

**PRE-APPLICATION TRANSPORT NOTE
PROPOSED JOINT ARCHIVES FACILITY
LAND ADJACENT TO THEATR CLWYD,
RAIKES LANE, MOLD, CH7 1YA
MAGNA REF: 26/942/C, 15 MAY 2026**

1.0 Introduction

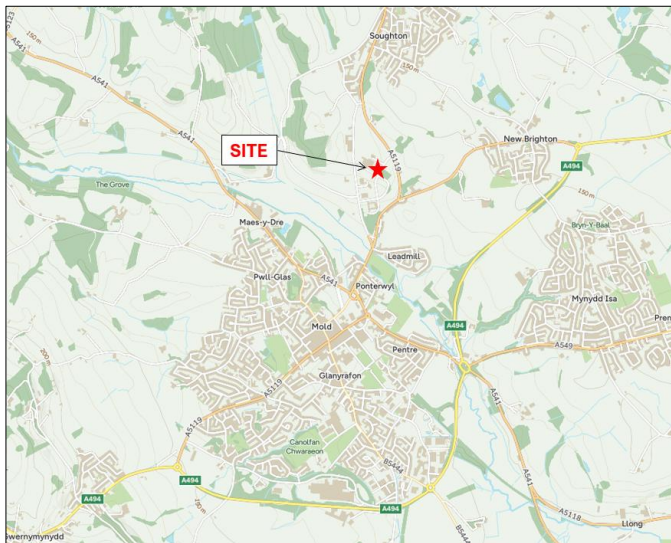
- 1.1 Magna Transport Planning Ltd has been appointed by Wynne Construction Ltd on behalf of Flintshire County Council and Denbighshire County Council (“the Applicant”) to prepare this Pre-application Transport Note in support of proposals for the erection of a purpose-built Joint Archives Facility on land adjacent to Theatr Clwyd, Raikes Lane, Mold, CH7 1YA (“the Site”).
- 1.2 The proposed development comprises a purpose-built archive facility to accommodate the Northeast Wales Archives (“NEWA”), together with associated access, parking, cycle parking, servicing and landscaping.
- 1.3 The purpose of this Transport Note is to provide a proportionate assessment of the likely transport implications associated with the proposed development and to assist pre-application discussions with the Local Highway Authority.
- 1.4 This Transport Note demonstrates that the proposed development:
- Is located in a sustainable and accessible location;
 - Would utilise an existing established access arrangement;
 - Would not give rise to any material impact on the operation of the local highway network;
 - Is capable of being accommodated without the need for significant highway mitigation measures.
- 1.5 This Note has been prepared with reference to Planning Policy Wales Edition 12 (2024) and the Flintshire Local Development Plan (2015–2030).

2.0 Site Location and Existing Highway Conditions

Site Description

- 2.1 The Site is located adjacent to Theatr Clwyd within the wider Mold Civic Centre campus, approximately 1.5 kilometres (walking distance) north of Mold town centre. The site location in its wider context is shown in Figure 2A.

Figure 2A Site Location in Wider Context



- 2.2 The surrounding area comprises a mix of civic, cultural and institutional uses including Theatr Clwyd, County Hall, Law Courts and associated public facilities. The site location in its local context is shown in Figure 2B.

Figure 2B Site Location in Local Context



- 2.3 The vehicular access to the site is proposed via the existing servicing route associated with Theatr Clwyd. The proposed development would therefore utilise an established access arrangements within the existing Civic Centre campus.
- 2.4 Within the wider Civic Centre campus, there is a large car park (Main Car Park) to the immediate southeast of the application site and a multi-storey car park (Theatr Clwyd Multi Storey) to the immediate southwest of the application site. These are pay-and-display car parks.
- 2.5 The surrounding highway network is well established and is capable of accommodating servicing and general vehicular activity associated with the wider Civic Centre uses.
- 2.6 As such, the main access to the Civic Centre campus is via Raikes Lane and this is in the form of a priority junction with kerbed right turn lane facility. This junction is located approximately 375 metres southwest of the application site.
- 2.7 A secondary access to the Civic Centre is via the A5119, located approximately 120 metres east of the application site.

