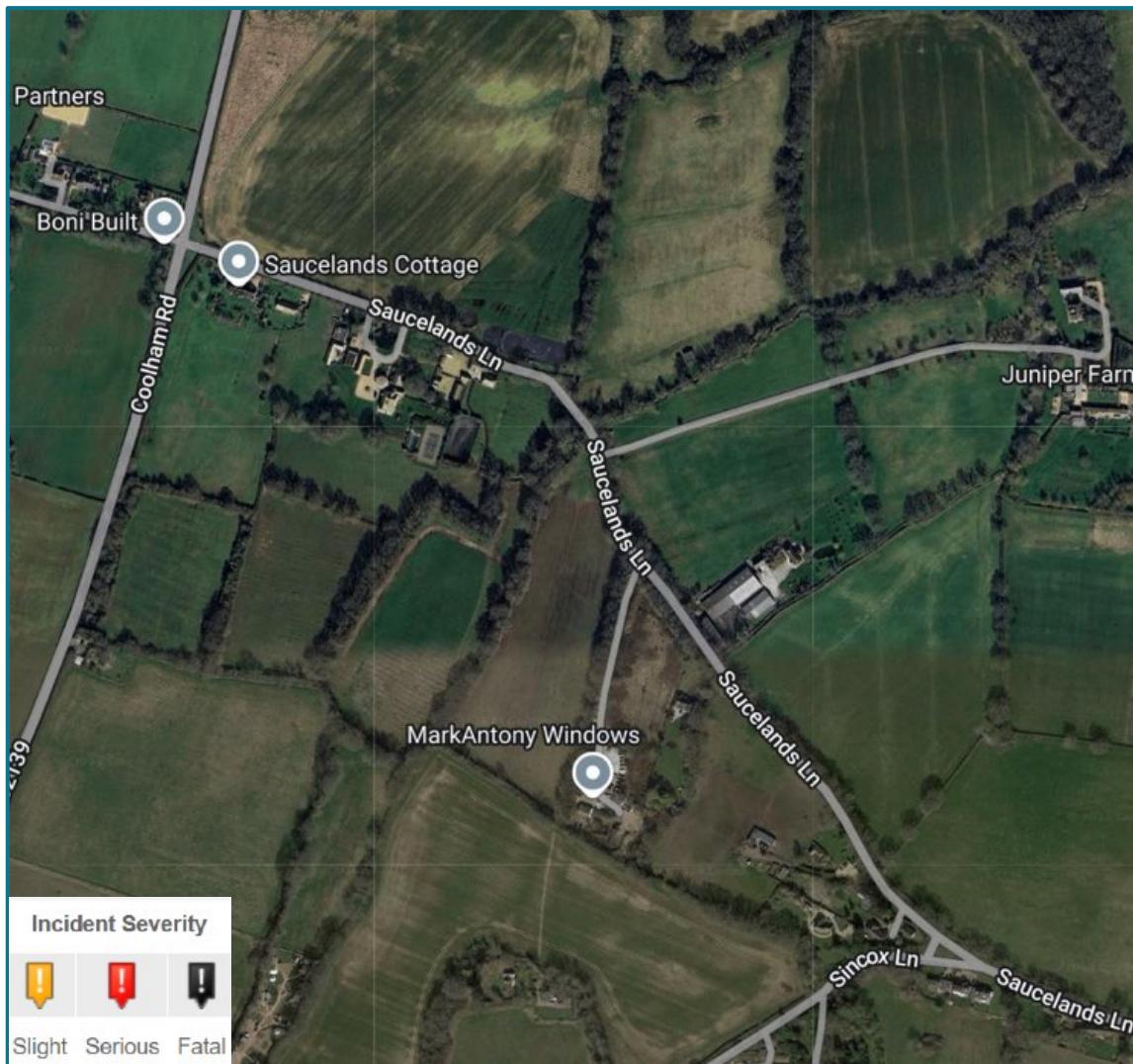
2.7 Coolham Road (B2139) meets the A272 (Billingshurst Road) approximately 1.06km north of the site. The A272 is a significant A-road running from Hampshire through to East Sussex, serving key destinations such as Petersfield, Uckfield and Winchester. Within vicinity of the site, the A272 leads

to Coneyhurst and Billingshurst to the west of this point and Dragon's Green Cowfold to the east of this point. From the junction of the B2139 and A272, the A272 provides access to the A24 approximately 4.5km to the east. The A24 forms part of the strategic road network and provides access from Clapham to Worthing across 86km. The A24 serves many outer London suburbs along with Leatherhead, Dorking, Horsham and Worthing. Within vicinity of the site it provides access to Horsham and outer boroughs.

Accident Data

- 2.8 Local vehicle incident records in a 500m vicinity of the site were reviewed for the last available 5 years of data; 2018-2022 using www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 2.9 During the 5-year period (2018-2022), no accidents have been recorded within a 500m radius of the site access, see **Figure 2.4** below.

Figure 2.4 – CrashMap Extent (500m surrounding the site access)



2.10 In the last 5 years of available data there have been no recorded PIAs that have occurred within 500m in either direction of the site access point. There have been no issues occurring with the actual proposed access location itself that has been in use for many years via the existing access for the commercial B2/B8 units in place at the site. Nor have there been any accidents occurring at or within 50m of the site access point.

2.11 Accounting for the above evidence, it is very unlikely that the proposed four dwellings would lead to an increase in the risk of accidents within the area.

Automatic Traffic Count

2.12 An Automatic Traffic Count Speed Survey (ATC) was conducted both north and south of the proposed access to determine speeds of vehicles at the 85th percentile, travelling along Saucelands Lane surrounding the proposed site access.

2.13 The ATC was carried out for 7 days between 17/12/24 to 22/12/24. The weather conditions for the week were mostly cloudy and dry.

2.14 The average speeds at the 85th percentile for both counts are demonstrated in **Table 2.1** below. Full outputs of the speed surveys can be seen in **Appendix D**.

Table 2.1: Speed Survey Results

	85 th percentile speed travelling north (7-day survey)	85 th percentile speed travelling south (7-days survey)
Site Access	32.7mph	31.6mph

2.15 The locations of the speed surveys are shown below in **Figure 2.5**.

Figure 2.5 – Location of Automatic Traffic Count on Saucelands Lane



2.16 As shown in the table above and **Appendix C**, which shows the details of the ATC in full, the actual 85th% recorded speeds are significantly lower than the posted speed limit of 60mph, being closer to 30mph. Therefore, Manual for Streets 1 standards can be applied. In accordance with MfS1 standards, the required visibility splays based on the recorded 85th% speeds are therefore:

- North – 31.6mph – 2.4m x 46m to the north-east;
- South – 32.7mph – 2.4m x 49m to the south-west.

3 Modal Choices

Bus Services

3.1 The nearest bus stops to the site are located 530m north-west of the site, at the junction of Coolham Road (B2139) and Saucelands Lane, with the bus stop titled 'Sproutes Lane'. This equates to a 5-minute walk time. This bus stop is served by buses 74, 74A and 74B, with bus services operated by Compass Travel, as summarised below in **Table 3.1**.

3.2 Services from these stops provide links to a number of places such as Storrington and Horsham.

Table 3.1 – Buses served by Sproutes Lane Bus Stop

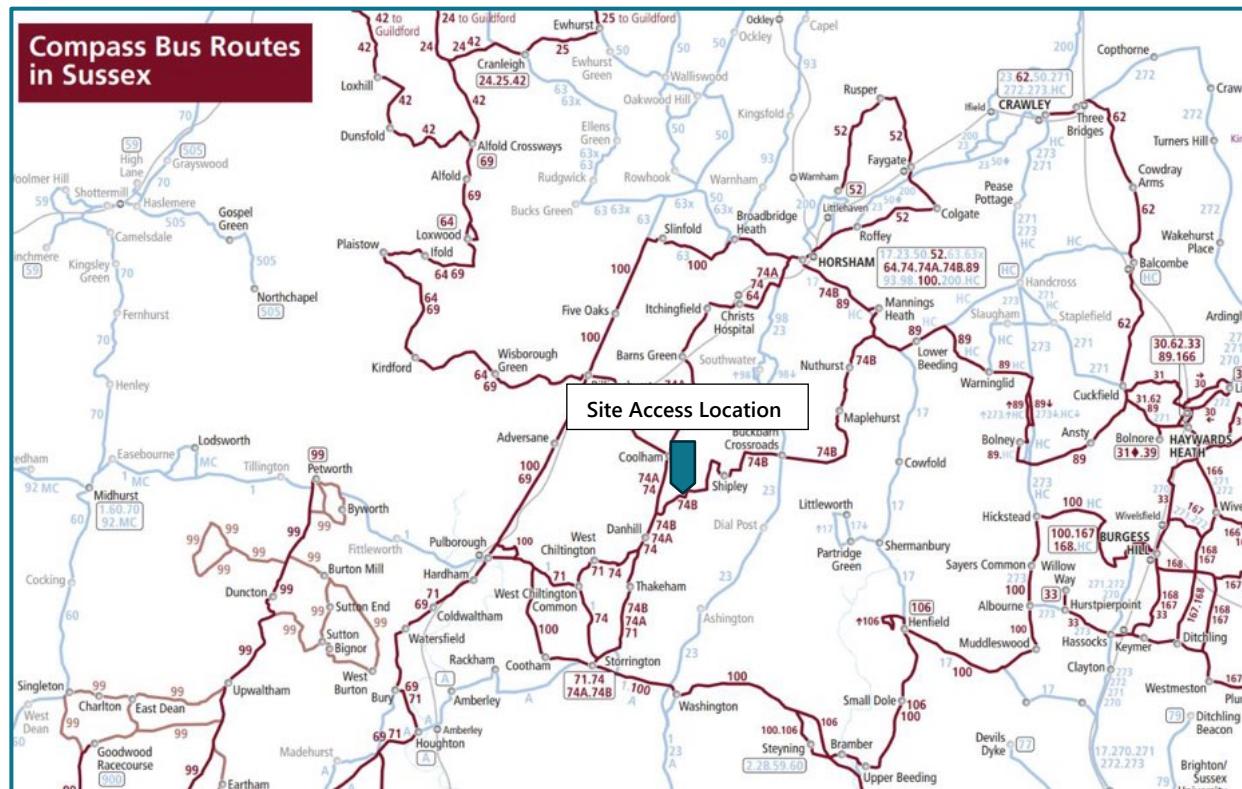
Service No./Route	Operator	Average Frequency	
		Weekday	Weekend
74/74A/74B – Storrington – Thakeham – West Chiltington – Danhill – Shipley – Maplehurst – Nuthurst – Coolham – Barns Green – Christs Hospital – Horsham	Compass Travel	5 services daily	N/A

3.3 These services provide access to Horsham bus station and train station within a 25-minute journey time. Horsham bus station provides access to other buses and services within the locality, as demonstrated on the route map below in **Figure 3.1**.

3.4 The local buses provide connections to local towns and villages, conveying a wide opportunity for use of public transport by residents of the proposed development as an alternative to private car travel.

3.5 The map below in **Figure 3.1** shows the route of the buses serving the area within direct vicinity of the site.

Figure 3.1 – Local Bus Map of the Area



Rail

3.6 Billingshurst is the nearest railway station, located approximately 7.5km north of the site, equating to a 10-minute car journey. Billingshurst Station is also within the WSCC Book-A-Bus catchment area that allows flexible travel via the 98 bus. This may be useful for onward travel and journey planning for residents, or for when the zone is expanded to include other catchment areas.

