

TRANSPORT STATEMENT



Lindley Moor Rd, Huddersfield

**ON BEHALF OF
Frank Marshall Estates**

April 2021



Quality Management

Project Number	21025
Filename	21025 Lindley Moor Rd TS
Issue No	1
Issue Date	15.04.2021
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Reviewer	Eric Appleton

Signatures:

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1. Introduction

- 1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for a proposed redevelopment of the site of the former Wappy Springs public house on Lindley Moor Road, Lindley Moor near Huddersfield on behalf of Frank Marshall Estates. Figure 1 at Appendix A shows the site location in relation to the local highway network. The proposal is to provide several small employment units amounting to a total of 2,300sqm using the same access as the public house. Potential development options to include for a doctor's surgery or a children's nursery on part of the site are also considered.
- 1.1.2. This Transport Statement considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. ¹
- 1.1.3. Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within the 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.

2. Transport Policy

- 2.1.1. When considering transport policy compliance for planning applications, the main focus 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 – PROMOTING SUSTAINABLE TRAVEL

- 2.2.1. 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 by people of all ages and abilities. Further details of the relevant policy documents are set out below. 2

2.3. NATIONAL PLANNING POLICY FRAMEWORK

- 2.3.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government on 19 February 2019.
- 2.3.2. Paragraph 103 states that *“significant development should be focused on 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.”*

2.3.3. Paragraph 108 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.*

2.3.4. 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”.

2.3.5. Paragraph 110 states developments should:

- *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 reduced 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.*

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2.4. LOCAL TRANSPORT POLICY

2.4.1. 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; and*
- ✓ *To improve the condition of the highway infrastructure.*

2.4.2. 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.

2.4.3. 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.

2.4.4. The new Kirklees Local Plan was approved on 27th February 2019. 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 application site is located on the site of the former Wappy Springs public house which lies to the northern side of Lindley Moor Road in Lindley Moor, some 4.2km to the north west of Huddersfield town centre and 2km south of Elland town centre. Figure 1 at Appendix A shows the site location in relation to the local highway network.

3.1.2. The existing site comprises a former public house with associated car parking and open garden areas with a vehicle access located centrally along the site frontage. A right turning ghost island is provided in the centre of Lindley Moor Road offering a degree of protection to vehicle waiting to turn right in to the site. 5

3.2. HIGHWAY NETWORK

LOCAL HIGHWAY NETWORK

3.2.1. Lindley Moor Road forms the southern boundary of the site, from which access into the site is taken. The road also provides access to a car dealership and another employment unit opposite plus residential areas to the west.

3.2.2. To the east of the site, a traffic signal controlled junction with pedestrian facilities built in connects to Crosland Road. This road provides access to the several new residential developments and the longer standing residential areas to the south.

3.2.3. Lindley Moor Road runs generally west to east and parallel to but south of the M62 motorway and as such does provide a link between Junctions 23 and 24. The former also serves the A640 New Hey Road whilst the latter also intersects with the A629 Halifax Road, both of these routes being arterial connections to the centre of Huddersfield. The A629 also continues to the north linking to Elland and Halifax town centres. Figure 1 at Appendix A shows the site location in relation to the local highway network.

3.2.4. Lindley Moor Road is subject to a 40mph speed limit at the site access – this continues for a distance down Crosland Road before reducing to 30mph as the developed areas are reached. Both roads are two-way single carriageways with a system of street lighting and footways provided in accordance with current road standards

STRATEGIC HIGHWAY NETWORK

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3.2.5. The Strategic Highway Network is accessible via Lindley Moor Road which joins the M62 at Junctions 23 and 24 to the west and east respectively.

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"* (Institute of Highway Engineers, May 2010), 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 distance are summarised in the table below.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
200m	Car dealership
400m	Bus stop, residential areas
800m	Local shops and takeaways, residential areas
2000m	Local shops and takeaways, residential areas

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3.3.3. There are footways on Crosland Road and Lindley Moor Road and conveniently located refuges to allow these roads to be crossed in greater safety. A shared footpath / cycleway cuts the corner between Crosland Road and Lindley Moor Road. Pedestrian crossing facilities are also provided at the signal controlled junction between these two roads.

CYCLING

3.3.4. 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.

- 3.3.5. 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.
- 3.3.6. A shared footpath / cycleway cuts the corner between Crosland Road and Lindley Moor Road.
- 3.3.7. In consideration of the above, it is judged that there are practical and convenient links available to and from the proposed development offering the potential for residents to walk or cycle to local facilities and employment areas.

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3.4. PUBLIC TRANSPORT

BUSES

- 3.4.1. There are bus stops located on Laund Road within 400m to the west of the development site (used by the 378 service) and further stops on Cowrakes Road to the south of the development site. Whilst the latter are slightly further than the normally accepted figure of 400 metres, as is shown below the level of frequency of services which use these stops make them convenient to be used as part of a journey to work trip. The location of bus stops is indicated on the Figure 1 in Appendix A.
- 3.4.2. Table 3 below provides a summary of bus routes in the area.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
370	Rawthorpe – Huddersfield – Lindley Circular	20mins	60mins
371	Huddersfield – Salendine Nook - Lindley	20mins	60mins
372	Almondbury – Waterloo- Huddersfield - Lindley	10mins	60 (eves) 20 (Sun)
377 / 378	Huddersfield – HRI - Lindley	Combined 30mins	

TRAINS

- 3.4.3. The nearest railway station is Huddersfield which is located 4.2km from the site. This offers services to Manchester and Leeds Central Station, which gives access to the wider national rail network, including London, Liverpool, York and Scotland.
- 3.4.4. The proposed development is considered to be well served by public transport, utilising stops that are slightly further than the desirable walking distances given in 'Providing for Journeys on Foot' but with high frequency of services to main centres.

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3.5. INJURY COLLISION RECORDS

- 3.5.1. Injury collision data has been obtained from 1 January 2015 to 30 June 2020 from the Crash Map website for road network immediately surrounding the site access. The collision data includes no accidents within the time frame at the site access. There is a cluster of collisions at the junction of Crosland Road with Lindley Moor Road but these all pre date the introduction of traffic signals so are no longer relevant to the current situation.
- 3.5.2. Therefore, it is considered that the location is not a site for concern and the collision data shows that the network is operating safely.

4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

- 4.1.1. The applicant seeks planning permission for the demolition of the former public house and to provide several small employment units amounting to a total of 2,300sqm (24,750sqft) using the same access as the public house. The proposed development plan is shown on the drawing in Appendix B.
- 4.1.2. Potential development options to include for a doctor's surgery or a children's nursery on part of the site are also considered. These would occupy both of the two larger units at the west end of the site so amounting to 511sqm (5,500sqft) for either option.

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4.2. SITE ACCESS

- 4.2.1. The proposed development will use the existing access arrangements on to Lindley Moor Road with some adjustments required to corner radii as necessary.
- 4.2.2. The proposed site layout is indicated on the drawing contained within Appendix B.

4.3. PEDESTRIANS AND CYCLE ACCESS

- 4.3.1. Pedestrians and cyclists will be able to access the development via the existing footways provided within the site which link directly to Lindley Moor Road. Cyclists can also access the site via the existing vehicular access.

4.4. PARKING PROVISION

- 4.4.1. Kirklees Council has no parking guidance. Therefore, the level of parking provision has been based upon experience of similar developments elsewhere and guidance used by other Councils.
- 4.4.2. Secure cycle parking provision is proposed in several locations on site as indicated on the architect's drawings.
- 4.4.3. The parking provision on site has been indicated on the proposed layout in Appendix B. The level of parking provision proposed accords with the Council's parking guidelines having due regard to the site location.

4.5. SERVICING

- 4.5.1. The internal layout will accommodate service, refuse vehicles and emergency vehicles and all vehicles will be able to enter and leave the site in forward gear. The size of service vehicles are commensurate with the scale of the units and from experience of similar developments carried out by our client.

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5. Traffic Impact

5.1. EXISTING TRAFFIC

- 5.1.1. The existing public house premises amounts to some 160sqm. We have accessed the TRICS database to determine the likely traffic volumes that might have been generated by this use on the site. The results can be found in Appendix C to this report and are summarised in the table below:

TABLE 4. TRIP RATES FOR PUBLIC HOUSE / RESTAURANT USE

	Public House / Restaurant	
	Arrivals	Departures
AM	0	0
PM	3.694	1.722
Daily	54.792	

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- 5.1.2. Applying the trip rates in Table 4, the likely traffic generations are presented below in Table 5.

TABLE 5. TRAFFIC GENERATIONS FOR EXISTING PUBLIC HOUSE USE

	Public House / Restaurant	
	Arrivals	Departures
AM	0	0
PM	6	3
Daily	88	

- 5.1.3. The current use of the site as a public house / restaurant might be expected to generate around 0, 9 and 88 vehicle movements in the AM peak, PM peak and daily respectively.

5.2. PROPOSED TRAFFIC

- 5.2.1. The proposed development comprises some 2,137sqm of light industrial / warehouse type units plus 163sqm business hub (offices). We have accessed the TRICS database to determine the likely traffic volumes that might have been generated by this use on the site. The results can be found in Appendix C to this report and are summarised in the tables below:

TABLE 6. TRIP RATES FOR INDUSTRIAL ESTATE USE

	Industrial Estate	
	Arrivals	Departures
AM	0.561	0.278
PM	0.134	0.561
Daily	7.091	

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TABLE 7. TRIP RATES FOR OFFICE USE

	Office	
	Arrivals	Departures
AM	1.447	0.240
PM	0.191	1.201
Daily	11.755	

- 5.2.2. Applying the trip rates in Tables 6 and 7, the likely development traffic generations are presented below:

TABLE 8. PREDICTED TRAFFIC FOR PROPOSED DEVELOPMENT

	Industrial Estate + Office	
	Arrivals	Departures
AM	12 + 2 = 14	6 + 1 = 7
PM	3 + 0 = 3	12 + 2 = 14
Daily	152 + 19 = 171	

- 5.2.3. The proposed use of the site to provide several light industrial units and an office hub might be expected to generate around 21, 17 and 171 vehicle movements in the AM peak, PM peak and daily respectively.
- 5.2.4. As mentioned above, we have also considered potential development options to include for a doctor's surgery or a children's nursery on part of the site. These would occupy both of the two larger units at the west end of the site so amounting to 511sqm (5,500sqft) for either option. In either case, there would be some 1,626sqm of light industrial / warehouse type units plus the 163sqm business hub (offices) remaining.
- 5.2.5. We have accessed the TRICS database to determine the likely traffic volumes that might have been generated by the two potential alternative proposals. The results can be found in Appendix C to this report and are summarised in the tables below:

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TABLE 9. TRIP RATES FOR DOCTORS USE

	Doctors	
	Arrivals	Departures
AM	5.060	2.091
PM	2.655	3.939
Daily	81.770	

TABLE 10. TRIP RATES FOR NURSERY USE

	Nursery	
	Arrivals	Departures
AM	3.594	1.975
PM	2.357	2.862
Daily	39.574	

- 5.2.6. Applying the trip rates in Tables 9 and 10 with the remaining other uses, the likely development traffic generations are presented below:

TABLE 11. PREDICTED TRAFFIC FOR PROPOSED DEVELOPMENT (WITH DOCTORS)

	Industrial Estate + Office + Doctors	
	Arrivals	Departures
AM	$9 + 2 + 26 = 37$	$5 + 1 + 11 = 17$
PM	$2 + 0 + 14 = 16$	$9 + 2 + 20 = 31$
Daily	$115 + 19 + 418 = 552$	

TABLE 12. PREDICTED TRAFFIC FOR PROPOSED DEVELOPMENT (WITH NURSERY)

	Industrial Estate + Office + Nursery	
	Arrivals	Departures
AM	$9 + 2 + 18 = 29$	$5 + 1 + 10 = 16$
PM	$2 + 0 + 13 = 15$	$9 + 2 + 15 = 26$
Daily	$115 + 19 + 202 = 336$	

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- 5.2.7. The proposed use of the site to provide several light industrial units and an office hub and a doctors might be expected to generate around 54, 47 and 552 vehicle movements in the AM peak, PM peak and daily respectively. The proposed use of the site to provide several light industrial units and an office hub and a nursery might be expected to generate around 45, 41 and 336 vehicle movements in the AM peak, PM peak and daily respectively.