3.0 Accessibility

Walking

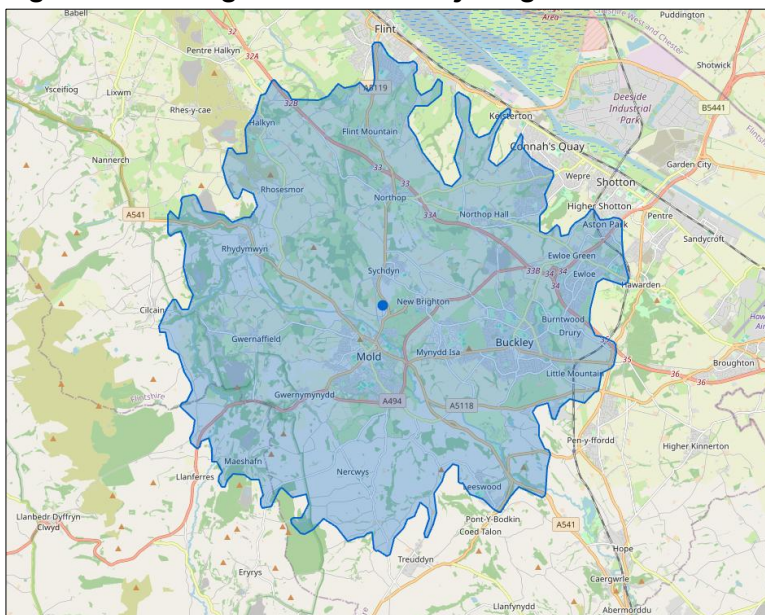
- 3.1 The main pedestrian desire line associated with the proposed development will be to the nearest bus stops within the campus and on the A5119, together with routes towards Mold town centre to the south. Mold town centre is located approximately 1.5 kilometres south of the site, equating to approximately a 20-minute walk.
- 3.2 Locally, there is adequate footway infrastructure connecting the application site with the wider Civic Centre campus and surrounding area.
- 3.3 This footway infrastructure continues onto Raikes Lane, where footways are provided on both sides of the carriageway. There is also a pedestrian crossing facility on Raikes Lane in the form of dropped kerbs, located approximately 60 metres south of the junction with the Civic Centre access.
- 3.4 The footways on Raikes Lane continue southwards and connect onto the A5119, which in turn provides pedestrian access into Mold town centre.

- 3.5 Similarly, the secondary Civic Centre access via the A5119, located east of the application site, benefits from a footway along its northern side which connects directly onto the footway network along the A5119. This provides continuous pedestrian connectivity towards the village of Sychdyn, located approximately 1.5 kilometres north of the application site.
- 3.6 The footway along the A5119 east of the site also provides pedestrian access to the nearby bus stops on the A5119, together with an alternative pedestrian route into Mold.

Cycling

- 3.7 Although there are no designated cycle routes in the immediate vicinity of the site, the footway on the western side of Raikes Lane adjacent to the site is designated as a shared pedestrian/cycle route, with associated signage provided at the A5119/Raikes Lane junction.
- 3.8 Chartered Institution of Highways and Transportation (CIHT) document Planning for Cycling states that around 80% of cycling trips are less than five miles. Therefore, five miles or approximately eight kilometres can be regarded as a comfortable cycling distance. As such, an eight-kilometre cycling isochrone is shown on Figure 3A.

