



PARAGON HIGHWAYS



**Former Dewsbury Fire
Station
Huddersfield Road
Dewsbury
Transport Statement**

April 2017

Project 1282

Paragon Highways

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final draft			
Date	5th April 2017			
Prepared by	PAH			
Checked by	LJO			

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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants has been appointed to prepare this Transport Statement relating to the proposed redevelopment of the former Dewsbury Fire station to a factory trade outlet and office furniture outlet, at Huddersfield Road, Dewsbury in the district of Kirklees. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to demolish the majority of the buildings on site with the exception of the 3 storey administration building which is to be converted to residential on the first and second floors (4 apartments) and retail space on the ground floor. The remainder of the site will be utilised for B1 / B8, associated retail and car parking and servicing.
- 1.1.3 Drainage, suitable lighting for the proposed use and hard surfacing will be provided as part of the works. Turning areas within the site are proposed to allow staff and visitors vehicles to enter and leave in a forward gear or alternatively through access will be maintained where necessary for delivery vehicles.
- 1.1.4 This Transport Statement considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the development proposals is also presented.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The last known use of the site was as a fire station with ancillary accommodation and office space. The fire station also benefited from ample off street car parking, storage buildings and turning area. The fire station obviously worked a 24-hour shift system for 365 days per year. The frontage to the Huddersfield Road consisted of a long-dropped footway crossing. Access was also available onto Broad Street and the adjacent unnamed side street.

2.1.2 The overall site is approximately 4300sqm and rectangular in shape and is bounded by Huddersfield Road to the north, Broad Street to the south, residential property to the east and retail and commercial property to the west. The site lies about 1.4km to the south west of the Dewsbury town centre and 1.0km to the east of the centre of Ravensthorpe.

2.2 Local Highway Network

2.2.2 Huddersfield Road is one of the main arterial routes in the district and is class 1 highway the A644. It is approximately 11.5km in length and travels from Dewsbury to the east to Brighouse and the M62 (J25) motorway to the west. Huddersfield Road in and around the site frontage is the subject of a 30mph speed limit which is enforced by safety cameras. There are no traffic regulation orders along the Huddersfield Road frontage controlling on street parking or waiting.

2.2.3 Huddersfield Road at the site entrance point is a two-way single carriageway with footways and street lighting to both sides. Across the site frontage and for a considerable section of the highway locally there is central cross hatching and pedestrian refuge islands at strategic locations. The carriageway at this point is over 12metres wide with 3m wide footways to both sides of the carriageway.

2.2.4 The site benefits from the main point of access directly off the Huddersfield Road in the form of a long-dropped footway crossing and the site also has a gated access onto the highway at the rear – Broad Street, again in the form of a simple dropped crossing.

- 2.2.5 There is also 2 points of access off the un named side street on the eastern boundary of the application site leading to hard surfaced parking areas.
- 2.2.6 There is a signalised pedestrian crossing facility to the west of the application site close to the junction with Stoney Bank Street.
- 2.2.7 There are a number of high density residential areas all within the normally accepted commuting distance for people to walk to work (2000m) as given in “Providing for Journeys on Foot” as published by the IHT.
- 2.2.8 The site is located within easy reach of the bus services available on the Huddersfield Road. Further details of the bus services available from the local fare stages are shown in Section 2.3 below.

2.3 Transport Sustainability

- 2.3.1 The site is in a sustainable location being within walking distance of the many shops and services in the Ravensthorpe, Westtown and the Dewsbury area.
- 2.3.2 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.
- 2.3.3 However the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council’s UDP still apply.

2.3.4 The catchment areas for the preferred maximum walking distance of 2km would include significant residential areas in Savile Town, Westtown, Ravensthorpe and Dewsbury Moor. Ravensthorpe Rail station is also within the pedestrian catchment area. The site is therefore well placed to allow employees to walk to work to and from the nearby residential areas, more so as the footways and street lighting systems are provided to a high standard in this locality.

2.3.5 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport”. The 5km cycle catchment area from the site would include the additional towns and settlements of Ossett, Heckmondwike, Mirfield, Dewsbury, Chickenley, Earlsheaton and parts of Batley. The cycle catchment also includes Batley, Dewsbury and Mirfield rail stations. This demonstrates that there are significant residential areas within this catchment providing potential for employees to cycle from their homes to work or to local rail stations.

2.3.6 The nearest bus stops to the site are close to the site frontage on the Huddersfield Road. Both fare stages have the benefit of passenger shelters, flag and pole and timetable cases. Both stops also have raised boarding kerbs and on carriageway bus stop road markings. The table below identifies the bus services that use these stops.

Local Bus Services

Service	Route	Frequency	
		Mon - Sat	Sun and late evening
202 / 203	Huddersfield – Mirfield – Dewsbury	15 mins	30 mins
205	Dewsbury – Northorpe – Mirfield	60	60
253	Dewsbury – Mirfield – Cleckheaton – Bradford	60	60
254	Dewsbury – Heckmondwike – Cleckheaton – Gomersal – Drighlington – Leeds	30	60 SUNDAY DAYTIME
262	Dewsbury – Mirfield – Hopton – Kirkheaton – Huddersfield	30	60
278	Halifax – Elland – Brighouse – Mirfield – Dewsbury	30	60

2.3.7 As can be identified from the above table, there are collectively 6 bus services that operate from the nearest stops. These provide 10 buses per hour throughout the day to the local town of Dewsbury and 2 buses per hour the large town of Huddersfield and the city of Leeds. There is also a regular hourly bus service to the town of Halifax and the large town of Brighouse. The bus services are therefore considered to be of an excellent standard and will provide an alternative to the private car in line with current Government guidelines.

2.3.8 The railway stations at Dewsbury & Ravensthorpe are approximately 1.48km northeast and 1.67km south west of the application site respectively. These stations are on the Huddersfield Line which runs between Leeds, Huddersfield & Manchester. The nearby main line stations at Huddersfield and Leeds can be used to reach other local destinations throughout West and South Yorkshire plus other major locations. The service frequencies are shown below:

Train services

Service frequency

ROUTE	MONDAY TO SATURDAY FREQUENCY		SUNDAY FREQUENCY
	DAYTIME	LATE EVENING	
Leeds - Dewsbury - Mirfield - Huddersfield (local)	60 mins	60 mins	120 mins
Leeds - Dewsbury - Mirfield - Brighouse - Todmorden - Manchester Victoria	60 mins	No Service	No Service
Leeds - Huddersfield - Manchester Piccadilly (First TransPennine Express)	4 per hour	30 mins	20 mins
Leeds - Huddersfield - Manchester Victoria (First TransPennine Express)	60 mins	No Service	60 mins

PROPOSED DEVELOPMENT AT THE FORMER DEWSBURY FIRE STATION SITE
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Huddersfield - Ashton-under-Lyne - Manchester Victoria	60 mins	60 mins	60 mins
Wakefield Westgate - Wakefield Kirkgate - Mirfield - Huddersfield	60 mins	60 mins	No service

2.3.9 Dewsbury rail station has the benefit of 12 cycle storage spaces with cctv coverage and Ravensthorpe 10 spaces again with cctv coverage.

2.3.10 The above information identifies that the site is located in a sustainable location with a number of alternatives, other than the private car, for travel to the site for staff and visitors.

3 THE DEVELOPMENT PROPOSALS

3.1 Site History

3.1.1 The site recently gained outline planning consent for the demolition of the existing fire station and the erection of a class A1 unit with 50 dedicated parking spaces. A new access arrangement into the site was to be constructed in the form of a simple priority junction with 15 metre kerbed radii. No dedicated internal turning arrangements were proposed as part of the development scheme for a large delivery vehicle.

3.1.2 The proposed unit was to be 450sqm for A1 use only. The site entrances to Broad Street and the side street were proposed to be closed with a landscaped buffer to be provided along these in most cases. Overall Kirklees HDM were generally happy with these proposals.

3.1.3 Matters in respect of scale, appearance, layout and landscaping of the site were to be reserved matters. In effect the general principle of development was accepted in outline only.

