



Unit 2
The Office Campus
Paragon Business Park
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**PROPOSED RESIDENTIAL DEVELOPMENT,
CELLARS CLOUGH MILL, MANCHESTER ROAD, MARSDEN**

TRANSPORT STATEMENT

1048 / Sept 2015

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1 INTRODUCTION

- 1.1.1 PAH Highway Consultants Ltd has been appointed to prepare this Transport Statement relating to the proposed residential development on the Cellars Clough Mill site off Manchester Road, Marsden. Appendix A shows the site location in relation to the local highway network.
- 1.1.2 The proposals are to demolish the existing mill building and to construct a new residential development of circa 55 dwellings, which will be served from an improved access off Manchester Road. Drainage, street lighting and footways will be provided in accordance with current Government guidance.
- 1.1.3 The principle of a residential development has been established at the site, as it benefits from a previous planning approval for the conversion of mills and offices to 101 dwelling units and 9 live/ work units along with a gym, pool, shop, meeting room, and bike store.
- 1.1.4 This Transport Statement considers the traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is situated on the north side of Manchester Road approximately 1.3km to the northeast of Marsden, and 9km southwest of Huddersfield Town Centre.

2.1.2 The existing site consists of mill buildings that are a mix of single storey and multi storey units that make up a business park with a gross floor area of approximately 12,400 sqm, which contains existing parking areas. The business park buildings are currently not in use.



Photograph 1 – Existing Mill Buildings

2.1.3 The site contains an existing vehicular access in the form of a simple priority junction off Manchester Road (A62) complete with kerbed radii on both sides. The access road contains a mix of surfacing including bituminous macadam, compacted and loose material and is generally in poor condition. The access is around 5m in width as it meets Manchester Road, and is at an acute angle with all vehicular movements permitted. The access road contains a 1 in 10 downhill gradient and travels over the River Colne as the road approaches the business park buildings, with a width of 5.6m between parapet fences (see photograph 1 above). The existing access junction provides visibility splays of 2.4m x 120m to the west, and 2.4m x 75m to the east (taken to centre line).



Photograph 2 – Existing Access Road

2.1.4 The existing access is also used by Cellars Clough Angling Club and two dwellings located to the southeast of the River Colne.

2.2 Planning History

2.2.1 The site does benefit from some relevant planning history. During 2008 planning permission was granted for the conversion of the business park mill buildings (mills 1, 2, 3 and 4 and former offices) to form 101 new dwelling units, 9 live/ work units, residents gymnasium, a pool, a shop, a meeting room and a bike store (planning application number 2007/62/93456/W1). These proposals also included the demolition of other buildings and the provision of a car park and improvements to the existing access road including widening Manchester Road, and improvements to landscaping. Subsequently a planning application to extend the time limit on the approval was also granted during 2011 (planning application 2011/91795).

2.2.2 Therefore, the principle of residential development at the site has been established.

2.3 Local Highway Network

2.3.1 The site is accessed from Manchester Road A62, which forms a principal route that links the large village of Marsden with Oldham and Manchester to the west, and Huddersfield Town Centre to the east. Given the status of the road it is subject to heavy traffic volumes during the network peak hours, with noticeably lighter traffic volumes throughout the remainder of the day.

2.3.2 Within the vicinity of the site Manchester Road is a two way single carriageway road with a footway provided along the north side of the road, and a grass verge provided along the south side. The carriageway ranges between 8m and 9m in width, with the footway generally around 2.6m wide, although this widens to around 3.6m to 4m in width adjacent to the site access. Both the carriageway and footway appear to be suitable for their day to day use in terms of width, layout, and construction.



Photograph 3 – Manchester Road

2.3.3 Manchester Road contains street lighting to main road standards and is subject to a 40mph speed limit. Given the alignment of Manchester Road with a double bend arrangement it contains a double white line system that prevents overtaking and also prohibits parking on the road.

2.3.4 Located around 25m west and opposite the existing site access there is a road junction between Stubbin Road and Manchester Road (see photograph 3 above). This junction takes the form of a simple priority junction complete with giveaway markings and joins Manchester Road at an acute angle. Stubbin Road is a rural access road proving access to a number of residential properties and access roads, and is subsequently subject to light traffic volumes throughout the day.

2.3.5 Stubbin Road is a two way single carriageway road, which is generally 4.5m in width with grass verges provided on both sides for its initial length from Manchester Road, with a footway then provided along the northwest side for the majority of its length. However, at its junction with Manchester Road the carriageway narrows to around 3.6m. It is subject to a 30mph speed limit and contains street lighting along the northwest side footway.

- 2.3.6 There are public rights of way within the vicinity of the site, which consist of Public Footpath COL/181/100 which travels along the existing access road until it meets two other public footpaths (COL/181/50 & COL/181/90) located on the far west side of the site. Public Footpath COL/181/90 provides access to the nearest bus stops from the site on Manchester Road from the existing access road and is 74m in length containing and a cobbled surface with adjacent handrail. The public right of ways have the benefit of upright traffic signs at the site access and near to the bus stops on Manchester Road.



Photograph 4 – Public Right of Way (COL/181/90)

- 2.3.7 The site is located within easy reach of the bus services available on Manchester Road via the site access and public right of way network. Further details of the bus services available from the local fare stages are shown below.

2.4 Road Traffic Accidents

- 2.4.1 The personal injury accident records for the last five years (from 1 January 2010 to 31 December 2014) along the roads within the vicinity of the site have been obtained from the Crashmap website and are included at Appendix B.

2.4.2 On roads in proximity to the site there have been three reported injury accidents over this period with two recorded as slight accidents, and one recorded as a serious accident. Two of the accidents occurred during 2010 and one occurred during 2014.

2.4.3 The first collision occurred in February 2010 and was located around 43m west of the site access junction on Manchester Road. This collision involved only one vehicle and was recorded as slight, and involved a vehicle travelling along the left hand bend during frost and ice road surface conditions, which lost control. The collision occurred during fine weather and during the daylight hours.

2.4.4 The second collision occurred in December 2010 and was located around 43m west of the site access junction on Manchester Road. This collision was recorded as serious and involved two vehicles travelling in opposing directions around the bend and subsequently colliding. The collision occurred during daylight hours and with frost and icy road conditions, which it is envisaged caused the loss of control of the vehicle(s).

2.4.5 The final collision occurred in July 2014 and was located around 450m east of the site access junction on Manchester Road. This collision was recorded as slight and involved two goods vehicles, which were both travelling along Manchester Road. This collision occurred during daylight hours and fine dry weather.

2.4.6 The relatively good injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the slight change in peak hour flows as a result of the development proposals.

2.5 Transport Sustainability

2.5.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

- 2.5.2 However the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's Local Development Framework still apply.
- 2.5.3 Paragraph 35 of the NPPF states that "developments should be located and designed where practical to:
- accommodate the efficient delivery of goods and supplies;
 - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
 - incorporate facilities for charging plug-in and other ultra-low emission vehicles;
and
 - consider the needs of people with disabilities by all modes of transport.
- 2.5.4 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix C. The site is well placed for residents to walk to work or visit local shops, employment, and local services within Marsden.
- 2.5.5 The fare stages on Manchester Road are readily accessible from the site and can be reached using either the existing site access or the public right of way network. The footways within the immediate area of the site are constructed to an acceptable standard.
- 2.5.6 Manchester Road provides access to the extensive local services and amenities within Marsden typical of a village of this size. These facilities include a post office, large food store, hot/ cold food outlets, grocers, pubs/ restaurants, hair dressers, newsagents, and other local businesses.
- 2.5.7 There are primary health facilities located within Marsden including a GP, opticians, and a pharmacy. Educational establishments are also situated within walking distance of the site with Marsden Infant & Nursery School, and Marsden Junior School within walking distance of the site.

2.5.8 The local footway network is considered to be suitable in terms of width, construction, and lighting, and contains dropped footway crossing at junctions in the majority of cases.

2.5.9 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. The plan at Appendix C also shows the 5km cycle catchment area from the site. Within the accepted cycling distance for commuting there are the nearby settlements of Slaithwaite and Linthwaite which offer employment potential within the village centres, and within the industrial areas of Slaithwaite including Kiln Hill Industrial Estate and Spa Fields Industrial Estate. In addition to Marsden Railway Station, Slaithwaite Railway Station is located within cycling distance of the site, with both stations providing secure cycle storage facilities. West Yorkshire Cycle Route is also available in Marsden, with other cycle routes also available including Marsden Circular via Holmemoss, and Marsden to Huddersfield and Meltham Loop.

2.5.10 With regard to public transport, bus stops are located on Manchester Road adjacent to Stubbins Farm and the public right of way (Public Footpath COL/181/90), and are subsequently located within 200m of the site.

2.5.11 The bus services available from the nearest stops are identified on the table below: -

| Service No | From – To | Frequency Mon – Sat | Late Evenings and Sundays |
|-------------------|--|--------------------------------|--------------------------------------|
| 183/ 184/ 185 | Huddersfield – Slaithwaite – Marsden (Combined Service) | Every 10 mins | Every 30 mins |
| 186 | Marsden (Dirker) – Slaithwaite – Linthwaite – Manchester Road - Huddersfield | Infrequent | - |

Table 1: Bus Services

2.5.12 As can be identified from the above table, the bus services in this locality provide 6 services per hour to the large town of Huddersfield, and the neighbouring settlement of Slaithwaite. The bus services are therefore considered to be of a good standard and will provide a suitable alternative to the private car in line with current Government guidelines.

2.5.13 Marsden Railway Station is located on the Huddersfield Line, and provides hourly services to the local large town of Huddersfield and to the city of Manchester, with services to the neighbouring employment and retail centre of Slaithwaite.

2.5.14 In summary, the site is situated in a sustainable location being within walking distance of the local bus stops and the many local services and amenities within Marsden, and within cycling distance of the substantial employment areas within Slaithwaite, and the settlement of Linthwaite. Marsden contains primary education and health facilities, and numerous local shops and businesses, and also includes a railway station. Therefore, the site fully conforms to current Government directives for ensuring developments are located in a sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to clear the site to make way for the construction of a new residential development of circa 55 new dwellings.

3.1.2 The internal road layout, drainage, street lighting and footways will be provided in accordance with Kirklees Council's Street Design Guide.

3.1.3 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

3.2 Vehicular Access

3.2.1 Vehicular access to the development will be provided from the improved junction off Manchester Road. The proposed junction improvements include the widening of the access to 5.5m for the first 10m to allow simultaneous two way traffic flow within the bellmouth of the access. The proposed junctions will be a simple priority type with kerbed radii on both sides. The access road will then be reduced to 4.8m (which allows for a private car to pass a HGV) and will continue until it reaches the existing bridge over the River Colne to the development, where the carriageway will be reduced further to 4.1m (which still allows for simultaneous two way traffic flow for private cars). The carriageway surface along the existing access is to be improved with a new sealed surface, and it is also proposed to provide street lighting together with a 1.8m wide footway along one side of the access road leading towards the bridge, which would then reduce to 1.2m in width over the bridge subsequently providing suitable pedestrian access to the proposed dwellings. These improvements are subject to the agreement with the LPA, and follow some of the required improvements associated within the previous planning approval at the site (planning application number 2007/62/93456) which is for a much larger development. An indicative access proposal is shown on the plan at Appendix D.