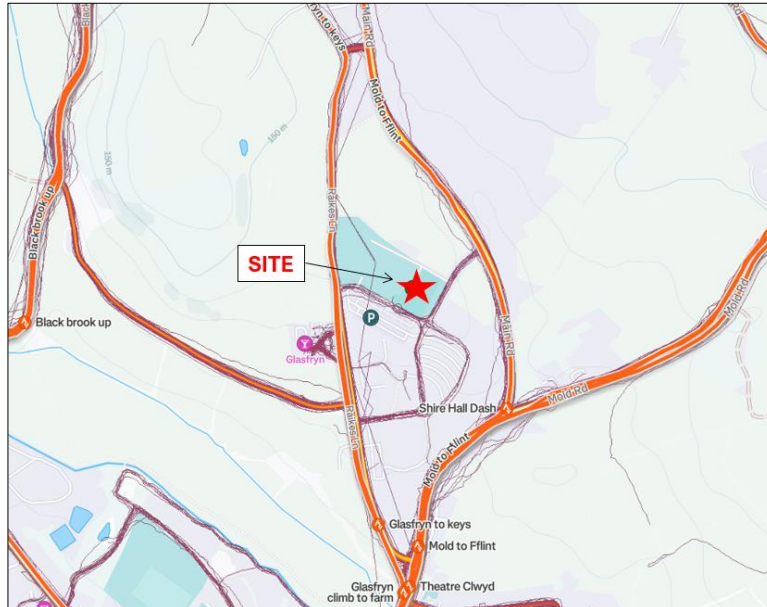
Figure 3A Eight Kilometres Cycling Isochrone



- 3.9 Figure 3A demonstrates that the entirety of Mold, together with neighbouring settlements including Buckley, Sychdyn, Northop and Ewloe, are all located within a comfortable cycling distance of the site.
- 3.10 Furthermore, review of the STRAVA Global Heatmap (Figure 3B on next page) indicates that the surrounding highway network, including the A5119 and local roads connecting to Mold

and the surrounding settlements, are regularly used by cyclists. This suggests that the local road network is already perceived as suitable and attractive for cycling movements, thereby demonstrating the realistic potential for staff and visitors to access the site by bicycle.

Figure 3B STRAVA Cycling Heatmap



Public Transport

3.11 There are bus stops within the Civic Centre campus, located on the access road immediately southwest of the site, at a distance of approximately 200 metres or less than a three-minute walk. These bus stops are served by Routes 28, S28 and X28:

- Route 28 runs between Mold and Flint via Sychdyn at hourly intervals between approximately 09:00 and 18:00 hours Monday to Friday, and between approximately 08:00 and 18:00 hours on Saturdays.
- Route X28 operates between Mold and Flint twice during the morning peak period, with return services from Flint to Mold on weekdays.
- Route S28 operates once daily in each direction between Mold and Flint.

3.12 In addition to the above, there are bus stops on the A5119 located approximately 600 metres from the site in the northbound direction and approximately 950 metres from the site in the southbound direction, equating to approximately eight and 13-minute walks respectively. These bus stops are served by Routes 4, 4S and F8, in addition to the services referenced above.

- Route 4/4S operates between Chester and Mold at a frequency of approximately two services per hour.
- Route F8 operates between Sealand Manor and Mold via Connah's Quay three times per day.

3.13 The bus stops located within the Civic Centre campus, at less than a three-minute walk from the site, provide local bus connections to Mold, Sychdyn and Flint. The bus stops on the A5119, whilst located slightly further from the site, provide strategic connections to destinations further afield including Chester. Therefore, whilst the walking distances to the bus stops on the A5119 exceed the preferred maximum walking distances referenced within CIHT's Buses in Urban Developments guidance, this should be considered in the context of the wider connectivity offered by these services. In this regard, walking distances of approximately eight to 13 minutes would not reasonably be perceived by staff or visitors as excessive.

Summary

3.14 Overall, the site is considered to be accessible by a range of sustainable modes of transport. The site benefits from established pedestrian infrastructure, local and strategic bus services, and good cycling connectivity to surrounding settlements. The development is therefore considered to be located in a sustainable location commensurate with the proposed use.

4.0 The Proposed Development

4.1 The proposed development comprises the erection of a purpose-built Joint Archives Facility serving Flintshire and Denbighshire County Councils.

4.2 The proposed building would comprise approximately 2,128 sqm Gross Internal Area, split across ground and first floor levels. Approximately 425 sqm of the ground floor would comprise publicly accessible space. The remainder of the building would comprise archive storage, controlled access areas, office accommodation, operational areas and ancillary staff facilities.