3.2 Proposed Development

3.2.1 It is intended to demolish the majority of the buildings on site with the exception of the 3-storey administration building which the upper two floors are to be retained as residential i.e. 4 – 2 bed roomed apartments with commercial use to the ground floor.

3.2.2 Overall the development will provide 4no. 2 bed roomed apartments / 274sqm of retail space / 189.2sqm of B1 office and 963sqm of B8 storage associated with the A1 retail and office space.

3.2.3 Vehicular access and egress to the site for all customers and staff will be via Huddersfield Road. Deliveries will use the same simple priority junction from the Huddersfield Road with suitable kerbed radii with egress via a controlled exit point onto Broad Street. Access to the dedicated 8no. parking spaces for the apartments will be via the unnamed side street. Egress for delivery vehicles **only** will be via Broad Street, Scouthill Road and then onto the A644 via the Ravenswharf Road. Egress onto Broad Street will be controlled by a sliding gate and CCTV.

3.2.4 Drawings illustrating the internal proposals can be found in Appendix C.

3.3 Vehicular Access

3.3.1 As mentioned above the main vehicle access point will be from the Huddersfield Road leading to 35 no. car parking spaces. The access will have kerb radii to allow all vehicle likely to access the site to do so without impinging on vehicles travelling in the opposite direction.

3.3.2 Vehicular access for the apartments will be via the unnamed side road generally as per the existing situation for the offices related to the fire station use.

3.3.3 Egress from the site for delivery vehicles only will be via Broad Street with all delivery vehicles being advised to turn right from the egress onto Broad Lane and then travel via Scouthill Road and Ravenswharf Road to the A644. Given the low number of deliveries this should not result in any highway safety issues on the immediate local network. Hgv's currently use the majority of this route to access other commercial properties in the area with no evidence of any injury accidents along the route proposed.

3.3.4 The main occupier of the site G-Tuft, will employ 6 staff at the unit. With deliveries of one vehicle every other day (7.5gvw) and one articulated vehicle per week. Sprinter type 3.5gvw vehicles will be used for deliveries of goods (carpets etc.) with no more than 2 vehicle movements per day associated with this use.

3.3.5 A local Office Furniture Company will occupy the second unit. They employ 6 members of staff and use Luton vans for both delivery and receiving incoming goods. The maximum number of delivery van movements associated with this use will be 4no. per day.

3.3.6 The applicants confirm that the B8 use of the relevant parts of the buildings will not be sublet and that the storage elements will be only let with that particular unit. The applicants would be happy to accept a condition as part of any planning consent restricting the use of the B8 accordingly.

3.3.7 The access / egress arrangements are therefore considered to be more than suitable to the serve the proposed development.

3.4 Parking Provision

3.4.1 The proposals and associated floor spaces are for the following use classes as set out in the table below:

Use Class	Floor space	Parking requirements
A1	274 SQM	14
B1	189.2 SQM	8
B8	963 SQM	7
APARTMENTS	2 PER APARTMENT	8
	TOTAL REQD	37NO.

3.4.2 Given the above, the parking provision of 43 spaces in total for the development is therefore considered appropriate for the development proposals.

3.5 Traffic Impact

3.5.1 The previously approved development on this site had a total floor space of 450sqm with the retail floor space being 285sqm of the overall floor area. It was anticipated at the time of the application that the proposed store would be a top up convenience store which would have had the potential to generate a considerable number of car borne trips to and from the site entrance onto Huddersfield Road. The worst-case scenario being one trip every 1.5 minutes' in the weekday peak.

3.5.2 The proposed retail floor space of the new unit will be slightly less than that previously considered acceptable by the Local Highway Authority, therefore, the anticipated additional traffic generations to be considered only relate to the B1 / B8 uses and the 4 new apartments.

3.5.3 The proposed B1 Offices have only 189qm GFA. Based also on TRICS data below the offices would generate 3 trips in the morning peak and 3 trips in the evening peak which will have no impact whatsoever on the current operation of the local network.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
B1 OFFICE	1.234	0.122	1.398	0.170	1.044	1.214
GEN TRIPS	2.33	0.23	2.64	0.33	2.06	2.40

3.5.4 The TRICS database has also been interrogated to obtain the peak time trip rates for the B8 element of the development. The combined peak time survey results for both private cars and hgv's are shown in the TRICS data below:

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
B8 STORAGE Cars and hgv's	0.550	0.165	0.715	0.135	0.284	0.419
GEN TRIPS	5.280	1.584	6.864	1.296	2.726	4.022

3.5.5 As can be noted from the above the B8 use of the site will also generate minimal traffic movements in its own right during the peak periods and even with the B1 use will combined result in a maximum of 8 trips during the morning peak as a worst case scenario. However, the daily trip rates of the proposed occupiers are mentioned previously in this report.

3.5.6 There are only 4 no. 2 bed roomed apartments proposed which will generate minimal daily and peak time trips i.e. less than 2 trips at the peak times and overall a maximum of 16 trips per day. However, given the proximity of an excellent bus service the actual trips rate for staff of the new units, residents of the apartments and some visitors to the site could be less than anticipated.

- 3.5.7 Given the above anticipated additional vehicle trips associated with the proposed development above those already accepted by the Highway Authority are relatively low and will have little impact upon the local highway network especially so as the central hatching does allow for a safe location for right turning vehicles to wait to enter the site. 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 severely add to any congestion at the peak times on the local network.
- 3.5.8 Accident data was provided within the report prepared by PSA Design for the initial redevelopment proposals in May 2016 i.e. less than 12 months ago, which revealed that there had only been one recorded injury accident on the site frontage within the last 5 years based upon the Crashmap data. This accident was recorded in January 2016 and involved 2 vehicles. This road safety information shows that there is no evidence of a significant road safety problem associated with the site access or on the immediate section of the Huddersfield Road.

4 TRANSPORT POLICY

4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Assessment and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

4.1.2 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.

4.1.3 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.

Local Transport Plan

4.1.4 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- *To improve access to jobs, education and other key services for everyone;*

- *To reduce delays to the movement of people and goods;*
 - *To improve safety for all highway users;*
 - *To limit transport emissions of air pollutants, greenhouse gases and noise;*
 - *To improve the condition of the transport infrastructure.*

4.1.5 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to 'ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

4.1.6 The LTP also sets out a bus strategy West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.

Kirklees UDP

4.1.7 Local transport policy is set out in the Kirklees Unitary Development Plan (UDP). Chapter 8: Transport specifically relates to transport and new developments. Relevant policy includes:

- Policy T1 states: *"Priority will be given to:*
 - *Satisfying the needs of all sections of the community through an effectively integrated transport system with emphasis on improving public transport and encouraging a modal shift away from travel by private car;*
 - *Co-ordinating land use change with transport provision so as to minimise the need to travel and locating new development where it can best be served by public transport and where it minimises the need for expansion of the highway network."*
- Policies T16 and T17 identify the need to consider pedestrian and cycling access to new developments.