3.7 Billingshurst Station facilities and services include:

- 18 cycle parking spaces with storage CCTV;
- 84 car parking spaces;
- 3 accessible car parking spaces;
- Impaired mobility set down and pick up points;
- Height adjusted ticket office with induction loop;
- Accessible ticket machines;
- Refreshments;
- Accessible toilets and baby changing facilities;
- Sheltered seating;
- Ramp for train access; and
- Step free access to all platforms with ramps to street level.

3.8 Services from Billingshurst station are run by Southern and provide links to destinations such as Bognor Regis and London Victoria.

Table 3.2 – Typical Weekday Frequencies in Peak Hours from Uckfield Railway Station

Destination	Frequency in 0800 – 0900 AM peak hour	Frequency in 1700 – 1800 PM peak hour	Journey Travel Time
Bognor Regis	2	2	36 minutes
London Victoria	2	2	1hr 14 minutes

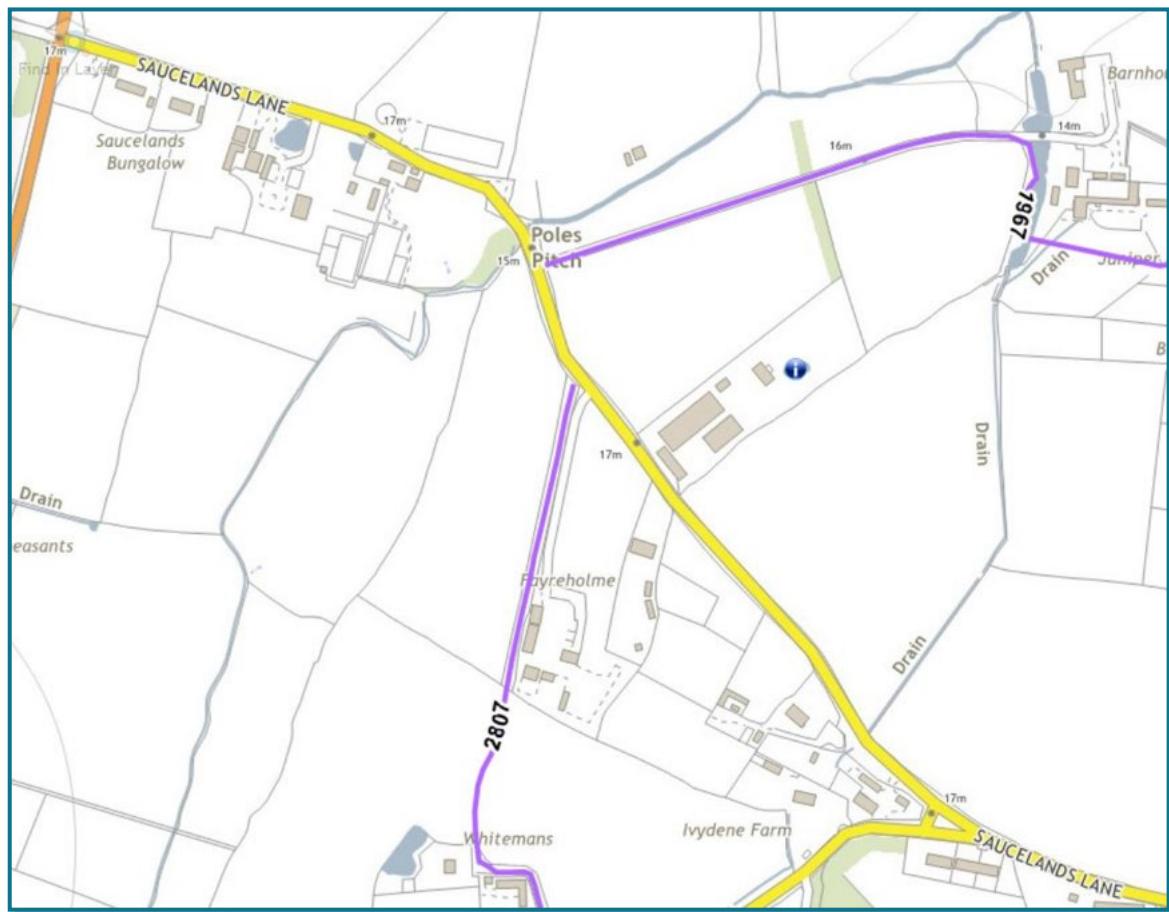
3.9 As seen from above, Billingshurst Railway station provides regular connections to London, outer London via Gatwick Airport. Connecting stations such as Gatwick Airport and East Croydon provide regular connections to other destinations across the south of England.

Walking and Cycling

3.10 Saucelands Lane has no dedicated footways within vicinity of the site due to the rural nature of the surrounding area but is conducive to cycling with use of flat topography and surrounding bridleways. Due to the low recorded speeds within the area and the well-trodden grass verges surrounding the site along Saucelands Lane, walking is also conducive along Saucelands Lane towards nearby bus stops at the junction with the B2139.

3.11 There are nearby PRoWs surrounding the site such as FP2807 which runs parallel to the access way into the development site, south of Saucelands Lane towards Broomers Corner. FP1967 runs east-west towards Countrymans Lane where it meets FP1968 and FP1969 leading towards Whitehall and Shipley.

3.4 – PRow Map surrounding the site



Site Accessibility

3.12 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).

3.13 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- “Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Paragraph 74)
- “Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Paragraph 77).

4 Proposed Development

4.1 The application site consists of a plot measuring approximately 0.66ha in total. The proposal is for four dwellings with a newly proposed access from Saucelands Lane, upgrading the existing access that is not suitable for the proposed development. The proposals also comprise use of the existing access road into the development parcel which will have a turning head installed and associated parking via dedicated garages and gravel driveways / courtyards for each house specifically. This will allow WSCC compliant refuse vehicles to turn and re-enter the highway in a forward gear. The development proposals, including the proposed layout are shown in **Appendix A**.

4.2 The development proposals comprise 2no. 3-bedroom houses and 2no. 4-bedroom houses. Each house will have refuse stores and bicycle stores adjacent to the house in a dedicated store.

Proposed Access

4.3 The site will be accessed from Saucelands Lane directly. This will replace the existing bellmouth access that currently provides access to the commercial units. The new access will measure 5m in width with 6m junction radii either side of the bellmouth, as seen in **Appendix B**.

4.4 As part of the development proposals, the gate that is set-back from the access will be removed, and the access will be upgraded as stated above. The access leads directly to a paved access road with concrete hardstanding that leads into the site. This will remain for the development proposals. Vehicle tracking has been undertaken to demonstrate that cars, refuse and emergency access vehicles can access the site directly, utilise the access road, turn using the turning head on site and re-enter the highway in a forward gear, please refer to **Appendix B**.

Visibility Splays

4.5 An Automatic Traffic Count Speed Survey (ATC) was conducted both north and south of the proposed access to determine speeds of vehicles at the 85th percentile, travelling along Saucelands Lane surrounding the proposed site access.

4.6 The ATC was carried out for 7 days between 17/12/24 to 22/12/24. The weather conditions for the week were mostly cloudy and dry.

4.7 In accordance with MfS1 standards, the required visibility splays based on the recorded 85th speeds are therefore:

- North – 31.6mph – 2.4m x 46m to the north-east;
- South – 32.7mph – 2.4m x 49m to the south-west.

4.8 The visibility splay drawing, as shown in **Appendix B** demonstrates that 2.4m x 49m can be achieved in both directions of the site access along Saucelands Lane in either direction of the access, exceeding the visibility splay requirements. The visibility splay requirements can be seen in **Table 4.1** below.

Table 4.1 Visibility Splay Requirement Table

Speed (mph)	Speed (kph)	Speed (m/s)	DMRB - Desirable min. SSD (2secs reaction time + 0.25g braking force)	DMRB - Absolute min. SSD (2secs reaction time + 0.375g braking force)	MfS2 - min. SSD (1.5secs reaction time + 0.375g braking force) - applicable to buses and HGVs (see Note 4 below)	MfS1/2 - min. SSD (1.5secs reaction time + 0.45g braking force) - applicable to light vehs (see Notes 3 & 4 below)
31.6mph	50.84	14.12	71.31	57.76	50.70	46.18
32.7mph	52.61	14.62	75.18	60.66	53.35	48.52

Note 1 On gradients, MfS1 suggests a 10% gradient will increase / decrease the rate of 'g' by around 0.1

Note 2 All above SSD calculations include an additional 2.4m as per MfS2 recommendation (para 10.2.5) to allow for the distance between the driver and the front of the vehicle.

Note 3 MfS1 used these values for all vehicles. MfS2 uses different values for light vehicles and buses / HGVs subject to Note 4 below.

Note 4 MfS2 states (para 10.1.8)

"As a guide, it is suggested that bus/HGV SSD should not need to be assessed when the combined proportion of HGV and bus traffic is less than 5% of traffic flow, subject to consideration of local circumstances."

Proposed Parking

4.9 The WSCC Parking Guidance on Parking at New Developments (September 2020) has been utilised for calculating parking for this development. The development resides within PBZ Zone 2 within the Horsham District. **Table 4.2** below, extrapolated from page 7 of the guidance indicates the amount of parking needed per residential dwelling, based on the PBZ as well as the number of bedrooms.

Table 4.2 – WSCC Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

- 4.10 Each dwelling will be provided with a double garage. Each garage will therefore represent an equivalent of 1 parking space. In front of the garages, there will be a gravel driveway or gravel courtyard area for each of the dwellings, dependant on the unit type, with adequate space for 2-3 vehicles. The layout therefore meets the parking requirements, with adequate space within the development parcel for visitor parking should it be required.
- 4.11 It is noted that in line with Part S Building Regulations, all houses will be fitted with active electric vehicle charging points.

Cycle Parking

- 4.12 The proposed provision of cycle parking on site will be designed in accordance with the residential parking standards set out in the WSCC 'Parking Guidance for New Developments' which states the following minimum cycle parking requirements, see **Table 4.3** below.

Table 4.3 – WSCC Minimum Levels of Cycle Provision

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space

- 4.13 There will be at least 2 cycle spaces provided per dwelling in a dedicated store adjacent to the garages which will house refuse and cycles.

Servicing and Emergency Vehicles

- 4.14 The proposed development servicing arrangements will remain the same as per the existing site. The site will be serviced via refuse vehicles accessing the site from the Saucelands Lane, using a turning head on site and egressing onto Saucelands Lane in a forward gear.
- 4.15 The site will be set out so that service vehicles and emergency vehicles can enter and turn on site, serving each dwelling, to meet the WSCC and MfS requirements (paragraph 6.8.9).
- 4.16 The development will provide individual bin stores for the four properties, in a dedicated store with cycles adjacent to the garages of the dwellings.
- 4.17 MfS guidance for bin carry distances provides maximum distance thresholds from all properties as being 25metres for refuse collection operatives and 30metres for residents. Bin storage facilities will be conveniently located as appropriate to ensure the carry distance requirements are met within

the detailed layout. Maximum refuse vehicle reversing distances of 12metres are considered acceptable within MfS paragraph 6.8.8.

- 4.18 Vehicle tracking has been conducted to demonstrate that refuse vehicles can successfully access and turn within the layout, please refer to **Appendix B**.
- 4.19 A fire appliance will be able to reach within 45metres of all dwelling entrances in accordance with Manual for Streets guidance.