3.2.2 Visibility from the existing access along Manchester Road within the critical direction (west side of access) is around 120m, which conforms to the visibility requirements for 40mph speed limit roads as per current Government guidance within Design Manual for Roads and Bridges. Due to the alignment of Manchester Road visibility to the east is restricted to around 75m. A previous speed survey (as part of the Revised Transport Assessment for Planning Application 2007/93456) was carried out by Bryan G Hall and determined that the 85th percentile wet weather westbound traffic speed was 37mph with a 35mph mean traffic speed. Therefore, using the visibility splay requirements within Design Manual for Roads and Bridges there is a shortfall in the 'Y' distance of 20m. However, considering the existing use of the site and potential traffic generation, together with the road traffic accident study covered in section 2.4 of this report, the proposed access arrangements serving the site are considered to be suitable, and would not have a negative impact on road safety, given the relatively good road safety record in the vicinity of the site.

3.2.3 Once over the bridge the proposed layout will provide an internal access road travelling southwest to northeast, with an additional access that forms a loop road located on the southeast side of the road. The proposed internal roads will fully comply with current Kirklees Council guidance.

3.3 Parking Provision

3.3.1 The level of parking provision on the site will be in accordance with the car parking standards within Kirklees Council's UPD Car Parking Standards.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian routes through the site will follow natural desire lines and lead pedestrians to existing facilities.

3.4.2 There is an existing public right of way (COL/181/90) which provides access from the existing access road to the nearest bus stops on Manchester Road (see photograph 4). As part of the development it is proposed to improve this public right of way including the cutting back of overhanging vegetation, a new bituminous surface and street lighting, subject to LPA and Kirklees Council PROW agreement.

3.4.3 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

3.5 Servicing

3.5.1 Service vehicles will use the same accesses to the site as all other traffic. A turning head and proposed loop road arrangement are to be provided to allow such vehicles (such as a large refuse vehicle) to enter and leave the site in a forward gear. The servicing requirements for the proposed development can therefore, be adequately catered for.

4 TRAFFIC IMPACT

4.1 Existing Traffic

4.1.1 The site currently consists of a business park with a mix of single and multi -storey industrial units, which equates to some 12,400 sqm of industrial use. As the site is not currently used, it should be acknowledged that with some repair and refurbishment the entire 12,400 sqm of industrial use could be brought back to the site. To determine the potential traffic generation from the existing site as a business park it has been necessary to interrogate data from the national TRICS database.

4.1.2 The table below provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the existing use at the site. The TRICS data is shown at Appendix E.

| | Morning Peak | | | Evening Peak | | |
|------------------------|--------------|--------|-------|--------------|--------|-------|
| | ARRIVE | DEPART | TOTAL | ARRIVE | DEPART | TOTAL |
| Trip Rate | 0.486 | 0.250 | 0.736 | 0.140 | 0.376 | 0.516 |
| Generated Trips | 60 | 31 | 91 | 17 | 47 | 64 |

Table 2 – Existing Traffic Trip Rates & Generation

4.1.3 As can be identified from the table above, should the whole business park become operational then it would generate some 91 trips during the morning peak (between 0800 and 0900 hours) and 64 trips during the pm peak (between 1700-1800 hours). A business park of this size would generate around 920 trips during the whole day.

4.1.4 The existing use of the site as a business park would also generate significant HGV movements. The TRICS data at Appendix E identifies that the site could generate in the region of 71 HGV movements during the day. It should be noted that these vehicles are slow moving when entering and exiting the site access, therefore given that sightlines to the east of the access fall short of the requirements within Design Manual for Roads and Bridges, there is a potential for emerging HGVs to have an impact on the safe and free flow of traffic using Manchester Road.

4.2 Development Traffic

4.2.1 The proposed development consists of the construction of circa 55 new dwellings. To determine the anticipated traffic generation from the new development it has also been necessary to interrogate data from the national TRICS database.

4.2.2 The table below provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed new dwellings. The TRICS data is shown at Appendix E.

| | Morning Peak | | | Evening Peak | | |
|------------------------|--------------|--------|-------|--------------|--------|-------|
| | ARRIVE | DEPART | TOTAL | ARRIVE | DEPART | TOTAL |
| Trip Rate | 0.151 | 0.416 | 0.567 | 0.390 | 0.225 | 0.615 |
| Generated Trips | 8 | 23 | 31 | 21 | 12 | 33 |

Table 3 – Predicted Development Trip Rates & Generation

4.2.3 As can be seen from the above table, the proposed development is anticipated to generate approximately 31 trips and 33 trips during the morning and evening peak hours respectively. A residential development of this size would generate in the region of 287 vehicle movements per day.

4.2.4 When compared to the existing use of the site as a business park, and that the whole site could potentially be brought into use, then the proposed development would offer a substantial net reduction in trips using the existing access. The proposals could offer a net am peak reduction of 60 trips, and a net pm peak reduction of 31 trips.

4.2.5 The proposed development would also remove the substantial HGV movements associated with the existing potential use of the site, removing up to 71 HGV movements from the site access, which can only benefit safety for the users of the site access and Manchester Road, as slow moving HGV turning manoeuvres from the access would be removed.

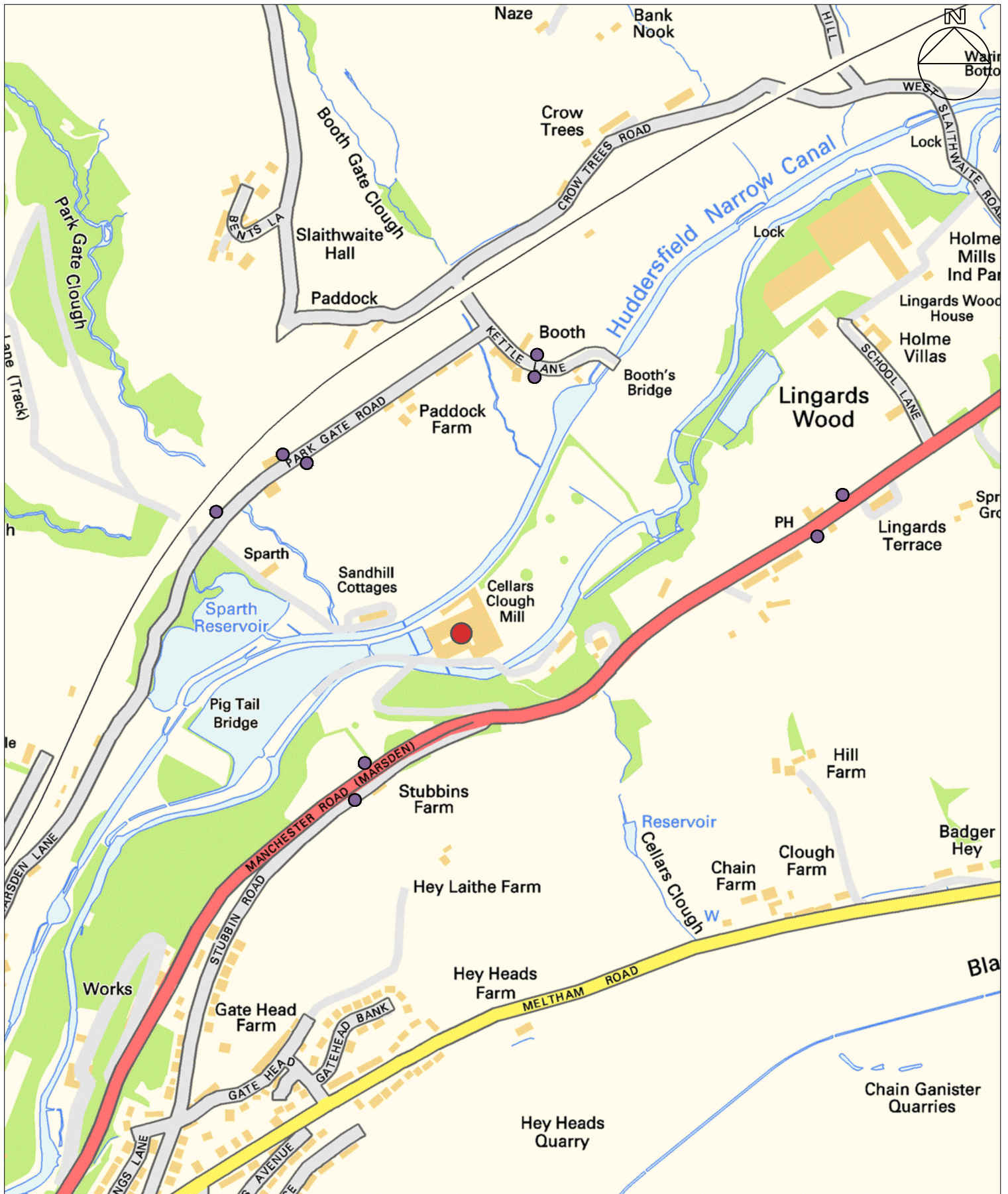
- 4.2.6 It should also be noted that as part of the Revised Transport Assessment prepared by Bryan G Hall dated July 2007, the proposed increases in traffic flow associated with the previous planning permission at the site (planning application numbers 2007/62/93456/W1 and 2011/91795), which included a large residential development at the site including 101 new dwelling units and 9 live/ work units, would not change the way Manchester Road operates and would not be detrimental to the safety and convenience of other road users. Therefore the impact of the proposed 55 new dwellings would be significantly less.
- 4.2.7 The development proposes suitable improvements to the main site access and pedestrian accessibility along the public right of way network. The proposed site access offers a visibility splay within the critical direction (to the west), which is appropriate for the existing 40mph speed limit along Manchester Road as per Design Manual for Roads and Bridges. Visibility to the east is around 70m, which falls slightly short of the visibility requirements for 37mph traffic speeds. However, this shortfall could be offset by the removal of the potential for 71 HGV movements using the site access daily and the consequential disruption of the safe and free flow of traffic along Manchester Road. Therefore, considering the road safety record on Manchester Road, the improved junction layout of the site access will provide a safe arrangement and will not cause any delays to through traffic, given the potential reduction in traffic on the local network.
- 4.2.8 Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

5 CONCLUSIONS

- 5.1.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of circa 55 new dwellings is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation. Accident records were also obtained, and it was found that the area in the vicinity of the development site has a relatively good road safety record.
- 5.1.2 The site is considered to be in a sustainable location being within walking distance of the local bus stops and the many local services and amenities within Marsden, and within cycling distance of the substantial employment areas within Slaithwaite, and the settlement of Linthwaite. Marsden contains primary education and health facilities, and numerous local shops and businesses, and also includes a railway station. Therefore, the site fully conforms to current Government directives for ensuring developments are located in a sustainable locations.
- 5.1.3 Suitable improvements are proposed to the main site access together with pedestrian accessibility improvements along the public right of way network. The proposed development traffic can be offset by the substantial reduction in trips when compared to the existing use of the site, should the whole site be used as a business park. Therefore considering the road safety record on Manchester Road, the improved junction and site access will provide a safe arrangement and will not cause any delays to through traffic, given the potential reduction in traffic on the local network.
- 5.1.4 Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