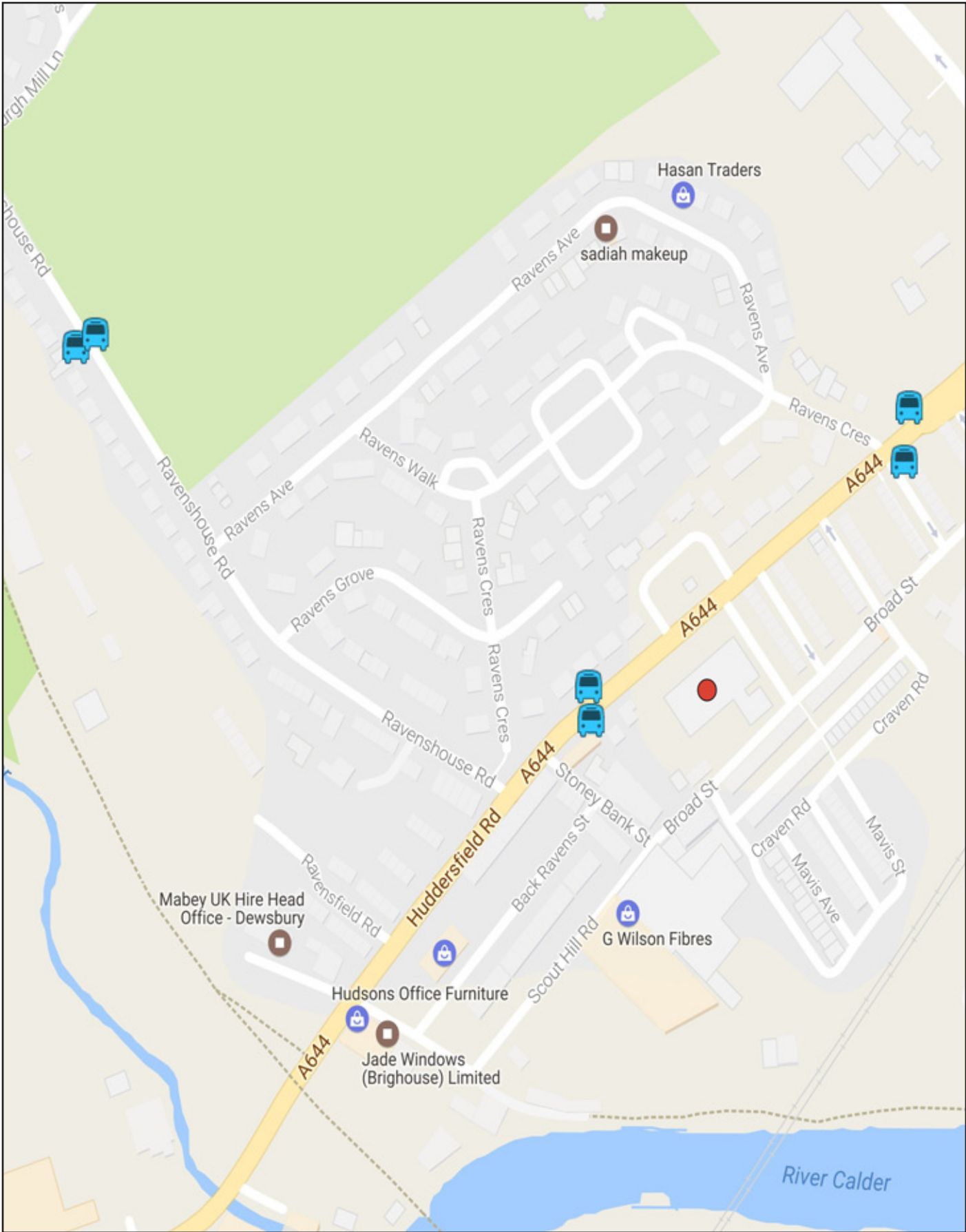
4.1.8 The location of the development in a sustainable position close to good bus routes and providing jobs and services for the local community generally meets the requirements of the Local and National Policy.

5 CONCLUSIONS

- 5.1.1 It is intended to demolish the majority of the buildings on site with the exception of the 3-storey administration building which the upper two floors are to be retained as residential i.e. 4 – 2 bed roomed apartments with commercial use to the ground floor.
- 5.1.2 Overall the development will provide 4no. 2 bed roomed apartments / 274sqm of retail space / 189.2sqm of B1 office and 963sqm of B8 storage associated with the A1 retail and office space.
- 5.1.3 The report assesses the previous planning approval on the site, traffic generations, highway safety and access proposals and also considers the sustainable elements of the scheme.
- 5.1.4 Assessment of the proposed traffic impact of the scheme shows that the level of traffic and associated trips on the local highway network will therefore have no material impact on the safe operation of the local highway and nearby junctions, compared to the sites previous approval, and will not severely add to any congestion at the peak times on the local network.
- 5.1.5 It is therefore concluded that the development is considered acceptable, and that there are no highway safety, capacity or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



 SITE LOCATION

 BUS STOP LOCATION



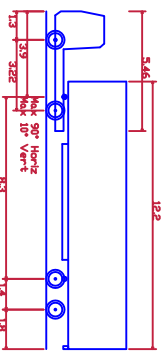
UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

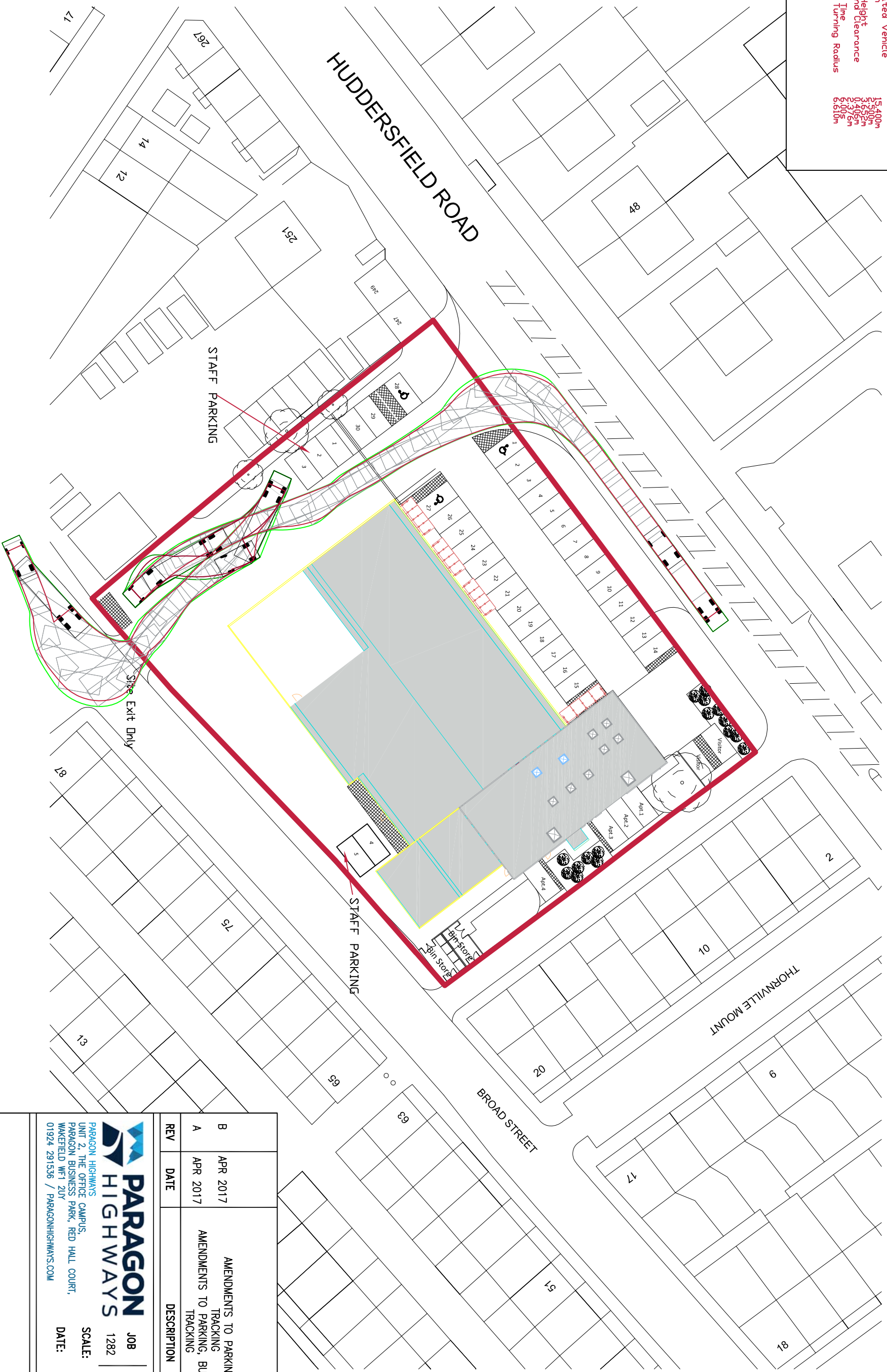
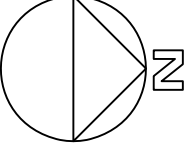
Pedestrian and cycle catchment