5 Trip Generation

Existing Site Trip Generation – Methodology

5.1 The existing site comprises 6 large buildings on site with existing parking and hardstanding, equating to 615sqm GEA for the internal structures. The existing site comprises a split of B2/B8 use classes. For the purposes of the trip generation, the land use will be split evenly to ascertain the likely expected trips to the site at existing.

B8 Storage Trips

5.2 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied:

- Post 2010 surveys to maximise sites;
- All regions in England and Wales, with the exception of Greater London;
- Weekdays only;
- Edge of Town location types;
- Industrial Zone sub-category;
- Range between 1350-2000sqm;

5.3 **Appendix B** holds details of sites selected and provides a full TRICS output report. **Table 5.1** below provides trip rate data for the proposed site, based on the site selection criteria. The existing units comprise a total 615sqm. Therefore, it is assumed that there will be an equal split between use classes. Therefore, the trip rate below accounts for 308sqm of B8 use class.

Table 5.1 – B8 Storage – Weekday Trip Rates (per 100sqm)

B8 Storage	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Per 100sqm	0.174	0.139	0.313	0.069	0.139	0.208	2.292	2.256	4.548
Per 308sqm	1	0	1	0	0	1	7	7	14

B2 General Industrial Trips

5.4 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied:

- Post 2010 surveys to maximise sites;
- All regions in England and Wales, with the exception of Greater London;
- Weekdays only;

- Edge of Town and Freestanding location types;
- Industrial Zone sub-category;
- Range between 175-1000sqm.

5.5 The existing units comprise a total 615sqm. Therefore, it is assumed that there will be an equal split between use classes. Therefore, the trip rate below accounts for 308sqm of B2 use class.

Table 5.2 – B2 General Industrial – Weekday Trip Rates (per 100sqm)

B2 General Industrial	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Per 100sqm	0.428	0.367	0.795	0.153	0.398	0.551	4.547	4.380	8.927
Per 308sqm	1	1	2	0	1	2	14	13	27

Existing Site – Total Combined Trips

Table 5.3 – B8 Storage and B2 General Industrial – Weekday Trip Rates (615sqm)

Total Existing	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
B8 Use Class	1	0	1	0	0	1	7	7	14
B2 Use Class	1	1	2	0	1	2	14	13	27
Total	2	1	3	0	1	3	21	20	41

5.6 Using the information from the TRICS database, the existing development is likely to lead to:

- Around 3 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 3 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 41 two-way daily weekday vehicle trips are forecast.

Proposed Trip Generation – Methodology – C3 Residential Dwellings

5.7 The proposed development is for 4 residential units which have been assessed using the TRICS database. The database will be interrogated using the land use category of 'Housing Privately Owned'. This will ensure a robust assessment.

5.8 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied:

- Post 2016 surveys;
- All regions in England and Wales, with the exception of Greater London;
- Weekdays only;
- Suburban area, Edge of Town and Neighbourhood Centre location types;
- Residential Zone and Village sub-categories;
- Residential use – Private houses with a sample size between 8 and 15 units;

5.9 **Appendix B** holds details of sites selected and provides a full TRICS output report. **Table 5.4** below provides trip rate data for the proposed site, based on the site selection criteria.

Table 5.4 Privately Owned Dwellings – Weekday Trip Rates (per unit)

Privately Owned Houses	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Per dwelling	0.258	0.485	0.743	0.288	0.288	0.576	2.893	3.122	6.015
Per 4 dwellings	1	2	3	1	1	2	12	12	24

5.10 Using the information from the TRICS database, the proposed development is likely to lead to:

- Around 3 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 2 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 24 two-way daily weekday vehicle trips are forecast.

5.11 The resultant trip generation is less than what could be expected of the existing site (615sqm split across B2/B8 use).

5.12 Therefore, the resultant trip generation of the proposed development would not lead to an increase of trips on the local highway network. In fact, overall, the development would lead to a reduction in the use of vehicles to the site, specifically HGVs.

5.13 It can be concluded that the impact of the proposed development is negligible, would not have a material impact and could be readily accommodated on the local highway network.

6 Conclusion

6.1 This Transport Report has summarised the existing situation and has provided an overview of the proposed development of four residential units from a transport perspective.

6.2 Key transport-relevant elements of the development, including access, trip generation and the impacts upon the surrounding transport networks, have been considered from a policy context.

6.3 The site is proposing a new access from Saucelands Lane in order to access the development parcels. All vehicles will utilise this access. The access will measure 5m in width with 6m junction radii either side of the bellmouth.

6.4 Visibility splays have been provided in accordance with actual recorded 85th% speeds along the road, measured by an ATC Speed Survey conducted 17/12/2024 to 22/12/2024. In accordance with MfS1 standards, the required visibility splays based on the recorded 85th% speeds are therefore:

- North – 31.6mph – 2.4m x 46m to the north-east;
- South – 32.7mph – 2.4m x 49m to the south-west.

6.5 The visibility splay drawing, as shown in **Appendix B** demonstrates that 2.4m x 49m can be achieved in both directions of the site access along Saucelands Lane in either direction of the access, exceeding the visibility splay requirements.

6.6 There are several regular bus services that run throughout the week and weekends, specifically 74/74A/74B that provides access to nearby towns such as Storrington, Christs Hospital and Horsham.

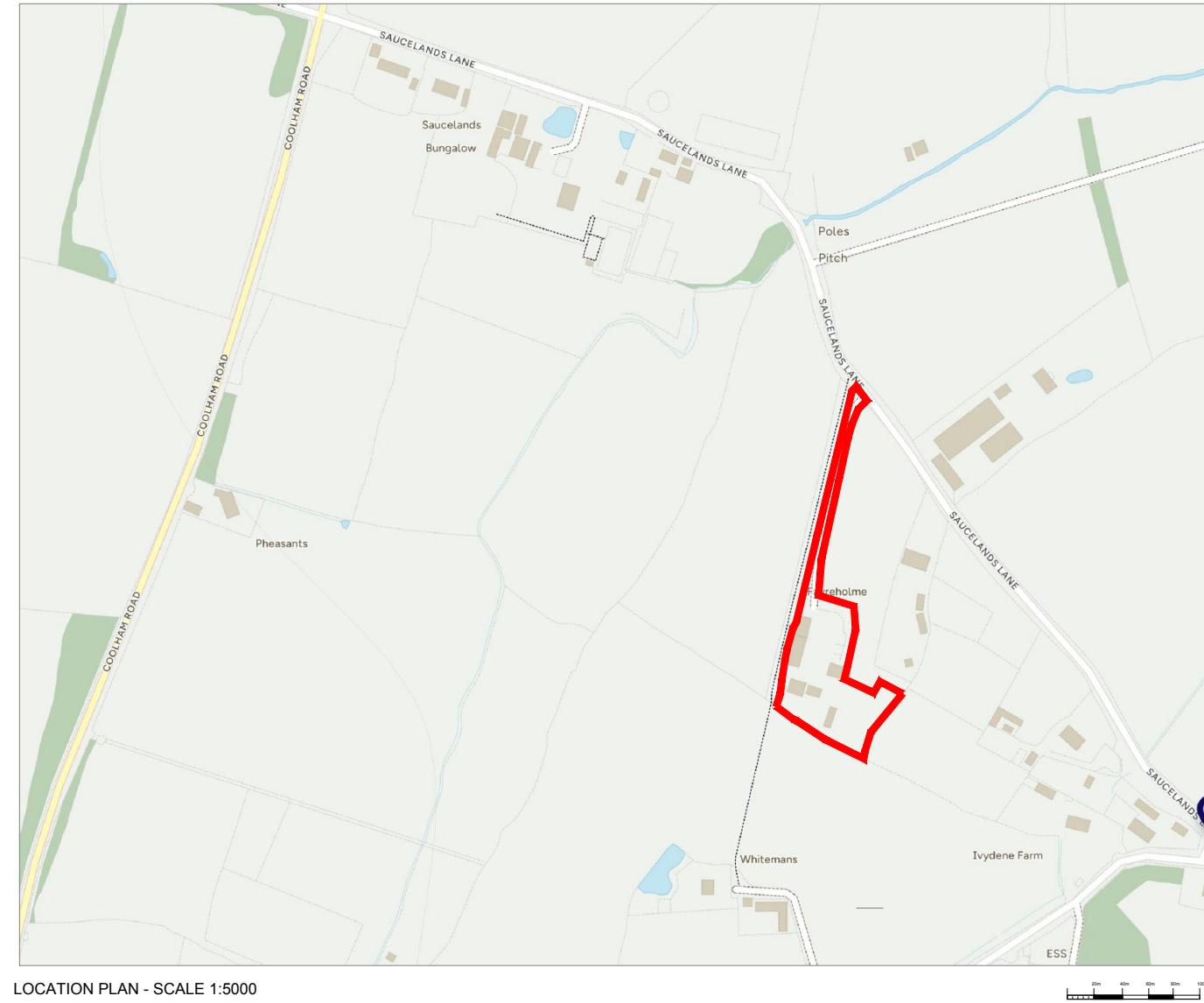
6.7 The proposals will include covered and secure cycle parking and car parking to meet Horsham District and West Sussex County Council parking standards. There will be dedicated cycle stores adjacent to bin stores as well as garages and parking provision in dedicated driveways and courtyards within the development parcel.

6.8 A trip forecasting exercise was undertaken using the TRICS database to determine the existing and proposed trip generation. The proposed development would result in a reduction in trips overall when compared to the existing use class, comprised of a split between B2/B8 uses. Therefore, this proposed development will not have a detrimental impact on the surrounding highway network.

6.9 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

Appendix A

Site Layout Plan



REV.	NOTES:	DATE	TITLE: LOCATION PLAN	DWG NO: 000_01	REV: .
..	PROJECT: GREENACRES	PROJ REF: 101	
			SCALE: 1:1250 @ A3		
			DATE: APRIL 2024		





Note:
Drawings are based on Site Survey information issued by the client.
All dimensions shown are indicative and should be checked on site.

STARC Architects

LONDON
starc-architects.com

PRELIMINARY



5m 10m 15m 20m 25m

REV.	NOTES:	DATE
..