- KEY:**
- SITE LOCATION
 - BUS STOPS

| | | |
|--|--------|-------------|
|  PAH HIGHWAY CONSULTANTS UNIT 2, THE OFFICE CAMPUS, PARAGON BUSINESS PARK, RED HALL COURT, WAKEFIELD WF1 2UY | JOB | FIG |
| | 1048 | A |
| | SCALE: | NTS @A4 |
| | DATE: | August 2015 |

CELLARS CLOUGH, MARSDEN
SITE LOCATION

Appendix B

Injury Accident Data

Incident Severity
Slight Serious Fatal

3 results found

2 Incidents

Incident 1
Date: 19/02/2010
Severity: Slight
Number of Vehicles: 1
Number of Casualties: 2
[View Detailed Report](#)

Incident 2
Date: 05/12/2010
Severity: Serious
Number of Vehicles: 2
Number of Casualties: 5
[View Detailed Report](#)

Incident Details

Date: 01/07/2014
Severity: Slight
Number of Vehicles Involved: 2
Number of Casualties Involved: 1
[View Detailed Report](#)

Location: marsden

Severity

| | |
|---------|-------------------------------------|
| Fatal | <input checked="" type="checkbox"/> |
| Serious | <input checked="" type="checkbox"/> |
| Slight | <input checked="" type="checkbox"/> |

Casualty Types

All Casualty Types

Years

| | |
|------|-------------------------------------|
| 2005 | <input type="checkbox"/> |
| 2006 | <input type="checkbox"/> |
| 2007 | <input type="checkbox"/> |
| 2008 | <input type="checkbox"/> |
| 2009 | <input type="checkbox"/> |
| 2010 | <input checked="" type="checkbox"/> |
| 2011 | <input checked="" type="checkbox"/> |
| 2012 | <input checked="" type="checkbox"/> |
| 2013 | <input checked="" type="checkbox"/> |
| 2014 | <input checked="" type="checkbox"/> |

Search



| | | | | | |
|--------------------------------------|--|----------------------------|--------------------|------------------------------|----------------------|
| Crash Date: | Friday, February 19, 2010 | Time of Crash: | 12:50:00 PM | Crash Reference: | 2010130001349 |
| Highest Injury Severity: | Slight | Number of Vehicles: | 1 | Number of Casualties: | 2 |
| Highway Authority: | Kirklees | | | OS Grid Reference: | 405820 412400 |
| Local Authority: | Kirklees | | | | |
| Road Number: | A62 | Road Type: | Single carriageway | | |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Frost or Ice | | | | |
| Speed Limit: | 40 | Junction Control: | Not Applicable | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Not at or within 20 metres of junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre |
|-------------|--|-------------|---------------|-----------------|--|
| 1 | Car (excluding private hire cars 2005 onwards) | 13 | Male | 21 - 25 | Vehicle proceeding normally along the carriageway, on a left hand bend |

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Male | 21 - 25 | Unknown or other | Unknown or other |
| 1 | 2 | Slight | Vehicle or pillion passenger | Female | 21 - 25 | Unknown or other | Unknown or other |

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



| | | | | | |
|--------------------------------------|--|----------------------------|--------------------------|------------------------------|----------------------|
| Crash Date: | Sunday, December 05, 2010 | Time of Crash: | 11:50:00 AM | Crash Reference: | 2010130519408 |
| Highest Injury Severity: | Serious | Number of Vehicles: | 2 | Number of Casualties: | 5 |
| Highway Authority: | Kirklees | | | OS Grid Reference: | 405820 412400 |
| Local Authority: | Kirklees | | | | |
| Road Number: | A62 | Road Type: | Single carriageway | | |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Frost or Ice | | | | |
| Speed Limit: | 40 | Junction Control: | Give way or uncontrolled | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | T or staggered junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre |
|-------------|--|-------------|---------------|-----------------|---|
| 1 | Car (excluding private hire cars 2005 onwards) | 5 | Male | 36 - 45 | Vehicle proceeding normally along the carriageway, on a right hand bend |
| 2 | Car (excluding private hire cars 2005 onwards) | 9 | Male | 26 - 35 | Vehicle proceeding normally along the carriageway, on a left hand bend |

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Serious | Driver or rider | Male | 36 - 45 | Unknown or other | Unknown or other |
| 1 | 3 | Serious | Vehicle or pillion passenger | Male | 11 - 15 | Unknown or other | Unknown or other |
| 2 | 2 | Slight | Driver or rider | Male | 26 - 35 | Unknown or other | Unknown or other |
| 2 | 4 | Slight | Vehicle or pillion passenger | Male | 0 - 5 | Unknown or other | Unknown or other |
| 2 | 5 | Serious | Vehicle or pillion passenger | Female | 26 - 35 | Unknown or other | Unknown or other |

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



| | | | | | |
|--------------------------------------|--|----------------------------|--------------------|------------------------------|----------------------|
| Crash Date: | Tuesday, July 01, 2014 | Time of Crash: | 10:26:00 AM | Crash Reference: | 2014131710488 |
| Highest Injury Severity: | Slight | Number of Vehicles: | 2 | Number of Casualties: | 1 |
| Highway Authority: | Kirklees | | | OS Grid Reference: | 406249 412647 |
| Local Authority: | Kirklees | | | | |
| Road Number: | A62 | Road Type: | Single carriageway | | |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 40 | Junction Control: | Not Applicable | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Not at or within 20 metres of junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre |
|-------------|--|-------------|---------------|-----------------|--|
| 1 | Goods vehicle 7.5 tonnes mgw and over (1999 onwards) | 3 | Male | 46 - 55 | Vehicle proceeding normally along the carriageway, not on a bend |
| 2 | Goods vehicle 7.5 tonnes mgw and over (1999 onwards) | 6 | Male | 46 - 55 | Vehicle proceeding normally along the carriageway, not on a bend |

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



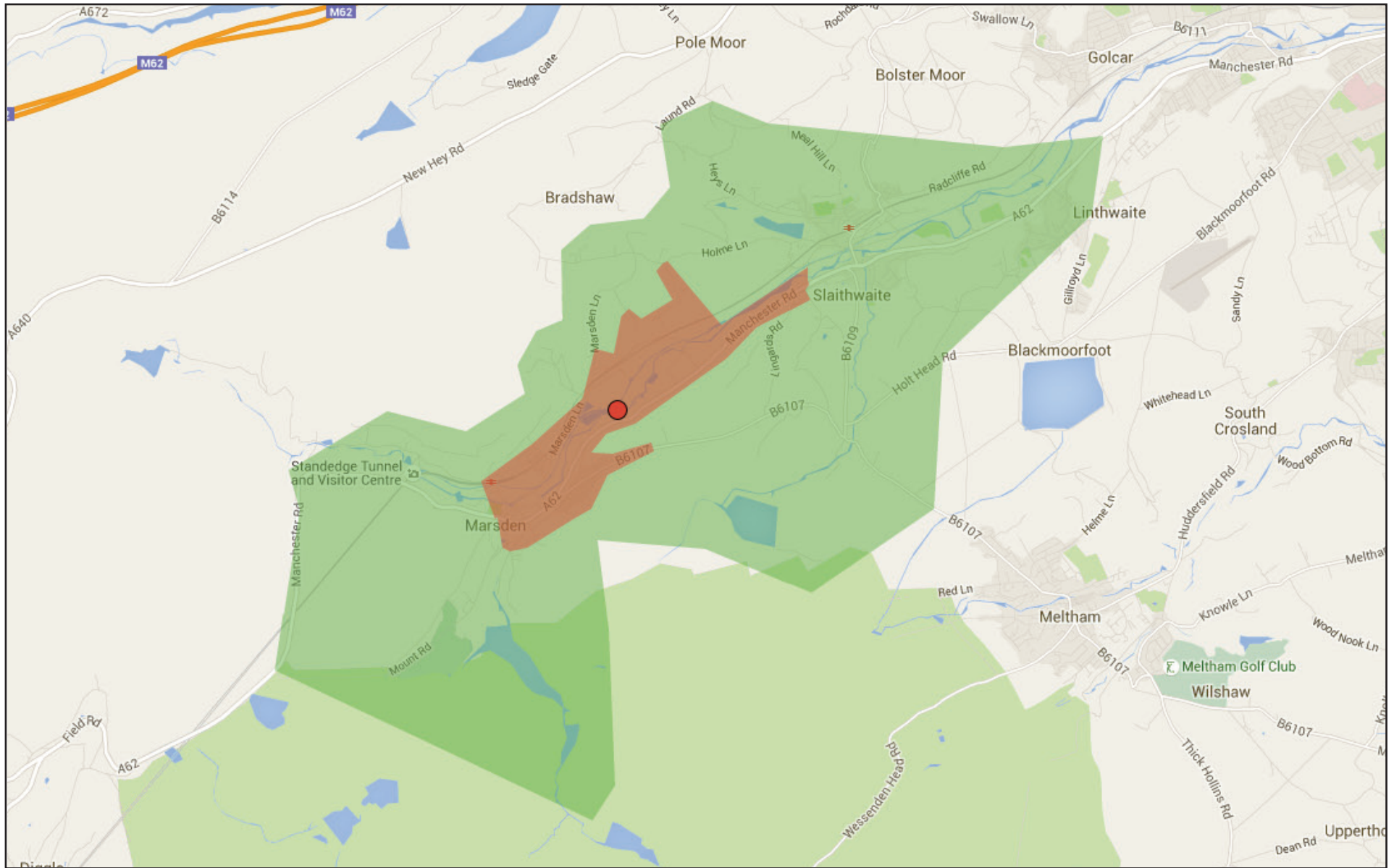
Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2 | 1 | Slight | Driver or rider | Male | 46 - 55 | Unknown or other | Unknown or other |