Appendix C

Proposed parking layout and vehicle tracking



Large Articulated Vehicle
 Overall Length 15,400m
 Overall Width 2,500m
 Min Body Height 3,652m
 Min Body Ground Clearance 1,406m
 Track Width 1,180m
 Kerb to Kerb Turning Time 6,076m
 Kerb to Kerb Turning Radius 6,610m



REV	DATE	DESCRIPTION
B	APR 2017	AMENDMENTS TO PARKING AND TRACKING
A	APR 2017	AMENDMENTS TO PARKING, BUILDING AND TRACKING

PARAGON HIGHWAYS
 PARAGON HIGHWAYS
 UNIT 2, THE OFFICE CAMPUS,
 PARAGON BUSINESS PARK, RED HALL COURT,
 WAKEFIELD WF1 2DY
 01924 291536 / PARAGONHIGHWAYS.COM

PARAGON HIGHWAYS
 JOB 1282
 SCALE: 1:500 @A3
 DATE: FEB 2017

JOB	DWG	REV
1282	04	B

DEWSBURY FIRE STATION
 TRACKING

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 A ORDNANCE SURVEY PROVIDED BY OTHERS.

Appendix D

TRICs data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	2 days
03	SOUTH WEST	
	CW CORNWALL	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	3 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 645 to 175000 (units: sqm)

Date Range: 01/01/99 to 08/06/07

Selected survey days:

Monday	4 days
Tuesday	6 days
Wednesday	3 days
Thursday	8 days
Friday	2 days

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	5
Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	11

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	4
Retail Zone	1
Built-Up Zone	13
High Street	1
No Sub Category	3

Optional parameter selection:

Use Class:

B1	23 days
----	---------

Population within 1 mile:

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

Optional parameter selection (Cont.):

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	9 days
250,001 to 500,000	6 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	9 days
1.1 to 1.5	13 days

Travel Plan:

Not Known	9 days
Yes	3 days
No	11 days

LIST OF SITES relevant to selection parameters

- | | | |
|-----------------------------------|-----------------------------------|-----------------------|
| 1 AS-02-A-02 | COUNCIL OFFICES, ABERDEEN | ABERDEENSHIRE |
| WESTBURN ROAD | | |
| WESTBURN | | |
| ABERDEEN | | |
| Total Gross floor area: 18363 sqm | | |
| Survey date: THURSDAY 18/03/99 | | Survey Type: MANUAL |
| 2 CA-02-A-01 | OFFICE, CAMBRIDGE | CAMBRIDGESHIRE |
| STATION ROAD | | |
| NEWTOWN | | |
| CAMBRIDGE | | |
| Total Gross floor area: 4344 sqm | | |
| Survey date: FRIDAY 24/11/00 | | Survey Type: MANUAL |
| 3 CA-02-A-02 | SUGAR HQ, PETERBOROUGH | CAMBRIDGESHIRE |
| OUNDLE ROAD | | |
| PETERBOROUGH | | |
| Total Gross floor area: 12500 sqm | | |
| Survey date: THURSDAY 13/05/04 | | Survey Type: MANUAL |
| 4 CB-02-A-01 | RADIO STATION, CARLISLE | CUMBRIA |
| ANNETWELL STREET | | |
| CARLISLE | | |
| Total Gross floor area: 999 sqm | | |
| Survey date: MONDAY 24/06/02 | | Survey Type: MANUAL |
| 5 CW-02-A-01 | COUNCIL OFFICES, CAMBORNE | CORNWALL |
| DOLCOATH AVENUE | | |
| CAMBORNE | | |
| Total Gross floor area: 5400 sqm | | |
| Survey date: MONDAY 04/07/05 | | Survey Type: MANUAL |
| 6 CW-02-A-02 | INLAND REVENUE, ST AUSTELL | CORNWALL |
| TRINITY STREET | | |
| ST AUSTELL | | |
| Total Gross floor area: 4850 sqm | | |
| Survey date: FRIDAY 08/06/07 | | Survey Type: MANUAL |
| 7 HF-02-A-02 | COUNCIL OFFICES, WELWYN GC | HERTFORDSHIRE |
| BRIDGE ROAD EAST | | |
| WELWYN GARDEN CITY | | |
| Total Gross floor area: 2700 sqm | | |
| Survey date: THURSDAY 05/09/02 | | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-02-A-01	COUNTY HALL, MAIDSTONE	KENT
		SANDLING ROAD	
		MAIDSTONE	
		Total Gross floor area: 32793 sqm	
		Survey date: THURSDAY 13/10/05	Survey Type: MANUAL
9	LC-02-A-06	TOWN HALL, BLACKBURN	LANCASHIRE
		KING WILLIAM STREET	
		BLACKBURN	
		Total Gross floor area: 11225 sqm	
		Survey date: THURSDAY 17/06/04	Survey Type: MANUAL
10	LC-02-A-08	COUNCIL OFFICES, CHORLEY	LANCASHIRE
		UNION STREET	
		CHORLEY	
		Total Gross floor area: 2000 sqm	
		Survey date: TUESDAY 13/06/06	Survey Type: MANUAL
11	LE-02-A-01	COUNCIL OFFICES, M. MOWBRAY	LEICESTERSHIRE
		NOTTINGHAM ROAD	
		MELTON MOWBRAY	
		Total Gross floor area: 3251 sqm	
		Survey date: THURSDAY 29/06/00	Survey Type: MANUAL
12	LE-02-A-02	COUNCIL OFF., LOUGHBOROUGH	LEICESTERSHIRE
		SOUTHFIELD ROAD	
		CHARNWOOD	
		LOUGHBOROUGH	
		Total Gross floor area: 6913 sqm	
		Survey date: THURSDAY 30/11/00	Survey Type: MANUAL
13	LE-02-A-03	COUNCIL OFFICES, M. MOWBRAY	LEICESTERSHIRE
		NOTTINGHAM ROAD	
		MELTON MOWBRAY	
		Total Gross floor area: 3251 sqm	
		Survey date: WEDNESDAY 04/05/05	Survey Type: MANUAL
14	OX-02-A-01	COUNCIL OFFICES, OXFORD	OXFORDSHIRE
		SPEEDWELL STREET	
		OXFORD	
		Total Gross floor area: 2633 sqm	
		Survey date: THURSDAY 20/06/02	Survey Type: MANUAL
15	SC-02-A-10	GOVERNMENT OFFICE, GUILDFORD	SURREY
		WALNUT TREE CLOSE	
		GUILDFORD	
		Total Gross floor area: 4312 sqm	
		Survey date: TUESDAY 19/06/01	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	SC-02-A-12	PHARMACEUTICALS, WEYBRIDGE	SURREY
		ST GEORGE'S AVENUE THE HEATH WEYBRIDGE	
		Total Gross floor area: 10293 sqm Survey date: <i>TUESDAY</i> 18/10/05	Survey Type: <i>MANUAL</i>
17	TV-02-A-01	INLAND REVENUE, MIDDLESBRGH	TEES VALLEY
		GRANGE ROAD MIDDLESBROUGH	
		Total Gross floor area: 4100 sqm Survey date: <i>TUESDAY</i> 25/09/01	Survey Type: <i>MANUAL</i>
18	TW-02-A-01	RADIO STUDIOS, GATESHEAD	TYNE & WEAR
		CHURCH STREET GATESHEAD	
		Total Gross floor area: 645 sqm Survey date: <i>WEDNESDAY</i> 04/05/05	Survey Type: <i>MANUAL</i>
19	TW-02-A-02	UNION OFFICES, NEWCASTLE	TYNE & WEAR
		JOHN DOBSON STREET NEWCASTLE-UPON-TYNE	
		Total Gross floor area: 1675 sqm Survey date: <i>TUESDAY</i> 03/05/05	Survey Type: <i>MANUAL</i>
20	WM-02-A-01	COUNCIL OFFICES, STOURBRIDGE	WEST MIDLANDS
		A451 NORTON ROAD MARY STEVENS PARK STOURBRIDGE	
		Total Gross floor area: 2725 sqm Survey date: <i>WEDNESDAY</i> 26/04/06	Survey Type: <i>MANUAL</i>
21	WR-02-A-01	COUNCIL OFFICES, WREXHAM	WREXHAM
		RHOSDDU ROAD WREXHAM	
		Total Gross floor area: 2500 sqm Survey date: <i>MONDAY</i> 05/07/04	Survey Type: <i>MANUAL</i>
22	WY-02-A-01	CALL CENTRE, BRADFORD	WEST YORKSHIRE
		FILEY STREET BRADFORD	
		Total Gross floor area: 2400 sqm Survey date: <i>MONDAY</i> 09/05/05	Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