TITLE: PROPOSED GROUND FLOOR SITE PLAN DWG NO: 100_01 REV: ..
PROJECT: GREENACRES PROJ REF: 101
SCALE: 1:500 @ A3 DATE: APRIL 2024

Appendix B

Access Plan, Visibility Splays and Vehicle Tracking

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate, any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

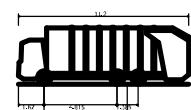
3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

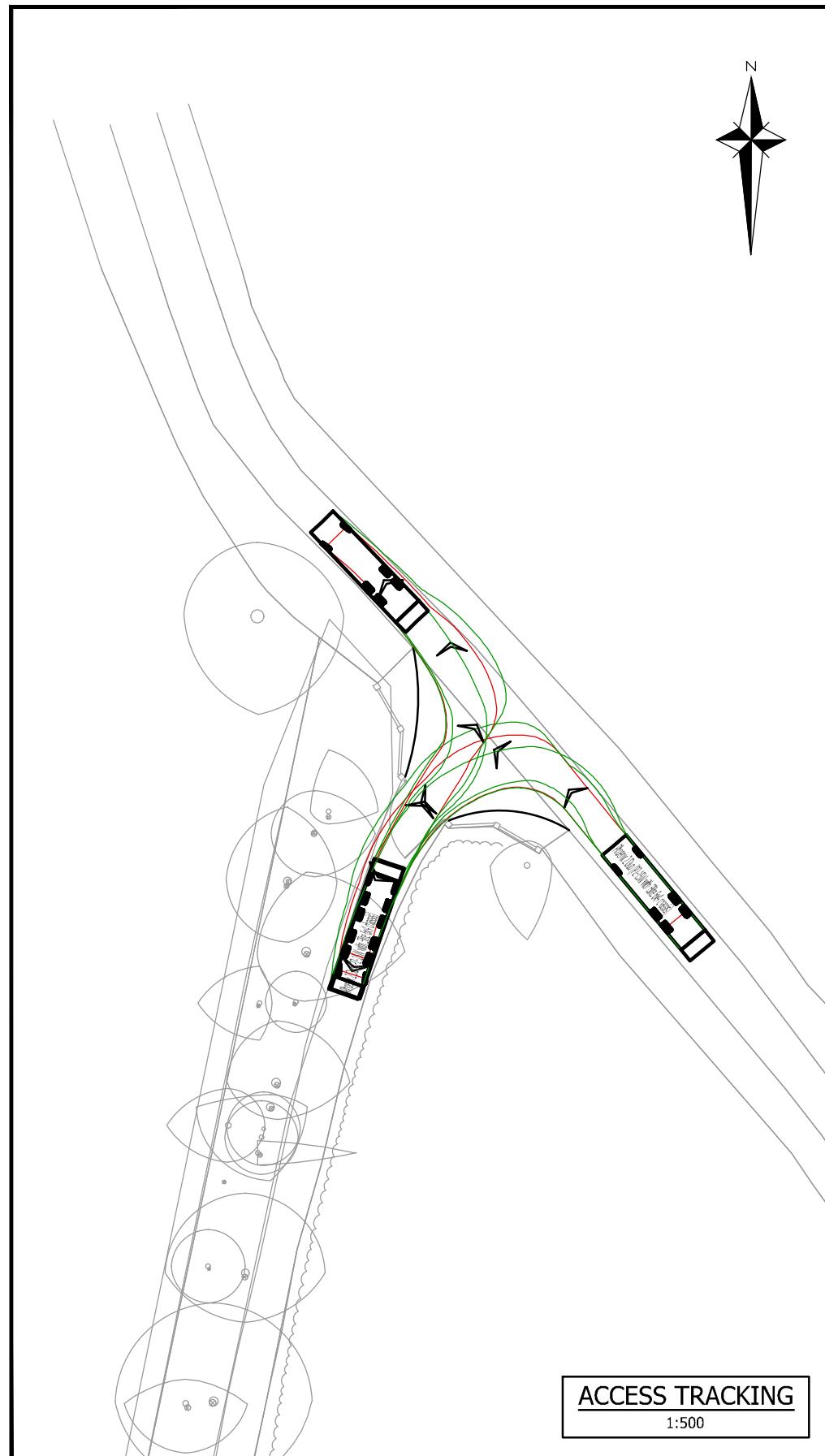
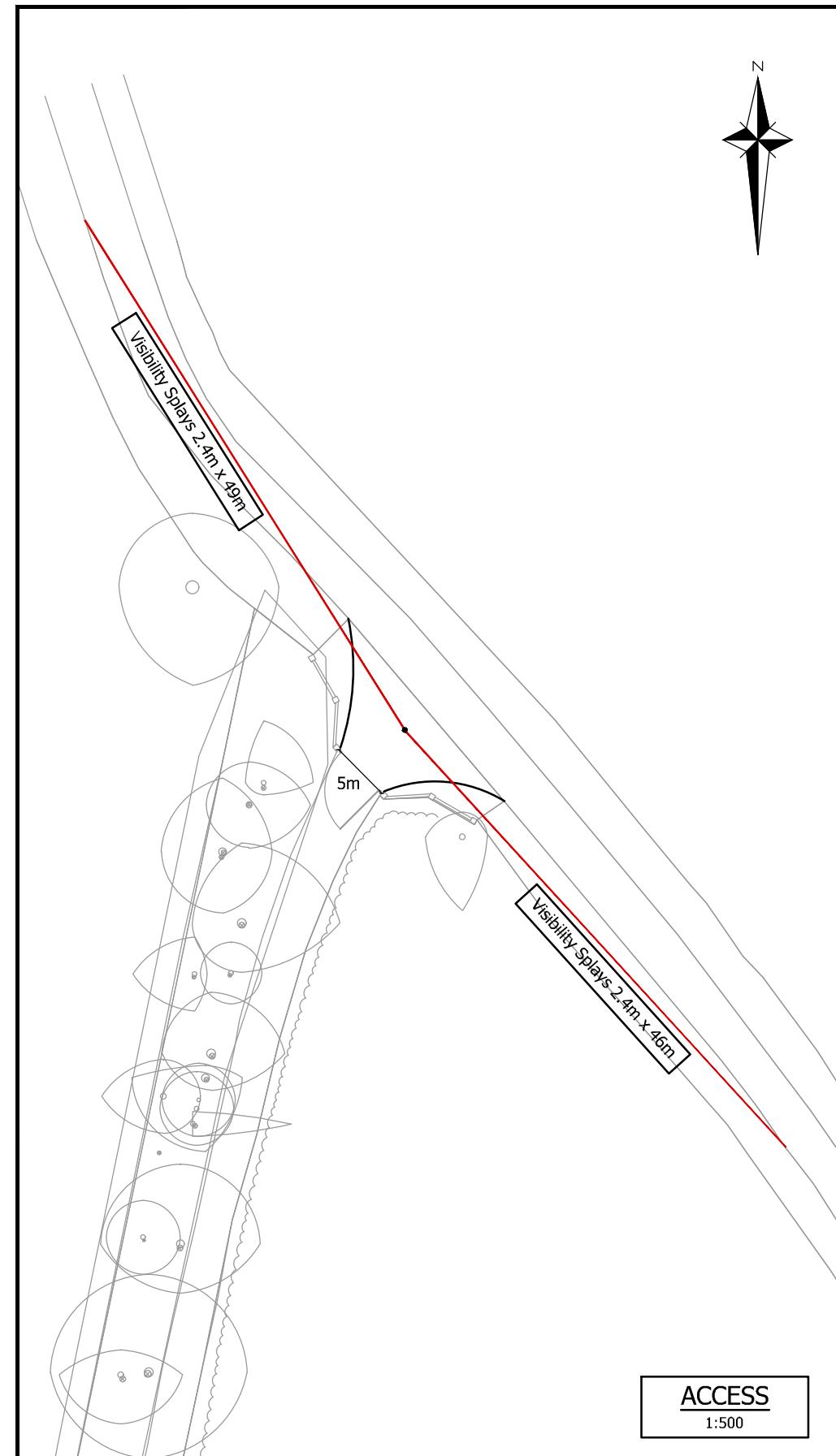
Rev	Amendments	Date	Dsn	Chk
P1	INITIAL ISSUE	07.01.2025	JMW	LS



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.350m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.300m

Vehicle wheels outline

Vehicle Body envelope



GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate, any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

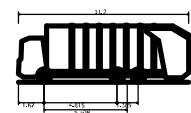
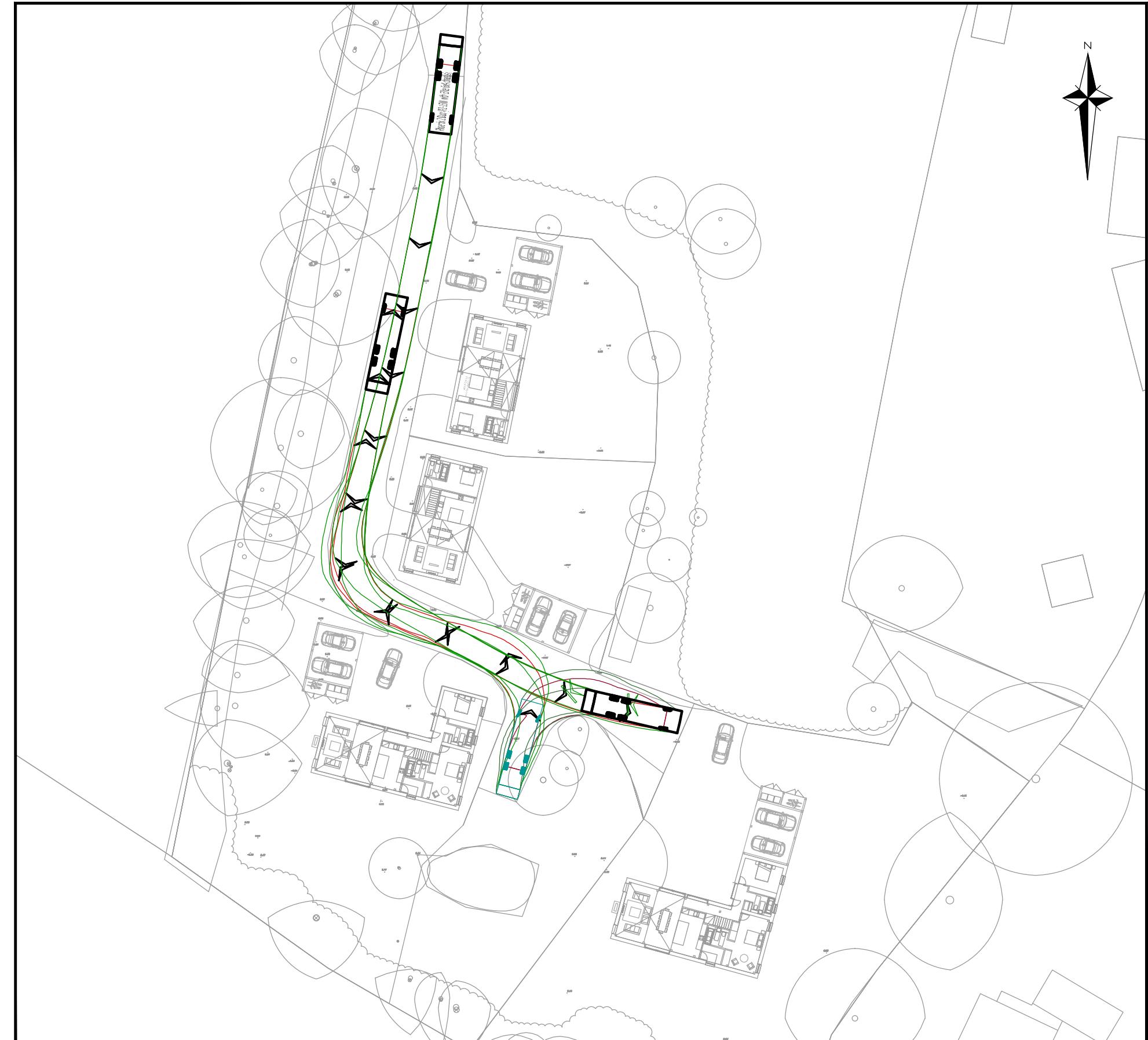
3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

Rev	Amendments	Date	Dsn	Chk
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Vehicle wheels outline

