

TRANSPORT ASSESSMENT



Huddersfield Road, Dewsbury

ON BEHALF OF

A & P Ltd

January 2019



Quality Management

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Signatures:



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1. Introduction

- 1.1.1. Via Solutions has been appointed to prepare this Transport Assessment in support of an outline planning application for the proposed function hall called The Signature located on land adjacent to Huddersfield Road, Dewsbury. Figure 1 at Appendix A shows the site location in relation to the local highway network.
- 1.1.2. This Transport Assessment considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.
- 1.1.3. Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.
- 1.1.4. The following assessment concludes that an acceptable vehicular access can be provided in terms of safety and capacity.

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2. Transport Policy

- 2.1.1. 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. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

- 2.2.1. On 24th July 2018, the Ministry of Housing, Communities and Local Government published a new National Planning Policy Framework (NPPF), which replaced the document that was published on 27 March 2012.
- 2.2.2. The New NPPF in paragraph 103 states that *“significant development should be focused in locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making.”*
- 2.2.3. In paragraph 108 the NPPF states that when considering planning applications, it should be ensured that:
- *Appropriate opportunities to promote sustainable transport can be or have been taken up, given the location and type of development;*
 - *Safe and suitable access to the site can be achieved for all users; and*
 - *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

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2.2.4. NPPF paragraph 109 states that *“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

2.2.5. In relation to paragraph 109 developments should be in accordance with paragraph 110, which states:

- *Give priority first to pedestrians and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduce mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2.6. Paragraph 111 of the NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Assessment or transport assessment so that the likely impacts of the proposal can be assessed.

2.3. LOCAL PLANNING POLICY

2.3.1. The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3), which covers the period 2011 to 2016. 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; and
- ✓ To improve the condition of the highway infrastructure.

2.3.2. 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.

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

2.3.4. Local transport policy is set out in the Kirklees Unitary Development Plan (UDP) as retained in the Local Development framework process. The consistent objectives across all these documents are to look to developments that promote more sustainable transport choices and reduce the need to travel by car and improve the environment.

3. Existing Situation

3.1. SITE DESCRIPTION

- 3.1.1. The site is located off Huddersfield Road, Dewsbury. It was formerly a Harrison electrical wholesale goods warehouse with no formal parking layout, which is now unoccupied. Figure 1 in Appendix A shows the location of the site.

3.2. HIGHWAY NETWORK

- 3.2.1. Vehicular access is currently taken from Central Street to the north of site and Pinfold Hill to the south. Pinfold Hill is a one-way street that forms a priority junction with Huddersfield Road immediately south of the site access.
- 3.2.2. Central Street is a single carriageway with footways provided at both sides of the carriageway and frequent street lighting of a high standard. Central Street provides access to Dewsbury Town Centre to the east and Ravensthorpe to the west via the A644. Pinfold Hill provides a left in / left out arrangement from the A644 which joins Boothroyd Lane. This route can be used to access Dewsbury Town Centre to the east via the A644 / A638. Boothroyd Lane forms a junction with Central Street / High Street.
- 3.2.3. Vehicles from Dewsbury Town Centre can access the wider highway network to areas such as Batley, Ossett, Middletown and Wakefield. The strategic highway network can also be reached either via the M1 around 6km east of site of site, or via the M62 6.5km north-east of site.

3.3. PEDESTRIANS AND CYCLISTS

WALKING

3.3.1. The national policy relating to transport and development is set out Section 4 of the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to “The Guidelines for Providing for Journeys on Foot” (Institution of Highways & Transportation, May 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.3.2. The facilities within the preferred maximum walking distances are summarised in the Table 2 below and are shown on Figure 1 in Appendix A. The walking distances are measured from the main vehicular and pedestrian entrances to the north and south of site.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
400m	Bus stops, Dewsbury Bus Station, Dewsbury Train Station, residential areas
800m	Food and non-food retail, residential areas
1000m	Residential areas
2000m	Further residential areas

- 3.3.3. Central Street has footways provided at both sides of the carriageway and frequent street lighting as mentioned previously. These footways provide pedestrian access to the residential areas to the north and the west of site. Around 150m east of site the footway to the north of Central Street ends and ties into a series of footpaths leading to the residential dwellings north of Central Street. One footpath also continues east and ties in to the footway on Wellington Road.
- 3.3.4. Wellington Road has footways provided at both sides of the carriageway and frequent street lighting provided of a high standard. Around 50m north of Central Street, Wellington Road forms a simple priority junction with Eightlands Road which has footways at either side of the carriageway that provide safe pedestrian access to Dewsbury Train Station.
- 3.3.5. Pinfold Hill has a footway provided to the northern side of the carriageway with signalised crossing facilities to provide safe pedestrian access to Dewsbury Train Station to the north-east via Dewsbury Ring Road. Dewsbury Town Centre and the bus station can also be accessed to the east of site by utilising the existing signalised crossing facilities.
- 3.3.6. In summary, the existing pedestrian infrastructure in the vicinity of the site is of a good standard.

CYCLING

- 3.3.7. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy.
- 3.3.8. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km, but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.
- 3.3.9. All local facilities and services as detailed in Table 2 above, can be accessed readily by bicycle using predominantly residential roads and off-road cycle routes. The highway network to the north is mainly residential and experiences lower traffic volumes and thus cycling should be safe and convenient and an alternative mode of transport to the private car. 8
- 3.3.10. The residential areas identified as within walking distance of the site are of course similarly accessible by bicycle.
- 3.3.11. National cycle route 69 can be accessed via Old Westgate Road 170m east of site which connects Dewsbury to Ossett and Horbury. Cycle route 69 also connects to cycle route 66 which provides cycle access to Mirfield and Heckmondwike. Further details of these cycle routes can be found on <https://www.sustrans.org.uk/ncn/map>.

- 3.3.12. It is considered that the availability of national and regional cycle routes as well as the residential streets surrounding the school will encourage the use of the bicycle for journeys to and from the site.

3.4. PUBLIC TRANSPORT

BUSES

- 3.4.1. The nearest bus stops are located 120m north of site. Both are flagged and timetabled, and the stop to the south of the carriageway is also sheltered. There are also 2 bus stops located on Dewsbury Ring Road 360m north east of site. Both are flagged and timetabled, and the stop to the east of the carriageway is also sheltered.
- 3.4.2. The table below provides a summary of bus routes served at the bus stops mentioned above.

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TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
213	Dewsbury - Batley	60 mins	No Service
ML2	Shaw Cross – Dewsbury Moor	60 mins	No Service
DTB	Dewsbury Town Free Bus - Circular	20 mins	No service

- 3.4.3. Both the 213 and ML2 are served from the Central Street bus stops and the DTB is served from Dewsbury Ring Road. Dewsbury Bus Station is located 380m east of site and provides numerous and frequent services to Wakefield, Leeds and Huddersfield as well as local services throughout Dewsbury and coach services to wider destinations beyond.