**23 WY-02-A-02 HOUSING ASSOC., BRADFORD
SENIOR WAY**

WEST YORKSHIRE

BRADFORD

Total Gross floor area: 18000 sqm

Survey date: TUESDAY 17/05/05

Survey Type: MANUAL

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

VEHICLES

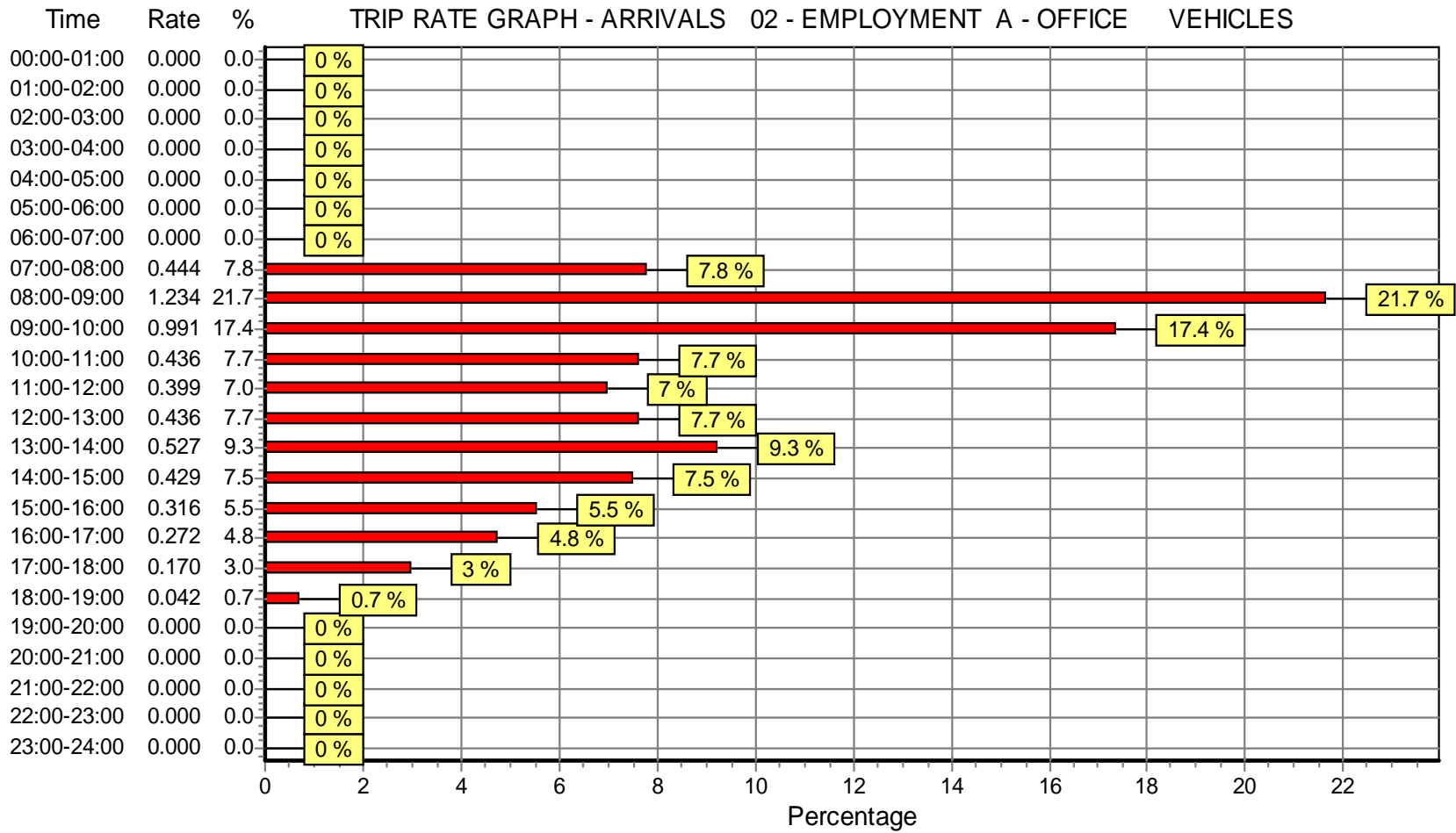
Calculation factor: 100 sqm

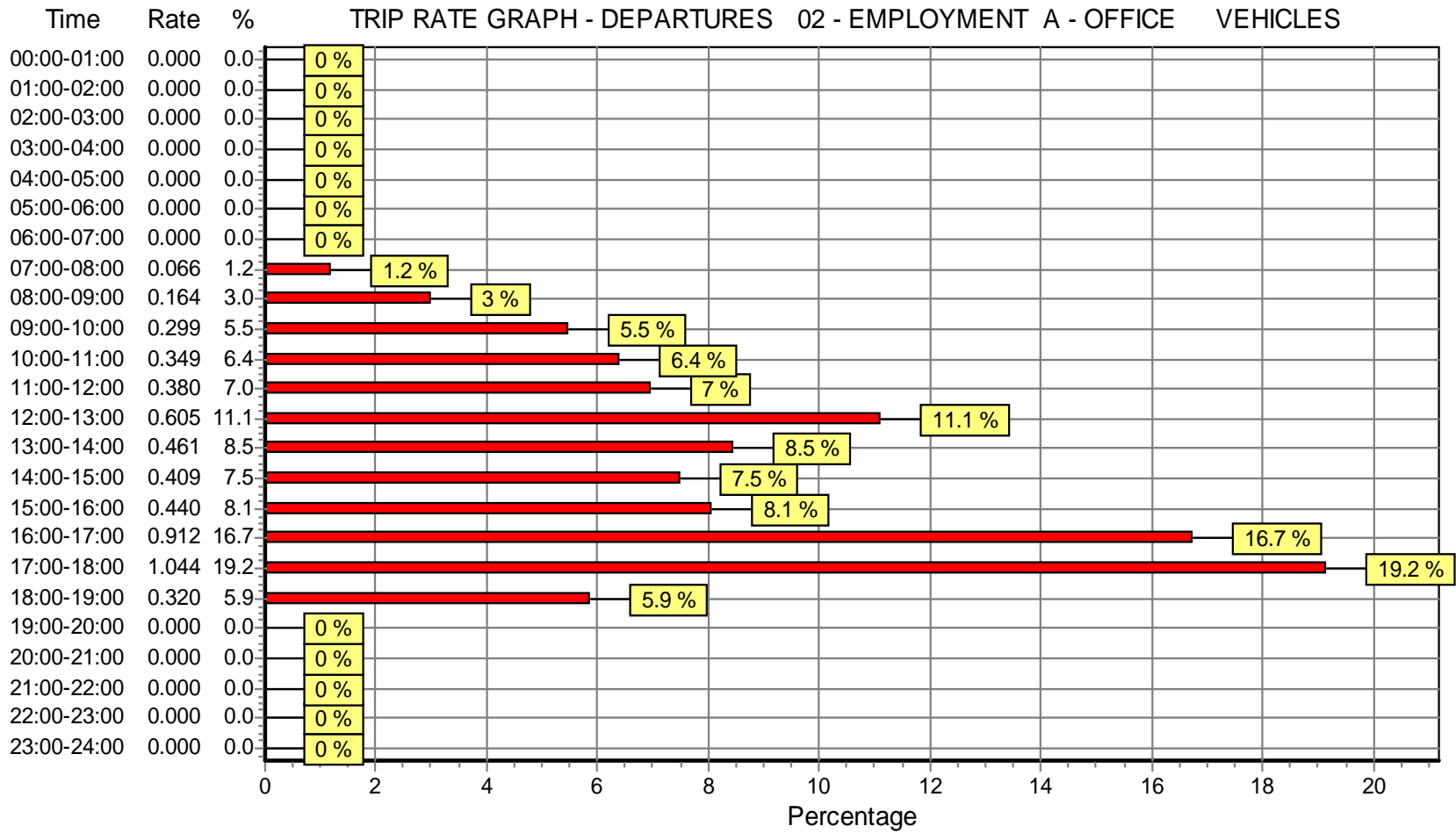
BOLD print indicates peak (busiest) period