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Appendix C

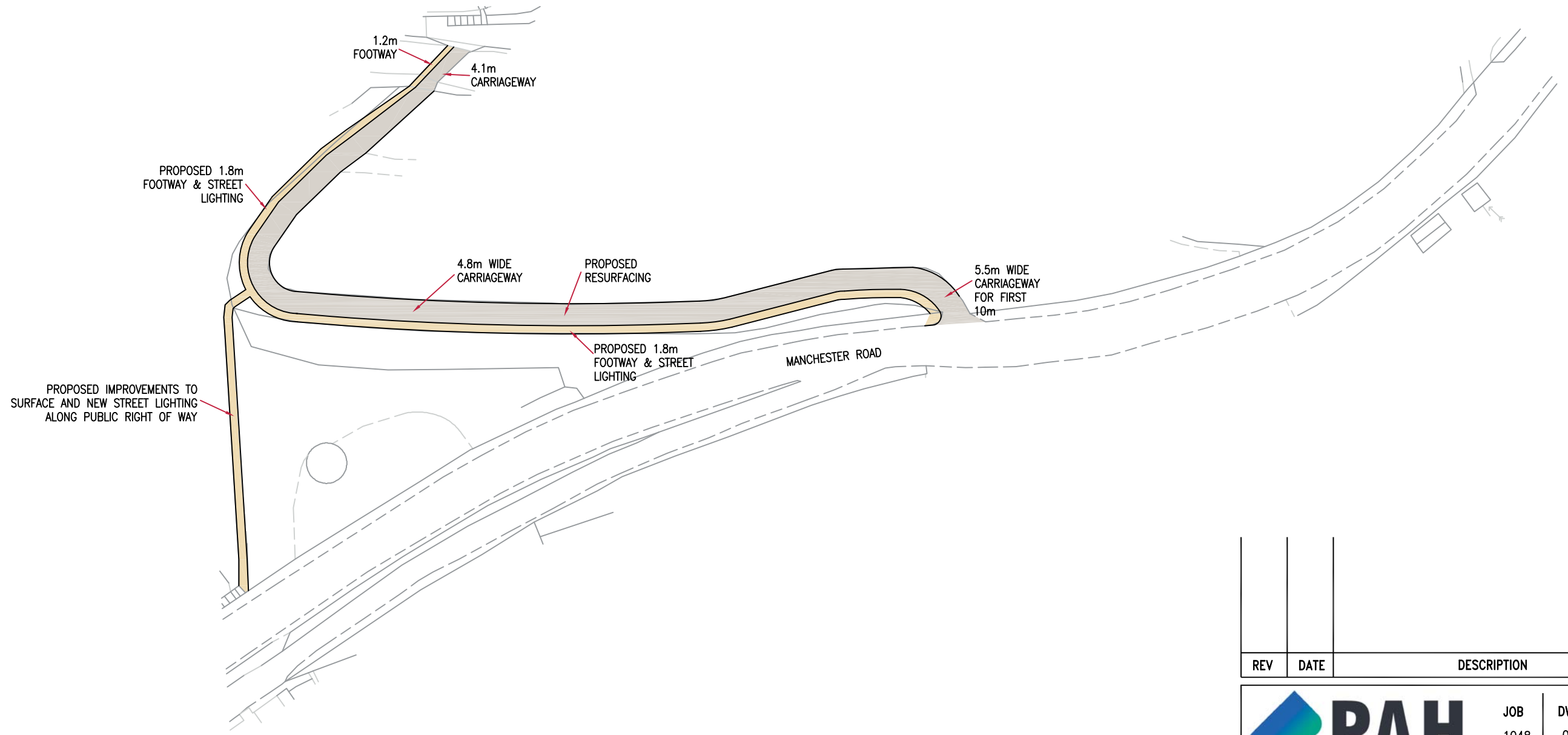
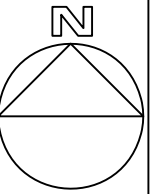
Pedestrian & Cycle Catchment




- 5km CYCLE CATCHMENT
- 2km WALKING CATCHMENT
- SITE LOCATION

Appendix D

Proposed Access



| REV | DATE | DESCRIPTION |
|-----|------|-------------|
| | | |

| | | | |
|--|------------|-----|-----|
|  PAH HIGHWAY CONSULTANTS UNIT 2, THE OFFICE CAMPUS, PARAGON BUSINESS PARK, RED HALL COURT, WAKEFIELD WF1 2UY | JOB | DWG | REV |
| | 1048 | 01 | |
| SCALE: | 1:1000 @A3 | | |
| DATE: | Sep 2015 | | |

- GENERAL NOTES:**
- THIS DRAWING SHOWS THE PROVISIONAL DESIGN ONLY AND IS SUBJECT TO LOCAL AUTHORITY APPROVAL. THIS DRAWING SHOULD NOT BE SCALED FOR SETTING OUT PURPOSES.
 - THIS DRAWING IS BASED ON ORDNANCE SURVEY DATA PROVIDED BY OTHERS.

CELLARS CLOUGH,
MARSDEN

Appendix E

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | ES EAST SUSSEX | 1 days |
| 03 | SOUTH WEST | |
| | BR BRISTOL CITY | 2 days |
| | CW CORNWALL | 1 days |
| | WL WILTSHIRE | 1 days |
| 04 | EAST ANGLIA | |
| | CA CAMBRIDGESHIRE | 3 days |
| | SF SUFFOLK | 1 days |
| 05 | EAST MIDLANDS | |
| | LN LINCOLNSHIRE | 1 days |
| | NT NOTTINGHAMSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | WY WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | |
| | CH CHESHIRE | 1 days |
| | LC LANCASHIRE | 1 days |
| | MS MERSEYSIDE | 2 days |
| 09 | NORTH | |
| | CB CUMBRIA | 2 days |
| | NB NORTHUMBERLAND | 1 days |
| | TW TYNE & WEAR | 1 days |

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 2063 to 102000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 09/09/10

Selected survey days:

| | |
|-----------|--------|
| Monday | 4 days |
| Tuesday | 5 days |
| Wednesday | 1 days |
| Thursday | 6 days |
| Friday | 4 days |

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 20 days |
| Directional ATC Count | 0 days |

Selected Locations:

| | |
|--|----|
| Suburban Area (PPS6 Out of Centre) | 7 |
| Edge of Town | 12 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

Selected Location Sub Categories:

| | |
|------------------|----|
| Industrial Zone | 11 |
| Residential Zone | 2 |
| Built-Up Zone | 1 |
| No Sub Category | 6 |

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|-----------------------------|----------------|
| 1 | BR-02-D-02 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm | INDUSTRIAL ESTATE, BRISTOL | BRISTOL CITY |
| 2 | BR-02-D-03 CROFTS END ROAD SPEEDWELL BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm | INDUSTRIAL ESTATE, BRISTOL | BRISTOL CITY |
| 3 | CA-02-D-01 STURROCK WAY BRETTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4300 sqm | IND. ESTATE, PETERBOROUGH | CAMBRIDGESHIRE |
| 4 | CA-02-D-02 COLDHAM'S ROAD COLDHAM'S COMMON CAMBRIDGE Edge of Town Industrial Zone Total Gross floor area: 2063 sqm | IND. ESTATE, CAMBRIDGE | CAMBRIDGESHIRE |
| 5 | CA-02-D-03 SAVILLE ROAD WESTWOOD PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4425 sqm | IND. ESTATE, PETERBOROUGH | CAMBRIDGESHIRE |
| 6 | CB-02-D-03 CARLISLE ROAD BRAMPTON Edge of Town No Sub Category Total Gross floor area: 13700 sqm | INDUSTRIAL ESTATE, BRAMPTON | CUMBRIA |
| 7 | CB-02-D-04 CARLISLE ROAD BRAMPTON Edge of Town No Sub Category Total Gross floor area: 17708 sqm | INDUSTRIAL ESTATE, BRAMPTON | CUMBRIA |
| 8 | CH-02-D-02 MANCHESTER ROAD WINCHAM NORTHWICH Edge of Town Industrial Zone Total Gross floor area: 22000 sqm | INDUSTRIAL EST., NORTHWICH | CHESHIRE |
| 9 | CW-02-D-02 DRUIDS ROAD CAMBORNE Edge of Town Industrial Zone Total Gross floor area: 6515 sqm | INDUSTRIAL ESTATE, CAMBORNE | CORNWALL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|--|-------------------------------|-----------------|
| 10 | ES-02-D-05 COURTLANDS ROAD | IND. ESTATE, EASTBOURNE | EAST SUSSEX |
| | EASTBOURNE Edge of Town Residential Zone Total Gross floor area: 7525 sqm | | |
| 11 | LC-02-D-04 GREEN LANE WEST | INDUSTRIAL ESTATE, GARSTANG | LANCASHIRE |
| | GARSTANG Edge of Town Industrial Zone Total Gross floor area: 4555 sqm | | |
| 12 | LN-02-D-01 BELTON LANE | INDUSTRIAL ESTATE, GRANTHAM | LINCOLNSHIRE |
| | GRANTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 5347 sqm | | |
| 13 | MS-02-D-05 BROADOAK ROAD | INDUSTRIAL ESTATE, ST HELENS | MERSEYSIDE |
| | ST HELENS Edge of Town No Sub Category Total Gross floor area: 2430 sqm | | |
| 14 | MS-02-D-06 BOALER STREET | INDUSTRIAL EST., LIVERPOOL | MERSEYSIDE |
| | LIVERPOOL Neighbourhood Centre (PPS6 Local Centre) Industrial Zone Total Gross floor area: 4800 sqm | | |
| 15 | NB-02-D-01 A695 | INDUSTRIAL ESTATE, HEXHAM | NORTHUMBERLAND |
| | HEXHAM Edge of Town Industrial Zone Total Gross floor area: 10525 sqm | | |
| 16 | NT-02-D-01 B6028 STONEYFORD ROAD STANTON HILL SUTTON-IN-ASHFIELD | IND. ESTATE, SUTTON-IN-ASHFLD | NOTTINGHAMSHIRE |
| | Edge of Town No Sub Category Total Gross floor area: 26400 sqm | | |
| 17 | SF-02-D-02 HADLEIGH ROAD WESTBOURNE IPSWICH | INDUSTRIAL ESTATE, IPSWICH | SUFFOLK |
| | Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 102000 sqm | | |
| 18 | TW-02-D-06 NORHAM ROAD WEST CHIRTON NORTH SHIELDS | INDUSTRIAL ESTATE, N. SHIELDS | TYNE & WEAR |
| | Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 23000 sqm | | |

LIST OF SITES relevant to selection parameters (Cont.)

- | | | | |
|----|------------|-------------------------------|----------------|
| 19 | WL-02-D-01 | IND. ESTATE, WOOTTON BASSETT | WILTSHIRE |
| | | MARLBOROUGH ROAD | |
| | | WOOTTON BASSETT | |
| | | Edge of Town | |
| | | Industrial Zone | |
| | | Total Gross floor area: | 7050 sqm |
| 20 | WY-02-D-02 | INDUSTRIAL EST., HUDDERSFIELD | WEST YORKSHIRE |
| | | A629 WAKEFIELD ROAD | |
| | | TANDEM | |
| | | HUDDERSFIELD | |
| | | Edge of Town | |
| | | No Sub Category | |
| | | Total Gross floor area: | 20824 sqm |