TRAINS

- 3.4.4. Dewsbury Train Station is located 360m north-east of site. Both vehicle and pedestrian access is taken from Dewsbury Ring Road and there is an additional pedestrian access to the back of the train station that is located on Eightlands Road. Dewsbury Train Station provides regular services to Leeds, Manchester, York, Liverpool and Newcastle.
- 3.4.5. The proposed development is considered to be well served by public transport, utilising stops that are well within the desirable walking distances of 400m given in 'Providing for Journeys on Foot' and having a mainline station within reasonable walking and cycling distance.

3.5. INJURY COLLISION RECORDS

- 3.5.1. Injury collision data has been obtained from 1 January 2013 to 31 December 2017 from the Crash Map website. The collision data includes 1 incident within the vicinity of the site access. The relevant data is contained within Appendix B. The number of collisions by year and severity are indicated in the table below.

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TABLE 4. INCIDENT DATA SUMMARY (2013 – 2017)

Severity	2013	2014	2015	2016	2017
Slight	0	1	0	0	0
Serious	0	0	0	0	0
Fatal	0	0	0	0	0

- 3.5.2. The single incident recorded occurred on the A644 during daylight hours in fine weather. The accident occurred when a motorcyclist collided with the back of a car and slightly injured themselves. The motorcyclists age band was 16 – 20 which indicates that the incident occurred due to driver error and lack of experience and does not indicate any issue with highway safety.

3.5.3. It is considered that the accidents recorded above do not indicate a safety concern nor any safety trends on this section on the local highway network in the vicinity of the proposed development.

4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

- 4.1.1. This application seeks permission for the development of The Signature, a proposed function hall. The existing building is to be retained with the internal layout being altered to suit the change of use. The proposed function hall will be open Friday evenings and weekends only. The floor area of the proposed development is around 850m². The proposed site layout is indicated on the drawing contained within Appendix C.

4.2. VEHICULAR SITE ACCESS

- 4.2.1. Both existing vehicle accesses will be retained and used as the proposed vehicular accesses.

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4.3. PEDESTRIANS AND CYCLE ACCESS

- 4.3.1. Both pedestrians and cyclists can access the site via the two existing vehicular accesses. The surrounding road network is relatively quiet and will facilitate safe and convenient cycle access to the site.

4.4. PARKING PROVISION

APPLICABLE PARKING STANDARDS

- 4.4.1. Kirklees Unitary Development Plan (UDP) requires 1 space per 25m² for Public Halls, Community Centres, Places of Worship. Based on these parking standards the proposed development requires 34 visitor parking spaces.

- 4.4.2. According to the Kirklees UDP the staff parking standard shown should be replaced by the operational minimum requirement of spaces on site due to its town centre location. Given the level of sustainable transport located within a short walking distance of site it is believed additional car parking is not required.

PROPOSED PARKING ARRANGEMENTS

- 4.4.3. The parking provision on site has been indicated on the proposed layout in Appendix C. This drawing shows that 34 parking spaces can be provided within the existing car park area, with 3 of these being disabled spaces. This is shown on the drawing attached in Appendix C.
- 4.4.4. Kirklees (UDP) requires the function hall to provide 1 cycle parking space per 40m² which equates to 21 spaces. However, given the nature of the proposed venue it is unlikely that visitors will cycle to site. Therefore, we believe a provision of 10 cycle spaces is sufficient to provide for any staff cycle parking.

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4.5. SERVICING

- 4.5.1. Servicing will occur during hours that the function hall is closed to allow refuse and delivery vehicles to turn safely in and out of site in forward gear.

5. Traffic Impact

5.1. TRAFFIC IMPACT ASSESSMENT

- 5.1.1. The former use on the site was akin to a builder's merchant and if the TRICS database is interrogated (results in Appendix D) then it could have reasonably generated 12 – 15 vehicle movements per hour on a weekday and 120 movements per day. On a Saturday that use could generate about 40 vehicle movements per hour at peak and 270 movements over the whole day.
- 5.1.2. The car park offers 34 spaces and is likely to generate 68 vehicle movements when fully occupied for an event. In addition, visitors will also use taxis and mini buses to attend events being held. These will be encouraged to enter and leave the site by the two different access points in a one way fashion.
- 5.1.3. Larger groups may also use private coaches who would drop people off on the quiet service road to the north of the site when other land uses adjacent are not in operation. Finally, given the proximity of adjacent high-density residential areas, some guests might also choose to walk to and from the site.
- 5.1.4. With the venue only being open Friday evenings and weekends the proposed development will only generate traffic during these periods when network traffic flows are generally lighter. On average the overall quantum of traffic generated by the proposed use is unlikely to be significantly greater than the previous use with little or no activity over most of the week. The previous use will have also generated movements by trade vehicles which would be small to medium sized vans whereas most of the proposed development traffic will be cars and taxis.

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5.2. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

- 5.2.1. The proposals are considered to be located in a highly sustainable location and provides access by a genuine range of transport modes which accords with paragraph 103 of the new NPPF.
- 5.2.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 108 refers).
- 5.2.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 109. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110).