5.3. TRAFFIC IMPACT

- 5.3.1. As the public house / restaurant is still in use then it is reasonable to discount the predicted traffic from the proposed development traffic for any of the schemes put forward.
- 5.3.2. For the light industrial / warehouse / office hub proposals the net traffic impact would be around 21, 8 and 83 vehicle movements in the AM peak, PM peak and daily respectively. It is likely much of this traffic will be distributed in either direction along Lindley Moor Road and some lighter vehicles might use Laund Road and Crosland Road so the impact on junctions on the Strategic Road Network (SRN) will be negligible and certainly not discernible from the daily fluctuations in traffic that exist.
- 5.3.3. The other potential development options might be expected to have net traffic impacts of 54, 38 and 464 vehicle movements (with doctors) in the AM peak, PM peak and daily respectively and 45, 32 and 248 vehicle movements (with nursery) in the AM peak, PM peak and daily respectively. Again, it is likely that traffic will be distributed in a similar manner to the above. Whilst both of these development options might generate more traffic than the first scheme, we are advised that the doctors may well be a relocation of an existing practice located in the Lindley Moor area and so is unlikely to impact beyond that and onto the SRN. Similarly, the proposed nursery is likely to prove attractive to people living on the older and newer parts of the Lindley Moor area and again will have a limited / reduced impact on the SRN.
- 5.3.4. Given the above, it is considered that none of the development options would cause a severe residual impact on the highway network (local and SRN) which is the test in the NPPF.

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5.4. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

- 5.4.1. The proposed development is considered to be located in a sustainable location and provides access by a genuine range of transport modes which accords with paragraph 103 of the new NPPF.
- 5.4.2. 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).
- 5.4.3. 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).
- 5.4.4. This report has also demonstrated that the proposed development accords with the policies within the West Yorkshire Local Transport Plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.
- 5.4.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

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6. Conclusion

- 6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts 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. 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. 18

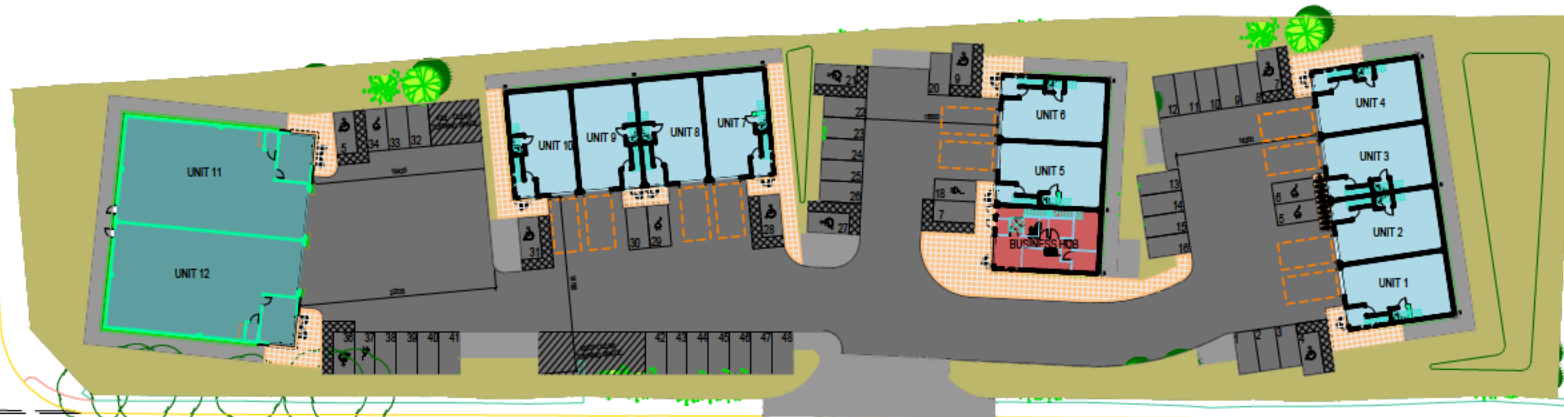
APPENDICES

APPENDIX A: Site Location Plan

APPENDIX B: Proposed Development Layout

M62

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Do not scale from this drawing. Any discrepancies on site should be brought to the attention of KPP Architects Ltd.
Work and materials must comply with the current building regulations and codes of practice and be used in conformity with building specifications and other relevant information. All materials are to be installed in accordance with the recommendations of the manufacturers.



LINDLEY MOOR ROAD

UNIT NUMBER	GROSS INTERNAL AREA
UNIT 1	875 SQ.FT PER FLOOR
UNIT 2	875 SQ.FT PER FLOOR
UNIT 3	875 SQ.FT PER FLOOR
UNIT 4	875 SQ.FT PER FLOOR
UNIT 5	875 SQ.FT PER FLOOR
UNIT 6	875 SQ.FT PER FLOOR
UNIT 7	875 SQ.FT PER FLOOR
UNIT 8	875 SQ.FT PER FLOOR
UNIT 9	875 SQ.FT PER FLOOR
UNIT 10	875 SQ.FT PER FLOOR
UNIT 11	2750 SQ.FT
UNIT 12	2750 SQ.FT
BUSINESS HUB	875 SQ.FT PER FLOOR

FRANK MARSHALL ESTATES

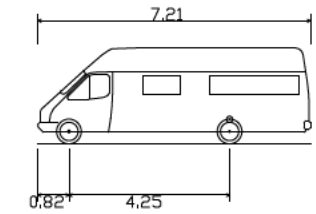
WAPPY SPRINGS
HUDDERSFIELD

PROPOSED SITE PLAN

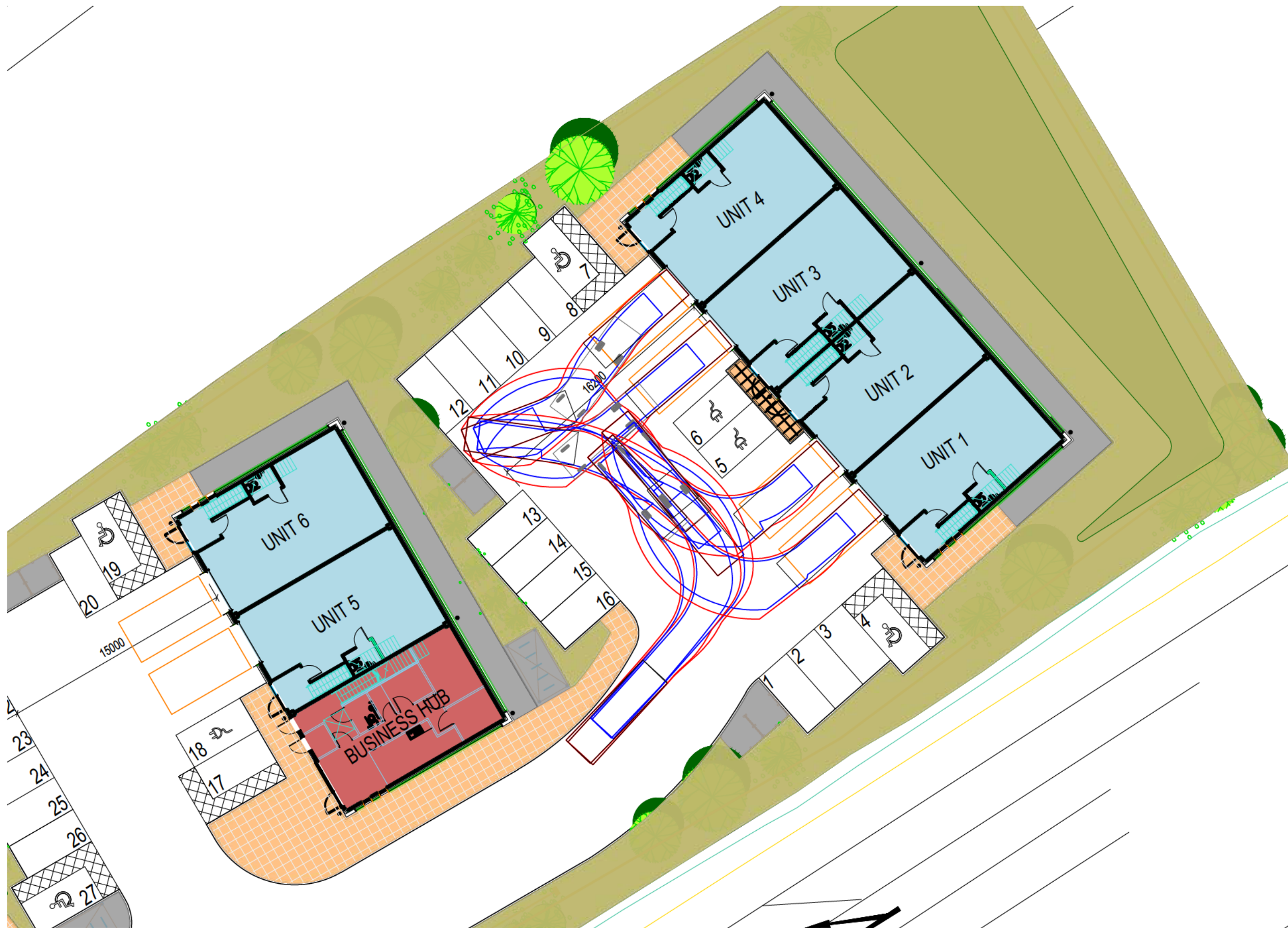
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Scale: 1:500
Sheet: A3
Date: DEC'20
By: MH
Check: .
Project: PRE-APP
Drawing No: 2278
Revision: 2002



7.5T PANEL VAN
OVERALL LENGTH 7.210m
OVERALL WIDTH 2.192m
OVERALL BODY HEIGHT 2.544m
MIN BODY GROUND CLEARANCE 0.316m
TRACK WIDTH 1.865m
LOCK TO LOCK TIME 4.00s
KERB TO KERB TURNING RADIUS 7.400m



NOTES

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PROPOSED INDUSTRIAL DEVELOPMENT

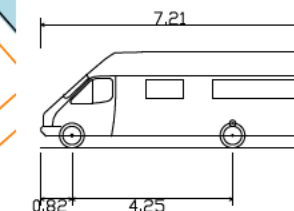
WAPPY SPRINGS, HUDDERSFIELD

SWEPT PATH ANALYSIS

SCALE: 1:250 @A3

DATE: APRIL 2021

DRAWING NO: 2102512



7.5T PANEL VAN	
OVERALL LENGTH	7.210m
OVERALL WIDTH	2.192m
OVERALL BODY HEIGHT	2.544m
MIN BODY GROUND CLEARANCE	0.316m
TRACK WIDTH	1.865m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	7.400m



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PROPOSED INDUSTRIAL DEVELOPMENT