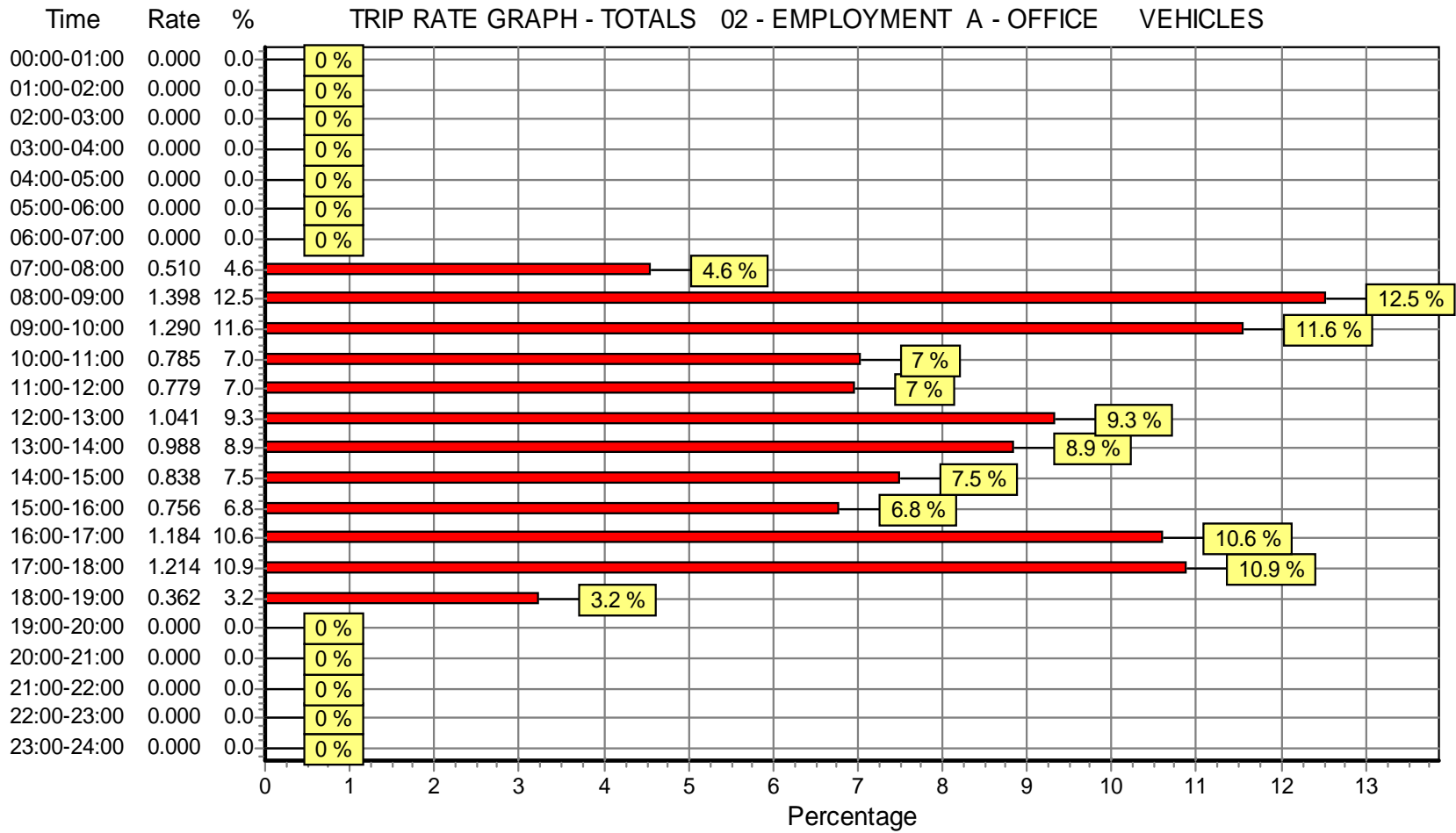
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
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	21	6596	0.134	21	6596	0.026	21	6596	0.160
07:30 - 08:00	21	6596	0.310	21	6596	0.040	21	6596	0.350
08:00 - 08:30	22	7131	0.563	22	7131	0.082	22	7131	0.645
08:30 - 09:00	22	7131	0.671	22	7131	0.082	22	7131	0.753
09:00 - 09:30	23	6864	0.604	23	6864	0.126	23	6864	0.730
09:30 - 10:00	23	6864	0.387	23	6864	0.173	23	6864	0.560
10:00 - 10:30	23	6864	0.235	23	6864	0.175	23	6864	0.410
10:30 - 11:00	23	6864	0.201	23	6864	0.174	23	6864	0.375
11:00 - 11:30	23	6864	0.180	23	6864	0.186	23	6864	0.366
11:30 - 12:00	23	6864	0.219	23	6864	0.194	23	6864	0.413
12:00 - 12:30	23	6864	0.191	23	6864	0.303	23	6864	0.494
12:30 - 13:00	23	6864	0.245	23	6864	0.302	23	6864	0.547
13:00 - 13:30	23	6864	0.260	23	6864	0.267	23	6864	0.527
13:30 - 14:00	23	6864	0.267	23	6864	0.194	23	6864	0.461
14:00 - 14:30	23	6864	0.255	23	6864	0.203	23	6864	0.458
14:30 - 15:00	23	6864	0.174	23	6864	0.206	23	6864	0.380
15:00 - 15:30	23	6864	0.154	23	6864	0.201	23	6864	0.355
15:30 - 16:00	23	6864	0.162	23	6864	0.239	23	6864	0.401
16:00 - 16:30	23	6864	0.137	23	6864	0.426	23	6864	0.563
16:30 - 17:00	23	6864	0.135	23	6864	0.486	23	6864	0.621
17:00 - 17:30	22	7131	0.101	22	7131	0.641	22	7131	0.742
17:30 - 18:00	22	7131	0.069	22	7131	0.403	22	7131	0.472
18:00 - 18:30	21	7141	0.027	21	7141	0.215	21	7141	0.242
18:30 - 19:00	21	7141	0.015	21	7141	0.105	21	7141	0.120
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:			5.696			5.449			11.145

Parameter summary

Trip rate parameter range selected:	645 - 175000 (units: sqm)
Survey date date range:	01/01/99 - 08/06/07
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0







TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD	BEDFORDSHIRE 1 days
	HC	HAMPSHIRE 1 days
	KC	KENT 1 days
	SC	SURREY 1 days
03	SOUTH WEST	
	CW	CORNWALL 1 days
	DC	DORSET 1 days
04	EAST ANGLIA	
	SF	SUFFOLK 1 days
06	WEST MIDLANDS	
	WO	WORCESTERSHIRE 1 days
11	SCOTLAND	
	HI	HIGHLAND 1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 890 to 9100 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 17/06/09

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Industrial Zone	5
Village	1
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
B8	8 days

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
10,001 to 15,000	3 days

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	6 days

Travel Plan:

Not Known	5 days
No	4 days

LIST OF SITES relevant to selection parameters

1	BD-02-F-01 FRENCH'S AVENUE	WAREHOUSING, DUNSTABLE	BEDFORDSHIRE
	DUNSTABLE Edge of Town Industrial Zone Total Gross floor area: 6050 sqm Survey date: THURSDAY 07/03/02		Survey Type: MANUAL
2	CW-02-F-01 A390 THREEMILESTONE NEAR TRURO	WAREHOUSING, TRURO	CORNWALL
	Edge of Town No Sub Category Total Gross floor area: 5150 sqm Survey date: TUESDAY 18/09/07		Survey Type: MANUAL
3	DC-02-F-01 STATION ROAD	STEEL DISTRIB., STALBRIDGE	DORSET
	STALBRIDGE Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 9100 sqm Survey date: FRIDAY 05/10/01		Survey Type: MANUAL
4	HC-02-F-01 MAURETANIA ROAD NURSLING INDUSTRIAL ESTATE SOUTHAMPTON	WAREHOUSING, SOUTHAMPTON	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4000 sqm Survey date: WEDNESDAY 21/11/07		Survey Type: MANUAL
5	HI-02-F-01 B9039 DALCROSS IND. ESTATE NEAR INVERNESS	WAREHOUSING, NEAR INVERNESS	HIGHLAND
	Free Standing (PPS6 Out of Town) Industrial Zone Total Gross floor area: 890 sqm Survey date: WEDNESDAY 24/05/06		Survey Type: MANUAL
6	KC-02-F-01 HOLBOROUGH ROAD	FOOD DISTRIB., SNODLAND	KENT
	SNODLAND Edge of Town No Sub Category Total Gross floor area: 7500 sqm Survey date: THURSDAY 20/06/02		Survey Type: MANUAL
7	SC-02-F-04 PRETORIA ROAD	WAREHOUSING, CHERTSEY	SURREY
	CHERTSEY Edge of Town No Sub Category Total Gross floor area: 4460 sqm Survey date: TUESDAY 27/11/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SF-02-F-01	PHARMACY DISTRIB., THETFORD	SUFFOLK
	BURRELL WAY		
	BARROW HILL		
	THETFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4550 sqm	
	Survey date: FRIDAY	27/09/02	Survey Type: MANUAL
9	WO-02-F-02	DISTRIB. CENTRE, WORCESTER	WORCESTERSHIRE
	COTSWOLD WAY		
	WORCESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3824 sqm	
	Survey date: TUESDAY	10/09/02	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	1	7500	0.093	1	7500	0.080	1	7500	0.173
00:30 - 01:00	1	7500	0.053	1	7500	0.067	1	7500	0.120
01:00 - 01:30	1	7500	0.013	1	7500	0.027	1	7500	0.040
01:30 - 02:00	1	7500	0.040	1	7500	0.067	1	7500	0.107
02:00 - 02:30	1	7500	0.027	1	7500	0.027	1	7500	0.054
02:30 - 03:00	1	7500	0.053	1	7500	0.067	1	7500	0.120
03:00 - 03:30	1	7500	0.027	1	7500	0.013	1	7500	0.040
03:30 - 04:00	1	7500	0.067	1	7500	0.053	1	7500	0.120
04:00 - 04:30	1	7500	0.053	1	7500	0.053	1	7500	0.106
04:30 - 05:00	1	7500	0.067	1	7500	0.053	1	7500	0.120
05:00 - 05:30	1	7500	0.080	1	7500	0.067	1	7500	0.147
05:30 - 06:00	1	7500	0.067	1	7500	0.053	1	7500	0.120
06:00 - 06:30	1	7500	0.133	1	7500	0.133	1	7500	0.266
06:30 - 07:00	1	7500	0.133	1	7500	0.080	1	7500	0.213
07:00 - 07:30	9	5058	0.053	9	5058	0.046	9	5058	0.099
07:30 - 08:00	9	5058	0.101	9	5058	0.064	9	5058	0.165
08:00 - 08:30	9	5058	0.141	9	5058	0.055	9	5058	0.196
08:30 - 09:00	9	5058	0.099	9	5058	0.077	9	5058	0.176
09:00 - 09:30	9	5058	0.088	9	5058	0.075	9	5058	0.163
09:30 - 10:00	9	5058	0.081	9	5058	0.066	9	5058	0.147
10:00 - 10:30	9	5058	0.064	9	5058	0.079	9	5058	0.143
10:30 - 11:00	9	5058	0.057	9	5058	0.037	9	5058	0.094
11:00 - 11:30	9	5058	0.055	9	5058	0.053	9	5058	0.108
11:30 - 12:00	9	5058	0.053	9	5058	0.055	9	5058	0.108
12:00 - 12:30	9	5058	0.055	9	5058	0.062	9	5058	0.117
12:30 - 13:00	9	5058	0.059	9	5058	0.059	9	5058	0.118
13:00 - 13:30	9	5058	0.088	9	5058	0.147	9	5058	0.235
13:30 - 14:00	9	5058	0.108	9	5058	0.070	9	5058	0.178
14:00 - 14:30	9	5058	0.077	9	5058	0.075	9	5058	0.152
14:30 - 15:00	9	5058	0.070	9	5058	0.072	9	5058	0.142
15:00 - 15:30	9	5058	0.042	9	5058	0.086	9	5058	0.128
15:30 - 16:00	9	5058	0.059	9	5058	0.059	9	5058	0.118
16:00 - 16:30	9	5058	0.051	9	5058	0.070	9	5058	0.121
16:30 - 17:00	9	5058	0.053	9	5058	0.077	9	5058	0.130
17:00 - 17:30	9	5058	0.053	9	5058	0.141	9	5058	0.194
17:30 - 18:00	9	5058	0.040	9	5058	0.110	9	5058	0.150
18:00 - 18:30	9	5058	0.033	9	5058	0.072	9	5058	0.105
18:30 - 19:00	9	5058	0.015	9	5058	0.042	9	5058	0.057
19:00 - 19:30	2	6775	0.030	2	6775	0.030	2	6775	0.060
19:30 - 20:00	2	6775	0.007	2	6775	0.037	2	6775	0.044
20:00 - 20:30	1	7500	0.053	1	7500	0.013	1	7500	0.066
20:30 - 21:00	1	7500	0.040	1	7500	0.053	1	7500	0.093
21:00 - 21:30	1	7500	0.040	1	7500	0.053	1	7500	0.093
21:30 - 22:00	1	7500	0.013	1	7500	0.027	1	7500	0.040
22:00 - 22:30	1	7500	0.067	1	7500	0.053	1	7500	0.120
22:30 - 23:00	1	7500	0.067	1	7500	0.040	1	7500	0.107
23:00 - 23:30	1	7500	0.040	1	7500	0.040	1	7500	0.080
23:30 - 24:00	1	7500	0.040	1	7500	0.040	1	7500	0.080
Total Rates:			2.898			2.975			5.873