Vehicle Body envelope

Appendix C

Automatic Traffic Count Speed Survey

Appendix D

TRICS Data Output

AUTOMATIC TRAFFIC COUNT REPORT

Report Id: TW1-171224

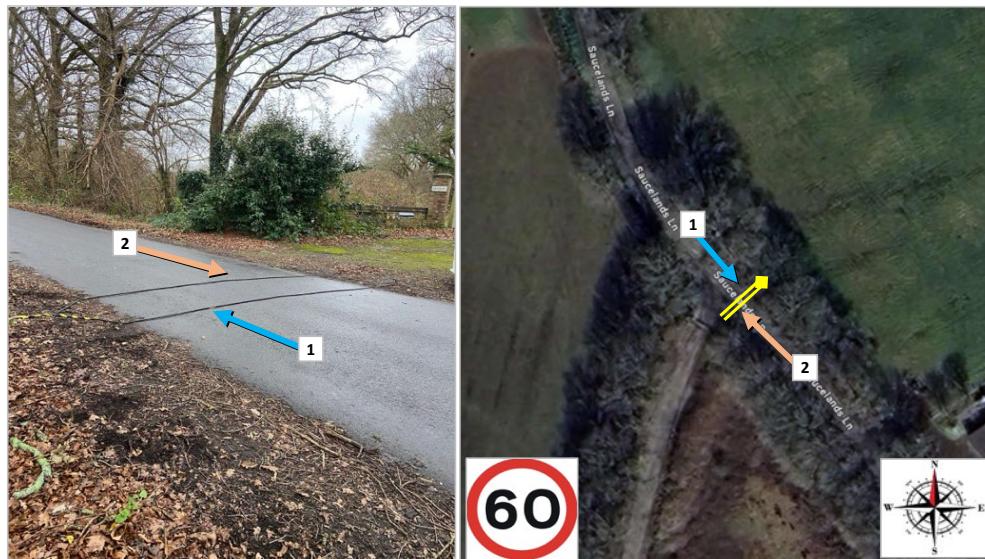
SITE LOCATION: Greenacres, Saucelands Lane, Shipley, RH13 8PU

Coordinates (50.981547, -0.403137)

Client: GTA Civils

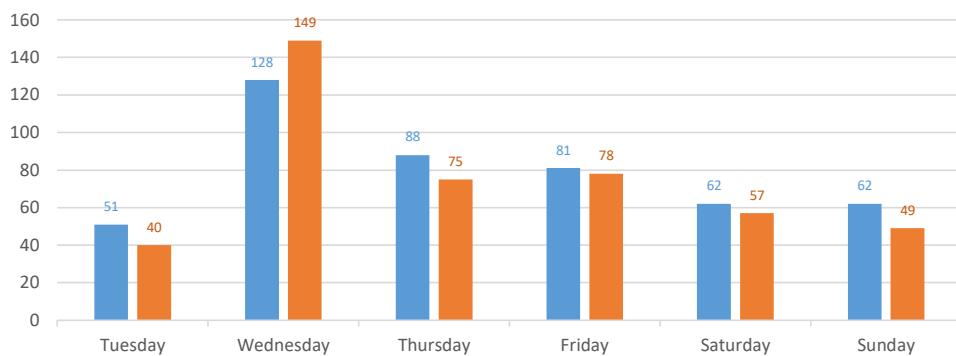
DATE: Tuesday 17th December 2024 - Sunday 22nd December 2024

Requester: Lawrence Stringer



	Summary	Direction 1			Direction 2			
		South Bound			North Bound			
		Total Vehicles	Average Speed	85% Speed	Total Vehicles	Average Speed	85% Speed	
Day 1	Tuesday	17/12/2024	51	27.8	32	40	24.4	31.2
Day 2	Wednesday	18/12/2024	128	27.7	32.3	149	21.5	29
Day 3	Thursday	19/12/2024	88	28	33.1	75	26.8	31.2
Day 4	Friday	20/12/2024	81	26.8	32.7	78	27.3	32.3
Day 5	Saturday	21/12/2024	62	28.4	32.7	57	26	30.8
Day 6	Sunday	22/12/2024	62	27.1	33.4	49	25.9	35
		Week Total	472	27.6	32.7	448	25.3	31.6

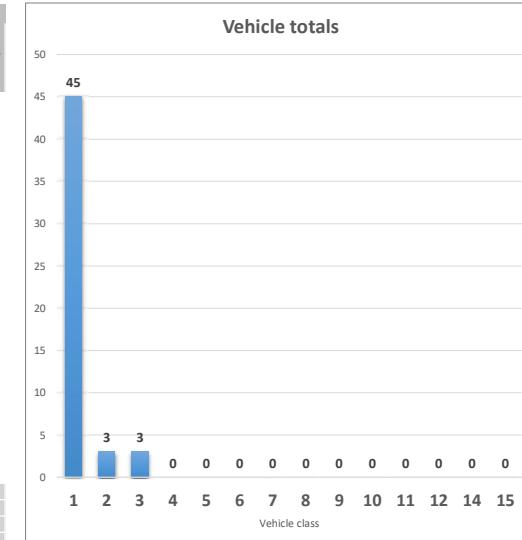
Total Vehicles



ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: South Bound

Tuesday, 17 December 2024



Tuesday, 17 December 2024

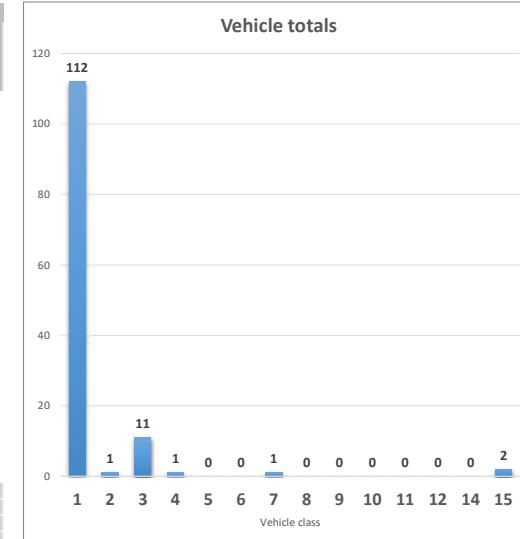
Time	Hourly Totals	15 Minute Bin Drops				Wind Speed (MPH)																								Wind Gust (MPH)			Wind Direction (P-Tile)			Wind Gust (P-Tile %)			Wind Gust (PSL)			Wind Gust (PSL %)			Wind Gust (P-Tile %)			Average Speed	Standard Deviation
		00-15 15-30 30-45 45-00				MPH 0 <5mph		MPH 5 <10mph		MPH 10 <15mph		MPH 15 <20mph		MPH 20 <25mph		MPH 25 <30mph		MPH 30 <35mph		MPH 35 <40mph		MPH 40 <45mph		MPH 45 <50mph		MPH 50 <55mph		MPH 55 <60mph		MPH 60 <65mph		MPH 65 <70mph		MPH 70 <75mph		MPH 75 <80mph		MPH 80 <85mph		MPH 85 <90mph		MPH 90 <95mph		MPH 95 <100mph]PSL 5]PSL % 5	P-Tile 85%	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
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1300	5	1	2	2	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	5.8											
1400	8	0	3	2	3	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	3											
1500	10	3	5	2	2	0	0	0	0	1	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	5.4											
1600	10	2	1	6	1	0	1	0	0	2	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	7.1											
1700	4	2	1	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	2.1											
1800	5	1	2	2	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	4.5											
1900	5	3	2	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	5.7											
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
2100	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-											
2200	3	0	2	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	5.4											
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-											
07-19	42	9	14	14	5	0	1	0	1	9	17	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	27.5	5.2											
06-22	48	13	16	14	5	0	1	0	1	9	20	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28	5.3											
06-00	51	13	18	14	6	0	1	0	2	10	21	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	27.8	5.3											

00-00	51	13	18	14	6	0	1	0	2	10	21	13	3	1	0	0	0	0	0	0	0	0	0	0	32	27.8	5.3
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ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: South Bound

Wednesday, 18 December 2024



Wednesday, 18 December 2024

Time	Hourly Totals	15 Minute Bin Drops				Speeds (MPH)]PSL 5]PSL% 5	P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph									
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0700	3	0	1	2	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	4.2		
0800	6	1	0	3	2	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	5.1		
0900	8	1	3	1	3	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	2.5		
1000	5	1	1	2	1	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	2.2		
1100	5	2	2	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	1.4		
1200	10	4	3	2	1	0	0	0	1	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	5.5		
1300	9	2	2	2	3	0	0	1	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	6.7		
1400	8	2	1	3	2	0	0	0	1	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	3.5		
1500	10	1	5	0	4	0	0	0	0	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	4		
1600	15	5	4	4	2	0	0	0	1	5	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	26.5	4.2	
1700	28	0	7	3	18	0	0	1	1	5	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	26.1		
1800	4	1	1	2	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	5.5		
1900	11	1	3	5	2	0	0	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	30.9	4.1	
2000	4	1	0	2	1	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	7.3		
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2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2300	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-		
07-19	111	20	30	25	36	0	0	3	3	18	60	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	27.6	4.6		
06-22	127	22	33	32	40	0	0	4	3	21	66	25	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	27.7	4.8		
06-00	128	22	33	32	41	0	0	4	3	22	66	25	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	27.7	4.8		

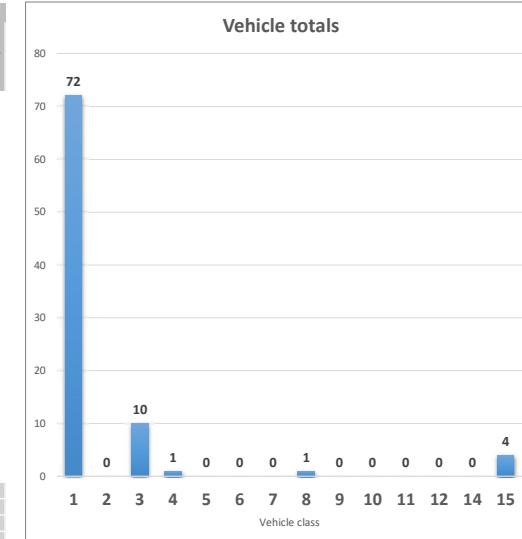
00-00	128	22	33	32	41	0	0	4	3	22	66	25	8	0	0	0	0	0	0	0	0	0	0	0	32.3	27.7	4.8
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ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: South Bound

Thursday, 19 December 2024

Time	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme														
	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van	2 Axele Truck	3 Truck Bus	4 3 Axele Truck	5 4 Axele Truck	6 3 Axele Artic	7 4 Axele Artic	8 5 Axele Artic	9 6 Axele Artic	10 B Double	11 Double Road Train	12 Triple Road Train	14 Motor Cycles	15 Cycle
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	7	2	2	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	12	1	4	2	5	9	0	1	1	0	0	0	0	0	0	0	0	0	0	1
1000	10	4	3	1	2	7	0	0	0	0	0	0	0	0	1	0	0	0	0	2
1100	7	1	0	2	4	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1
1200	9	3	1	3	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	6	1	4	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	10	2	2	3	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	5	1	1	2	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1700	3	1	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	5	2	1	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	5	3	0	1	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	76	19	19	19	19	61	0	9	1	0	0	0	1	0	0	0	0	0	0	4
06-22	88	25	20	20	23	72	0	10	1	0	0	0	1	0	0	0	0	0	0	4
06-00	88	25	20	20	23	72	0	10	1	0	0	0	1	0	0	0	0	0	0	4
00-00	88	25	20	20	23	72	0	10	1	0	0	0	1	0	0	0	0	0	0	4