WAPPY SPRINGS, HUDDERSFIELD

SWEPT PATH ANALYSIS

SCALE: 1:250 @A3

DATE: APRIL 2021

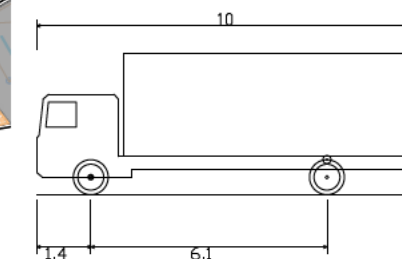
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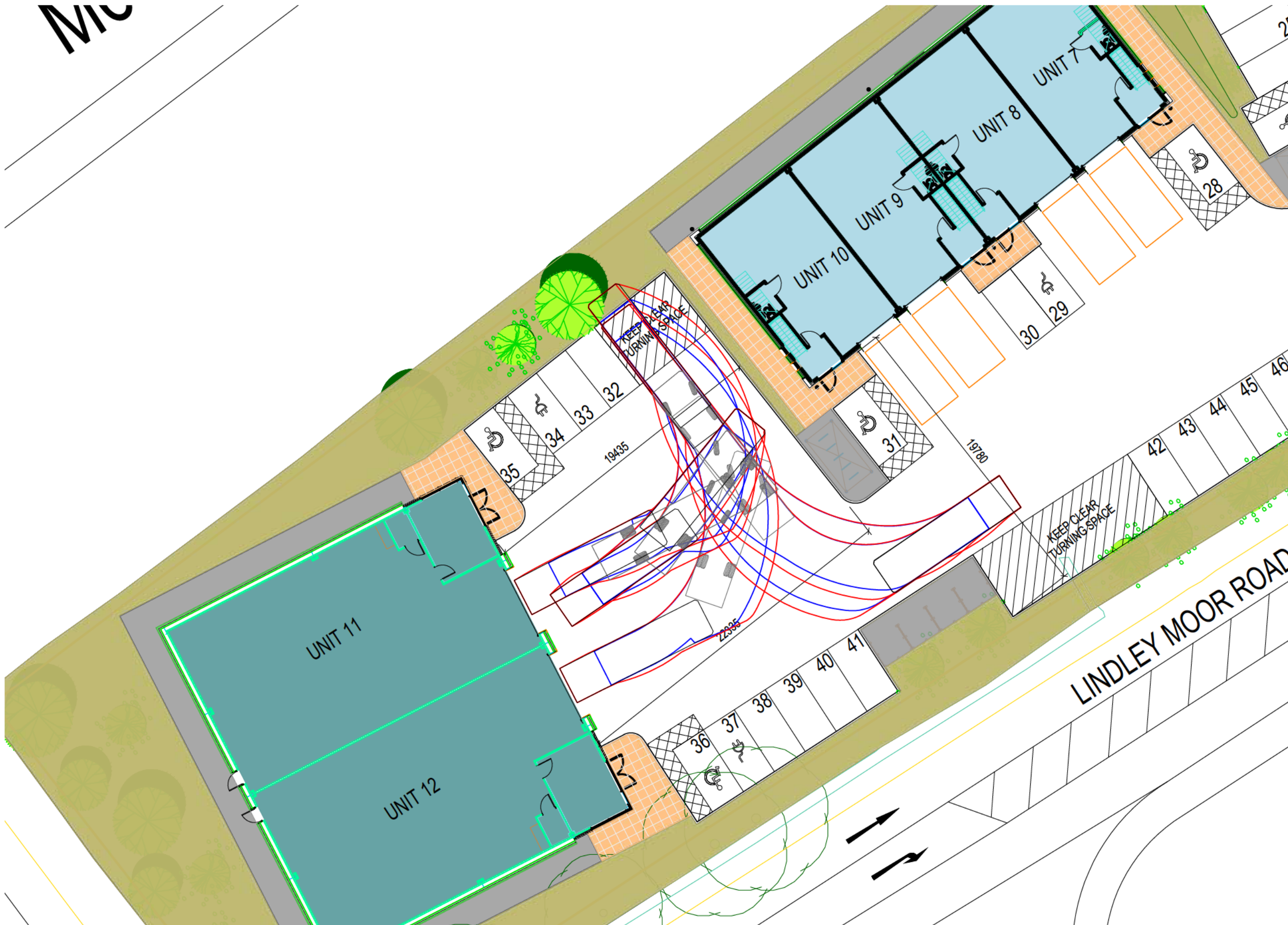
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MIC



FTA DESIGN HG RIGID VEHICLE (1998)

OVERALL LENGTH	10.000m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.645m
MIN BODY GROUND CLEARANCE	0.440m
TRACK WIDTH	2.470m
LOCK TO LOCK TIME	3.00s
KERB TO KERB TURNING RADIUS	11.000m



VIASOLUTIONS

THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
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PROPOSED INDUSTRIAL DEVELOPMENT

WAPPY SPRINGS, HUDDERSFIELD

SWEPT PATH ANALYSIS

SCALE: 1:250 @A3

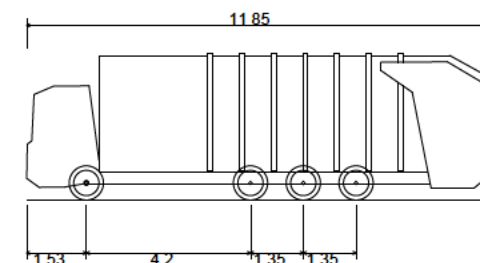
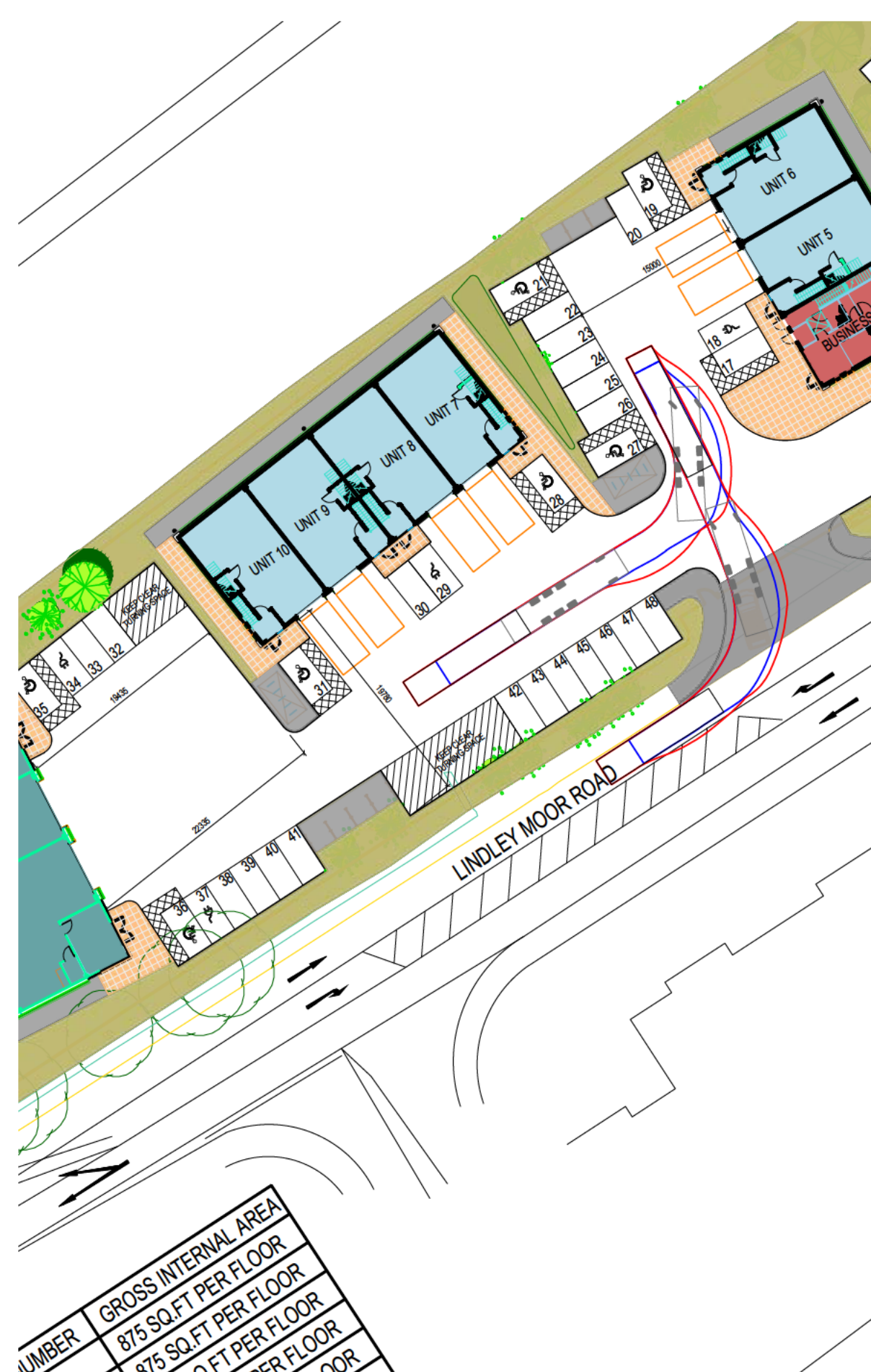
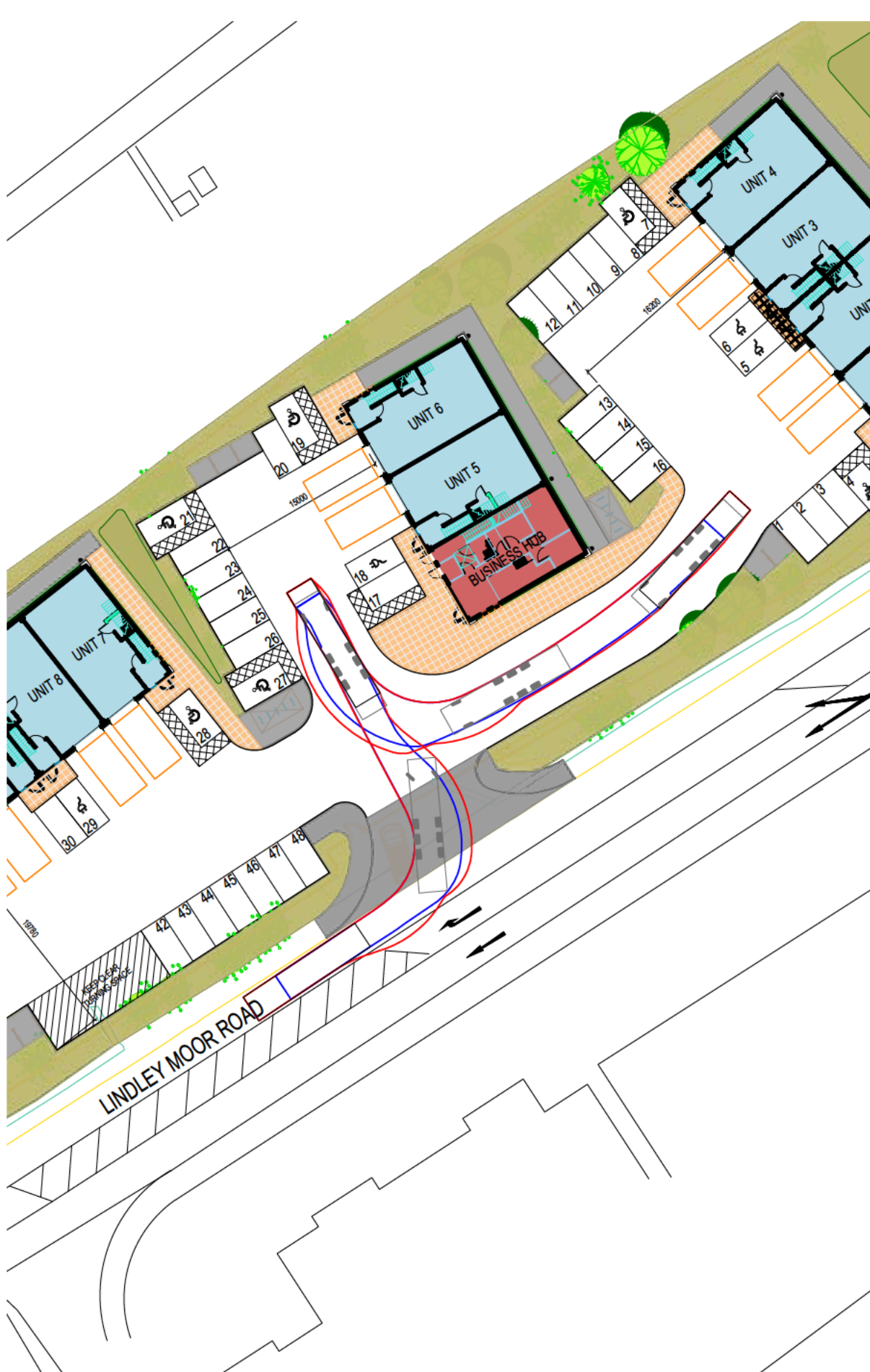
DATE: APRIL 2021