4.3 The proposed development would provide seven car parking spaces, including two disabled parking bays.

4.4 Three cycle stands (i.e., six cycle parking spaces) are also proposed. Given that the 425 sqm of the floor space would comprise publicly accessible space, applying the cycle parking standards for appropriate leisure uses from the Council's SPG note, gives the requirement

for three cycle parking spaces. Thus, the provision of six cycle parking spaces would be sufficient to accommodate the cycle parking needs associated with the visitors, along with the staff. Indeed, there is sufficient space on site to provide additional cycle parking, should there be a demand in future.

4.5 The proposed access arrangement would utilise the existing servicing route associated with Theatr Clwyd.

5.0 Operational Characteristics of Archives Facilities

5.1 Archives facilities of this nature do not operate as typical public-facing community uses.

5.2 The proposed development is fundamentally different to uses such as libraries, museums or community centres due to the managed nature of archive visits.

5.3 Only a limited proportion of the building would be accessible to members of the public, with the majority of the floorspace dedicated to archive storage, office accommodation and restricted operational areas.

5.4 Existing archives facilities elsewhere in Wales operate using appointment-led systems with managed visitor numbers and session-based access arrangements. For example, Glamorgan Archives in Cardiff operates via a pre-booked appointment system, with visitor access restricted to defined operating periods and managed-capacity sessions.

5.5 Such operational arrangements naturally limit visitor numbers and disperse trips throughout the day.

5.6 The proposed development is expected to operate in a comparable manner.

5.7 As such, the proposed development would not generate the trip profile typically associated with unrestricted public-facing uses.

6.0 Trip Generation

6.1 Given the specialist operational characteristics of archive facilities, the proposed development is anticipated to generate a low level of traffic movements.

6.2 There are no directly comparable archives facility sites within the TRICS database. Archives facilities have a specialist and managed operational profile, with trips principally associated

with staff, visitors, occasional researchers, and limited servicing activity. They do not typically generate high levels of walk-in visitor demand or frequent turnover throughout the day.

- 6.3 In the absence of directly comparable archive facility data, a TRICS assessment has been undertaken using the closest available land-use category, namely *Land Use 07 – Leisure / I – Art Galleries / Museums / Exhibitions*. This category is considered to provide a robust proxy, as such uses are also cultural / institutional in nature and can include managed visitor arrivals. However, it is important to note that museums, galleries and exhibition uses are generally more public-facing than an archive facility and would typically attract a higher level of general visitor activity. The use of this category is therefore considered to represent a robust, worst-case assessment.
- 6.4 The TRICS assessment is based on the proposed gross floor area of 2,128 sqm. The selected TRICS sites comprise museum, art gallery and science centre uses, with surveys from Brighton & Hove, Durham and Dundee. The TRICS output identifies a total weekday vehicle trip generation of 68 arrivals and 70 departures, equating to 138 two-way vehicle trips across the surveyed day for a facility with a total floor area of 2,128 sqm. The TRICS report is provided in Appendix 1.
- 6.5 Spread across a typical 10-hour operational day, this would equate to approximately 14 two-way vehicle movements per hour. This level of traffic equates to around one vehicle movement every four to five minutes, which would be negligible in highway capacity terms.
- 6.6 Notwithstanding the above, the TRICS assessment is considered to overstate the likely traffic generation of the proposed archives facility. This is because museums, galleries and exhibition centres are typically more visitor-led, with greater levels of public access, casual visits, school groups, events and general visitor turnover. By contrast, the proposed archives facility would operate in a more managed manner.
- 6.7 As a sensitivity, it is reasonable to expect that the actual traffic generation associated with the proposed archives facility would be materially lower than the TRICS forecast.
- 6.8 Given the nature of the use, and the absence of high levels of casual public access, the likely trip generation could reasonably be expected to be in the order of 30% to 40% of the TRICS-derived total. This would equate to approximately 41 to 55 two-way vehicle movements across the weekday, or approximately four to six two-way vehicle movements per hour across a 10-hour operational day.