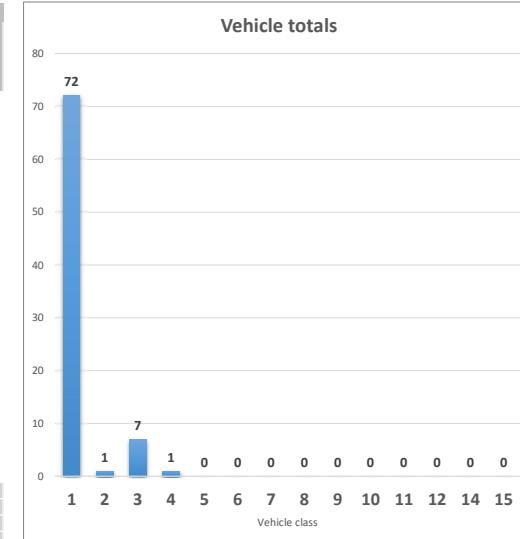
Thursday, 19 December 2024

00-00	88	25	20	20	23	0	0	2	6	12	37	24	5	1	1	0	0	0	0	0	0	0	0	0	0	33.1	28	5.6
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ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: South Bound

Friday, 20 December 2024



Friday, 20 December 2024

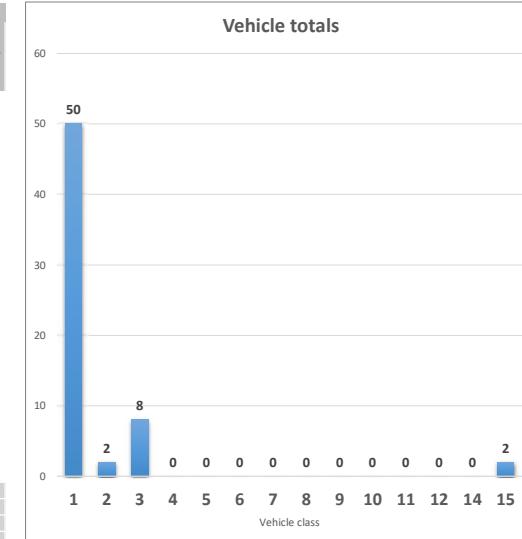
Time	Hourly Totals	15 Minute Bin Drops				MPH]PSL		P-Tile		Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	0 <5mph	5 <10mph	10 <15mph	15 <20mph	20 <25mph	25 <30mph	30 <35mph	35 <40mph	40 <45mph	45 <50mph	50 <55mph	55 <60mph	60 <65mph	65 <70mph	70 <75mph	75 <80mph	80 <85mph	85 <90mph	90 <95mph	95 <100mph	5	85%				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0100	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15.8		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-13.6		
0600	2	1	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.8		
0700	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.8		
0800	2	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29		
0900	4	0	2	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.4		
1000	4	0	2	1	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.7		
1100	10	3	3	1	3	0	0	0	1	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.8		
1200	7	4	2	2	1	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.4		
1300	6	0	3	2	1	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.8		
1400	12	2	4	2	4	1	0	0	1	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.4		
1500	5	0	3	1	1	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.4		
1600	9	5	1	0	3	0	0	0	0	1	3	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	33.4		
1700	5	0	3	0	2	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22		
1800	2	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.4		
1900	4	2	0	1	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.4		
2000	3	1	0	0	2	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27		
2100	3	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.3		
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
07-19	68	14	25	9	20	1	1	0	7	10	28	17	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	27.2	6.9	
06-22	80	21	25	11	23	1	2	0	8	12	33	19	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.8	26.9	6.9	
06-00	80	21	25	11	23	1	2	0	8	12	33	19	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.8	26.9	6.9	

00-00	81	21	25	11	24	1	2	0	9	12	33	19	4	0	0	0	1	0	0	0	0	0	0	0	32.7	26.8	7
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ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: South Bound

Saturday, 21 December 2024



Saturday, 21 December 2024

15 Minute Bin Drops											Time	Hourly Totals	00-15				15-30				30-45				45-00				MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	JPSL 5	JPSL% 5	P-Tile 85%	Average Speed	Standard Deviation
0000	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-																
0100	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-																
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
0700	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-																
0800	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-																
0900	5	2	0	2	1	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	6.7																
1000	9	2	3	2	2	0	0	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	6																
1100	2	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	0																
1200	4	0	2	1	1	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	5.7																
1300	5	1	1	0	3	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	2																
1400	6	1	0	2	3	0	0	0	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	6.8																
1500	5	3	0	0	2	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	4.2																
1600	7	1	2	2	2	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	2.2																
1700	4	1	0	1	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	2.5																
1800	4	2	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	1.9																
1900	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-																
2000	2	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	0.2																
2100	2	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	0.1																
2200	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-																
2300	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-																
07-19	53	13	10	12	18	0	0	1	6	4	20	19	3	0	0	0	0	32.4	28.2	5.3																																	
06-22	58	14	11	12	21	0	0	1	6	4	21	23	3	0	0	0	0	32.7	28.4	5.2																																	
06-00	60	15	11	12	22	0	0	1	6	4	22	23	4	0	0	0	0	32.8	28.6	5.2																																	

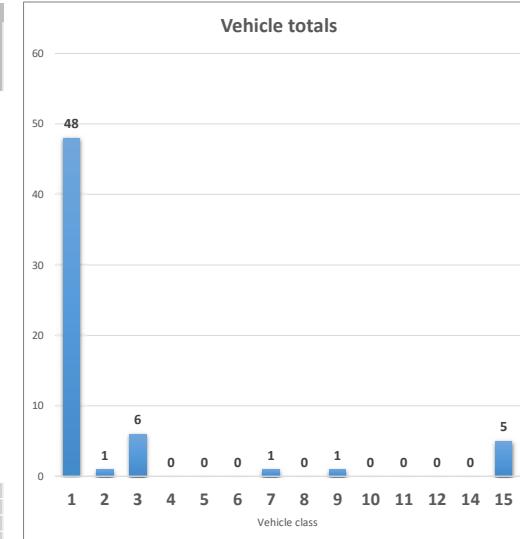
00-00	62	15	12	12	23	0	0	1	6	5	23	23	4	0	0	0	0	0	0	0	0	0	0	0	32.7	28.4	5.2
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ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: South Bound

Sunday, 22 December 2024

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van	3 Axle Truck	4 Axle Truck	5 Axle Truck	6 Axle	7 Axle	8 Axle	9 Axle	10 B Double	11 Double Road Train	12 Triple Road Train	14 Motor Cycles	15 Cycles	
0000	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	7	2	0	4	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1000	4	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1100	7	1	1	2	3	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1200	12	3	2	1	6	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	5	0	1	3	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	9	3	0	2	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1500	3	1	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	6	1	2	2	1	3	0	2	0	0	0	0	0	0	1	0	0	0	0	0
1800	3	0	0	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	57	11	7	16	23	43	1	6	0	0	0	1	0	1	0	0	0	0	0	5
06-22	58	11	8	16	23	44	1	6	0	0	0	1	0	1	0	0	0	0	5	
06-00	61	12	8	17	24	47	1	6	0	0	0	1	0	1	0	0	0	0	5	
00-00	62	12	8	18	24	48	1	6	0	0	0	1	0	1	0	0	0	0	5	



Sunday, 22 December 2024

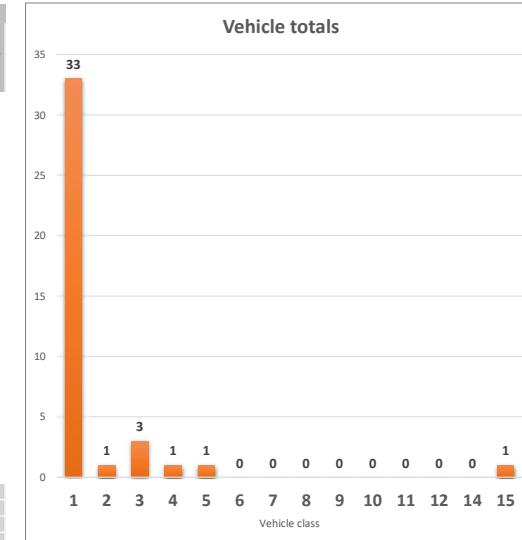
Time	Hourly Totals	15 Minute Bin Drops				MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	JPSL 5	JPSL% 5	P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00																									
0000	1	0	0	1	0	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph	0	0	0	33.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0800	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.7	
0900	7	2	0	4	1	0	0	1	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.7	5.7
1000	4	0	1	1	2	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.1	6.3
1100	7	1	1	2	3	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.7	4.4
1200	12	3	2	1	6	0	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.4	29.7
1300	5	0	1	3	1	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.6	8.1
1400	9	3	0	2	4	0	0	0	1	2	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.6	8.1
1500	3	1	0	0	2	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.5	4
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1700	6	1	2	2	1	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.7	4.8
1800	3	0	0	1	2	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.1	1.5
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2000	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	34.6	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2200	2	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.3	1.1
2300	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.4	-
07-19	57	11	7	16	23	0	0	4	4	8	24	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	26.7	5.9
06-22	58	11	8	16	23	0	0	4	4	8	24	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	26.9	5.9
06-00	61	12	8	17	24	0	0	4	4	8	25	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	27	5.8

00-00	62	12	8	18	24	0	0	4	4	8	25	18	3	0	0	0	0	0	0	0	0	0	0	0	33.4	27.1	5.8
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ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: North Bound

Tuesday, 17 December 2024



Tuesday, 17 December 2024

Time	Hourly Totals	15 Minute Bin Drops				Wind Speed (MPH)																				Wind Direction (PSL)		Wind Direction (PSL%)		Wind Direction (P-Tile)		Standard Deviation
		00-15	15-30	30-45	45-00	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	PSL 5	PSL% 5	P-Tile 85%	Average Speed			
0000	0	0	0	0	0	0	0	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
1300	7	2	1	2	2	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.4	9.9	
1400	7	1	2	1	3	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.9	4.2	
1500	7	2	2	1	2	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.4	4.7	
1600	8	1	0	7	0	0	1	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.3	7.1	
1700	2	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.6	8.1	
1800	4	1	1	1	1	1	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.9	3.1	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
2000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.5	-	
2100	2	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.4	4.2	
2200	2	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24	19.6	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
07-19	35	8	7	12	8	1	1	0	5	9	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	23.8	6.7
06-22	38	8	7	13	10	1	1	0	5	9	16	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	24.5	7.1
06-00	40	8	7	15	10	1	1	1	5	9	16	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	24.4	7.6

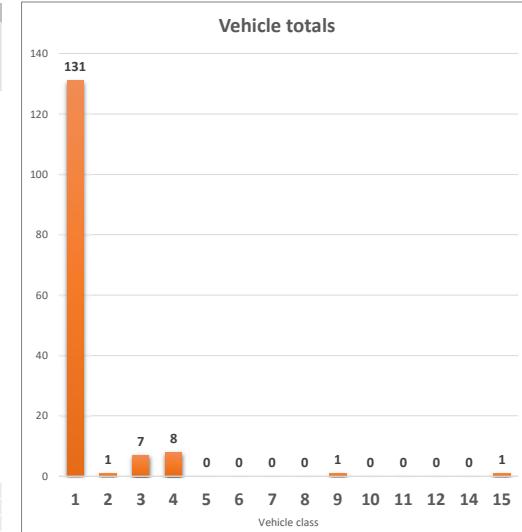
00-00	40	8	7	15	10	1	1	1	5	9	16	4	2	1	0	0	0	0	0	0	0	0	0	0	0	31.2	24.4	7.6
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ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: North Bound