DRAWING NO: 2102514

NOTES

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KIRKLEES REFUSE VEHICLE 2018
 OVERALL LENGTH 11.850m
 OVERALL WIDTH 2.500m
 OVERALL BODY HEIGHT 3.749m
 MIN BODY GROUND CLEARANCE 0.302m
 TRACK WIDTH 2.490m
 LOCK TO LOCK TIME 6.00s
 WALL TO WALL TURNING RADIUS 11.000m



VIASOLUTIONS

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

PROPOSED INDUSTRIAL DEVELOPMENT

WAPPY SPRINGS, HUDDERSFIELD

SWEPT PATH ANALYSIS

SCALE: 1:500 @A3

DATE: APRIL 2021

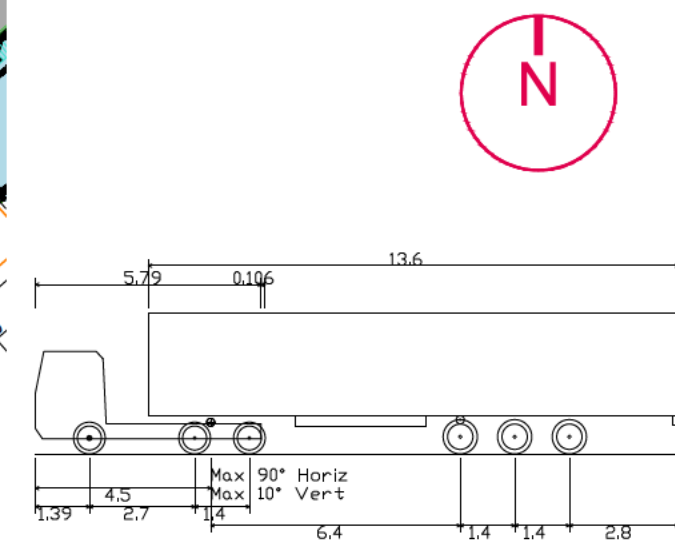
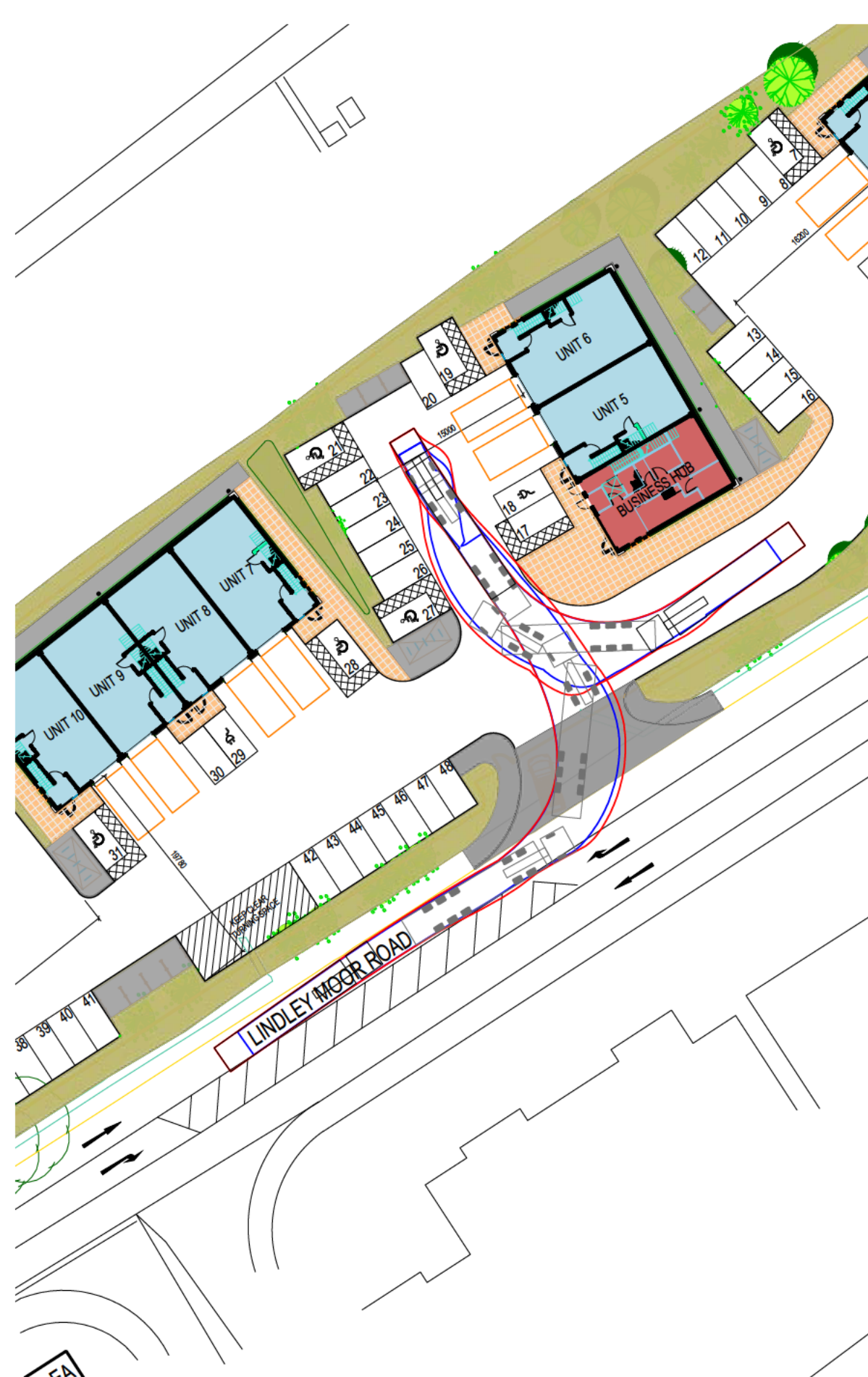
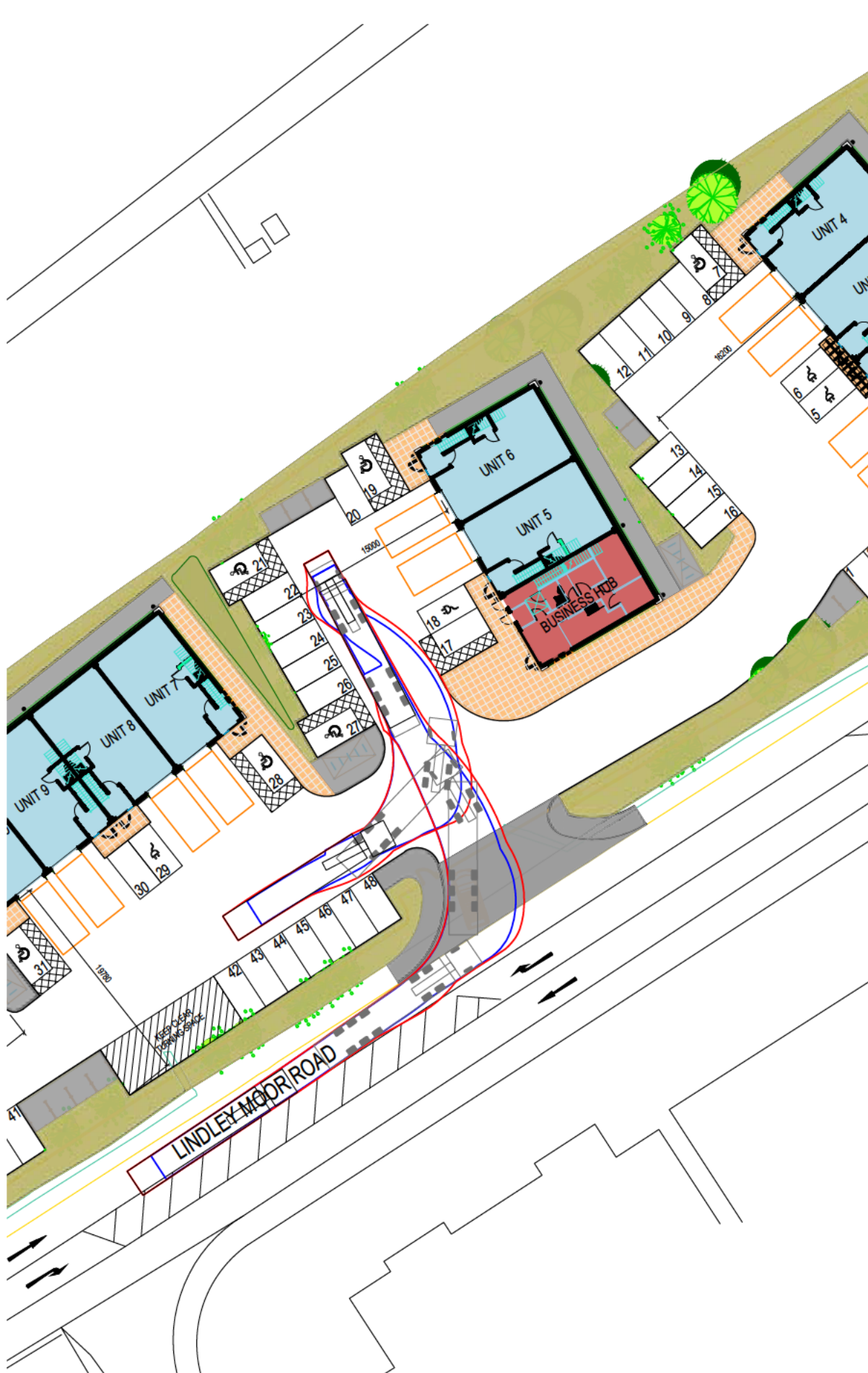
DRAWING NO: 2102515

NOTES

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NUMBER	GROSS INTERNAL AREA
875 SQ.FT PER FLOOR	
875 SQ.FT PER FLOOR	
875 SQ.FT PER FLOOR	
875 SQ.FT PER FLOOR	



MAX LEGAL ARTICULATED VEHICLE (16.5M)	
OVERALL LENGTH	16.500m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.632m
MIN BODY GROUND CLEARANCE	0.396m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.870m



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PROPOSED INDUSTRIAL DEVELOPMENT

WAPPY SPRINGS, HUDDERSFIELD

SWEPT PATH ANALYSIS

SCALE: 1:500 @A3

DATE: APRIL 2021

DRAWING NO: 2102516

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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APPENDIX C: TRICS Data Output

Filtering Summary

Land Use	02/D	EMPLOYMENT/INDUSTRIAL ESTATE
Selected Trip Rate Calculation Parameter Range	1625-4875 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1758-4600 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 03/07/17
Days of the week selected	Monday	2
	Tuesday	3
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	3
	Neighbourhood Centre (PPS6 Local Centre)	1
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	1
	5,001 to 10,000	1
	15,001 to 20,000	2
	20,001 to 25,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	50,001 to 75,000	1
	75,001 to 100,000	1
	125,001 to 250,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	3
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	6