6. Conclusion

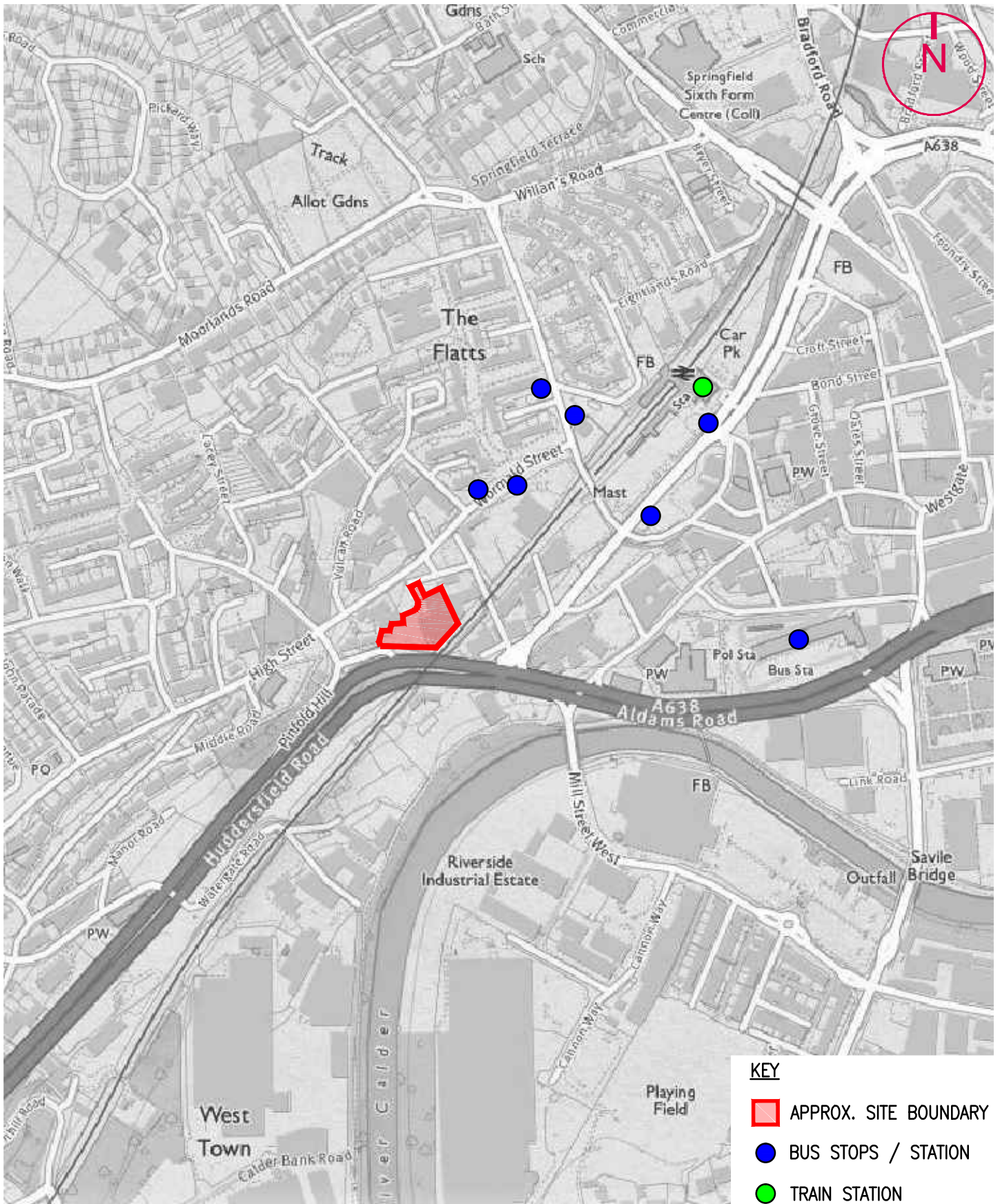
- 6.1.1. This Transport Assessment assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts that the development generated traffic. It concludes that the adjacent highway network can adequately accommodate the traffic impact of the proposed development in terms of safety and capacity.
- 6.1.2. This assessment has considered the existing and proposed operation of the highway in terms of highway safety, sustainability and capacity. It has shown that the predicted traffic from the proposed development has no material or significant impact on the local highway network.
- 6.1.3. The site is considered to be in a highly sustainable location with a wide range of local services and facilities that can be accessed on foot and by cycle, including those in Dewsbury Town Centre, and also gives easy access to the local residential areas. Frequent bus and train services operate near the site.
- 6.1.4. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network without any significant negative impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval.

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APPENDICES

APPENDIX A: Site Location Plan



VIASOLUTIONS

THE OLD COACH HOUSE, 1 CAMPBELL STREET PUDSEY LS28 6DP
tel: 0113 3453957 email: highwaymen@viasolutions.com

HUDDERSFIELD ROAD, DEWSBURY

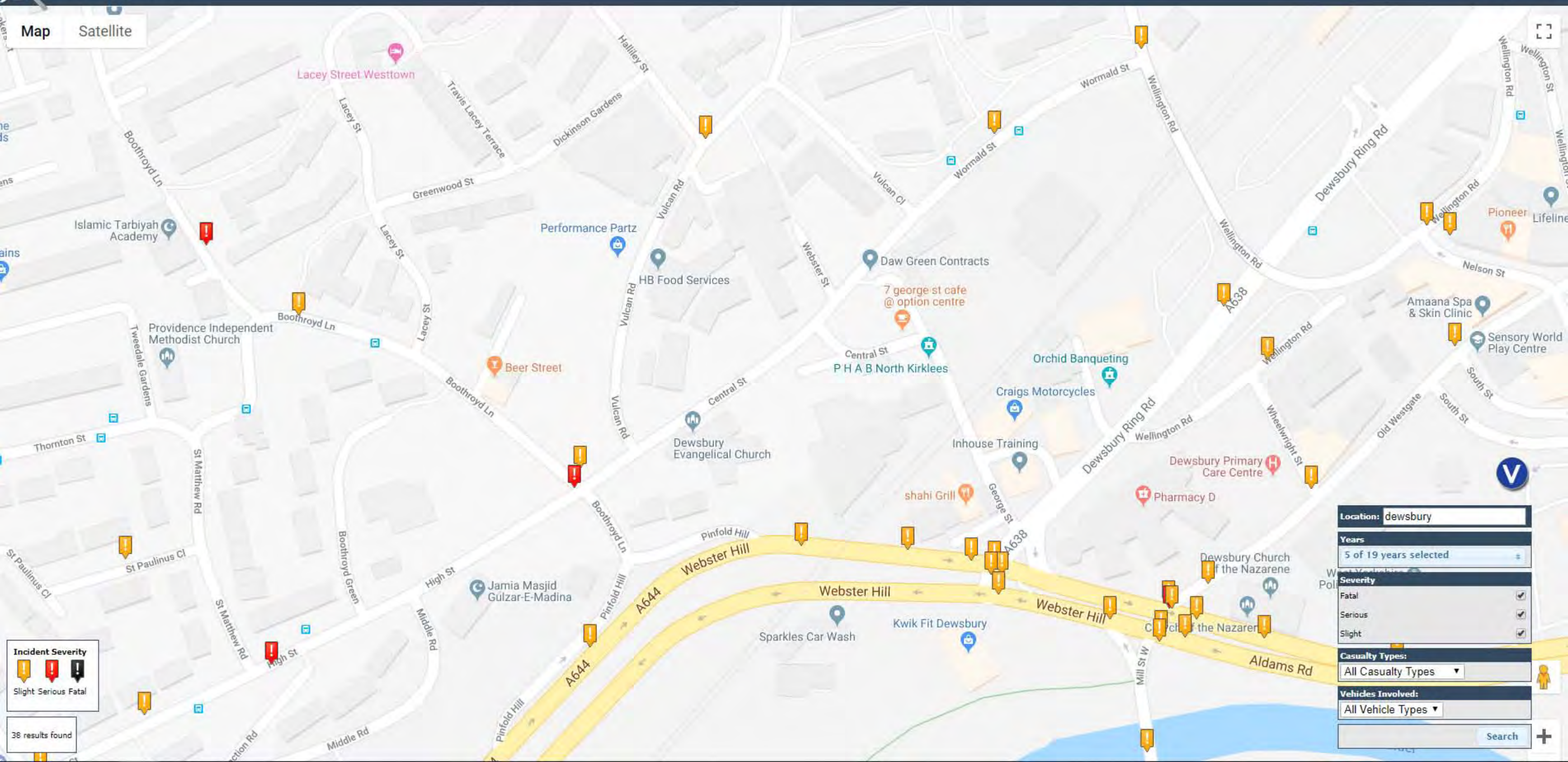
SITE LOCATION PLAN

SCALE: 1:5000 @A4

DATE: JAN 2019

FIGURE 1

APPENDIX B: Accident Data



Map Satellite

Incident Severity

Slight Serious Fatal

38 results found

Location: dewsbury

Years

5 of 19 years selected

Severity

Fatal ☒

Serious ☒

Slight ☒

Casualty Types:

All Casualty Types

Vehicles Involved:

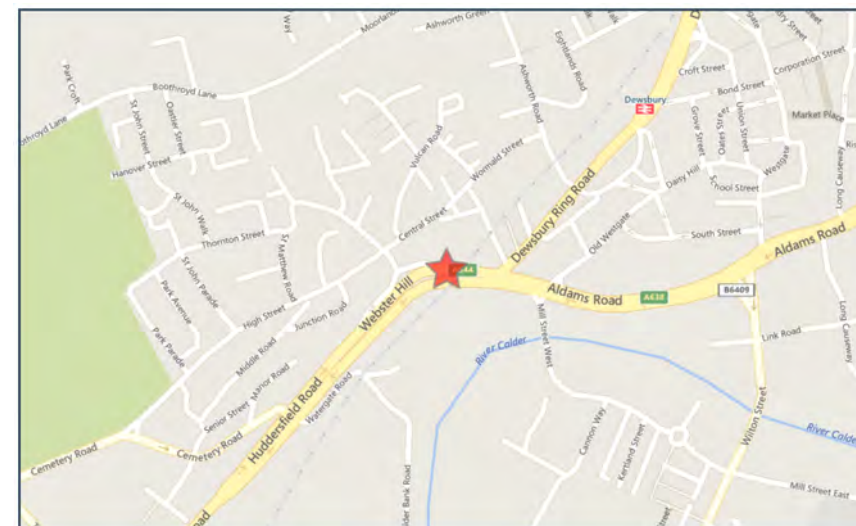
All Vehicle Types

Search



crashmap.co.uk

Crash Date:	Monday, July 07, 2014	Time of Crash:	9:10:00 AM	Crash Reference:	2014131770388
Highest Injury Severity:	Slight	Road Number:	A644	Number of Casualties:	1
Highway Authority:	Kirklees			Number of Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	424068 421532
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		2 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Back	Commuting to/from work	None	None
1	Motorcycle over 50cc and up to 125cc		-1 Male	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

APPENDIX C: Proposed Development Layout

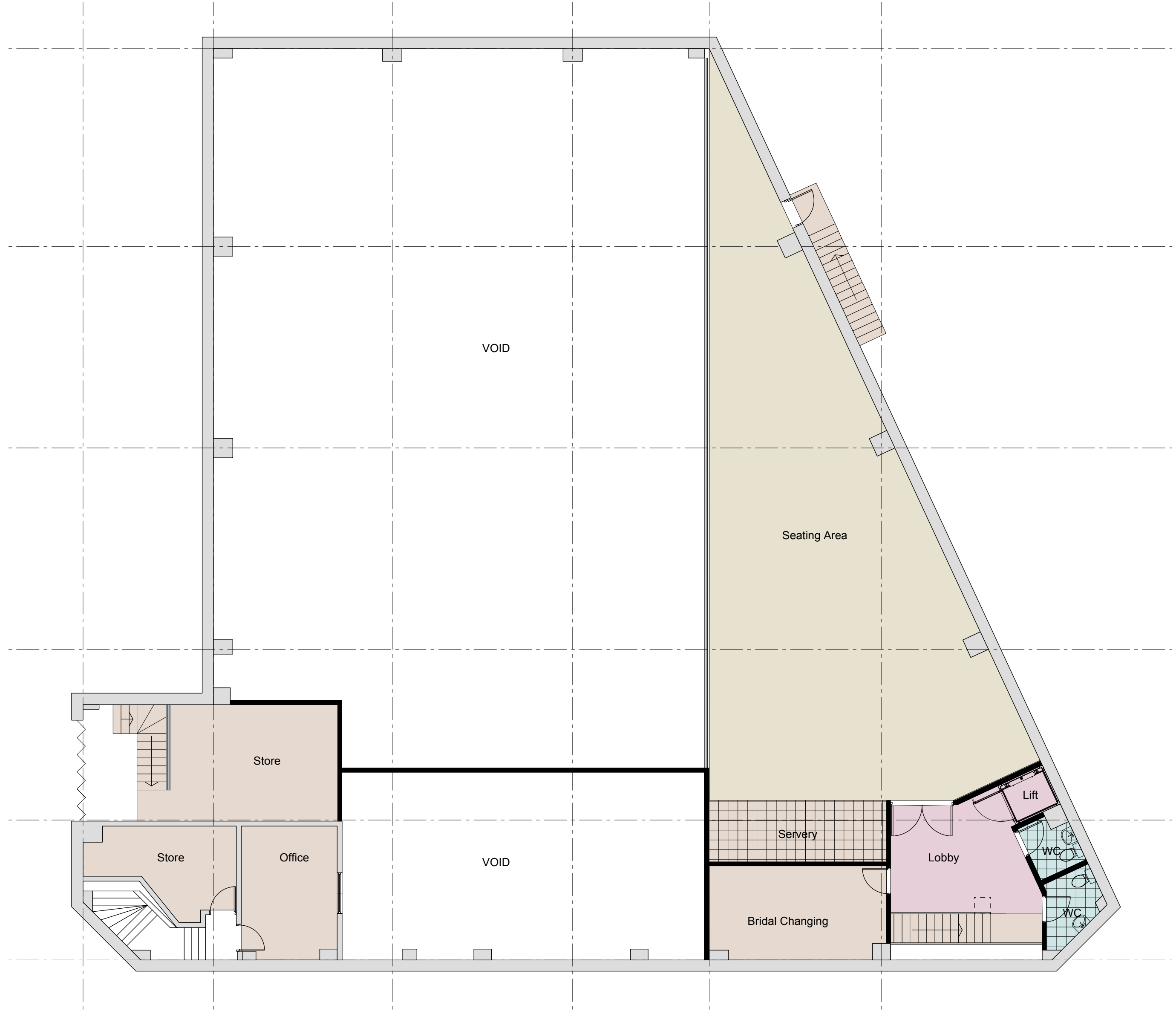
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Ground Floor Plan As Proposed
Scale 1:100
0m 1m 2m 3m 4m 5m