Wednesday, 18 December 2024

Time	Hourly Totals	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Towing	2 Car Van	2 Axle Truck	3 Axle Bus	4 Axle Truck	5 Axle Artic	6 Axle Artic	7 Axle Artic	8 Axle Artic	9 Axle Artic	10 B Double	11 Double Road Train	12 Triple Road Train	14 Motor Cycles	15 Cycles	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	1	1	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	6	3	0	2	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	6	2	0	2	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	8	3	0	3	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	3	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	6	1	4	1	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	8	4	1	2	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	10	2	1	3	4	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	15	4	9	0	2	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1600	9	2	1	5	1	7	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	55	1	0	3	51	51	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0
1800	4	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	2	3	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	2	0	2	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	134	26	19	21	68	120	1	4	7	0	0	0	0	1	0	0	0	0	0	0	1
06-22	148	29	20	26	73	130	1	7	8	0	0	0	0	1	0	0	0	0	0	0	1
06-00	149	30	20	26	73	131	1	7	8	0	0	0	0	1	0	0	0	0	0	0	1
00-00	149	30	20	26	73	131	1	7	8	0	0	0	0	1	0	0	0	0	0	0	1



Wednesday, 18 December 2024

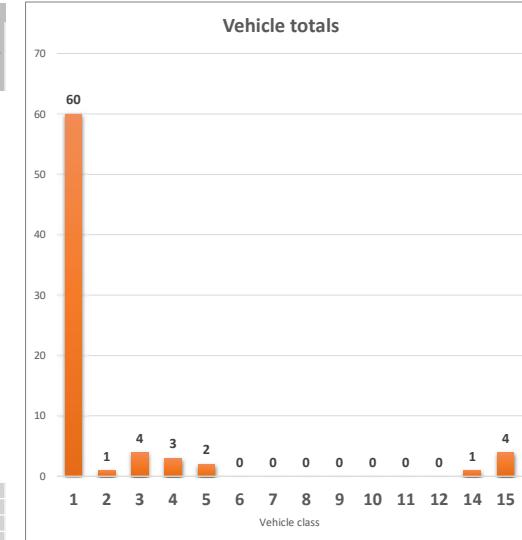
Time	Hourly Totals	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme																					
		00-15	15-30	30-45	45-00	<5mph	5-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-55mph	55-60mph	60-65mph	65-70mph	70-75mph	75-80mph	80-85mph	85-90mph	90-95mph	95-100mph	IPS 5	JPSL 5	P-Tile 85%
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	10.4
0700	4	1	1	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	2
0800	6	3	0	2	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	2.1
0900	6	2	0	2	2	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	5.3
1000	8	3	0	3	2	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	1.9
1100	3	2	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	3.9
1200	6	1	4	1	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	3.2
1300	8	4	1	2	1	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	4.1
1400	10	2	1	3	4	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	1.5
1500	15	4	9	0	2	0	0	0	1	2	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	27.9
1600	9	2	1	5	1	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	3
1700	55	1	0	3	51	0	2	45	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	14.1
1800	4	1	2	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	3.5
1900	5	0	0	2	3	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	6.5
2000	5	2	0	2	1	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	3.2
2100	2	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	1.3
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0</td																								

ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8P
Direction: North Bound

Thursday, 19 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme													
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van	2 Axle Truck	3 Truck	4 Axle	5 Axle	6 Axle	7 Axle	8 Axle	9 Axle	10 B Double	11 Double Road Train	12 Triple Road Train	14 Motor Cycles
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	8	3	2	1	2	7	0	0	1	0	0	0	0	0	0	0	0	0	0
0900	7	1	3	2	1	5	0	0	0	1	0	0	0	0	0	0	0	0	1
1000	6	2	1	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	2
1100	8	1	1	4	2	7	0	0	0	0	0	0	0	0	0	0	0	0	1
1200	5	2	1	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	1
1300	7	1	2	2	2	6	0	0	0	1	0	0	0	0	0	0	0	0	0
1400	5	1	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	4	1	1	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	3	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	7	3	2	0	2	5	0	1	1	0	0	0	0	0	0	0	0	0	0
1800	4	1	2	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	3	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	66	19	15	14	18	51	1	4	3	2	0	0	0	0	0	0	0	0	1
06-22	74	21	18	14	21	59	1	4	3	2	0	0	0	0	0	0	0	1	4
06-00	75	22	18	14	21	60	1	4	3	2	0	0	0	0	0	0	0	1	4
00-00	75	22	18	14	21	60	1	4	3	2	0	0	0	0	0	0	0	1	4



Thursday, 19 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Wind Speed Bins (MPH)																				Wind Gusts (MPH)		Wind Duration (hrs)		Wind Chill (°F)		Wind Chill (°C)		Wind Chill (°F)		Wind Chill (°C)	
		00-15	15-30	30-45	45-00	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	>PSL 5	>PSL% 5	P-Tile 85%	Average Speed	Standard Deviation							
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0600	3	0	1	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1					
0700	2	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2					
0800	8	3	2	1	2	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7					
0900	7	1	3	2	1	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5					
1000	6	2	1	2	1	0	0	0	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5					
1100	8	1	1	4	2	0	0	0	1	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8					
1200	5	2	1	1	1	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1					
1300	7	1	2	2	2	0	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3					
1400	5	1	0	1	3	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27					
1500	4	1	1	1	1	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6					
1600	3	3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3					
1700	7	3	2	0	2	0	0	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28					
1800	4	1	2	0	1	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4					
1900	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4					
2000	3	1	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6					
2100	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8					
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
2300	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8					
07-19	66	19	15	14	18	0	2	5	11	35	10	2	0	1	0	0	0	0	31	26.6	5.5																
06-22	74	21	18	14	21	0	2	5	12	41	11	2	0	1	0	0	0	31	26.7	5.2																	
06-00	75	22	18	14	21	0	0	2	5	12	41	11	3	0	1	0	0	0	31.2	26.8	5.3																

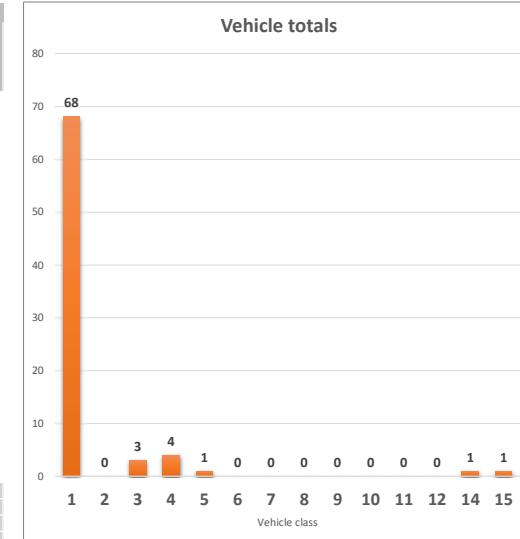
00-00	75	22	18	14	21	0	0	2	5	12	41	11	3	0	1	0	0	0	0	0	0	0	0	0	31.2	26.8	5.3
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ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: North Bound

Friday, 20 December 2024

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme															
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van	2 Axle Truck Bus	3 Axle Truck Bus	4 Axle Truck	5 Axle Truck	6 Axle Artic	7 Axle Artic	8 Axle Artic	9 Axle Artic	6 Axle	8 Axle	10 B Double	11 Double Road Train	12 Triple Road Train	14 Motor Cycles
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	6	3	2	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	6	0	3	2	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	12	1	4	0	7	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	4	1	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
1200	3	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	9	4	3	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1400	5	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	7	2	1	3	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	7	3	2	1	1	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	3	1	1	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	4	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	3	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	69	16	19	14	20	59	0	3	4	1	0	0	0	0	0	0	0	0	0	1	1
06-22	76	20	20	15	21	66	0	3	4	1	0	0	0	0	0	0	0	0	1	1	1
06-00	78	21	21	15	21	68	0	3	4	1	0	0	0	0	0	0	0	0	1	1	1
00-00	78	21	21	15	21	68	0	3	4	1	0	0	0	0	0	0	0	0	1	1	1



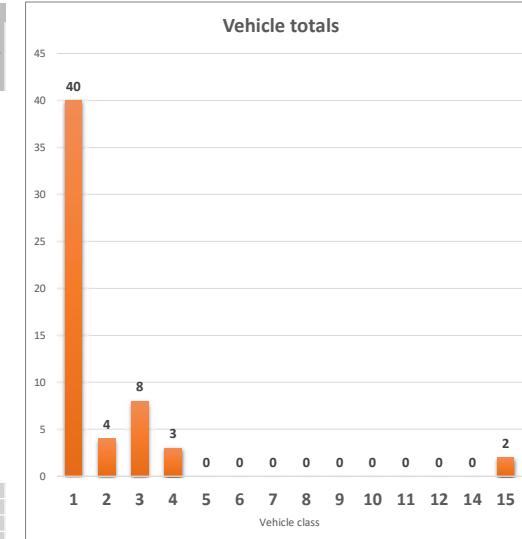
Friday, 20 December 2024

00-00	78	21	21	15	21	1	0	1	7	13	30	20	6	0	0	0	0	0	0	0	0	0	0	0	32.3	27.3	5.9
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ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8P
Direction: North Bound

Saturday, 21 December 2022



Saturday, 21 December 2022

15 Minute Bin Drops										P-SL% 5		P-SL% 85		P-Tile 85%		Average Speed		Standard deviation												
Time	Hourly Totals	00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	PSL 5	PSL% 5	P-Tile 5	Average	Standard
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0100	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.1		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0700	3	1	2	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	5.1		
0800	2	0	1	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	3.1		
0900	3	2	0	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	2.5		
1000	11	2	2	5	2	0	0	0	1	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	23.9		
1100	5	2	2	1	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.5		
1200	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.2		
1300	3	1	1	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.3		
1400	5	1	2	0	2	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.4		
1500	4	2	0	1	1	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31		
1600	3	2	0	1	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.8		
1700	7	2	2	2	1	0	0	0	1	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.1		
1800	4	1	2	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.2		
1900	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.6		
2000	2	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.2		
2100	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29		
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
07-19	51	16	14	12	9	0	0	3	1	15	24	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	26		
06-22	56	17	14	12	13	0	0	3	2	16	25	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	26		
06-00	56	17	14	12	13	0	0	3	2	16	25	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	26		

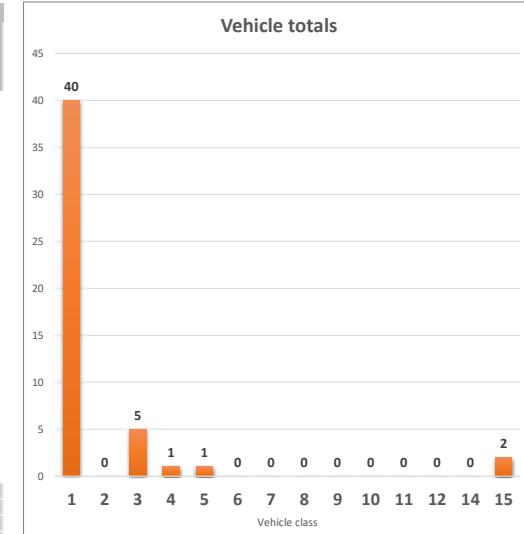
00-00	57	17	15	12	13	0	0	3	2	17	25	9	1	0	0	0	0	0	0	0	0	0	0	0	0	30.8	26	5.2
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ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: North Bound