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1758 to 4600 (units: sqm)
Range Selected by User: 1625 to 4875 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 03/07/17

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1
Village	1

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

Secondary Filtering selection:

Use Class:

Not Known	1 days
B1	1 days
B2	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	SOWTON IND. ESTATE		
	EXETER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
2	HE-02-D-01	BUSINESS PARK	HEREFORDSHIRE
	BURCOTT ROAD		
	HEREFORD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1758 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
3	LN-02-D-02	INDUSTRIAL ESTATE	LINCOLNSHIRE
	STATION ROAD		
	SWINESHEAD		
	NEAR BOSTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	4600 sqm	
	Survey date: TUESDAY	11/12/12	Survey Type: MANUAL
4	WG-02-D-01	INDUSTRIAL ESTATE	WOKINGHAM
	FISHPONDS ROAD		
	WOKINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3800 sqm	
	Survey date: TUESDAY	20/11/12	Survey Type: MANUAL
5	WO-02-D-01	INDUSTRIAL ESTATE	WORCESTERSHIRE
	SANDY LANE		
	STOURPORT-ON-SEVERN		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2758 sqm	
	Survey date: FRIDAY	23/05/14	Survey Type: MANUAL
6	WY-02-D-06	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
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									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	3474	0.163	6	3474	0.043	6	3474	0.206
07:30 - 08:00	6	3474	0.264	6	3474	0.053	6	3474	0.317
08:00 - 08:30	6	3474	0.283	6	3474	0.168	6	3474	0.451
08:30 - 09:00	6	3474	0.278	6	3474	0.110	6	3474	0.388
09:00 - 09:30	6	3474	0.254	6	3474	0.144	6	3474	0.398
09:30 - 10:00	6	3474	0.125	6	3474	0.106	6	3474	0.231
10:00 - 10:30	6	3474	0.106	6	3474	0.120	6	3474	0.226
10:30 - 11:00	6	3474	0.178	6	3474	0.130	6	3474	0.308
11:00 - 11:30	6	3474	0.187	6	3474	0.168	6	3474	0.355
11:30 - 12:00	6	3474	0.173	6	3474	0.216	6	3474	0.389
12:00 - 12:30	6	3474	0.187	6	3474	0.168	6	3474	0.355
12:30 - 13:00	6	3474	0.192	6	3474	0.201	6	3474	0.393
13:00 - 13:30	6	3474	0.158	6	3474	0.101	6	3474	0.259
13:30 - 14:00	6	3474	0.134	6	3474	0.134	6	3474	0.268
14:00 - 14:30	6	3474	0.168	6	3474	0.211	6	3474	0.379
14:30 - 15:00	6	3474	0.115	6	3474	0.139	6	3474	0.254
15:00 - 15:30	6	3474	0.134	6	3474	0.158	6	3474	0.292
15:30 - 16:00	6	3474	0.110	6	3474	0.125	6	3474	0.235
16:00 - 16:30	6	3474	0.134	6	3474	0.149	6	3474	0.283
16:30 - 17:00	6	3474	0.062	6	3474	0.307	6	3474	0.369
17:00 - 17:30	6	3474	0.072	6	3474	0.254	6	3474	0.326
17:30 - 18:00	6	3474	0.043	6	3474	0.178	6	3474	0.221
18:00 - 18:30	6	3474	0.010	6	3474	0.106	6	3474	0.116
18:30 - 19:00	6	3474	0.029	6	3474	0.043	6	3474	0.072
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		3.559			3.532				7.091

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1758 - 4600 (units: sqm)
Survey date range:	01/01/10 - 03/07/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TAXIS

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									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
07:30 - 08:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
08:00 - 08:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
08:30 - 09:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
09:00 - 09:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
09:30 - 10:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
10:00 - 10:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
10:30 - 11:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
11:00 - 11:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
11:30 - 12:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
12:00 - 12:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
12:30 - 13:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
13:00 - 13:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
13:30 - 14:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
14:00 - 14:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
14:30 - 15:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
15:00 - 15:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
15:30 - 16:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
16:00 - 16:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
16:30 - 17:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
17:00 - 17:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
17:30 - 18:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
18:00 - 18:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
18:30 - 19:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1758 - 4600 (units: sqm)
Survey date range:	01/01/10 - 03/07/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	3474	0.005	6	3474	0.010	6	3474	0.015
07:30 - 08:00	6	3474	0.005	6	3474	0.005	6	3474	0.010
08:00 - 08:30	6	3474	0.024	6	3474	0.019	6	3474	0.043
08:30 - 09:00	6	3474	0.014	6	3474	0.010	6	3474	0.024
09:00 - 09:30	6	3474	0.014	6	3474	0.014	6	3474	0.028
09:30 - 10:00	6	3474	0.014	6	3474	0.010	6	3474	0.024
10:00 - 10:30	6	3474	0.010	6	3474	0.014	6	3474	0.024
10:30 - 11:00	6	3474	0.019	6	3474	0.014	6	3474	0.033
11:00 - 11:30	6	3474	0.010	6	3474	0.014	6	3474	0.024
11:30 - 12:00	6	3474	0.014	6	3474	0.024	6	3474	0.038
12:00 - 12:30	6	3474	0.014	6	3474	0.019	6	3474	0.033
12:30 - 13:00	6	3474	0.019	6	3474	0.014	6	3474	0.033
13:00 - 13:30	6	3474	0.000	6	3474	0.005	6	3474	0.005
13:30 - 14:00	6	3474	0.024	6	3474	0.005	6	3474	0.029
14:00 - 14:30	6	3474	0.029	6	3474	0.048	6	3474	0.077
14:30 - 15:00	6	3474	0.005	6	3474	0.010	6	3474	0.015
15:00 - 15:30	6	3474	0.005	6	3474	0.000	6	3474	0.005
15:30 - 16:00	6	3474	0.014	6	3474	0.005	6	3474	0.019
16:00 - 16:30	6	3474	0.010	6	3474	0.000	6	3474	0.010
16:30 - 17:00	6	3474	0.010	6	3474	0.019	6	3474	0.029
17:00 - 17:30	6	3474	0.000	6	3474	0.005	6	3474	0.005
17:30 - 18:00	6	3474	0.005	6	3474	0.000	6	3474	0.005
18:00 - 18:30	6	3474	0.000	6	3474	0.005	6	3474	0.005
18:30 - 19:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.264			0.269			0.533

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1758 - 4600 (units: sqm)
Survey date range:	01/01/10 - 03/07/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
07:30 - 08:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
08:00 - 08:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
08:30 - 09:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
09:00 - 09:30	6	3474	0.000	6	3474	0.005	6	3474	0.005
09:30 - 10:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
10:00 - 10:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
10:30 - 11:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
11:00 - 11:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
11:30 - 12:00	6	3474	0.005	6	3474	0.000	6	3474	0.005
12:00 - 12:30	6	3474	0.000	6	3474	0.005	6	3474	0.005
12:30 - 13:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
13:00 - 13:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
13:30 - 14:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
14:00 - 14:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
14:30 - 15:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
15:00 - 15:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
15:30 - 16:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
16:00 - 16:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
16:30 - 17:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
17:00 - 17:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
17:30 - 18:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
18:00 - 18:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
18:30 - 19:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.005			0.010			0.015

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Parameter summary

Trip rate parameter range selected:	1758 - 4600 (units: sqm)
Survey date range:	01/01/10 - 03/07/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	3474	0.005	6	3474	0.000	6	3474	0.005
07:30 - 08:00	6	3474	0.010	6	3474	0.000	6	3474	0.010
08:00 - 08:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
08:30 - 09:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
09:00 - 09:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
09:30 - 10:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
10:00 - 10:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
10:30 - 11:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
11:00 - 11:30	6	3474	0.010	6	3474	0.010	6	3474	0.020
11:30 - 12:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
12:00 - 12:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
12:30 - 13:00	6	3474	0.005	6	3474	0.000	6	3474	0.005
13:00 - 13:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
13:30 - 14:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
14:00 - 14:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
14:30 - 15:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
15:00 - 15:30	6	3474	0.005	6	3474	0.005	6	3474	0.010
15:30 - 16:00	6	3474	0.005	6	3474	0.005	6	3474	0.010
16:00 - 16:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
16:30 - 17:00	6	3474	0.000	6	3474	0.005	6	3474	0.005
17:00 - 17:30	6	3474	0.000	6	3474	0.010	6	3474	0.010
17:30 - 18:00	6	3474	0.000	6	3474	0.005	6	3474	0.005
18:00 - 18:30	6	3474	0.000	6	3474	0.000	6	3474	0.000
18:30 - 19:00	6	3474	0.000	6	3474	0.000	6	3474	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.040			0.040			0.080

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Survey date range:	01/01/10 - 03/07/17
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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	CI CITY OF LONDON	1 days
	CN CAMDEN	2 days
	IS ISLINGTON	1 days
	MR MERTON	2 days
	SK SOUTHWARK	2 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	5 days
	OX OXFORDSHIRE	1 days
	SC SURREY	3 days
03	SOUTH WEST	
	CW CORNWALL	3 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	3 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	6 days
10	WALES	
	MT MERTHYR TYDFIL	1 days
	WR WREXHAM	1 days
11	SCOTLAND	
	GC GLASGOW CITY	2 days
	HI HIGHLAND	3 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
14	LEINSTER	
	KK KILKENNY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	3 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	2 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	3 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 232 to 70291 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 28/06/10

Selected survey days:

Monday	13 days
Tuesday	14 days
Wednesday	9 days
Thursday	23 days
Friday	6 days

Selected survey types:

Manual count	65 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	11
Edge of Town Centre	20
Suburban Area (PPS6 Out of Centre)	18
Edge of Town	14
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	16
Development Zone	4
Residential Zone	9
Retail Zone	1
Built-Up Zone	20
High Street	1
No Sub Category	11

LIST OF SITES relevant to selection parameters

1	AN-02-A-01	CONSULTING ENG., BELFAST	ANTRIM
	BOUCHER ROAD		
	WINDSOR		
	BELFAST		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	2513 sqm	
2	AN-02-A-03	OFFICES, BELFAST	ANTRIM
	BOUCHER ROAD		
	WINDSOR		
	BELFAST		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	2908 sqm	
3	AN-02-A-04	OFFICE, NEWTOWNABBEY	ANTRIM
	CHURCH ROAD		
	DUNANNEY		
	NEWTOWNABBEY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	11736 sqm	
4	BT-02-A-02	OFFICE, WEMBLEY	BRENT
	WEMBLEY HILL ROAD		
	WEMBLEY		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	4750 sqm	
5	CA-02-A-02	SUGAR HQ, PETERBOROUGH	CAMBRIDGESHIRE
	OUNDLE ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	12500 sqm	
6	CA-02-A-03	OFFICE, PETERBOROUGH	CAMBRIDGESHIRE
	NEW ROAD		
	PETERBOROUGH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5750 sqm	
7	CB-02-A-01	RADIO STATION, CARLISLE	CUMBRIA
	ANNETWELL STREET		
	CARLISLE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	999 sqm	
8	CI-02-A-01	OFFICES, BANK	CITY OF LONDON
	50 CANNON STREET		
	CITY OF LONDON		
	LONDON		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1386 sqm	
9	CN-02-A-01	OFFICES, HOLBORN	CAMDEN
	ELY PLACE		
	HOLBORN CIRCUS		
	HOLBORN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4062 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