Front Elevation As Proposed
Scale 1:100
0m 1m 2m 3m 4m 5m



First Floor Mezzanine Plan As Proposed
Scale 1:100
0m 1m 2m 3m 4m 5m

DRAFT

rev | details | date

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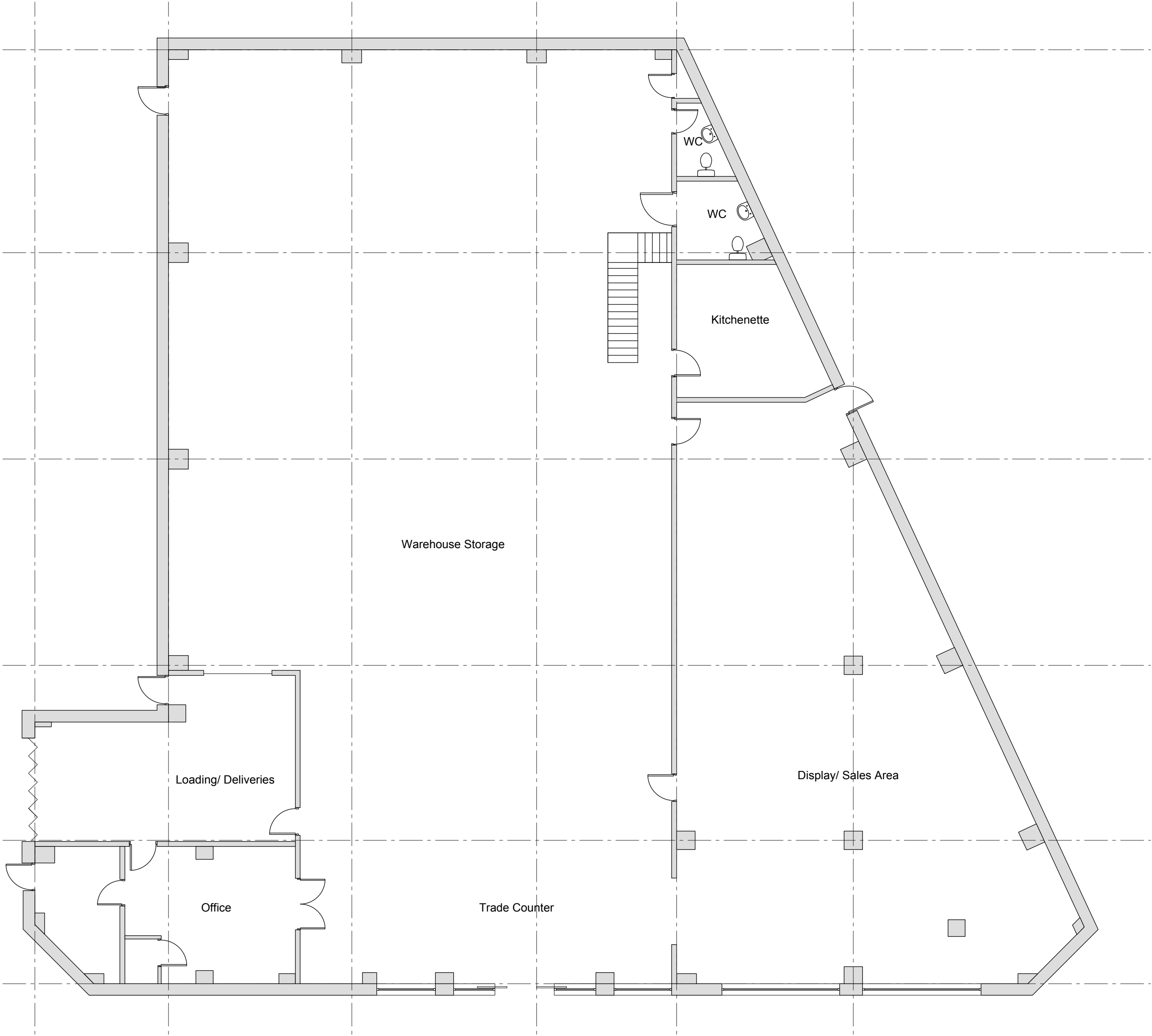
Drawing:
Plan as Proposed

Date:
28/12/18
Scale:
1:100
Size:
A1

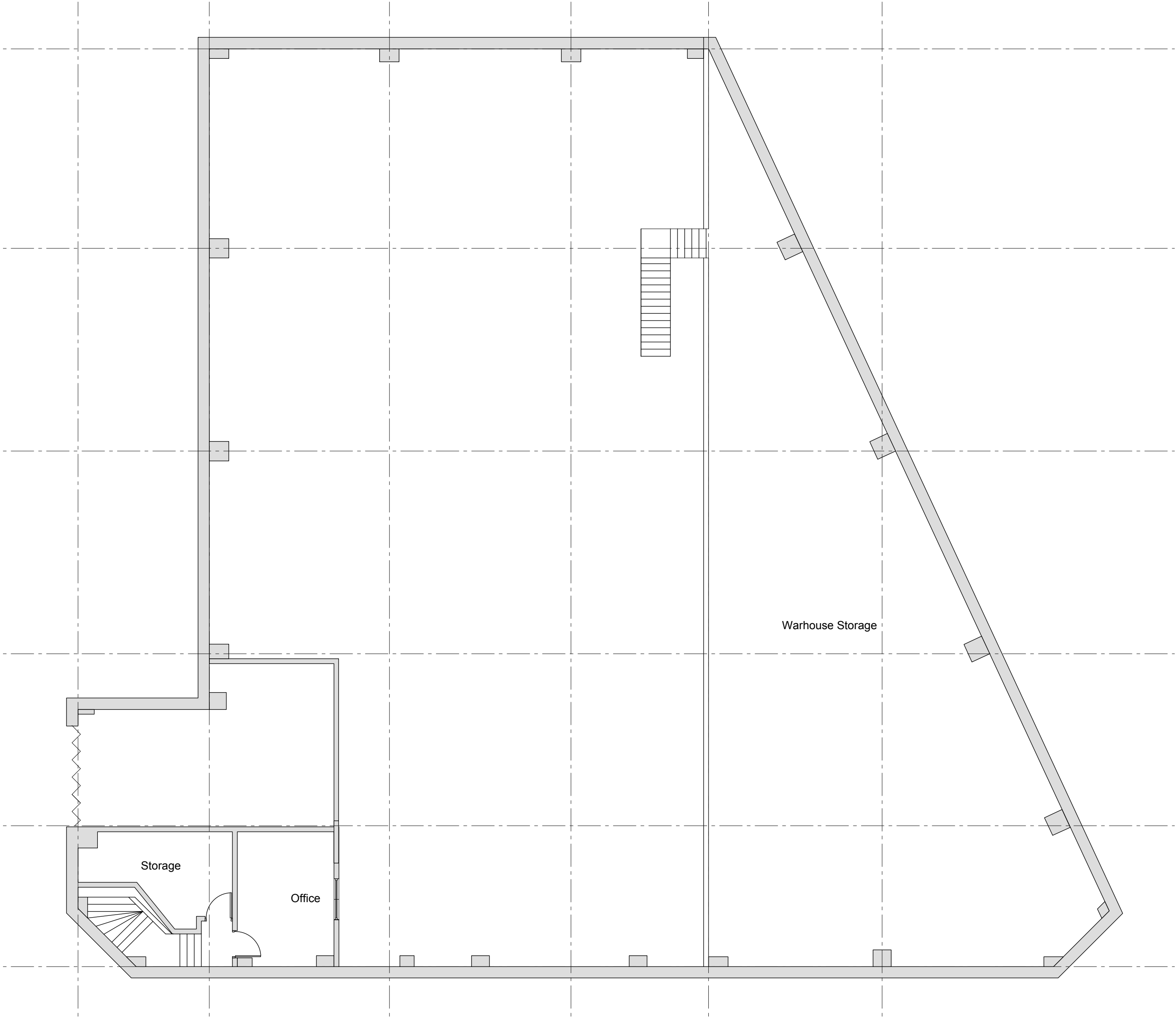
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AS PROPOSED