Sunday, 22 December 2024

Time	Hourly Totals	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme															
		00-15	15-30	30-45	45-00	1 Car Towing	2 Car Van	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Triple Road Train	14 Motor Cycles	15 Cycles			
0000	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	5	1	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1000	4	0	0	2	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	11	1	4	3	3	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1200	3	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	5	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	5	1	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	3	2	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	3	2	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	3	0	2	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	43	9	12	9	13	35	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06-22	46	9	14	10	13	37	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06-00	48	9	14	10	15	39	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00-00	49	9	15	10	15	40	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	2



Time	Hourly Totals	15 Minute Bin Drops					Speed Statistics																					
		00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	JPSL 5	JPSL% 5	P-Tile 85%
0000	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	5	1	2	1	1	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	3
1000	4	0	0	2	2	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	6.6
1100	11	1	4	3	3	0	0	1	3	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	22.6
1200	3	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	2.5
1300	5	0	0	2	3	1	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	10.6
1400	5	1	2	0	2	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	6
1500	2	1	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	3.8
1600	3	2	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	5.2
1700	3	2	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	34.2	8.2
1800	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41	-
1900	3	0	2	1	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	7.3
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
2300	1	0	0	0	1</td																							

00-00	49	9	15	10	15	1	0	2	7	13	14	5	5	2	0	0	0	0	0	0	0	0	0	0	35	25.9	7.6
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ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: South Bound

Tuesday 17th December 2024 - Sunday 22nd December 2024

Tuesday 17th December 2024 - Sunday 22nd December 2024

ATC REPORT

Report Id: TW1-171224
Site Location: Greenacres, Saucelands Lane, Shipley, RH13 8PU
Direction: North Bound

Tuesday 17th December 2024 - Sunday 22nd December 2024

Day	Day Totals	15 Minute Bin Drops					Number Vehicle Classes ARX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van	3 Truck Bus	4 Truck	5 Artic	6 Artic	7 Artic	8 Artic	9 Artic	10 B Double	11 Double Road Train	12 Triple Road Train	14 Motor Cycles	15 Cycles		
Tue	40	8	7	15	10	33	1	3	1	1	0	0	0	0	0	0	0	0	0	1	
Wed	149	30	20	26	73	131	1	7	8	0	0	0	0	0	1	0	0	0	0	1	
Thu	75	22	18	14	21	60	1	4	3	2	0	0	0	0	0	0	0	0	1	4	
Fri	78	21	21	15	21	68	0	3	4	1	0	0	0	0	0	0	0	0	1	1	
Sat	57	17	15	12	13	40	4	8	3	0	0	0	0	0	0	0	0	0	0	2	
Sun	49	9	15	10	15	40	0	5	1	1	0	0	0	0	0	0	0	0	0	2	
--	448	107	96	92	153	372	7	30	20	5	0	0	0	1	0	0	0	0	2	11	

Tuesday 17th December 2024 - Sunday 22nd December 2024

Day	Day Totals	15 Minute Bin Drops					Number Vehicle Classes ARX Scheme																							
		00-15	15-30	30-45	45-00	MPH 0-5	MPH 5-10	MPH 10-15	MPH 15-20	MPH 20-25	MPH 25-30	MPH 30-35	MPH 35-40	MPH 40-45	MPH 45-50	MPH 50-55	MPH 55-60	MPH 60-65	MPH 65-70	MPH 70-75	MPH 75-80	MPH 80-85	MPH 85-90	MPH 90-95	JPSL 5	JPSL 5%	P-5%	Average Speed	Standard deviation	
Tue	40	8	7	15	10	1	1	5	9	16	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	24.4	7.6	
Wed	149	30	20	26	73	0	2	46	10	28	45	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29	21.5	7.3
Thu	75	22	18	14	21	0	0	2	5	12	41	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.2	26.8	5.3
Fri	78	21	21	15	21	1	0	1	7	13	30	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	27.3	5.9
Sat	57	17	15	12	13	0	0	3	2	17	25	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	26	5.2
Sun	49	9	15	10	15	1	0	2	7	13	14	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	25.9	7.6
--	448	107	96	92	153	3	3	55	36	92	171	66	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	31.6	25.3	6.5

0.67% 0.67% 12.28% 8.04% 20.54% 38.17% 14.73% 3.79% 0.89% 0.22% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%

Class	Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate	
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m \text{ & axles=2}$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m \text{ & axles=3,4,5}$		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m \text{ & axles=2}$		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, \text{axles=3 & groups=3}$		
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ axles = 4 & groups>2}$		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ axles = 5 & groups>2}$		Heavy
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m \text{ & axles=2}$		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18 \text{ & axles=2}$		

Calculation Reference: AUDIT-349901-250106-0158

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	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: 1350 to 1530 (units: sqm)
 Range Selected by User: 1350 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 21/09/21

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

Selected survey days:

Tuesday	1 days
Thursday	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 undertaking using machines.

Selected Locations:

Edge of Town	2
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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
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

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 (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

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

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	NY-02-E-01	SELF STORAGE OAKNEY WOOD ROAD SELBY	Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	1350 sqm 21/09/21	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
2	SF-02-E-01	SELF STORAGE WHITE HOUSE ROAD IPSWICH	Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: THURSDAY</i>	1530 sqm 24/06/21	SUFFOLK <i>Survey Type: MANUAL</i>

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/E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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									
07:00 - 08:00	2	1440	0.104	2	1440	0.104	2	1440	0.208
08:00 - 09:00	2	1440	0.174	2	1440	0.139	2	1440	0.313
09:00 - 10:00	2	1440	0.208	2	1440	0.104	2	1440	0.312
10:00 - 11:00	2	1440	0.278	2	1440	0.417	2	1440	0.695
11:00 - 12:00	2	1440	0.243	2	1440	0.243	2	1440	0.486
12:00 - 13:00	2	1440	0.243	2	1440	0.208	2	1440	0.451
13:00 - 14:00	2	1440	0.139	2	1440	0.104	2	1440	0.243
14:00 - 15:00	2	1440	0.382	2	1440	0.313	2	1440	0.694
15:00 - 16:00	2	1440	0.139	2	1440	0.243	2	1440	0.382
16:00 - 17:00	2	1440	0.174	2	1440	0.139	2	1440	0.313
17:00 - 18:00	2	1440	0.069	2	1440	0.139	2	1440	0.208
18:00 - 19:00	2	1440	0.139	2	1440	0.104	2	1440	0.243
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.292			2.256				4.548

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:	1350 - 1530 (units: sqm)
Survey date date range:	01/01/10 - 21/09/21
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.

Calculation Reference: AUDIT-349901-250106-0135

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	RE	READING	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	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: 175 to 775 (units: sqm)
 Range Selected by User: 150 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/10/23

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:

Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.

Selected Locations:

Edge of Town	5
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	6
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:
 Not Known 6 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 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
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 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	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	6 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	6 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	
2	LC-02-C-05	NUTRITION MANUFACTURE	LANCASHIRE
	FURNESS DRIVE		
	POULTON-LE-FYLDE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	775 sqm	
	Survey date: WEDNESDAY	30/06/21	
3	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	
4	LE-02-C-01	COMMERCIAL VEHICLE SERVICES	LEICESTERSHIRE
	WYMESWOLD ROAD		
	NEAR LOUGHBOROUGH		
	BURTON ON THE WOLDS		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	175 sqm	
	Survey date: FRIDAY	17/06/22	
5	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	
6	RE-02-C-01	SHEET METAL FABRICATION	READING
	COMMERCIAL ROAD		
	READING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	645 sqm	
	Survey date: THURSDAY	22/11/12	

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/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	438	0.114	2	438	0.000	2	438	0.114
06:00 - 07:00	2	438	0.343	2	438	0.114	2	438	0.457
07:00 - 08:00	6	545	0.612	6	545	0.092	6	545	0.704
08:00 - 09:00	6	545	0.428	6	545	0.367	6	545	0.795
09:00 - 10:00	6	545	0.398	6	545	0.275	6	545	0.673
10:00 - 11:00	6	545	0.520	6	545	0.428	6	545	0.948
11:00 - 12:00	6	545	0.306	6	545	0.306	6	545	0.612
12:00 - 13:00	6	545	0.336	6	545	0.306	6	545	0.642
13:00 - 14:00	6	545	0.214	6	545	0.336	6	545	0.550
14:00 - 15:00	6	545	0.398	6	545	0.306	6	545	0.704
15:00 - 16:00	6	545	0.367	6	545	0.581	6	545	0.948
16:00 - 17:00	6	545	0.183	6	545	0.428	6	545	0.611
17:00 - 18:00	6	545	0.153	6	545	0.398	6	545	0.551
18:00 - 19:00	6	545	0.061	6	545	0.214	6	545	0.275
19:00 - 20:00	2	438	0.114	2	438	0.229	2	438	0.343
20:00 - 21:00	2	438	0.000	2	438	0.000	2	438	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		4.547			4.380				8.927

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:	175 - 775 (units: sqm)
Survey date date range:	01/01/10 - 04/10/23
Number of weekdays (Monday-Friday):	6
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 CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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: No of Dwellings
 Actual Range: 8 to 14 (units:)
 Range Selected by User: 6 to 15 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	2 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	5
Village	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:
 C3 6 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 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
50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days
1.6 to 2.0	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:

Yes	2 days
No	4 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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	<i>Survey date: MONDAY</i>	<i>05/06/23</i>	<i>Survey Type: MANUAL</i>
2	KC-03-A-09	MIXED HOUSES & FLATS	KENT
	WESTERN LINK		
	FAVERSHAM		
	DAVINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	14	
	<i>Survey date: WEDNESDAY</i>	<i>09/06/21</i>	<i>Survey Type: MANUAL</i>
3	MW-03-A-01	DETACHED & SEMI -DETACHED	MEDWAY
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	<i>Survey date: FRIDAY</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
4	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	<i>Survey date: WEDNESDAY</i>	<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
5	VG-03-A-01	SEMI -DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	<i>Survey date: MONDAY</i>	<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
6	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS
	EVESON ROAD		
	STOURBRIDGE		
	NORTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	<i>Survey date: WEDNESDAY</i>	<i>18/09/24</i>	<i>Survey Type: MANUAL</i>

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
07:00 - 08:00	6	11	0.121	6	11	0.364	6	11	0.485
08:00 - 09:00	6	11	0.258	6	11	0.485	6	11	0.743
09:00 - 10:00	6	11	0.091	6	11	0.106	6	11	0.197
10:00 - 11:00	6	11	0.136	6	11	0.182	6	11	0.318
11:00 - 12:00	6	11	0.212	6	11	0.227	6	11	0.439
12:00 - 13:00	6	11	0.303	6	11	0.227	6	11	0.530
13:00 - 14:00	6	11	0.242	6	11	0.227	6	11	0.469
14:00 - 15:00	6	11	0.212	6	11	0.273	6	11	0.485
15:00 - 16:00	6	11	0.333	6	11	0.273	6	11	0.606
16:00 - 17:00	6	11	0.439	6	11	0.258	6	11	0.697
17:00 - 18:00	6	11	0.288	6	11	0.288	6	11	0.576
18:00 - 19:00	6	11	0.258	6	11	0.212	6	11	0.470
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.893			3.122				6.015

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Parameter summary

Trip rate parameter range selected:	8 - 14 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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Civil Engineering - Transport Planning - Flood Risk

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