- 6.9 This level of activity would be extremely low in highway terms and would equate to approximately one vehicle movement every 10 to 15 minutes. Such a level of traffic would not be perceptible on the surrounding highway network and would not give rise to any material operational or highway safety impact.
- 6.10 Servicing and delivery activity would also be limited. The TRICS output identifies only four two-way OGV (other goods vehicles) movements across the weekday based on the proposed 2,128 sqm floorspace, which is consistent with the low level of servicing activity expected for the proposed use.
- 6.11 Furthermore, the proposed development would be located within an established Civic Centre campus which already accommodates a range of institutional and cultural uses. In the context of the existing campus activity and the wider surrounding highway network, the forecast level of traffic associated with the proposed archive facility would be very low.
- 6.12 The development would therefore not result in any material impact on the operation or safety of the surrounding highway network.

7.0 Parking and Servicing

- 7.1 The proposed development would provide seven on-site parking spaces, including two disabled parking bays.
- 7.2 The proposed parking provision is considered proportionate and appropriate to the operational characteristics of the proposed archive facility.
- 7.3 Given the low-intensity nature of the use, parking demand associated with the development is anticipated to be low.
- 7.4 The majority of trips would be associated with a relatively small number of staff. Visitor numbers would be limited and managed.
- 7.5 Furthermore, as discussed in Chapter 2.0 of this note, the application site is located within the wider Civic Centre campus where additional pay-and-display parking provision is already available in close proximity to the site.
- 7.6 Given the low level of servicing activity anticipated to be associated with the archives facility, the proposed servicing arrangements are considered entirely appropriate. Delivery and servicing vehicles would access the application site via the same access arrangement serving

the proposed car parking area. Swept path assessment provided within Appendix 2 demonstrates that the site can safely accommodate servicing and delivery vehicles, with vehicles able to enter and exit the site in a safe manner.

8.0 Travel Planning Measures

- 8.1 Given the scale and operational nature of the proposed archives facility, a full Travel Plan is not considered necessary. However, a series of proportionate travel planning measures could be implemented to encourage staff and visitors to travel by sustainable modes where possible.
- 8.2 The facility website will include a dedicated “Visiting Us” section. This should provide clear travel information for visitors, including details of the nearest bus stops, available bus services, walking routes from nearby bus stops, cycle parking provision, and nearby pay-and-display parking within the wider Civic Centre campus.
- 8.3 The website will also make clear that secure and covered cycle parking is provided on-site. This would help encourage visitors and staff to consider cycling as a realistic travel option, particularly given the site’s proximity to Mold, Sychdyn, Northop, Buckley and other surrounding settlements within a comfortable cycling distance.
- 8.4 Staff will be provided with sustainable travel information as part of their induction process. This will include details of local bus services, walking and cycling routes, cycle parking, and the availability of nearby public parking where required.
- 8.5 Staff will also be encouraged to car share where practical, particularly where shift patterns or working hours align. The staffing profile of the facility means that informal car sharing arrangements could be promoted internally without the need for a formal car share scheme.
- 8.6 The Applicant could also consider appointing a nominated member of staff to act as a travel information contact. This person would be responsible for ensuring that travel information on the website remains up to date and that staff are made aware of sustainable travel options.
- 8.7 These measures are considered proportionate to the scale and nature of the proposed use. They would support sustainable travel behaviour without the need for a formal Travel Plan monitoring regime.