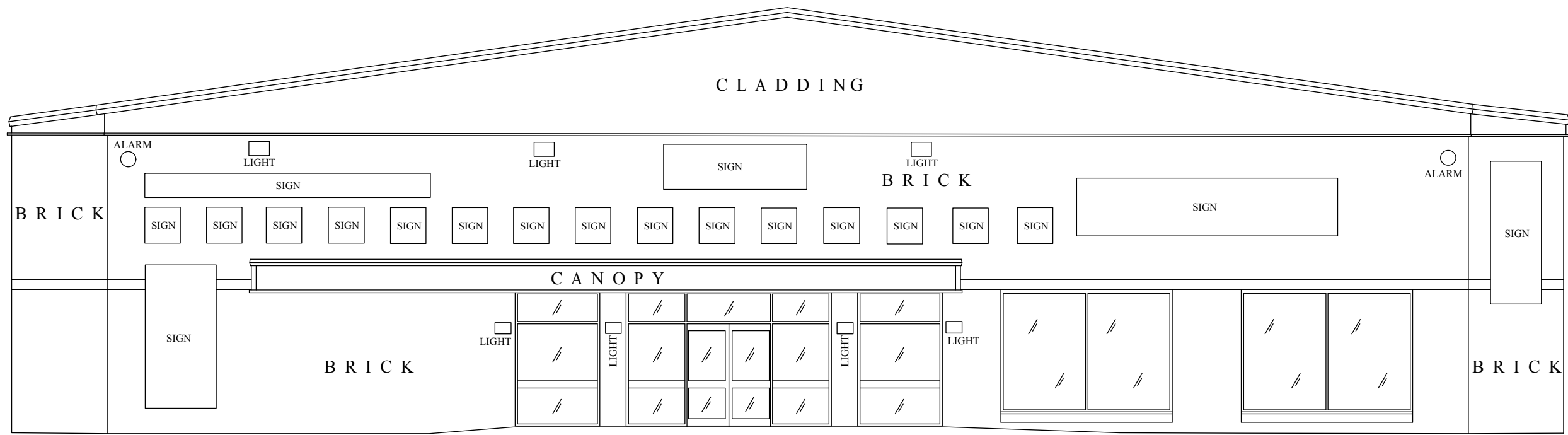
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Ground Floor Plan As Existing
Scale 1:100
0m 1m 2m 3m 4m 5m



First Floor Mezzanine Plan As Existing
Scale 1:100
0m 1m 2m 3m 4m 5m



Front Elevation As Existing
Scale 1:100
0m 1m 2m 3m 4m 5m

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Client:

Drawing:
Plan as Existing

Date:
28/12/18

Scale:
1:100

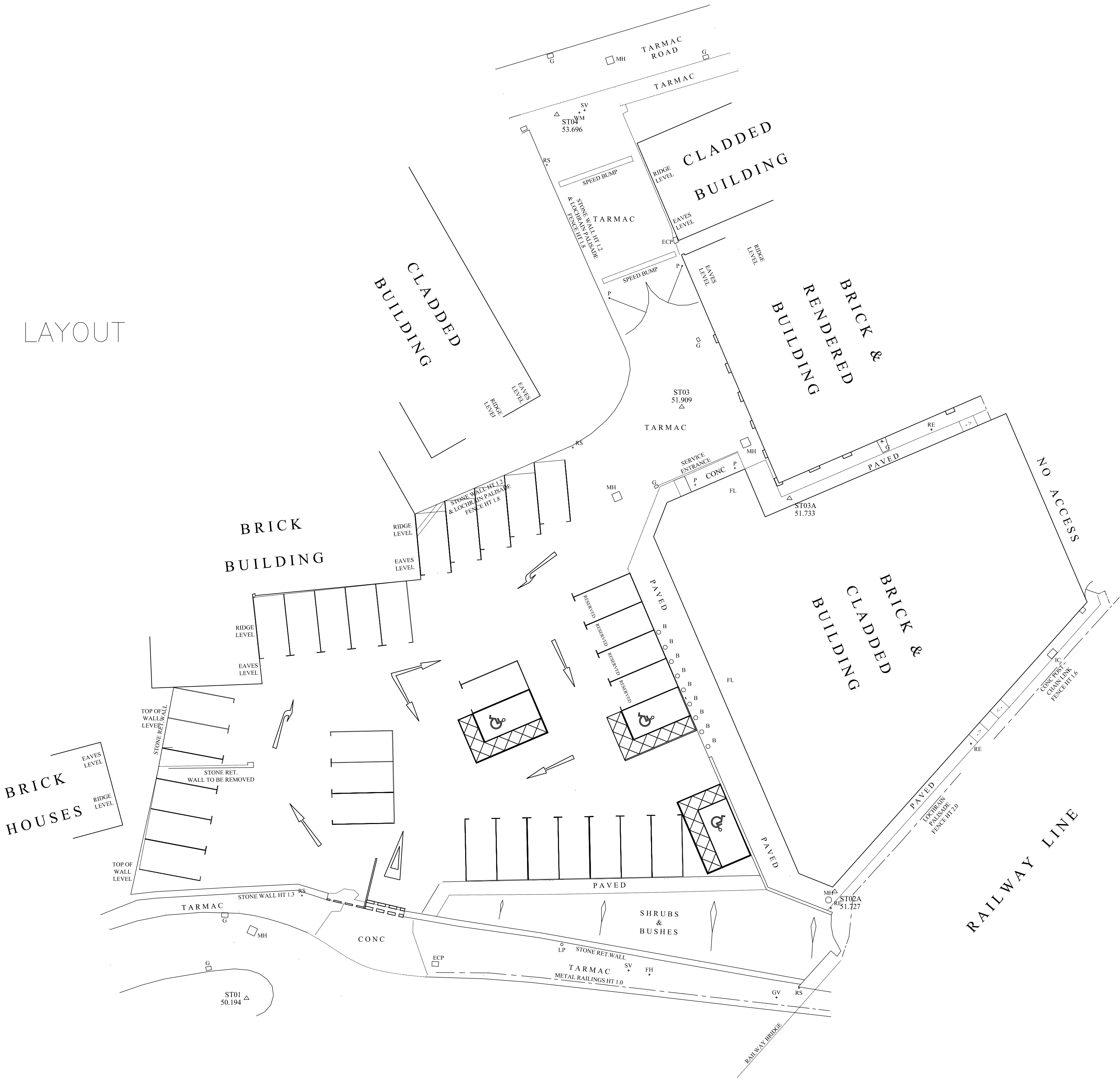
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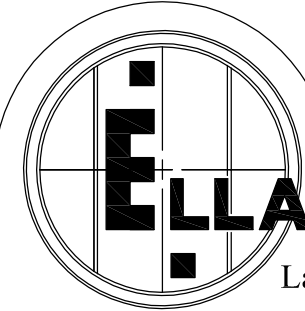
AS EXISTING

Station	Easting	Northing	Level
ST01	424038.842	421533.022	50.194
ST02	424055.284	421546.347	50.352
ST03	424072.724	421579.847	51.909
ST04	424062.996	421601.804	53.696
ST02A	424064.639	421541.326	51.727
ST03A	424081.118	421571.327	51.733

PROPOSED CAR PARK LAYOUT



SURVEY NOT TO BE MOVED OR ROTATED
ALL SERVICES TO BE FIELD VERIFIED
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THE COORDINATE SYSTEM USED FOR THE PRIMARY CONTROL IS OSGB36(15)
GRID CENTRE POINT: ST03