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 00:30 - 01:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 01:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:30 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 02:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:30 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 03:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:30 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 04:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:30 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 05:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:30 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 06:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:30 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 07:30 | 20 | 14858 | 0.153 | 20 | 14858 | 0.062 | 20 | 14858 | 0.215 |
| 07:30 - 08:00 | 20 | 14858 | 0.218 | 20 | 14858 | 0.100 | 20 | 14858 | 0.318 |
| 08:00 - 08:30 | 20 | 14858 | 0.244 | 20 | 14858 | 0.115 | 20 | 14858 | 0.359 |
| 08:30 - 09:00 | 20 | 14858 | 0.242 | 20 | 14858 | 0.135 | 20 | 14858 | 0.377 |
| 09:00 - 09:30 | 20 | 14858 | 0.188 | 20 | 14858 | 0.133 | 20 | 14858 | 0.321 |
| 09:30 - 10:00 | 20 | 14858 | 0.155 | 20 | 14858 | 0.152 | 20 | 14858 | 0.307 |
| 10:00 - 10:30 | 20 | 14858 | 0.172 | 20 | 14858 | 0.166 | 20 | 14858 | 0.338 |
| 10:30 - 11:00 | 20 | 14858 | 0.163 | 20 | 14858 | 0.166 | 20 | 14858 | 0.329 |
| 11:00 - 11:30 | 20 | 14858 | 0.173 | 20 | 14858 | 0.174 | 20 | 14858 | 0.347 |
| 11:30 - 12:00 | 20 | 14858 | 0.186 | 20 | 14858 | 0.202 | 20 | 14858 | 0.388 |
| 12:00 - 12:30 | 20 | 14858 | 0.165 | 20 | 14858 | 0.211 | 20 | 14858 | 0.376 |
| 12:30 - 13:00 | 20 | 14858 | 0.170 | 20 | 14858 | 0.173 | 20 | 14858 | 0.343 |
| 13:00 - 13:30 | 20 | 14858 | 0.161 | 20 | 14858 | 0.190 | 20 | 14858 | 0.351 |
| 13:30 - 14:00 | 20 | 14858 | 0.183 | 20 | 14858 | 0.164 | 20 | 14858 | 0.347 |
| 14:00 - 14:30 | 20 | 14858 | 0.172 | 20 | 14858 | 0.172 | 20 | 14858 | 0.344 |
| 14:30 - 15:00 | 20 | 14858 | 0.152 | 20 | 14858 | 0.153 | 20 | 14858 | 0.305 |
| 15:00 - 15:30 | 20 | 14858 | 0.157 | 20 | 14858 | 0.166 | 20 | 14858 | 0.323 |
| 15:30 - 16:00 | 20 | 14858 | 0.148 | 20 | 14858 | 0.183 | 20 | 14858 | 0.331 |
| 16:00 - 16:30 | 20 | 14858 | 0.134 | 20 | 14858 | 0.219 | 20 | 14858 | 0.353 |
| 16:30 - 17:00 | 20 | 14858 | 0.126 | 20 | 14858 | 0.219 | 20 | 14858 | 0.345 |
| 17:00 - 17:30 | 20 | 14858 | 0.086 | 20 | 14858 | 0.227 | 20 | 14858 | 0.313 |
| 17:30 - 18:00 | 20 | 14858 | 0.054 | 20 | 14858 | 0.149 | 20 | 14858 | 0.203 |
| 18:00 - 18:30 | 20 | 14858 | 0.047 | 20 | 14858 | 0.085 | 20 | 14858 | 0.132 |
| 18:30 - 19:00 | 20 | 14858 | 0.022 | 20 | 14858 | 0.050 | 20 | 14858 | 0.072 |
| 19:00 - 19:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 19:30 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 20:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:30 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 21:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:30 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 22:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:30 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 23:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:30 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 3.671 | | | 3.766 | | | 7.437 |

Parameter summary

| | |
|--|----------------------------|
| Trip rate parameter range selected: | 2063 - 102000 (units: sqm) |
| Survey date range: | 01/01/02 - 09/09/10 |
| Number of weekdays (Monday-Friday): | 20 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 0 |

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 00:30 - 01:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 01:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:30 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 02:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:30 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 03:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:30 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 04:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:30 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 05:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:30 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 06:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:30 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 07:30 | 20 | 14858 | 0.005 | 20 | 14858 | 0.016 | 20 | 14858 | 0.021 |
| 07:30 - 08:00 | 20 | 14858 | 0.009 | 20 | 14858 | 0.030 | 20 | 14858 | 0.039 |
| 08:00 - 08:30 | 20 | 14858 | 0.009 | 20 | 14858 | 0.016 | 20 | 14858 | 0.025 |
| 08:30 - 09:00 | 20 | 14858 | 0.011 | 20 | 14858 | 0.014 | 20 | 14858 | 0.025 |
| 09:00 - 09:30 | 20 | 14858 | 0.016 | 20 | 14858 | 0.013 | 20 | 14858 | 0.029 |
| 09:30 - 10:00 | 20 | 14858 | 0.012 | 20 | 14858 | 0.014 | 20 | 14858 | 0.026 |
| 10:00 - 10:30 | 20 | 14858 | 0.017 | 20 | 14858 | 0.012 | 20 | 14858 | 0.029 |
| 10:30 - 11:00 | 20 | 14858 | 0.012 | 20 | 14858 | 0.014 | 20 | 14858 | 0.026 |
| 11:00 - 11:30 | 20 | 14858 | 0.017 | 20 | 14858 | 0.016 | 20 | 14858 | 0.033 |
| 11:30 - 12:00 | 20 | 14858 | 0.016 | 20 | 14858 | 0.016 | 20 | 14858 | 0.032 |
| 12:00 - 12:30 | 20 | 14858 | 0.015 | 20 | 14858 | 0.013 | 20 | 14858 | 0.028 |
| 12:30 - 13:00 | 20 | 14858 | 0.012 | 20 | 14858 | 0.012 | 20 | 14858 | 0.024 |
| 13:00 - 13:30 | 20 | 14858 | 0.014 | 20 | 14858 | 0.016 | 20 | 14858 | 0.030 |
| 13:30 - 14:00 | 20 | 14858 | 0.016 | 20 | 14858 | 0.013 | 20 | 14858 | 0.029 |
| 14:00 - 14:30 | 20 | 14858 | 0.012 | 20 | 14858 | 0.011 | 20 | 14858 | 0.023 |
| 14:30 - 15:00 | 20 | 14858 | 0.016 | 20 | 14858 | 0.011 | 20 | 14858 | 0.027 |
| 15:00 - 15:30 | 20 | 14858 | 0.021 | 20 | 14858 | 0.014 | 20 | 14858 | 0.035 |
| 15:30 - 16:00 | 20 | 14858 | 0.012 | 20 | 14858 | 0.013 | 20 | 14858 | 0.025 |
| 16:00 - 16:30 | 20 | 14858 | 0.009 | 20 | 14858 | 0.007 | 20 | 14858 | 0.016 |
| 16:30 - 17:00 | 20 | 14858 | 0.011 | 20 | 14858 | 0.007 | 20 | 14858 | 0.018 |
| 17:00 - 17:30 | 20 | 14858 | 0.008 | 20 | 14858 | 0.004 | 20 | 14858 | 0.012 |
| 17:30 - 18:00 | 20 | 14858 | 0.006 | 20 | 14858 | 0.006 | 20 | 14858 | 0.012 |
| 18:00 - 18:30 | 20 | 14858 | 0.005 | 20 | 14858 | 0.004 | 20 | 14858 | 0.009 |
| 18:30 - 19:00 | 20 | 14858 | 0.002 | 20 | 14858 | 0.003 | 20 | 14858 | 0.005 |
| 19:00 - 19:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 19:30 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 20:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:30 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 21:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:30 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 22:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:30 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 23:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:30 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 0.283 | | | 0.295 | | | 0.578 |

Parameter summary

| | |
|--|----------------------------|
| Trip rate parameter range selected: | 2063 - 102000 (units: sqm) |
| Survey date date range: | 01/01/02 - 09/09/10 |
| Number of weekdays (Monday-Friday): | 20 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 0 |

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 00:30 - 01:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 01:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:30 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 02:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:30 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 03:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:30 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 04:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:30 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 05:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:30 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 06:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:30 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 07:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 07:30 - 08:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 08:00 - 08:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 08:30 - 09:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 09:00 - 09:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 09:30 - 10:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 10:00 - 10:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 10:30 - 11:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 11:00 - 11:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 11:30 - 12:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 | 20 | 14858 | 0.001 |
| 12:00 - 12:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 12:30 - 13:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 13:00 - 13:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 13:30 - 14:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 14:00 - 14:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 14:30 - 15:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 15:00 - 15:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 15:30 - 16:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 | 20 | 14858 | 0.001 |
| 16:00 - 16:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 16:30 - 17:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 17:00 - 17:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 17:30 - 18:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 18:00 - 18:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 18:30 - 19:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 19:00 - 19:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 19:30 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 20:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:30 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 21:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:30 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 22:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:30 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 23:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:30 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 0.000 | | | 0.002 | | | 0.002 |

Parameter summary

| | |
|--|----------------------------|
| Trip rate parameter range selected: | 2063 - 102000 (units: sqm) |
| Survey date date range: | 01/01/02 - 09/09/10 |
| Number of weekdays (Monday-Friday): | 20 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 0 |

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 00:30 - 01:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 01:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:30 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 02:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:30 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 03:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:30 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 04:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:30 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 05:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:30 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 06:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:30 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 07:30 | 20 | 14858 | 0.012 | 20 | 14858 | 0.001 | 20 | 14858 | 0.013 |
| 07:30 - 08:00 | 20 | 14858 | 0.006 | 20 | 14858 | 0.001 | 20 | 14858 | 0.007 |
| 08:00 - 08:30 | 20 | 14858 | 0.004 | 20 | 14858 | 0.001 | 20 | 14858 | 0.005 |
| 08:30 - 09:00 | 20 | 14858 | 0.005 | 20 | 14858 | 0.002 | 20 | 14858 | 0.007 |
| 09:00 - 09:30 | 20 | 14858 | 0.001 | 20 | 14858 | 0.001 | 20 | 14858 | 0.002 |
| 09:30 - 10:00 | 20 | 14858 | 0.001 | 20 | 14858 | 0.002 | 20 | 14858 | 0.003 |
| 10:00 - 10:30 | 20 | 14858 | 0.001 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 |
| 10:30 - 11:00 | 20 | 14858 | 0.002 | 20 | 14858 | 0.001 | 20 | 14858 | 0.003 |
| 11:00 - 11:30 | 20 | 14858 | 0.001 | 20 | 14858 | 0.001 | 20 | 14858 | 0.002 |
| 11:30 - 12:00 | 20 | 14858 | 0.002 | 20 | 14858 | 0.000 | 20 | 14858 | 0.002 |
| 12:00 - 12:30 | 20 | 14858 | 0.002 | 20 | 14858 | 0.003 | 20 | 14858 | 0.005 |
| 12:30 - 13:00 | 20 | 14858 | 0.003 | 20 | 14858 | 0.004 | 20 | 14858 | 0.007 |
| 13:00 - 13:30 | 20 | 14858 | 0.003 | 20 | 14858 | 0.003 | 20 | 14858 | 0.006 |
| 13:30 - 14:00 | 20 | 14858 | 0.003 | 20 | 14858 | 0.000 | 20 | 14858 | 0.003 |
| 14:00 - 14:30 | 20 | 14858 | 0.002 | 20 | 14858 | 0.002 | 20 | 14858 | 0.004 |
| 14:30 - 15:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 | 20 | 14858 | 0.001 |
| 15:00 - 15:30 | 20 | 14858 | 0.002 | 20 | 14858 | 0.002 | 20 | 14858 | 0.004 |
| 15:30 - 16:00 | 20 | 14858 | 0.002 | 20 | 14858 | 0.006 | 20 | 14858 | 0.008 |
| 16:00 - 16:30 | 20 | 14858 | 0.001 | 20 | 14858 | 0.008 | 20 | 14858 | 0.009 |
| 16:30 - 17:00 | 20 | 14858 | 0.002 | 20 | 14858 | 0.005 | 20 | 14858 | 0.007 |
| 17:00 - 17:30 | 20 | 14858 | 0.003 | 20 | 14858 | 0.010 | 20 | 14858 | 0.013 |
| 17:30 - 18:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.005 | 20 | 14858 | 0.005 |
| 18:00 - 18:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.002 | 20 | 14858 | 0.002 |
| 18:30 - 19:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.002 | 20 | 14858 | 0.002 |
| 19:00 - 19:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 19:30 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 20:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:30 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 21:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:30 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 22:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:30 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 23:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:30 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 0.058 | | | 0.063 | | | 0.121 |