9.0 Summary and Conclusions

- 9.1 Magna Transport Planning Ltd has prepared this Pre-application Transport Note in support of proposals for a purpose-built Joint Archives Facility on land adjacent to Theatr Clwyd, Raikes Lane, Mold.
- 9.2 The site is located within the established Civic Centre campus, which already accommodates a range of civic, cultural and institutional uses, including Theatr Clwyd, County Hall and the Law Courts. The site is accessible by walking, cycling and public transport. It benefits from existing pedestrian infrastructure, a shared pedestrian/cycle route on Raikes Lane, local bus stops within the Civic Centre campus and further bus stops on the A5119 providing connections to Mold, Flint, Sychdyn and Chester.
- 9.3 The proposed development would accommodate NEWA and would serve Flintshire County Council and Denbighshire County Council. The proposed development represents a specialist and low-intensity institutional use. It would not operate as a typical unrestricted public-facing community, museum or exhibition use.
- 9.4 The majority of the proposed floorspace would comprise archive storage, office accommodation, controlled access areas, operational space and ancillary staff facilities. Only a limited proportion of the building would be publicly accessible.
- 9.5 Public visits are expected to be dispersed throughout the day. The development would therefore not generate high levels of casual walk-in demand or frequent visitor turnover.
- 9.6 The proposed development would utilise the existing servicing route associated with Theatr Clwyd. The access arrangement is therefore established and already forms part of the wider Civic Centre campus access network.
- 9.7 A TRICS assessment has been undertaken using the closest available proxy land-use category, namely art galleries, museums and exhibitions. This represents a robust worst-case assessment, as such uses are generally more visitor-led and public-facing than the proposed archives facility. The TRICS assessment forecasts approximately 138 two-way vehicle trips across a weekday, based on the proposed floor area of 2,128 sqm. Spread across a typical 10-hour operational day, this equates to approximately 14 two-way vehicle movements per hour, or around one vehicle movement every four to five minutes.

- 9.8 In practice, the actual traffic generation of the proposed archives facility is expected to be materially lower than the TRICS forecast. As a sensitivity, a trip generation level of around 30% to 40% of the TRICS forecast would equate to approximately 41 to 55 two-way vehicle movements per weekday, or around four to six two-way vehicle movements per hour. This level of activity would be extremely low in highway terms and would not be perceptible on the surrounding highway network.
- 9.9 The TRICS assessment also indicates a very low level of OGV activity, with approximately four two-way OGV movements across a weekday. This is consistent with the limited servicing activity expected for the proposed use.
- 9.10 The proposed development would provide seven on-site car parking spaces, including two disabled parking bays. This provision is considered proportionate to the nature of the proposed use, particularly having regard to the availability of nearby pay-and-display parking within the wider Civic Centre campus. The proposed development would also provide cycle parking for six cycles, thereby supporting access to the site by bicycle.
- 9.11 Based on the assessment undertaken as part of this Pre-application Transport Note, it is concluded that the proposed development would not give rise to any material impact on the operation of the local highway network. Overall, the proposed development is considered acceptable from a transport and highway perspective.
- 9.12 Proportionate travel planning measures would also be implemented, including visitor travel information on the facility website and staff-focused measures to encourage walking, cycling, public transport use and car sharing where practical.
- 9.13 As part of the pre-application process, the Applicant would welcome the Highway Authority's views in relation to the proposed access, parking, cycle parking and servicing arrangements.

Appendix 1. TRICS



Audit Code: d6894e86-d9f8-4a57-b6d2-c1e96a154dff

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: I - ART GALLERIES/MUSEUMS/EXHIBITIONS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 day
	HC	HAMPSHIRE	1 day
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	DC	DORSET	1 day
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 day
09	NORTH		
	DH	DURHAM	1 day

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

Audit Code: d6894e86-d9f8-4a57-b6d2-c1e96a154dff

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:	GFA
Actual Range:	200 to 22662 (units:sqm)
Range Selected by User:	200 to 22662 (units:sqm)
Parking Spaces Range:	0 - 30

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/08/89 to 23/11/19

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

Selected survey days:

Friday	1 days
Monday	1 days
Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Neighbourhood Centre	1 days
Suburban Area	3 days

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:

Built-Up Zone	1 days
Industrial Zone	1 days
No Sub Category	1 days
Out of Town	1 days
Residential Zone	1 days
Village	1 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	5 days



Audit Code: d6894e86-d9f8-4a57-b6d2-c1e96a154dff

Secondary Filtering Selection:

Use Class:

F1(c)	3 surveys
N/A	3 surveys

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:

100 - 8302

Population within 1 mile:

1,001 to 5,000	3 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	3 surveys
1.1 to 1.5	2 surveys

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.