10	CN-02-A-02	OFFICES, CLERKENWELL	CAMDEN
	GRAYS INN ROAD		
	CLERKENWELL		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	6056 sqm	
11	CW-02-A-01	COUNCIL OFFICES, CAMBORNE	CORNWALL
	DOLCOATH AVENUE		
	CAMBORNE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	5400 sqm	
12	CW-02-A-02	INLAND REVENUE, ST AUSTELL	CORNWALL
	TRINITY STREET		
	ST AUSTELL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4850 sqm	
13	CW-02-A-03	COUNCIL OFFICES, TRURO	CORNWALL
	A390 TREYEW ROAD		
	TRURO		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	30000 sqm	
14	DC-02-A-08	OFFICE, DORCHESTER	DORSET
	STATION APPROACH		
	DORCHESTER		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1550 sqm	
15	DL-02-A-01	OFFICES, DUBLIN	DUBLIN
	BLESSINGTON ROAD		
	TALLAGHT		
	DUBLIN		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	3344 sqm	
16	DL-02-A-02	OFFICES, DUBLIN	DUBLIN
	BLESSINGTON ROAD		
	TALLAGHT		
	DUBLIN		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	1900 sqm	
17	DL-02-A-04	OFFICES, DUBLIN	DUBLIN
	AMIENS STREET		
	DOCKLANDS		
	DUBLIN		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	13827 sqm	
18	DN-02-A-01	ARCHITECTS, LETTERKENNY	DONEGAL
	CONVENT ROAD		
	LETTERKENNY		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	232 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

19	DN-02-A-02	COUNCIL OFFICES, BUNCRANA ST ORANS ROAD	DONEGAL
		BUNCRANA Edge of Town Centre Residential Zone Total Gross floor area: 400 sqm	
20	ES-02-A-06	LEGAL & GENERAL, HOVE CITY PARK THE DROVEWAY HOVE Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 18675 sqm	EAST SUSSEX
21	GC-02-A-01	CALL CENTRE, GLASGOW ROBERTSON STREET	GLASGOW CITY
		GLASGOW Town Centre Commercial Zone Total Gross floor area: 10000 sqm	
22	GC-02-A-02	CALL CENTRE, GLASGOW ROBERTSON STREET	GLASGOW CITY
		GLASGOW Town Centre Commercial Zone Total Gross floor area: 9000 sqm	
23	HC-02-A-08	DIY CO. HQ, CHANDLER'S FORD TEMPLAR'S WAY HAMPSHIRE CORP. PARK CHANDLER'S FORD Edge of Town Commercial Zone Total Gross floor area: 15975 sqm	HAMPSHIRE
24	HC-02-A-09	ERICSON, BASINGSTOKE MAPLEWOOD CHINEHAM BUSINESS PARK BASINGSTOKE Edge of Town Commercial Zone Total Gross floor area: 9000 sqm	HAMPSHIRE
25	HC-02-A-10	DIY CO. HQ, CHANDLER'S FORD TEMPLAR'S WAY HAMPSHIRE CORP. PARK CHANDLER'S FORD Edge of Town Commercial Zone Total Gross floor area: 15975 sqm	HAMPSHIRE
26	HF-02-A-02	COUNCIL OFFICES, WELWYN GC BRIDGE ROAD EAST	HERTFORDSHIRE
		WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2700 sqm	
27	HI-02-A-01	OFFICE, INVERNESS HIGHLANDER WAY	HIGHLAND
		INVERNESS Edge of Town Development Zone Total Gross floor area: 804 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

28	HI-02-A-02	DATA SCIENCE COMPANY, NAIRN	HIGHLAND
	TOM SEMPLE ROAD BALMAKEITH BUSINESS PK NAIRN Edge of Town Industrial Zone Total Gross floor area: 929 sqm		
29	HI-02-A-03	OFFICE, INVERNESS	HIGHLAND
	HIGHLANDER WAY INVERNESS Edge of Town Development Zone Total Gross floor area: 5400 sqm		
30	IS-02-A-01	OFFICES, ISLINGTON	ISLINGTON
	ESSEX ROAD ISLINGTON Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 5500 sqm		
31	KC-02-A-01	COUNTY HALL, MAIDSTONE	KENT
	SANDLING ROAD MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: 32793 sqm		
32	KC-02-A-03	COUNCIL OFFICES, MAIDSTONE	KENT
	SANDLING ROAD MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: 2900 sqm		
33	KC-02-A-04	COUNCIL OFFICES, MAIDSTONE	KENT
	SANDLING ROAD MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: 1500 sqm		
34	KC-02-A-05	COUNTY HALL, MAIDSTONE	KENT
	SANDLING ROAD MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: 32793 sqm		
35	KC-02-A-06	LAND REGISTRY,TBRDGE WELLS	KENT
	FOREST ROAD CAMDEN PARK TUNBRIDGE WELLS Edge of Town Residential Zone Total Gross floor area: 5677 sqm		
36	KK-02-A-01	GOV'MENT OFFICES, KILKENNY	KILKENNY
	HEBRON ROAD KILKENNY Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 19500 sqm		

LIST OF SITES relevant to selection parameters (Cont.)

37	LC-02-A-06	TOWN HALL, BLACKBURN KING WILLIAM STREET	LANCASHIRE
		BLACKBURN Town Centre Built-Up Zone Total Gross floor area: 11225 sqm	
38	LC-02-A-07	COUNCIL OFFICES, BLACKPOOL SOUTH PROMENADE SAINT ANNES BLACKPOOL Edge of Town No Sub Category Total Gross floor area: 6678 sqm	LANCASHIRE
39	LC-02-A-08	COUNCIL OFFICES, CHORLEY UNION STREET	LANCASHIRE
		CHORLEY Edge of Town Centre Retail Zone Total Gross floor area: 2000 sqm	
40	LE-02-A-03	COUNCIL OFFICES, M. MOWBRAY NOTTINGHAM ROAD	LEICESTERSHIRE
		MELTON MOWBRAY Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 3251 sqm	
41	MR-02-A-01	OFFICE, WIMBLEDON THE BROADWAY	MERTON
		WIMBLEDON Edge of Town Centre High Street Total Gross floor area: 1548 sqm	
42	MR-02-A-02	OFFICES, WIMBLEDON THE BROADWAY	MERTON
		WIMBLEDON Town Centre Residential Zone Total Gross floor area: 1548 sqm	
43	MS-02-A-01	OFFICES, LIVERPOOL CASTLE STREET	MERSEYSIDE
		LIVERPOOL Town Centre Commercial Zone Total Gross floor area: 9000 sqm	
44	MT-02-A-01	OFFICE, MERTHYR TYDFIL A4102 RHYD-Y-CAR MERTHYR TYDFIL Edge of Town No Sub Category Total Gross floor area: 5950 sqm	MERTHYR TYDFIL
45	OX-02-A-01	COUNCIL OFFICES, OXFORD SPEEDWELL STREET	OXFORDSHIRE
		OXFORD Edge of Town Centre Built-Up Zone Total Gross floor area: 2633 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

46	RO-02-A-01	COUNCIL OFFICES, ROSCOMMON	ROSCOMMON
	ABBAY STREET		
	ROSCOMMON		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	531 sqm	
47	SC-02-A-12	PHARMACEUTICALS, WEYBRIDGE	SURREY
	ST GEORGE'S AVENUE		
	THE HEATH		
	WEYBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10293 sqm	
48	SC-02-A-13	PHARMACEUTICALS, WEYBRIDGE	SURREY
	ST GEORGE'S AVENUE		
	THE HEATH		
	WEYBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10293 sqm	
49	SC-02-A-14	UNILEVER, LEATHERHEAD	SURREY
	SPRINGFIELD DRIVE		
	LEATHERHEAD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	19974 sqm	
50	SK-02-A-01	GLA HQ, SOUTHWARK	SOUTHWARK
	THE QUEENS WALK		
	SOUTHWARK		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	17187 sqm	
51	SK-02-A-02	OFFICES, ROTHERHITHE	SOUTHWARK
	ST OLAV'S COURT		
	ROTHERHITHE		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	2371 sqm	
52	TV-02-A-02	BUILDING SOCIETY, DARLINGTON	TEES VALLEY
	LINGFIELD WAY		
	MORTON PARK		
	DARLINGTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3500 sqm	
53	TW-02-A-01	RADIO STUDIOS, GATESHEAD	TYNE & WEAR
	CHURCH STREET		
	GATESHEAD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	645 sqm	
54	TW-02-A-02	UNION OFFICES, NEWCASTLE	TYNE & WEAR
	JOHN DOBSON STREET		
	NEWCASTLE-UPON-TYNE		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1675 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

55	TW-02-A-03	DEVELOP. AGENCY, NEWCASTLE	TYNE & WEAR
	KINGFISHER BOULEVARD LEMINGTON NEWCASTLE UPON TYNE Edge of Town Commercial Zone Total Gross floor area: 6480 sqm		
56	TW-02-A-04	HOUSING CO., GATESHEAD	TYNE & WEAR
	EARLSWAY TEAM VALLEY TRAD. EST. GATESHEAD Edge of Town Industrial Zone Total Gross floor area: 2500 sqm		
57	TW-02-A-05	TELEVISION CO., GATESHEAD	TYNE & WEAR
	DELTA BANK ROAD METRO RIVERSIDE PARK GATESHEAD Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 1500 sqm		
58	TW-02-A-06	GOVT OFFICES, NEWCASTLE	TYNE & WEAR
	BENTON PARK ROAD LONGBENTON NEWCASTLE UPON TYNE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 70291 sqm		
59	WH-02-A-01	IT COMPANY, PUTNEY	WANDSWORTH
	UPPER RICHMOND ROAD EAST PUTNEY PUTNEY Edge of Town Centre Built-Up Zone Total Gross floor area: 5500 sqm		
60	WM-02-A-01	COUNCIL OFFICES, STOURBRIDGE	WEST MIDLANDS
	A451 NORTON ROAD MARY STEVENS PARK STOURBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 2725 sqm		
61	WM-02-A-02	BRITISH TELECOM, BIRMINGHAM	WEST MIDLANDS
	BRINDLEY PLACE BIRMINGHAM Edge of Town Centre Commercial Zone Total Gross floor area: 12200 sqm		
62	WM-02-A-03	BANK ADMIN, BIRMINGHAM	WEST MIDLANDS
	BRUNSWICK STREET BRINDLEY PLACE BIRMINGHAM Town Centre Commercial Zone Total Gross floor area: 8200 sqm		
63	WR-02-A-01	COUNCIL OFFICES, WREXHAM	WREXHAM
	RHOSDDU ROAD WREXHAM Town Centre Built-Up Zone Total Gross floor area: 2500 sqm		

LIST OF SITES relevant to selection parameters (Cont.)