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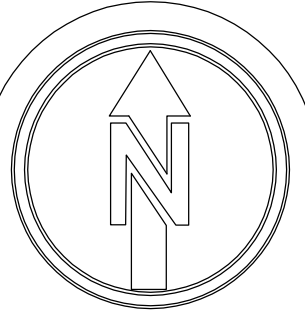
LOCATION
J.G. HARRISON, DEWSBURY

CLIENT
CODE L6

LEGEND

AV	AIR VALVE	CC	CONCRETE COVER	FWS	FOUL WATER SEWER	LP	LAMP POST	ST	STOP TAP
B	BOLLARD	CM	CABLE MARKER	G	GULLY	MC	METAL COVER	SV	STOP VALVE
BH	BOREHOLE	CP	CATCH PIT	GV	GAS VALVE	MH	MANHOLE	SWS	SURFACE WATER SEWER
BS	BUS STOP	CTV	CABLE TV I/C	HV	HIGH VOLTAGE	MV	MEDIUM VOLTAGE	TL	TRAFFIC LIGHTS
BT	BRITISH TELECOM	DP	DOWN PIPE	IC	INSPECTION COVER	P	POST / POLE	TP	TELEGRAPH POLE
		ECP	ELEC. CABLE PIT	JB	JUNCTION BOX	RE	RODDING EYE	TH	THRESHOLD
		EP	ELEC. POLE/PYLON	KW	KERB WEIR	RS	ROAD SIGN	VP	VENT PIPE
		ER	EARTH ROD	LB	LITTER BIN	S	STAY	WM	WATER METER
		FH	FIRE HYDRANT	LH	LAMP HOLE	SC	STOP COCK	WO	WASH OUT

SHEET	1 OF 2	LEVEL DATUM	GPS
SCALE	1 : 200	GRID DATUM	GPS
DRAWN	NEIL SYKES	DATUM USED	GPS STN: ST03
CHECKED BY	SE		Value 51.909m
DATE	DEC 2018	DRAWING NO.	7824/1



APPENDIX D: TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : L - BUILDER'S MERCHANTS
VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EG EALING	2 days
02	SOUTH EAST	
	KC KENT	1 days
	SC SURREY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 600 to 6275 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 07/12/09

Selected survey days:

Monday	4 days
Tuesday	1 days
Friday	3 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	4

Selected Location Sub Categories:

Industrial Zone	3
Residential Zone	3
High Street	1
No Sub Category	1

LIST OF SITES relevant to selection parameters

1	EG-01-L-01	JEWSON, ACTON	EALING
	HIGH STREET		
	ACTON		
	Town Centre		
	High Street		
	Total Gross floor area:	1350 sqm	
2	EG-01-L-02	BUILDERS MERCHANTS, ACTON	EALING
	BOLLO BRIDGE ROAD		
	ACTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	2120 sqm	
3	KC-01-L-01	TRAVIS PERKINS, MARGATE	KENT
	ENTERPRISE WAY		
	WESTWOOD		
	MARGATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6275 sqm	
4	SC-01-L-01	BUILDER CENTRE, LEATHERHEAD	SURREY
	GARLANDS ROAD		
	LEATHERHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1390 sqm	
5	WM-01-L-01	BUILDERS MERCH., BIRMINGHAM	WEST MIDLANDS
	NEW ROAD		
	RUBERY		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	600 sqm	
6	WO-01-L-01	JEWSON, BROMSGROVE	WORCESTERSHIRE
	WORCESTER ROAD		
	BROMSGROVE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1000 sqm	
7	WO-01-L-02	JEWSON, WORCESTER	WORCESTERSHIRE
	NAVIGATION ROAD		
	WORCESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5000 sqm	
8	WY-01-L-01	BUILDERS MER., HUDDERSFIELD	WEST YORKSHIRE
	ST ANDREWS ROAD		
	BRADLEY MILLS		
	HUDDERSFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	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	8	2592	0.487	8	2592	0.212	8	2592	0.699
08:00 - 09:00	8	2592	0.767	8	2592	0.666	8	2592	1.433
09:00 - 10:00	8	2592	0.728	8	2592	0.796	8	2592	1.524
10:00 - 11:00	8	2592	0.892	8	2592	0.834	8	2592	1.726
11:00 - 12:00	8	2592	0.878	8	2592	0.878	8	2592	1.756
12:00 - 13:00	8	2592	0.776	8	2592	0.815	8	2592	1.591
13:00 - 14:00	8	2592	0.612	8	2592	0.675	8	2592	1.287
14:00 - 15:00	8	2592	0.752	8	2592	0.699	8	2592	1.451
15:00 - 16:00	8	2592	0.579	8	2592	0.637	8	2592	1.216
16:00 - 17:00	8	2592	0.473	8	2592	0.502	8	2592	0.975
17:00 - 18:00	8	2592	0.048	8	2592	0.260	8	2592	0.308
18:00 - 19:00	2	4000	0.000	2	4000	0.000	2	4000	0.000
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:			6.992			6.974			13.966

Parameter summary

Trip rate parameter range selected:600 - 6275 (units: sqm)

Survey date date range:01/01/02 - 07/12/09

Number of weekdays (Monday-Friday):8

Number of Saturdays:0

Number of Sundays:0

Surveys manually removed from selection:0

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	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	8	2592	0.063	8	2592	0.087	8	2592	0.150
08:00 - 09:00	8	2592	0.111	8	2592	0.101	8	2592	0.212
09:00 - 10:00	8	2592	0.140	8	2592	0.106	8	2592	0.246
10:00 - 11:00	8	2592	0.145	8	2592	0.169	8	2592	0.314
11:00 - 12:00	8	2592	0.130	8	2592	0.121	8	2592	0.251
12:00 - 13:00	8	2592	0.121	8	2592	0.159	8	2592	0.280
13:00 - 14:00	8	2592	0.140	8	2592	0.116	8	2592	0.256
14:00 - 15:00	8	2592	0.082	8	2592	0.092	8	2592	0.174
15:00 - 16:00	8	2592	0.096	8	2592	0.063	8	2592	0.159
16:00 - 17:00	8	2592	0.063	8	2592	0.043	8	2592	0.106
17:00 - 18:00	8	2592	0.014	8	2592	0.014	8	2592	0.028
18:00 - 19:00	2	4000	0.000	2	4000	0.000	2	4000	0.000
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:			1.105			1.071			2.176

Parameter summary

Trip rate parameter range selected: 600 - 6275 (units: sqm)
Survey date date range: 01/01/02 - 07/12/09
Number of weekdays (Monday-Friday): 8
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
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 - 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	8	2592	0.000	8	2592	0.000	8	2592	0.000
08:00 - 09:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
09:00 - 10:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
10:00 - 11:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
11:00 - 12:00	8	2592	0.005	8	2592	0.005	8	2592	0.010
12:00 - 13:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
13:00 - 14:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
14:00 - 15:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
15:00 - 16:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
16:00 - 17:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
17:00 - 18:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
18:00 - 19:00	2	4000	0.000	2	4000	0.000	2	4000	0.000
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:			0.005				0.005	0.010	