Parameter summary

| | |
|--|----------------------------|
| Trip rate parameter range selected: | 2063 - 102000 (units: sqm) |
| Survey date date range: | 01/01/02 - 09/09/10 |
| Number of weekdays (Monday-Friday): | 20 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 0 |

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 00:30 - 01:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 01:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:30 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 02:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:30 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 03:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:30 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 04:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:30 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 05:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:30 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 06:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:30 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 07:30 | 20 | 14858 | 0.181 | 20 | 14858 | 0.066 | 20 | 14858 | 0.247 |
| 07:30 - 08:00 | 20 | 14858 | 0.252 | 20 | 14858 | 0.117 | 20 | 14858 | 0.369 |
| 08:00 - 08:30 | 20 | 14858 | 0.279 | 20 | 14858 | 0.135 | 20 | 14858 | 0.414 |
| 08:30 - 09:00 | 20 | 14858 | 0.275 | 20 | 14858 | 0.161 | 20 | 14858 | 0.436 |
| 09:00 - 09:30 | 20 | 14858 | 0.214 | 20 | 14858 | 0.158 | 20 | 14858 | 0.372 |
| 09:30 - 10:00 | 20 | 14858 | 0.177 | 20 | 14858 | 0.178 | 20 | 14858 | 0.355 |
| 10:00 - 10:30 | 20 | 14858 | 0.202 | 20 | 14858 | 0.188 | 20 | 14858 | 0.390 |
| 10:30 - 11:00 | 20 | 14858 | 0.196 | 20 | 14858 | 0.197 | 20 | 14858 | 0.393 |
| 11:00 - 11:30 | 20 | 14858 | 0.206 | 20 | 14858 | 0.201 | 20 | 14858 | 0.407 |
| 11:30 - 12:00 | 20 | 14858 | 0.231 | 20 | 14858 | 0.248 | 20 | 14858 | 0.479 |
| 12:00 - 12:30 | 20 | 14858 | 0.192 | 20 | 14858 | 0.252 | 20 | 14858 | 0.444 |
| 12:30 - 13:00 | 20 | 14858 | 0.206 | 20 | 14858 | 0.205 | 20 | 14858 | 0.411 |
| 13:00 - 13:30 | 20 | 14858 | 0.194 | 20 | 14858 | 0.222 | 20 | 14858 | 0.416 |
| 13:30 - 14:00 | 20 | 14858 | 0.219 | 20 | 14858 | 0.195 | 20 | 14858 | 0.414 |
| 14:00 - 14:30 | 20 | 14858 | 0.199 | 20 | 14858 | 0.203 | 20 | 14858 | 0.402 |
| 14:30 - 15:00 | 20 | 14858 | 0.179 | 20 | 14858 | 0.180 | 20 | 14858 | 0.359 |
| 15:00 - 15:30 | 20 | 14858 | 0.190 | 20 | 14858 | 0.190 | 20 | 14858 | 0.380 |
| 15:30 - 16:00 | 20 | 14858 | 0.188 | 20 | 14858 | 0.223 | 20 | 14858 | 0.411 |
| 16:00 - 16:30 | 20 | 14858 | 0.160 | 20 | 14858 | 0.272 | 20 | 14858 | 0.432 |
| 16:30 - 17:00 | 20 | 14858 | 0.155 | 20 | 14858 | 0.262 | 20 | 14858 | 0.417 |
| 17:00 - 17:30 | 20 | 14858 | 0.111 | 20 | 14858 | 0.273 | 20 | 14858 | 0.384 |
| 17:30 - 18:00 | 20 | 14858 | 0.068 | 20 | 14858 | 0.179 | 20 | 14858 | 0.247 |
| 18:00 - 18:30 | 20 | 14858 | 0.058 | 20 | 14858 | 0.104 | 20 | 14858 | 0.162 |
| 18:30 - 19:00 | 20 | 14858 | 0.028 | 20 | 14858 | 0.062 | 20 | 14858 | 0.090 |
| 19:00 - 19:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 19:30 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 20:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:30 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 21:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:30 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 22:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:30 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 23:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:30 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 4.360 | | | 4.471 | | | 8.831 |

Parameter summary

| | |
|--|----------------------------|
| Trip rate parameter range selected: | 2063 - 102000 (units: sqm) |
| Survey date date range: | 01/01/02 - 09/09/10 |
| Number of weekdays (Monday-Friday): | 20 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 0 |

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 00:30 - 01:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 01:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:30 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 02:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:30 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 03:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:30 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 04:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:30 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 05:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:30 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 06:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:30 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 07:30 | 20 | 14858 | 0.017 | 20 | 14858 | 0.003 | 20 | 14858 | 0.020 |
| 07:30 - 08:00 | 20 | 14858 | 0.021 | 20 | 14858 | 0.003 | 20 | 14858 | 0.024 |
| 08:00 - 08:30 | 20 | 14858 | 0.017 | 20 | 14858 | 0.002 | 20 | 14858 | 0.019 |
| 08:30 - 09:00 | 20 | 14858 | 0.012 | 20 | 14858 | 0.004 | 20 | 14858 | 0.016 |
| 09:00 - 09:30 | 20 | 14858 | 0.009 | 20 | 14858 | 0.005 | 20 | 14858 | 0.014 |
| 09:30 - 10:00 | 20 | 14858 | 0.004 | 20 | 14858 | 0.003 | 20 | 14858 | 0.007 |
| 10:00 - 10:30 | 20 | 14858 | 0.003 | 20 | 14858 | 0.001 | 20 | 14858 | 0.004 |
| 10:30 - 11:00 | 20 | 14858 | 0.003 | 20 | 14858 | 0.003 | 20 | 14858 | 0.006 |
| 11:00 - 11:30 | 20 | 14858 | 0.004 | 20 | 14858 | 0.002 | 20 | 14858 | 0.006 |
| 11:30 - 12:00 | 20 | 14858 | 0.002 | 20 | 14858 | 0.003 | 20 | 14858 | 0.005 |
| 12:00 - 12:30 | 20 | 14858 | 0.010 | 20 | 14858 | 0.013 | 20 | 14858 | 0.023 |
| 12:30 - 13:00 | 20 | 14858 | 0.015 | 20 | 14858 | 0.010 | 20 | 14858 | 0.025 |
| 13:00 - 13:30 | 20 | 14858 | 0.011 | 20 | 14858 | 0.007 | 20 | 14858 | 0.018 |
| 13:30 - 14:00 | 20 | 14858 | 0.012 | 20 | 14858 | 0.007 | 20 | 14858 | 0.019 |
| 14:00 - 14:30 | 20 | 14858 | 0.005 | 20 | 14858 | 0.009 | 20 | 14858 | 0.014 |
| 14:30 - 15:00 | 20 | 14858 | 0.005 | 20 | 14858 | 0.008 | 20 | 14858 | 0.013 |
| 15:00 - 15:30 | 20 | 14858 | 0.002 | 20 | 14858 | 0.005 | 20 | 14858 | 0.007 |
| 15:30 - 16:00 | 20 | 14858 | 0.004 | 20 | 14858 | 0.005 | 20 | 14858 | 0.009 |
| 16:00 - 16:30 | 20 | 14858 | 0.007 | 20 | 14858 | 0.015 | 20 | 14858 | 0.022 |
| 16:30 - 17:00 | 20 | 14858 | 0.005 | 20 | 14858 | 0.012 | 20 | 14858 | 0.017 |
| 17:00 - 17:30 | 20 | 14858 | 0.005 | 20 | 14858 | 0.017 | 20 | 14858 | 0.022 |
| 17:30 - 18:00 | 20 | 14858 | 0.002 | 20 | 14858 | 0.005 | 20 | 14858 | 0.007 |
| 18:00 - 18:30 | 20 | 14858 | 0.002 | 20 | 14858 | 0.007 | 20 | 14858 | 0.009 |
| 18:30 - 19:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.004 | 20 | 14858 | 0.004 |
| 19:00 - 19:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 19:30 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 20:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:30 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 21:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:30 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 22:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:30 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 23:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:30 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 0.177 | | | 0.153 | | | 0.330 |

Parameter summary

| | |
|--|----------------------------|
| Trip rate parameter range selected: | 2063 - 102000 (units: sqm) |
| Survey date range: | 01/01/02 - 09/09/10 |
| Number of weekdays (Monday-Friday): | 20 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 0 |

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 00:30 - 01:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 01:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:30 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 02:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:30 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 03:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:30 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 04:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:30 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 05:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:30 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 06:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:30 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 07:30 | 20 | 14858 | 0.005 | 20 | 14858 | 0.000 | 20 | 14858 | 0.005 |
| 07:30 - 08:00 | 20 | 14858 | 0.001 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 |
| 08:00 - 08:30 | 20 | 14858 | 0.003 | 20 | 14858 | 0.001 | 20 | 14858 | 0.004 |
| 08:30 - 09:00 | 20 | 14858 | 0.002 | 20 | 14858 | 0.000 | 20 | 14858 | 0.002 |
| 09:00 - 09:30 | 20 | 14858 | 0.001 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 |
| 09:30 - 10:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 10:00 - 10:30 | 20 | 14858 | 0.001 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 |
| 10:30 - 11:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 11:00 - 11:30 | 20 | 14858 | 0.001 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 |
| 11:30 - 12:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 12:00 - 12:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 12:30 - 13:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 13:00 - 13:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 13:30 - 14:00 | 20 | 14858 | 0.001 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 |
| 14:00 - 14:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.002 | 20 | 14858 | 0.002 |
| 14:30 - 15:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 15:00 - 15:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 | 20 | 14858 | 0.001 |
| 15:30 - 16:00 | 20 | 14858 | 0.001 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 |
| 16:00 - 16:30 | 20 | 14858 | 0.001 | 20 | 14858 | 0.002 | 20 | 14858 | 0.003 |
| 16:30 - 17:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 | 20 | 14858 | 0.001 |
| 17:00 - 17:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 | 20 | 14858 | 0.001 |
| 17:30 - 18:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 | 20 | 14858 | 0.001 |
| 18:00 - 18:30 | 20 | 14858 | 0.000 | 20 | 14858 | 0.001 | 20 | 14858 | 0.001 |
| 18:30 - 19:00 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 | 20 | 14858 | 0.000 |
| 19:00 - 19:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 19:30 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 20:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:30 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 21:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:30 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 22:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:30 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 23:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:30 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 0.017 | | | 0.010 | | | 0.027 |

Parameter summary

| | |
|--|----------------------------|
| Trip rate parameter range selected: | 2063 - 102000 (units: sqm) |
| Survey date date range: | 01/01/02 - 09/09/10 |
| Number of weekdays (Monday-Friday): | 20 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 0 |