64	WY-02-A-01	CALL CENTRE, BRADFORD		WEST YORKSHIRE
	FILEY STREET			
	BRADFORD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2400	sqm	
65	WY-02-A-03	OFFICE, LEEDS		WEST YORKSHIRE
	VICTORIA ROAD			
	HEADINGLEY			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	2696	sqm	

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	1	19974	0.000	1	19974	0.005	1	19974	0.005
05:30 - 06:00	1	19974	0.020	1	19974	0.005	1	19974	0.025
06:00 - 06:30	1	19974	0.070	1	19974	0.005	1	19974	0.075
06:30 - 07:00	2	45133	0.676	2	45133	0.188	2	45133	0.864
07:00 - 07:30	64	8275	0.218	64	8275	0.047	64	8275	0.265
07:30 - 08:00	64	8275	0.403	64	8275	0.077	64	8275	0.480
08:00 - 08:30	64	8275	0.607	64	8275	0.103	64	8275	0.710
08:30 - 09:00	64	8275	0.661	64	8275	0.101	64	8275	0.762
09:00 - 09:30	65	8163	0.483	65	8163	0.111	65	8163	0.594
09:30 - 10:00	65	8163	0.291	65	8163	0.103	65	8163	0.394
10:00 - 10:30	65	8163	0.180	65	8163	0.102	65	8163	0.282
10:30 - 11:00	65	8163	0.165	65	8163	0.103	65	8163	0.268
11:00 - 11:30	65	8163	0.141	65	8163	0.113	65	8163	0.254
11:30 - 12:00	65	8163	0.134	65	8163	0.119	65	8163	0.253
12:00 - 12:30	65	8163	0.128	65	8163	0.183	65	8163	0.311
12:30 - 13:00	65	8163	0.156	65	8163	0.190	65	8163	0.346
13:00 - 13:30	65	8163	0.164	65	8163	0.166	65	8163	0.330
13:30 - 14:00	65	8163	0.178	65	8163	0.131	65	8163	0.309
14:00 - 14:30	65	8163	0.168	65	8163	0.143	65	8163	0.311
14:30 - 15:00	65	8163	0.133	65	8163	0.166	65	8163	0.299
15:00 - 15:30	65	8163	0.130	65	8163	0.206	65	8163	0.336
15:30 - 16:00	65	8163	0.133	65	8163	0.259	65	8163	0.392
16:00 - 16:30	65	8163	0.111	65	8163	0.433	65	8163	0.544
16:30 - 17:00	65	8163	0.108	65	8163	0.479	65	8163	0.587
17:00 - 17:30	64	8275	0.101	64	8275	0.665	64	8275	0.766
17:30 - 18:00	64	8275	0.071	64	8275	0.412	64	8275	0.483
18:00 - 18:30	64	8275	0.049	64	8275	0.251	64	8275	0.300
18:30 - 19:00	64	8275	0.031	64	8275	0.134	64	8275	0.165
19:00 - 19:30	1	70291	0.095	1	70291	0.128	1	70291	0.223
19:30 - 20:00	1	70291	0.080	1	70291	0.090	1	70291	0.170
20:00 - 20:30	1	70291	0.088	1	70291	0.115	1	70291	0.203
20:30 - 21:00	1	70291	0.097	1	70291	0.083	1	70291	0.180
21:00 - 21:30	1	70291	0.085	1	70291	0.184	1	70291	0.269
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:			6.155			5.600			11.755

Parameter summary

Trip rate parameter range selected:	232 - 70291 (units: sqm)
Survey date date range:	01/01/02 - 28/06/10
Number of weekdays (Monday-Friday):	65
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
05:30 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 06:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:30 - 07:00	2	45133	0.006	2	45133	0.003	2	45133	0.009
07:00 - 07:30	64	8275	0.002	64	8275	0.002	64	8275	0.004
07:30 - 08:00	64	8275	0.003	64	8275	0.003	64	8275	0.006
08:00 - 08:30	64	8275	0.003	64	8275	0.002	64	8275	0.005
08:30 - 09:00	64	8275	0.003	64	8275	0.002	64	8275	0.005
09:00 - 09:30	65	8163	0.002	65	8163	0.002	65	8163	0.004
09:30 - 10:00	65	8163	0.004	65	8163	0.004	65	8163	0.008
10:00 - 10:30	65	8163	0.003	65	8163	0.003	65	8163	0.006
10:30 - 11:00	65	8163	0.001	65	8163	0.002	65	8163	0.003
11:00 - 11:30	65	8163	0.003	65	8163	0.003	65	8163	0.006
11:30 - 12:00	65	8163	0.003	65	8163	0.003	65	8163	0.006
12:00 - 12:30	65	8163	0.003	65	8163	0.002	65	8163	0.005
12:30 - 13:00	65	8163	0.002	65	8163	0.002	65	8163	0.004
13:00 - 13:30	65	8163	0.001	65	8163	0.002	65	8163	0.003
13:30 - 14:00	65	8163	0.002	65	8163	0.002	65	8163	0.004
14:00 - 14:30	65	8163	0.002	65	8163	0.002	65	8163	0.004
14:30 - 15:00	65	8163	0.001	65	8163	0.002	65	8163	0.003
15:00 - 15:30	65	8163	0.002	65	8163	0.002	65	8163	0.004
15:30 - 16:00	65	8163	0.001	65	8163	0.001	65	8163	0.002
16:00 - 16:30	65	8163	0.001	65	8163	0.000	65	8163	0.001
16:30 - 17:00	65	8163	0.002	65	8163	0.001	65	8163	0.003
17:00 - 17:30	64	8275	0.000	64	8275	0.001	64	8275	0.001
17:30 - 18:00	64	8275	0.000	64	8275	0.000	64	8275	0.000
18:00 - 18:30	64	8275	0.000	64	8275	0.000	64	8275	0.000
18:30 - 19:00	64	8275	0.000	64	8275	0.000	64	8275	0.000
19:00 - 19:30	1	70291	0.001	1	70291	0.000	1	70291	0.001
19:30 - 20:00	1	70291	0.000	1	70291	0.001	1	70291	0.001
20:00 - 20:30	1	70291	0.000	1	70291	0.001	1	70291	0.001
20:30 - 21:00	1	70291	0.000	1	70291	0.000	1	70291	0.000
21:00 - 21:30	1	70291	0.000	1	70291	0.000	1	70291	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.051			0.048			0.099

Parameter summary

Trip rate parameter range selected:	232 - 70291 (units: sqm)
Survey date date range:	01/01/02 - 28/06/10
Number of weekdays (Monday-Friday):	65
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
05:30 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 06:30	1	19974	0.005	1	19974	0.000	1	19974	0.005
06:30 - 07:00	2	45133	0.001	2	45133	0.002	2	45133	0.003
07:00 - 07:30	64	8275	0.001	64	8275	0.000	64	8275	0.001
07:30 - 08:00	64	8275	0.001	64	8275	0.001	64	8275	0.002
08:00 - 08:30	64	8275	0.001	64	8275	0.001	64	8275	0.002
08:30 - 09:00	64	8275	0.001	64	8275	0.001	64	8275	0.002
09:00 - 09:30	65	8163	0.001	65	8163	0.001	65	8163	0.002
09:30 - 10:00	65	8163	0.001	65	8163	0.001	65	8163	0.002
10:00 - 10:30	65	8163	0.001	65	8163	0.001	65	8163	0.002
10:30 - 11:00	65	8163	0.001	65	8163	0.001	65	8163	0.002
11:00 - 11:30	65	8163	0.001	65	8163	0.001	65	8163	0.002
11:30 - 12:00	65	8163	0.001	65	8163	0.001	65	8163	0.002
12:00 - 12:30	65	8163	0.001	65	8163	0.001	65	8163	0.002
12:30 - 13:00	65	8163	0.001	65	8163	0.001	65	8163	0.002
13:00 - 13:30	65	8163	0.002	65	8163	0.001	65	8163	0.003
13:30 - 14:00	65	8163	0.001	65	8163	0.001	65	8163	0.002
14:00 - 14:30	65	8163	0.001	65	8163	0.001	65	8163	0.002
14:30 - 15:00	65	8163	0.001	65	8163	0.001	65	8163	0.002
15:00 - 15:30	65	8163	0.001	65	8163	0.001	65	8163	0.002
15:30 - 16:00	65	8163	0.001	65	8163	0.001	65	8163	0.002
16:00 - 16:30	65	8163	0.001	65	8163	0.002	65	8163	0.003
16:30 - 17:00	65	8163	0.001	65	8163	0.001	65	8163	0.002
17:00 - 17:30	64	8275	0.001	64	8275	0.001	64	8275	0.002
17:30 - 18:00	64	8275	0.001	64	8275	0.001	64	8275	0.002
18:00 - 18:30	64	8275	0.000	64	8275	0.001	64	8275	0.001
18:30 - 19:00	64	8275	0.001	64	8275	0.001	64	8275	0.002
19:00 - 19:30	1	70291	0.000	1	70291	0.000	1	70291	0.000
19:30 - 20:00	1	70291	0.000	1	70291	0.000	1	70291	0.000
20:00 - 20:30	1	70291	0.000	1	70291	0.000	1	70291	0.000
20:30 - 21:00	1	70291	0.000	1	70291	0.000	1	70291	0.000
21:00 - 21:30	1	70291	0.000	1	70291	0.000	1	70291	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.030			0.026			0.056

Parameter summary

Trip rate parameter range selected:	232 - 70291 (units: sqm)
Survey date date range:	01/01/02 - 28/06/10
Number of weekdays (Monday-Friday):	65
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.000	1	19974	0.000
05:30 - 06:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 06:30	1	19974	0.005	1	19974	0.000	1	19974	0.005
06:30 - 07:00	2	45133	0.006	2	45133	0.006	2	45133	0.012
07:00 - 07:30	64	8275	0.003	64	8275	0.001	64	8275	0.004
07:30 - 08:00	64	8275	0.010	64	8275	0.001	64	8275	0.011
08:00 - 08:30	64	8275	0.021	64	8275	0.001	64	8275	0.022
08:30 - 09:00	64	8275	0.019	64	8275	0.002	64	8275	0.021
09:00 - 09:30	65	8163	0.012	65	8163	0.000	65	8163	0.012
09:30 - 10:00	65	8163	0.009	65	8163	0.002	65	8163	0.011
10:00 - 10:30	65	8163	0.005	65	8163	0.001	65	8163	0.006
10:30 - 11:00	65	8163	0.004	65	8163	0.003	65	8163	0.007
11:00 - 11:30	65	8163	0.002	65	8163	0.002	65	8163	0.004
11:30 - 12:00	65	8163	0.002	65	8163	0.002	65	8163	0.004
12:00 - 12:30	65	8163	0.001	65	8163	0.001	65	8163	0.002
12:30 - 13:00	65	8163	0.002	65	8163	0.004	65	8163	0.006
13:00 - 13:30	65	8163	0.003	65	8163	0.003	65	8163	0.006
13:30 - 14:00	65	8163	0.002	65	8163	0.002	65	8163	0.004
14:00 - 14:30	65	8163	0.002	65	8163	0.003	65	8163	0.005
14:30 - 15:00	65	8163	0.002	65	8163	0.001	65	8163	0.003
15:00 - 15:30	65	8163	0.003	65	8163	0.006	65	8163	0.009
15:30 - 16:00	65	8163	0.003	65	8163	0.005	65	8163	0.008
16:00 - 16:30	65	8163	0.002	65	8163	0.010	65	8163	0.012
16:30 - 17:00	65	8163	0.002	65	8163	0.011	65	8163	0.013
17:00 - 17:30	64	8275	0.002	64	8275	0.018	64	8275	0.020
17:30 - 18:00	64	8275	0.001	64	8275	0.015	64	8275	0.016
18:00 - 18:30	64	8275	0.000	64	8275	0.008	64	8275	0.008
18:30 - 19:00	64	8275	0.001	64	8275	0.005	64	8275	0.006
19:00 - 19:30	1	70291	0.000	1	70291	0.003	1	70291	0.003
19:30 - 20:00	1	70291	0.003	1	70291	0.001	1	70291	0.004
20:00 - 20:30	1	70291	0.000	1	70291	0.004	1	70291	0.004
20:30 - 21:00	1	70291	0.000	1	70291	0.004	1	70291	0.004
21:00 - 21:30	1	70291	0.000	1	70291	0.003	1	70291	0.003
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.127			0.128			0.255

Parameter summary

Trip rate parameter range selected:	232 - 70291 (units: sqm)
Survey date date range:	01/01/02 - 28/06/10
Number of weekdays (Monday-Friday):	65
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	1 days
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	2 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	2 days
	DH DURHAM	1 days
	TV TEES VALLEY	1 days
10	WALES	
	MM MONMOUTHSHIRE	1 days
	MT MERTHYR TYDFIL	1 days
	WR WREXHAM	2 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 200 to 1000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 09/06/10

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	6 days
Thursday	6 days
Friday	4 days

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	10
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	3