Parameter summary

Trip rate parameter range selected:	890 - 9100 (units: sqm)
Survey date date range:	01/01/00 - 17/06/09
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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	1	7500	0.093	1	7500	0.080	1	7500	0.173
00:30 - 01:00	1	7500	0.053	1	7500	0.067	1	7500	0.120
01:00 - 01:30	1	7500	0.013	1	7500	0.027	1	7500	0.040
01:30 - 02:00	1	7500	0.040	1	7500	0.067	1	7500	0.107
02:00 - 02:30	1	7500	0.027	1	7500	0.027	1	7500	0.054
02:30 - 03:00	1	7500	0.053	1	7500	0.067	1	7500	0.120
03:00 - 03:30	1	7500	0.027	1	7500	0.013	1	7500	0.040
03:30 - 04:00	1	7500	0.067	1	7500	0.053	1	7500	0.120
04:00 - 04:30	1	7500	0.053	1	7500	0.053	1	7500	0.106
04:30 - 05:00	1	7500	0.067	1	7500	0.053	1	7500	0.120
05:00 - 05:30	1	7500	0.040	1	7500	0.067	1	7500	0.107
05:30 - 06:00	1	7500	0.027	1	7500	0.040	1	7500	0.067
06:00 - 06:30	1	7500	0.027	1	7500	0.027	1	7500	0.054
06:30 - 07:00	1	7500	0.120	1	7500	0.080	1	7500	0.200
07:00 - 07:30	9	5058	0.013	9	5058	0.026	9	5058	0.039
07:30 - 08:00	9	5058	0.020	9	5058	0.037	9	5058	0.057
08:00 - 08:30	9	5058	0.031	9	5058	0.033	9	5058	0.064
08:30 - 09:00	9	5058	0.031	9	5058	0.033	9	5058	0.064
09:00 - 09:30	9	5058	0.029	9	5058	0.035	9	5058	0.064
09:30 - 10:00	9	5058	0.035	9	5058	0.035	9	5058	0.070
10:00 - 10:30	9	5058	0.033	9	5058	0.040	9	5058	0.073
10:30 - 11:00	9	5058	0.024	9	5058	0.015	9	5058	0.039
11:00 - 11:30	9	5058	0.022	9	5058	0.029	9	5058	0.051
11:30 - 12:00	9	5058	0.026	9	5058	0.015	9	5058	0.041
12:00 - 12:30	9	5058	0.020	9	5058	0.015	9	5058	0.035
12:30 - 13:00	9	5058	0.024	9	5058	0.022	9	5058	0.046
13:00 - 13:30	9	5058	0.035	9	5058	0.035	9	5058	0.070
13:30 - 14:00	9	5058	0.042	9	5058	0.033	9	5058	0.075
14:00 - 14:30	9	5058	0.031	9	5058	0.018	9	5058	0.049
14:30 - 15:00	9	5058	0.037	9	5058	0.026	9	5058	0.063
15:00 - 15:30	9	5058	0.033	9	5058	0.018	9	5058	0.051
15:30 - 16:00	9	5058	0.029	9	5058	0.018	9	5058	0.047
16:00 - 16:30	9	5058	0.018	9	5058	0.020	9	5058	0.038
16:30 - 17:00	9	5058	0.029	9	5058	0.009	9	5058	0.038
17:00 - 17:30	9	5058	0.029	9	5058	0.024	9	5058	0.053
17:30 - 18:00	9	5058	0.013	9	5058	0.009	9	5058	0.022
18:00 - 18:30	9	5058	0.015	9	5058	0.013	9	5058	0.028
18:30 - 19:00	9	5058	0.009	9	5058	0.018	9	5058	0.027
19:00 - 19:30	2	6775	0.030	2	6775	0.015	2	6775	0.045
19:30 - 20:00	2	6775	0.007	2	6775	0.022	2	6775	0.029
20:00 - 20:30	1	7500	0.053	1	7500	0.013	1	7500	0.066
20:30 - 21:00	1	7500	0.040	1	7500	0.053	1	7500	0.093
21:00 - 21:30	1	7500	0.040	1	7500	0.053	1	7500	0.093
21:30 - 22:00	1	7500	0.013	1	7500	0.027	1	7500	0.040
22:00 - 22:30	1	7500	0.067	1	7500	0.053	1	7500	0.120
22:30 - 23:00	1	7500	0.067	1	7500	0.040	1	7500	0.107
23:00 - 23:30	1	7500	0.040	1	7500	0.040	1	7500	0.080
23:30 - 24:00	1	7500	0.040	1	7500	0.040	1	7500	0.080
Total Rates:			1.732			1.653			3.385

Parameter summary

Trip rate parameter range selected:	890 - 9100 (units: sqm)
Survey date date range:	01/01/00 - 17/06/09
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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	1	7500	0.000	1	7500	0.000	1	7500	0.000
00:30 - 01:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
01:00 - 01:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
01:30 - 02:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
02:00 - 02:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
02:30 - 03:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
03:00 - 03:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
03:30 - 04:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
04:00 - 04:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
04:30 - 05:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
05:00 - 05:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
05:30 - 06:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
06:00 - 06:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
06:30 - 07:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
07:00 - 07:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
07:30 - 08:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
08:00 - 08:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
08:30 - 09:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
09:00 - 09:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
09:30 - 10:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
10:00 - 10:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
10:30 - 11:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
11:00 - 11:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
11:30 - 12:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
12:00 - 12:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
12:30 - 13:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
13:00 - 13:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
13:30 - 14:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
14:00 - 14:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
14:30 - 15:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
15:00 - 15:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
15:30 - 16:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
16:00 - 16:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
16:30 - 17:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
17:00 - 17:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
17:30 - 18:00	9	5058	0.002	9	5058	0.002	9	5058	0.004
18:00 - 18:30	9	5058	0.004	9	5058	0.004	9	5058	0.008
18:30 - 19:00	9	5058	0.002	9	5058	0.002	9	5058	0.004
19:00 - 19:30	2	6775	0.000	2	6775	0.000	2	6775	0.000
19:30 - 20:00	2	6775	0.000	2	6775	0.000	2	6775	0.000
20:00 - 20:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
20:30 - 21:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
21:00 - 21:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
21:30 - 22:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
22:00 - 22:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
22:30 - 23:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
23:00 - 23:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
23:30 - 24:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
Total Rates:			0.008			0.008			0.016

Parameter summary

Trip rate parameter range selected:	890 - 9100 (units: sqm)
Survey date date range:	01/01/00 - 17/06/09
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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	1	7500	0.000	1	7500	0.000	1	7500	0.000
00:30 - 01:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
01:00 - 01:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
01:30 - 02:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
02:00 - 02:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
02:30 - 03:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
03:00 - 03:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
03:30 - 04:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
04:00 - 04:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
04:30 - 05:00	1	7500	0.013	1	7500	0.000	1	7500	0.013
05:00 - 05:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
05:30 - 06:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
06:00 - 06:30	1	7500	0.000	1	7500	0.013	1	7500	0.013
06:30 - 07:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
07:00 - 07:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
07:30 - 08:00	9	5058	0.004	9	5058	0.000	9	5058	0.004
08:00 - 08:30	9	5058	0.007	9	5058	0.000	9	5058	0.007
08:30 - 09:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
09:00 - 09:30	9	5058	0.002	9	5058	0.000	9	5058	0.002
09:30 - 10:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
10:00 - 10:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
10:30 - 11:00	9	5058	0.002	9	5058	0.000	9	5058	0.002
11:00 - 11:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
11:30 - 12:00	9	5058	0.000	9	5058	0.002	9	5058	0.002
12:00 - 12:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
12:30 - 13:00	9	5058	0.002	9	5058	0.000	9	5058	0.002
13:00 - 13:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
13:30 - 14:00	9	5058	0.002	9	5058	0.002	9	5058	0.004
14:00 - 14:30	9	5058	0.002	9	5058	0.002	9	5058	0.004
14:30 - 15:00	9	5058	0.000	9	5058	0.004	9	5058	0.004
15:00 - 15:30	9	5058	0.000	9	5058	0.009	9	5058	0.009
15:30 - 16:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
16:00 - 16:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
16:30 - 17:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
17:00 - 17:30	9	5058	0.000	9	5058	0.009	9	5058	0.009
17:30 - 18:00	9	5058	0.000	9	5058	0.000	9	5058	0.000
18:00 - 18:30	9	5058	0.000	9	5058	0.000	9	5058	0.000
18:30 - 19:00	9	5058	0.000	9	5058	0.002	9	5058	0.002
19:00 - 19:30	2	6775	0.000	2	6775	0.007	2	6775	0.007
19:30 - 20:00	2	6775	0.000	2	6775	0.000	2	6775	0.000
20:00 - 20:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
20:30 - 21:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
21:00 - 21:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
21:30 - 22:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
22:00 - 22:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
22:30 - 23:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
23:00 - 23:30	1	7500	0.000	1	7500	0.000	1	7500	0.000
23:30 - 24:00	1	7500	0.000	1	7500	0.000	1	7500	0.000
Total Rates:			0.034			0.050			0.084

Parameter summary

Trip rate parameter range selected:	890 - 9100 (units: sqm)
Survey date date range:	01/01/00 - 17/06/09
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0