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 00:30 - 01:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 01:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:30 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 02:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:30 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 03:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:30 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 04:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:30 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 05:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:30 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 06:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:30 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 07:30 | 20 | 14858 | 0.214 | 20 | 14858 | 0.071 | 20 | 14858 | 0.285 |
| 07:30 - 08:00 | 20 | 14858 | 0.280 | 20 | 14858 | 0.122 | 20 | 14858 | 0.402 |
| 08:00 - 08:30 | 20 | 14858 | 0.304 | 20 | 14858 | 0.139 | 20 | 14858 | 0.443 |
| 08:30 - 09:00 | 20 | 14858 | 0.294 | 20 | 14858 | 0.166 | 20 | 14858 | 0.460 |
| 09:00 - 09:30 | 20 | 14858 | 0.225 | 20 | 14858 | 0.164 | 20 | 14858 | 0.389 |
| 09:30 - 10:00 | 20 | 14858 | 0.182 | 20 | 14858 | 0.183 | 20 | 14858 | 0.365 |
| 10:00 - 10:30 | 20 | 14858 | 0.207 | 20 | 14858 | 0.190 | 20 | 14858 | 0.397 |
| 10:30 - 11:00 | 20 | 14858 | 0.201 | 20 | 14858 | 0.201 | 20 | 14858 | 0.402 |
| 11:00 - 11:30 | 20 | 14858 | 0.212 | 20 | 14858 | 0.204 | 20 | 14858 | 0.416 |
| 11:30 - 12:00 | 20 | 14858 | 0.235 | 20 | 14858 | 0.251 | 20 | 14858 | 0.486 |
| 12:00 - 12:30 | 20 | 14858 | 0.204 | 20 | 14858 | 0.268 | 20 | 14858 | 0.472 |
| 12:30 - 13:00 | 20 | 14858 | 0.224 | 20 | 14858 | 0.220 | 20 | 14858 | 0.444 |
| 13:00 - 13:30 | 20 | 14858 | 0.208 | 20 | 14858 | 0.232 | 20 | 14858 | 0.440 |
| 13:30 - 14:00 | 20 | 14858 | 0.235 | 20 | 14858 | 0.202 | 20 | 14858 | 0.437 |
| 14:00 - 14:30 | 20 | 14858 | 0.206 | 20 | 14858 | 0.216 | 20 | 14858 | 0.422 |
| 14:30 - 15:00 | 20 | 14858 | 0.185 | 20 | 14858 | 0.190 | 20 | 14858 | 0.375 |
| 15:00 - 15:30 | 20 | 14858 | 0.194 | 20 | 14858 | 0.198 | 20 | 14858 | 0.392 |
| 15:30 - 16:00 | 20 | 14858 | 0.195 | 20 | 14858 | 0.234 | 20 | 14858 | 0.429 |
| 16:00 - 16:30 | 20 | 14858 | 0.169 | 20 | 14858 | 0.296 | 20 | 14858 | 0.465 |
| 16:30 - 17:00 | 20 | 14858 | 0.162 | 20 | 14858 | 0.281 | 20 | 14858 | 0.443 |
| 17:00 - 17:30 | 20 | 14858 | 0.119 | 20 | 14858 | 0.301 | 20 | 14858 | 0.420 |
| 17:30 - 18:00 | 20 | 14858 | 0.070 | 20 | 14858 | 0.189 | 20 | 14858 | 0.259 |
| 18:00 - 18:30 | 20 | 14858 | 0.060 | 20 | 14858 | 0.114 | 20 | 14858 | 0.174 |
| 18:30 - 19:00 | 20 | 14858 | 0.028 | 20 | 14858 | 0.068 | 20 | 14858 | 0.096 |
| 19:00 - 19:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 19:30 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 20:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:30 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 21:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:30 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 22:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:30 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 23:30 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:30 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 4.613 | | | 4.700 | | | 9.313 |

Parameter summary

| | |
|--|----------------------------|
| Trip rate parameter range selected: | 2063 - 102000 (units: sqm) |
| Survey date range: | 01/01/02 - 09/09/10 |
| Number of weekdays (Monday-Friday): | 20 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 0 |

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|------------------------|
| 02 | SOUTH EAST | |
| | BD | BEDFORDSHIRE 2 days |
| | EX | ESSEX 1 days |
| | HF | HERTFORDSHIRE 1 days |
| | SC | SURREY 2 days |
| 03 | SOUTH WEST | |
| | CW | CORNWALL 2 days |
| | DC | DORSET 1 days |
| | GS | GLOUCESTERSHIRE 1 days |
| | WL | WILTSHIRE 1 days |
| 04 | EAST ANGLIA | |
| | CA | CAMBRIDGESHIRE 1 days |
| | SF | SUFFOLK 3 days |
| 05 | EAST MIDLANDS | |
| | DS | DERBYSHIRE 1 days |
| | LE | LEICESTERSHIRE 1 days |
| | LN | LINCOLNSHIRE 2 days |
| | NT | NOTTINGHAMSHIRE 1 days |
| 06 | WEST MIDLANDS | |
| | SH | SHROPSHIRE 2 days |
| | ST | STAFFORDSHIRE 1 days |
| | WM | WEST MIDLANDS 3 days |
| | WO | WORCESTERSHIRE 6 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | NY | NORTH YORKSHIRE 3 days |
| 08 | NORTH WEST | |
| | CH | CHESHIRE 3 days |
| | LC | LANCASHIRE 2 days |
| | MS | MERSEYSIDE 1 days |
| 09 | NORTH | |
| | CB | CUMBRIA 3 days |
| | TV | TEES VALLEY 1 days |
| | TW | TYNE & WEAR 1 days |
| 10 | WALES | |
| | CF | CARDIFF 3 days |
| | CP | CAERPHILLY 1 days |
| | WR | WREXHAM 1 days |

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 10 to 792 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 05/09/10

Selected survey days:

| | |
|-----------|---------|
| Monday | 10 days |
| Tuesday | 13 days |
| Wednesday | 7 days |
| Thursday | 14 days |
| Friday | 7 days |

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 51 days |
| Directional ATC Count | 0 days |

Selected Locations:

| | |
|--|----|
| Edge of Town Centre | 4 |
| Suburban Area (PPS6 Out of Centre) | 20 |
| Edge of Town | 24 |
| Neighbourhood Centre (PPS6 Local Centre) | 3 |

Selected Location Sub Categories:

| | |
|------------------|----|
| Residential Zone | 36 |
| Village | 1 |
| Out of Town | 1 |
| No Sub Category | 13 |