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	11
No Sub Category	13

LIST OF SITES relevant to selection parameters

1	BR-05-G-01	GP SURGERY, BRISTOL	BRISTOL CITY
	WHITTUCKS ROAD		
	HANHAM		
	BRISTOL		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	480 sqm	
2	BU-05-G-01	GP SURGERY, AYLESBURY	BUCKINGHAMSHIRE
	HANNON ROAD		
	AYLESBURY		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	620 sqm	
3	CB-05-G-01	GP SURGERY, CARLISLE	CUMBRIA
	PORT ROAD		
	NEWTOWN		
	CARLISLE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	995 sqm	
4	CB-05-G-02	GP SURGERY, CARLISLE	CUMBRIA
	PORT ROAD		
	NEWTOWN		
	CARLISLE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	995 sqm	
5	CW-05-G-01	GP SURGERY, ST AUSTELL	CORNWALL
	CARLYON ROAD		
	ST AUSTELL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	350 sqm	
6	DC-05-G-03	GP SURGERY, NEAR WEYMOUTH	DORSET
	PRESTON ROAD		
	PRESTON		
	NEAR WEYMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	370 sqm	
7	DH-05-G-02	GP SURGERY, DARLINGTON	DURHAM
	VICTORIA ROAD		
	DARLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	770 sqm	
8	ES-05-G-01	GP SURGERY, HAILSHAM	EAST SUSSEX
	VICARAGE LANE		
	HAILSHAM		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	477 sqm	
9	GM-05-G-01	GP SURGERY, SALE	GREATER MANCHESTER
	WASHWAY ROAD		
	SALE		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	900 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

10	GS-05-G-01	GP SURGERY, GLOUCESTER	GLOUCESTERSHIRE
	ABBOTSWOOD ROAD BROCKWORTH GLOUCESTER Edge of Town Residential Zone Total Gross floor area: 475 sqm		
11	HC-05-G-02	GP SURGERY, ROMSEY	HAMPSHIRE
	ALMA ROAD ROMSEY Edge of Town Centre No Sub Category Total Gross floor area: 482 sqm		
12	HC-05-G-03	GP SURGERY, WINCHESTER	HAMPSHIRE
	FRIARSGATE WINCHESTER Edge of Town Centre No Sub Category Total Gross floor area: 1000 sqm		
13	MM-05-G-01	GP SURGERY, ABERGAVENNY	MONMOUTHSHIRE
	MONK STREET ABERGAVENNY Edge of Town Centre Commercial Zone Total Gross floor area: 230 sqm		
14	MT-05-G-01	GP SURGERY, MERTHYR TYDFIL	MERTHYR TYDFIL
	IVOR STREET DOWLAIS MERTHYR TYDFIL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 375 sqm		
15	NF-05-G-01	GP SURGERY, NORWICH	NORFOLK
	TRINITY STREET NORWICH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 375 sqm		
16	NO-05-G-01	GP SURGERY, SCUNTHORPE	NORTH LINCOLNSHIRE
	FERRY ROAD WEST SCUNTHORPE Edge of Town No Sub Category Total Gross floor area: 350 sqm		
17	NO-05-G-02	GP SURGERY, SCUNTHORPE	NORTH LINCOLNSHIRE
	FERRY ROAD WEST SCUNTHORPE Edge of Town Residential Zone Total Gross floor area: 350 sqm		
18	ST-05-G-01	GP SURGERY, STOKE-ON-TRENT	STAFFORDSHIRE
	NEW INN LANE HANFORD STOKE-ON-TRENT Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 897 sqm		

LIST OF SITES relevant to selection parameters (Cont.)

19	TV-05-G-01	GP SURGERY, HARTLEPOOL EARLSFERRY ROAD	TEES VALLEY
		HARTLEPOOL Edge of Town Residential Zone Total Gross floor area: 200 sqm	
20	WM-05-G-02	GP SURGERY, COVENTRY HENLEY ROAD	WEST MIDLANDS
		COVENTRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 231 sqm	
21	WM-05-G-03	GP SURGERY, BIRMINGHAM WASHWOOD HEATH ROAD WARD END BIRMINGHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 250 sqm	WEST MIDLANDS
22	WR-05-G-01	GP SURGERY, WREXHAM HOLT ROAD	WREXHAM
		WREXHAM Edge of Town Centre No Sub Category Total Gross floor area: 750 sqm	
23	WR-05-G-02	GP SURGERY, WREXHAM CHESTER ROAD	WREXHAM
		WREXHAM Edge of Town Centre No Sub Category Total Gross floor area: 550 sqm	
24	WS-05-G-04	GP SURGERY, CHICHESTER CAWLEY ROAD WHYKE CHICHESTER Edge of Town Centre No Sub Category Total Gross floor area: 600 sqm	WEST SUSSEX
25	WY-05-G-01	GP SURGERY, LEEDS BURLEY ROAD BURLEY LEEDS Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 940 sqm	WEST YORKSHIRE

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	21	580	0.681	21	580	0.180	21	580	0.861
08:00 - 09:00	25	560	5.060	25	560	2.091	25	560	7.151
09:00 - 10:00	25	560	6.173	25	560	5.374	25	560	11.547
10:00 - 11:00	25	560	4.889	25	560	5.524	25	560	10.413
11:00 - 12:00	25	560	3.997	25	560	4.439	25	560	8.436
12:00 - 13:00	25	560	2.812	25	560	3.640	25	560	6.452
13:00 - 14:00	25	560	2.669	25	560	2.619	25	560	5.288
14:00 - 15:00	25	560	3.604	25	560	3.212	25	560	6.816
15:00 - 16:00	25	560	3.882	25	560	3.768	25	560	7.650
16:00 - 17:00	25	560	3.975	25	560	4.189	25	560	8.164
17:00 - 18:00	25	560	2.655	25	560	3.939	25	560	6.594
18:00 - 19:00	25	560	0.542	25	560	1.856	25	560	2.398
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	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:			40.939			40.831			81.770

Parameter summary

Trip rate parameter range selected: 200 - 1000 (units: sqm)
 Survey date date range: 01/01/02 - 09/06/10
 Number of weekdays (Monday-Friday): 25
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
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	21	580	0.008	21	580	0.008	21	580	0.016
08:00 - 09:00	25	560	0.007	25	560	0.007	25	560	0.014
09:00 - 10:00	25	560	0.007	25	560	0.007	25	560	0.014
10:00 - 11:00	25	560	0.036	25	560	0.036	25	560	0.072
11:00 - 12:00	25	560	0.043	25	560	0.029	25	560	0.072
12:00 - 13:00	25	560	0.007	25	560	0.021	25	560	0.028
13:00 - 14:00	25	560	0.007	25	560	0.007	25	560	0.014
14:00 - 15:00	25	560	0.000	25	560	0.000	25	560	0.000
15:00 - 16:00	25	560	0.007	25	560	0.000	25	560	0.007
16:00 - 17:00	25	560	0.014	25	560	0.021	25	560	0.035
17:00 - 18:00	25	560	0.000	25	560	0.007	25	560	0.007
18:00 - 19:00	25	560	0.000	25	560	0.000	25	560	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	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:			0.136			0.143			0.279

Parameter summary

Trip rate parameter range selected: 200 - 1000 (units: sqm)
Survey date date range: 01/01/02 - 09/06/10
Number of weekdays (Monday-Friday): 25
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
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	21	580	0.000	21	580	0.000	21	580	0.000
08:00 - 09:00	25	560	0.000	25	560	0.000	25	560	0.000
09:00 - 10:00	25	560	0.000	25	560	0.000	25	560	0.000
10:00 - 11:00	25	560	0.007	25	560	0.000	25	560	0.007
11:00 - 12:00	25	560	0.000	25	560	0.000	25	560	0.000
12:00 - 13:00	25	560	0.000	25	560	0.000	25	560	0.000
13:00 - 14:00	25	560	0.000	25	560	0.000	25	560	0.000
14:00 - 15:00	25	560	0.000	25	560	0.000	25	560	0.000
15:00 - 16:00	25	560	0.000	25	560	0.000	25	560	0.000
16:00 - 17:00	25	560	0.000	25	560	0.000	25	560	0.000
17:00 - 18:00	25	560	0.007	25	560	0.014	25	560	0.021
18:00 - 19:00	25	560	0.000	25	560	0.000	25	560	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	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:			0.014			0.014			0.028

Parameter summary

Trip rate parameter range selected: 200 - 1000 (units: sqm)
Survey date date range: 01/01/02 - 09/06/10
Number of weekdays (Monday-Friday): 25
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
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	21	580	0.000	21	580	0.000	21	580	0.000
08:00 - 09:00	25	560	0.086	25	560	0.043	25	560	0.129
09:00 - 10:00	25	560	0.128	25	560	0.100	25	560	0.228
10:00 - 11:00	25	560	0.043	25	560	0.071	25	560	0.114
11:00 - 12:00	25	560	0.064	25	560	0.057	25	560	0.121
12:00 - 13:00	25	560	0.036	25	560	0.057	25	560	0.093
13:00 - 14:00	25	560	0.043	25	560	0.014	25	560	0.057
14:00 - 15:00	25	560	0.043	25	560	0.079	25	560	0.122
15:00 - 16:00	25	560	0.057	25	560	0.036	25	560	0.093
16:00 - 17:00	25	560	0.050	25	560	0.036	25	560	0.086
17:00 - 18:00	25	560	0.021	25	560	0.064	25	560	0.085
18:00 - 19:00	25	560	0.021	25	560	0.021	25	560	0.042
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	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:			0.592				0.578	1.170	

Parameter summary

Trip rate parameter range selected:	200 - 1000 (units: sqm)
Survey date date range:	01/01/02 - 09/06/10
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

WSP STREET NAME TOWN/CITY

Licence No: 100304

LIST OF SITES relevant to selection parameters

1	DH-04-D-01 PEA ROAD	NURSERY, STANLEY	DURHAM
	STANLEY Edge of Town No Sub Category Total Gross floor area:	750 sqm	
2	DH-04-D-02 PRIORY ROAD FRAMWELLGATE MOOR DURHAM	NURSERY, DURHAM	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	382 sqm	
3	MT-04-D-01 BREWERY ROAD DOWLAIS MERTHYR TYDFIL	NURSERY, MERTHYR TYDFIL	MERTHYR TYDFIL
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	200 sqm	
4	NR-04-D-01 OWL CLOSE MOULTON PARK NORTHAMPTON	NURSERY, NORTHAMPTON	NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	350 sqm	
5	WM-04-D-01 SCHOOL ROAD YARDLEY WOOD BIRMINGHAM	NURSERY, BIRMINGHAM	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	850 sqm	

WSP STREET NAME TOWN/CITY

Licence No: 100304

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

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	467	1.000	3	467	0.357	3	467	1.357
08:00 - 09:00	5	506	3.594	5	506	1.975	5	506	5.569
09:00 - 10:00	5	506	2.844	5	506	3.633	5	506	6.477
10:00 - 11:00	5	506	0.513	5	506	0.474	5	506	0.987
11:00 - 12:00	5	506	2.093	5	506	2.014	5	506	4.107
12:00 - 13:00	5	506	1.856	5	506	1.777	5	506	3.633
13:00 - 14:00	5	506	0.395	5	506	0.395	5	506	0.790
14:00 - 15:00	5	506	1.896	5	506	0.790	5	506	2.686
15:00 - 16:00	5	506	0.632	5	506	2.449	5	506	3.081
16:00 - 17:00	4	446	1.347	4	446	0.954	4	446	2.301
17:00 - 18:00	4	446	2.357	4	446	2.862	4	446	5.219
18:00 - 19:00	4	446	1.291	4	446	2.076	4	446	3.367
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:			19.818			19.756			39.574

Parameter summary

Trip rate parameter range selected: 200 - 850 (units: sqm)
 Survey date range: 01/01/03 - 16/11/09
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