Parameter summary

Trip rate parameter range selected:600 - 6275 (units: sqm)

Survey date date range:01/01/02 - 07/12/09

Number of weekdays (Monday-Friday):8

Number of Saturdays:0

Number of Sundays:0

Surveys manually removed from selection:0

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	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	8	2592	0.005	8	2592	0.000	8	2592	0.005
08:00 - 09:00	8	2592	0.010	8	2592	0.010	8	2592	0.020
09:00 - 10:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
10:00 - 11:00	8	2592	0.005	8	2592	0.005	8	2592	0.010
11:00 - 12:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
12:00 - 13:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
13:00 - 14:00	8	2592	0.005	8	2592	0.005	8	2592	0.010
14:00 - 15:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
15:00 - 16:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
16:00 - 17:00	8	2592	0.000	8	2592	0.000	8	2592	0.000
17:00 - 18:00	8	2592	0.000	8	2592	0.005	8	2592	0.005
18:00 - 19:00	2	4000	0.000	2	4000	0.000	2	4000	0.000
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:			0.025	0.025			0.050		

Parameter summary

Trip rate parameter range selected: 600 - 6275 (units: sqm)
Survey date date range: 01/01/02 - 07/12/09
Number of weekdays (Monday-Friday): 8
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : L - BUILDER'S MERCHANTS
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 600 to 1390 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 07/12/09

Selected survey days:

Saturday 3 days

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone 2
No Sub Category 1

LIST OF SITES relevant to selection parameters

- | | | | |
|---|------------------------------------|-----------------------------|----------------|
| 1 | SC-01-L-01 | BUILDER CENTRE, LEATHERHEAD | SURREY |
| | GARLANDS ROAD | | |
| | LEATHERHEAD | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Gross floor area: 1390 sqm | | |
| 2 | WM-01-L-01 | BUILDERS MERCH., BIRMINGHAM | WEST MIDLANDS |
| | NEW ROAD | | |
| | RUBERY | | |
| | BIRMINGHAM | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Gross floor area: 600 sqm | | |
| 3 | WO-01-L-01 | JEWSON, BROMSGROVE | WORCESTERSHIRE |
| | WORCESTER ROAD | | |
| | BROMSGROVE | | |
| | Edge of Town | | |
| | No Sub Category | | |
| | Total Gross floor area: 1000 sqm | | |

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	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	3	997	0.769	3	997	0.435	3	997	1.204
08:00 - 09:00	3	997	1.839	3	997	1.672	3	997	3.511
09:00 - 10:00	3	997	2.308	3	997	2.508	3	997	4.816
10:00 - 11:00	3	997	2.274	3	997	2.274	3	997	4.548
11:00 - 12:00	3	997	2.074	3	997	2.375	3	997	4.449
12:00 - 13:00	3	997	1.973	3	997	2.107	3	997	4.080
13:00 - 14:00	2	995	1.357	2	995	1.658	2	995	3.015
14:00 - 15:00	2	995	1.608	2	995	1.307	2	995	2.915
15:00 - 16:00	2	995	1.156	2	995	1.357	2	995	2.513
16:00 - 17:00	2	995	0.352	2	995	0.653	2	995	1.005
17:00 - 18:00	2	995	0.050	2	995	0.151	2	995	0.201
18:00 - 19:00	1	1390	0.000	1	1390	0.000	1	1390	0.000
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:			15.760			16.497			32.257

Parameter summary

Trip rate parameter range selected: 600 - 1390 (units: sqm)
Survey date date range: 01/01/02 - 07/12/09
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 3
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	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	3	997	0.000	3	997	0.134	3	997	0.134
08:00 - 09:00	3	997	0.167	3	997	0.201	3	997	0.368
09:00 - 10:00	3	997	0.268	3	997	0.301	3	997	0.569
10:00 - 11:00	3	997	0.301	3	997	0.268	3	997	0.569
11:00 - 12:00	3	997	0.268	3	997	0.201	3	997	0.469
12:00 - 13:00	3	997	0.100	3	997	0.100	3	997	0.200
13:00 - 14:00	2	995	0.201	2	995	0.151	2	995	0.352
14:00 - 15:00	2	995	0.151	2	995	0.101	2	995	0.252
15:00 - 16:00	2	995	0.101	2	995	0.151	2	995	0.252
16:00 - 17:00	2	995	0.050	2	995	0.050	2	995	0.100
17:00 - 18:00	2	995	0.050	2	995	0.000	2	995	0.050
18:00 - 19:00	1	1390	0.000	1	1390	0.000	1	1390	0.000
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:			1.657			1.658			3.315

Parameter summary

Trip rate parameter range selected: 600 - 1390 (units: sqm)
Survey date date range: 01/01/02 - 07/12/09
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 3
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
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 - 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	3	997	0.000	3	997	0.000	3	997	0.000
08:00 - 09:00	3	997	0.000	3	997	0.000	3	997	0.000
09:00 - 10:00	3	997	0.000	3	997	0.000	3	997	0.000
10:00 - 11:00	3	997	0.000	3	997	0.000	3	997	0.000
11:00 - 12:00	3	997	0.000	3	997	0.000	3	997	0.000
12:00 - 13:00	3	997	0.000	3	997	0.000	3	997	0.000
13:00 - 14:00	2	995	0.000	2	995	0.000	2	995	0.000
14:00 - 15:00	2	995	0.000	2	995	0.000	2	995	0.000
15:00 - 16:00	2	995	0.000	2	995	0.000	2	995	0.000
16:00 - 17:00	2	995	0.000	2	995	0.000	2	995	0.000
17:00 - 18:00	2	995	0.000	2	995	0.000	2	995	0.000
18:00 - 19:00	1	1390	0.000	1	1390	0.000	1	1390	0.000
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:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected: 600 - 1390 (units: sqm)
Survey date date range: 01/01/02 - 07/12/09
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 3
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	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	3	997	0.000	3	997	0.000	3	997	0.000
08:00 - 09:00	3	997	0.033	3	997	0.033	3	997	0.066
09:00 - 10:00	3	997	0.000	3	997	0.000	3	997	0.000
10:00 - 11:00	3	997	0.033	3	997	0.033	3	997	0.066
11:00 - 12:00	3	997	0.000	3	997	0.000	3	997	0.000
12:00 - 13:00	3	997	0.000	3	997	0.000	3	997	0.000
13:00 - 14:00	2	995	0.000	2	995	0.000	2	995	0.000
14:00 - 15:00	2	995	0.000	2	995	0.000	2	995	0.000
15:00 - 16:00	2	995	0.000	2	995	0.000	2	995	0.000
16:00 - 17:00	2	995	0.000	2	995	0.000	2	995	0.000
17:00 - 18:00	2	995	0.000	2	995	0.000	2	995	0.000
18:00 - 19:00	1	1390	0.000	1	1390	0.000	1	1390	0.000
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:			0.066			0.066			0.132

Parameter summary

Trip rate parameter range selected: 600 - 1390 (units: sqm)
Survey date date range: 01/01/02 - 07/12/09
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 3
Number of Sundays: 0
Surveys manually removed from selection: 0