LIST OF SITES relevant to selection parameters

| | | | |
|---|------------|--|----------------|
| 1 | BD-03-A-01 | SEMI DETACHED, LUTON NEW BEDFORD ROAD | BEDFORDSHIRE |
| | | LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 131 | |
| 2 | BD-03-A-02 | SEMI DETACHED, LUTON RIDDIY LANE | BEDFORDSHIRE |
| | | LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 82 | |
| 3 | CA-03-A-02 | MIXED HOUSES, PETERBOROUGH THORPE ROAD | CAMBRIDGESHIRE |
| | | PETERBOROUGH Edge of Town Centre Residential Zone Total Number of dwellings: 363 | |
| 4 | CB-03-A-02 | SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE | CUMBRIA |
| | | WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40 | |
| 5 | CB-03-A-03 | SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE | CUMBRIA |
| | | WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40 | |
| 6 | CB-03-A-04 | SEMI DETACHED, WORKINGTON MOORCLOSE ROAD SALTERBACK WORKINGTON | CUMBRIA |
| | | Edge of Town No Sub Category Total Number of dwellings: 82 | |
| 7 | CF-03-A-01 | MIXED HOUSES, CARDIFF VIRGIL STREET NINIAN PARK CARDIFF | CARDIFF |
| | | Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 222 | |
| 8 | CF-03-A-02 | MIXED HOUSES, CARDIFF DROPE ROAD | CARDIFF |
| | | CARDIFF Edge of Town Residential Zone Total Number of dwellings: 196 | |
| 9 | CF-03-A-03 | DETACHED, CARDIFF LLANTRISANT ROAD | CARDIFF |
| | | CARDIFF Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 29 | |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|--|-----------------------------|-----|------------|
| 10 | CH-03-A-02 SYDNEY ROAD | HOUSES/FLATS, CREWE | | CESHIRE |
| | CREWE Edge of Town Residential Zone Total Number of dwellings: | | 174 | |
| 11 | CH-03-A-05 SYDNEY ROAD SYDNEY CREWE | DETACHED, CREWE | | CESHIRE |
| | Edge of Town Residential Zone Total Number of dwellings: | | 17 | |
| 12 | CH-03-A-06 CREWE ROAD | SEMI-DET./BUNGALOWS, CREWE | | CESHIRE |
| | CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: | | 129 | |
| 13 | CP-03-A-02 THE RISE | SEMI DETACHED, PENGAM | | CAERPHILLY |
| | PENGAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: | | 41 | |
| 14 | CW-03-A-01 ALVERTON ROAD | TERRACED, PENZANCE | | CORNWALL |
| | PENZANCE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: | | 13 | |
| 15 | CW-03-A-02 BOSVEAN GARDENS | SEMI D./DETACHED, TRURO | | CORNWALL |
| | TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: | | 73 | |
| 16 | DC-03-A-01 ISAACS CLOSE | DETACHED, POOLE | | DORSET |
| | POOLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: | | 51 | |
| 17 | DS-03-A-01 THE AVENUE HOLMESDALE DRONFIELD | SEMI D./TERRACED, DRONFIELD | | DERBYSHIRE |
| | Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: | | 20 | |
| 18 | EX-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE | SEMI-DET., STANFORD-LE-HOPE | | ESSEX |
| | Edge of Town Residential Zone Total Number of dwellings: | | 237 | |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|---|--------------------------------|-----------------|
| 19 | GS-03-A-01 | SEMI D./TERRACED, GLOUCESTER | GLOUCESTERSHIRE |
| | KINGSHOLM ROAD KINGSHOLM GLOUCESTER Edge of Town Centre No Sub Category Total Number of dwellings: 73 | | |
| 20 | HF-03-A-01 | MIXED HOUSES, WELWYN GC | HERTFORDSHIRE |
| | LONGCROFT LANE WELWYN GARDEN CITY Edge of Town Centre Residential Zone Total Number of dwellings: 53 | | |
| 21 | LC-03-A-22 | BUNGALOWS, BLACKPOOL | LANCASHIRE |
| | CLIFTON DRIVE NORTH BLACKPOOL Edge of Town Residential Zone Total Number of dwellings: 98 | | |
| 22 | LC-03-A-29 | DETACHED/SEMI D., BLACKBURN | LANCASHIRE |
| | REVIDGE ROAD FOUR LANE ENDS BLACKBURN Edge of Town Residential Zone Total Number of dwellings: 185 | | |
| 23 | LE-03-A-01 | DETACHED, MELTON MOWBRAY | LEICESTERSHIRE |
| | REDWOOD AVENUE MELTON MOWBRAY Edge of Town Residential Zone Total Number of dwellings: 11 | | |
| 24 | LN-03-A-01 | MIXED HOUSES, LINCOLN | LINCOLNSHIRE |
| | BRANT ROAD BRACEBRIDGE LINCOLN Edge of Town Residential Zone Total Number of dwellings: 150 | | |
| 25 | LN-03-A-02 | MIXED HOUSES, LINCOLN | LINCOLNSHIRE |
| | HYKEHAM ROAD LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 186 | | |
| 26 | MS-03-A-01 | TERRACED, RUNCORN | MERSEYSIDE |
| | PALACE FIELDS AVENUE RUNCORN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 372 | | |
| 27 | NT-03-A-03 | SEMI DETACHED, KIRKBY-IN-ASHFD | NOTTINGHAMSHIRE |
| | B6018 SUTTON ROAD KIRKBY-IN-ASHFIELD Edge of Town Residential Zone Total Number of dwellings: 166 | | |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|------------|--|-----------------|
| 28 | NY-03-A-01 | MIXED HOUSES,NORTHALLERTON GRAMMAR SCHOOL LANE | NORTH YORKSHIRE |
| | | NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 | |
| 29 | NY-03-A-03 | PRIVATE HOUSING, BOROUGHBRIDGE NEW ROW | NORTH YORKSHIRE |
| | | BOROUGHBRIDGE Edge of Town Centre Residential Zone Total Number of dwellings: 14 | |
| 30 | NY-03-A-05 | HOUSES AND FLATS, RIPON BOROUGHBRIDGE ROAD | NORTH YORKSHIRE |
| | | RIPON Edge of Town No Sub Category Total Number of dwellings: 71 | |
| 31 | SC-03-A-03 | DETACHED, EAST MOLESEY A3050 HURST ROAD HURST PARK EAST MOLESEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 | SURREY |
| 32 | SC-03-A-04 | HOUSES & FLATS,NEAR FRIMLEY DEEPCUT BRIDGE ROAD DEEPCUT NEAR FRIMLEY Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 288 | SURREY |
| 33 | SF-03-A-01 | SEMI DETACHED, IPSWICH A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 77 | SUFFOLK |
| 34 | SF-03-A-02 | SEMI DET./TERRACED, IPSWICH STOKE PARK DRIVE MAIDENHALL IPSWICH Edge of Town Residential Zone Total Number of dwellings: 230 | SUFFOLK |
| 35 | SF-03-A-03 | MIXED HOUSES, BURY ST EDMDS BARTON HILL FORNHAM ST MARTIN BURY ST EDMUNDS Edge of Town Out of Town Total Number of dwellings: 101 | SUFFOLK |
| 36 | SH-03-A-03 | DETACHED, SHREWSBURY SOMERBY DRIVE BICTON HEATH SHREWSBURY Edge of Town No Sub Category Total Number of dwellings: 10 | SHROPSHIRE |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|------------|---|----------------|
| 37 | SH-03-A-04 | TERRACED, SHREWSBURY ST MICHAEL'S STREET | SHROPSHIRE |
| | | SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108 | |
| 38 | ST-03-A-05 | TERRACED/DETACHED, STOKE WATERMEET GROVE ETRURIA STOKE-ON-TRENT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14 | STAFFORDSHIRE |
| 39 | TV-03-A-01 | MIXED HOUSES/FLATS, HARTLEPL POWLETT ROAD | TEES VALLEY |
| | | HARTLEPOOL Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 225 | |
| 40 | TW-03-A-01 | SEMI DETACHED, SUNDERLAND LEECHMERE ROAD HILLVIEW SUNDERLAND Edge of Town Residential Zone Total Number of dwellings: 81 | TYNE & WEAR |
| 41 | WL-03-A-01 | SEMI D./TERRACED W. BASSETT MAPLE DRIVE | WILTSHIRE |
| | | WOOTTON BASSETT Edge of Town Residential Zone Total Number of dwellings: 99 | |
| 42 | WM-03-A-01 | TERRACED, COVENTRY FOLESHILL ROAD FOLESHILL COVENTRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 79 | WEST MIDLANDS |
| 43 | WM-03-A-02 | DETACHED/SEMI D., STRBRIDGE HEATH STREET | WEST MIDLANDS |
| | | STOURBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12 | |
| 44 | WM-03-A-03 | MIXED HOUSING, COVENTRY BASELEY WAY ROWLEYS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: 84 | WEST MIDLANDS |
| 45 | WO-03-A-01 | DETACHED, BROMSGROVE MARLBOROUGH AVENUE ASTON FIELDS BROMSGROVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 | WORCESTERSHIRE |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|------------|--|----------------|
| 46 | WO-03-A-02 | SEMI DETACHED, REDDITCH MEADOWHILL ROAD | WORCESTERSHIRE |
| | | REDDITCH Edge of Town No Sub Category Total Number of dwellings: 48 | |
| 47 | WO-03-A-03 | DETACHED, KIDDERMINSTER BLAKEBROOK BLAKEBROOK KIDDERMINSTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 138 | WORCESTERSHIRE |
| 48 | WO-03-A-04 | MIXED HOUSES, WORCESTER MALVERN ROAD | WORCESTERSHIRE |
| | | WORCESTER Edge of Town Residential Zone Total Number of dwellings: 792 | |
| 49 | WO-03-A-05 | TERRACED/DET., BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Edge of Town No Sub Category Total Number of dwellings: 215 | WORCESTERSHIRE |
| 50 | WO-03-A-06 | DET./TERRACED, BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Edge of Town No Sub Category Total Number of dwellings: 232 | WORCESTERSHIRE |
| 51 | WR-03-A-01 | SEMI DETACHED, WREXHAM MOLD ROAD RHOSDDU WREXHAM Edge of Town No Sub Category Total Number of dwellings: 82 | WREXHAM |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 08:00 | 51 | 125 | 0.074 | 51 | 125 | 0.260 | 51 | 125 | 0.334 |
| 08:00 - 09:00 | 51 | 125 | 0.151 | 51 | 125 | 0.416 | 51 | 125 | 0.567 |
| 09:00 - 10:00 | 51 | 125 | 0.167 | 51 | 125 | 0.215 | 51 | 125 | 0.382 |
| 10:00 - 11:00 | 51 | 125 | 0.148 | 51 | 125 | 0.183 | 51 | 125 | 0.331 |
| 11:00 - 12:00 | 51 | 125 | 0.180 | 51 | 125 | 0.178 | 51 | 125 | 0.358 |
| 12:00 - 13:00 | 51 | 125 | 0.203 | 51 | 125 | 0.177 | 51 | 125 | 0.380 |
| 13:00 - 14:00 | 51 | 125 | 0.184 | 51 | 125 | 0.177 | 51 | 125 | 0.361 |
| 14:00 - 15:00 | 51 | 125 | 0.193 | 51 | 125 | 0.195 | 51 | 125 | 0.388 |
| 15:00 - 16:00 | 51 | 125 | 0.280 | 51 | 125 | 0.210 | 51 | 125 | 0.490 |
| 16:00 - 17:00 | 51 | 125 | 0.320 | 51 | 125 | 0.200 | 51 | 125 | 0.520 |
| 17:00 - 18:00 | 51 | 125 | 0.390 | 51 | 125 | 0.225 | 51 | 125 | 0.615 |
| 18:00 - 19:00 | 51 | 125 | 0.283 | 51 | 125 | 0.214 | 51 | 125 | 0.497 |
| 19:00 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 2.573 | | | 2.650 | | | 5.223 |

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

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 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 08:00 | 51 | 125 | 0.003 | 51 | 125 | 0.003 | 51 | 125 | 0.006 |
| 08:00 - 09:00 | 51 | 125 | 0.003 | 51 | 125 | 0.003 | 51 | 125 | 0.006 |
| 09:00 - 10:00 | 51 | 125 | 0.005 | 51 | 125 | 0.003 | 51 | 125 | 0.008 |
| 10:00 - 11:00 | 51 | 125 | 0.003 | 51 | 125 | 0.004 | 51 | 125 | 0.007 |
| 11:00 - 12:00 | 51 | 125 | 0.002 | 51 | 125 | 0.002 | 51 | 125 | 0.004 |
| 12:00 - 13:00 | 51 | 125 | 0.004 | 51 | 125 | 0.004 | 51 | 125 | 0.008 |
| 13:00 - 14:00 | 51 | 125 | 0.004 | 51 | 125 | 0.004 | 51 | 125 | 0.008 |
| 14:00 - 15:00 | 51 | 125 | 0.002 | 51 | 125 | 0.003 | 51 | 125 | 0.005 |
| 15:00 - 16:00 | 51 | 125 | 0.002 | 51 | 125 | 0.002 | 51 | 125 | 0.004 |
| 16:00 - 17:00 | 51 | 125 | 0.002 | 51 | 125 | 0.001 | 51 | 125 | 0.003 |
| 17:00 - 18:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 18:00 - 19:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 19:00 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 0.032 | | | 0.031 | | | 0.063 |

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

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 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 08:00 | 51 | 125 | 0.000 | 51 | 125 | 0.001 | 51 | 125 | 0.001 |
| 08:00 - 09:00 | 51 | 125 | 0.001 | 51 | 125 | 0.002 | 51 | 125 | 0.003 |
| 09:00 - 10:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 10:00 - 11:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 11:00 - 12:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 12:00 - 13:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 13:00 - 14:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 14:00 - 15:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 15:00 - 16:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 16:00 - 17:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 17:00 - 18:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 18:00 - 19:00 | 51 | 125 | 0.001 | 51 | 125 | 0.001 | 51 | 125 | 0.002 |
| 19:00 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 0.011 | | | 0.013 | | | 0.024 |

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS

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 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 01:00 - 02:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 02:00 - 03:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 03:00 - 04:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 04:00 - 05:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 05:00 - 06:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 06:00 - 07:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 07:00 - 08:00 | 51 | 125 | 0.006 | 51 | 125 | 0.010 | 51 | 125 | 0.016 |
| 08:00 - 09:00 | 51 | 125 | 0.004 | 51 | 125 | 0.013 | 51 | 125 | 0.017 |
| 09:00 - 10:00 | 51 | 125 | 0.002 | 51 | 125 | 0.004 | 51 | 125 | 0.006 |
| 10:00 - 11:00 | 51 | 125 | 0.003 | 51 | 125 | 0.003 | 51 | 125 | 0.006 |
| 11:00 - 12:00 | 51 | 125 | 0.004 | 51 | 125 | 0.003 | 51 | 125 | 0.007 |
| 12:00 - 13:00 | 51 | 125 | 0.004 | 51 | 125 | 0.003 | 51 | 125 | 0.007 |
| 13:00 - 14:00 | 51 | 125 | 0.003 | 51 | 125 | 0.004 | 51 | 125 | 0.007 |
| 14:00 - 15:00 | 51 | 125 | 0.003 | 51 | 125 | 0.003 | 51 | 125 | 0.006 |
| 15:00 - 16:00 | 51 | 125 | 0.011 | 51 | 125 | 0.006 | 51 | 125 | 0.017 |
| 16:00 - 17:00 | 51 | 125 | 0.011 | 51 | 125 | 0.009 | 51 | 125 | 0.020 |
| 17:00 - 18:00 | 51 | 125 | 0.012 | 51 | 125 | 0.008 | 51 | 125 | 0.020 |
| 18:00 - 19:00 | 51 | 125 | 0.009 | 51 | 125 | 0.006 | 51 | 125 | 0.015 |
| 19:00 - 20:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 20:00 - 21:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 21:00 - 22:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 22:00 - 23:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| 23:00 - 24:00 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Total Rates: | | | 0.072 | | | 0.072 | | | 0.144 |

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0