Audit Code: d6894e86-d9f8-4a57-b6d2-c1e96a154dff

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

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 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: d6894e86-d9f8-4a57-b6d2-c1e96a154dff

1 NEW CHURCH ROAD BRIGHTON HOVE Suburban Area Residential Zone Gross floor area: 1800.00 sqm Survey date: Friday 22/09/2017	BH-07-I-01	MUSEUM & ART GALLERY	BRIGHTON & HOVE	Survey Type: Manual
2 BOVINGTON LANE BOVINGTON CAMP Edge of Town No Sub Category Gross floor area: 11200.00 sqm Survey date: Wednesday 30/08/2000	DC-07-I-01	TANK MUSEUM	DORSET	Survey Type: Manual
3 FRAMWELLGATE PETH DURHAM AYKLEY HEADS Edge of Town Out of Town Gross floor area: 1800.00 sqm Survey date: Tuesday 10/06/2003	DH-07-I-01	MUSEUM/ART GALLERY	DURHAM	Survey Type: Manual
4 A6 CRESCENT MANCHESTER SALFORD Suburban Area Built-Up Zone Gross floor area: 1595.00 sqm Survey date:	GM-07-I-01	ART GAL./MUSEUM	GREATER MANCHESTER	Survey Type: Manual
5 CHURCHILL WAY WEST BASINGSTOKE WEST HAM Suburban Area Industrial Zone Gross floor area: 7400.00 sqm Survey date: Tuesday 04/11/2003	HC-07-I-02	MUSEUM	HAMPSHIRE	Survey Type: Manual
6 TANGMERE ROAD NEAR CHICHESTER TANGMERE Neighbourhood Centre Village Gross floor area: 1120.00 sqm Survey date: Wednesday 08/09/1993	WS-07-I-02	MILITARY MUSEUM	WEST SUSSEX	Survey Type: Manual

Audit Code: d6894e86-d9f8-4a57-b6d2-c1e96a154dff

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 2128 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated 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								
08:00-09:00								
09:00-10:00	5	4759	0.340	7.244	0.055	1.163	0.395	8.407
10:00-11:00	6	4152	0.566	12.043	0.177	3.758	0.743	15.801
11:00-12:00	6	4152	0.574	12.214	0.289	6.150	0.863	18.364
12:00-13:00	6	4152	0.413	8.797	0.337	7.174	0.750	15.971
13:00-14:00	6	4152	0.526	11.189	0.478	10.164	1.004	21.353
14:00-15:00	6	4152	0.361	7.687	0.490	10.420	0.851	18.107
15:00-16:00	6	4152	0.217	4.612	0.678	14.434	0.895	19.046
16:00-17:00	6	4152	0.149	3.160	0.462	9.822	0.611	12.982
17:00-18:00	5	4759	0.059	1.252	0.303	6.439	0.362	7.691
18:00-19:00								
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			3.205	68.198	3.269	69.524	6.474	137.722

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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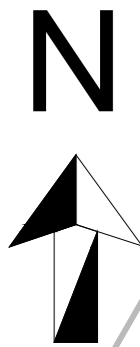
Audit Code: d6894e86-d9f8-4a57-b6d2-c1e96a154dff

Parameter Summary:

Trip rate parameter range selected:	200 - 22662 (units: sqm)
Survey date date range:	08/09/1993 - 22/09/2017
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.

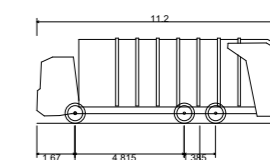
Appendix 2. SWEPT PATH ANALYSIS



REFUSE VEHICLE ENTERING THE SITE & TURNING IN TURNING HEAD



REFUSE VEHICLE EXITING THE SITE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) 11.200m
 Overall Length 2.530m
 Overall Width 3.751m
 Overall Body Height 0.394m
 Min Body Ground Clearance 2.500m
 Track Width 4.00s
 Lock to lock time 9.500m
 Kerb to Kerb Turning Radius

Rev	Date	Description	Drn	Chk	App
-	15.05.26	ORIGINAL ISSUE	KJ	AP	AP



Client

Project
 JOINT ARCHIVE FACILITY

Drawing Title
 SWEPT PATH ANALYSIS
 REFUSE VEHICLE

Drawing Status
FOR INFORMATION

Drawn KJ	Designed	Date MAY 2026	Scale NTS	Size A2
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Drawing No. 26-942-TR01	Rev -
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