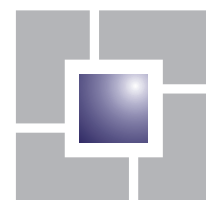




Land at Beaconside, Stafford

Review of Traffic Implications



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Land at Beaconside, Stafford

Review of Traffic Implications

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Maximus Strategic Land

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1. Introduction

- 1.1 This report has been prepared by DTA on behalf of Maximus Strategic Land to provide a preliminary review of traffic generation and impact issues arising from their proposed development at Beaconside. The site location is shown at **Figure 1**.
- 1.2 The site is identified as a preferred location for growth in the emerging Stafford Borough Council LDF. At present the draft document indicates a total allocation in the vicinity of the site of around 2,700 although this includes the adjacent (and enlarged) Akzo Nobel site.
- 1.3 Staffordshire County Council hold an area wide traffic model for the town and this has been historically used to assess overall impact of growth proposed for the town. This model informed the Stafford Borough Infrastructure Strategy (Buchanan Study) in July 2009 which confirmed that significant growth could be accommodated to the north. That report identified a number of highway improvement requirements and raised concern that the A513 was reaching link capacity.
- 1.4 SCC have confirmed that they are in the process of revising the Saturn model to review the proposed allocation strategy for the Borough and that ultimately this will inform consideration of both strategic and local infrastructure improvements. This will not be available for some time and in the meantime DTA have been commissioned to review the site specific issues relating to the Maximus proposals.
- 1.5 The report focuses on the localised impact on the A513 and the access strategy for the site, but gives initial consideration to the impact on the wider network and the M6. It is expected that this assessment will, in due course, be refined and updated to reflect the findings of the revised Saturn model outputs.

2. Development Scenario

2.1 At this stage the following overall development scenario has been adopted:

- 1) 3,000 residential units;
- 2) 10 Ha commercial;
- 3) 2 primary schools;
- 4) 1 local centre (10,000 sqft);
- 5) 1 local centre (food store @ 25,000 sqft).

2.2 It is recognised and accepted that this level of development does not accord with current intentions of the local planning authority. In particular the level of both housing and employment is in excess of that current envisaged in the emerging LDF. It is not therefore intended to represent a proposal by the developer but rather a starting point for technical assessment. As the promotion of the site progresses through the statutory processes it is expected that this will be refined as necessary.

2.3 The original assumption for the site, which informed the Buchanan study, was based on a likely yield of around 3,000 (Ref: Figure 2.3).

3. Traffic Generation and Assignment

3.1 To inform this assessment, a detailed review of likely traffic generation has been prepared. Given the scale and mixed use nature of the proposals, this has been based on an assessment of trip rates derived from the TRICS database and split into likely mode share and trip purposes to provide a comprehensive review of likely traffic generation and distribution. This assessment also allows detailed consideration of the level of internalisation of trips arising from complementary land uses.

3.2 A detailed report setting out the assumptions for this assessment is attached at **Appendix A**. The resulting headline traffic generation rates are summarised below in **Table 1**. At this stage no allowance has been made for significant interventions in terms of Travel Planning or improvements to the Public Transport network.

Table 1 – Forecast overall external vehicle trip estimates

	AM Peak		PM Peak	
	Arrive	Depart	Arrive	Depart
Commuting and business	0	632	660	196
Education/escort education	64	89	8	3
Shopping & personal business	132	127	218	225
Leisure	32	31	119	134
Local Facilities	13	8	21	22
Employment	279	64	44	212
Grand Total	520	951	1070	792

3.3 The above includes an assumption that a proportion of education trips (primary school), employment and retail trips will be retained on site. The external trips have been assigned to the network as described in **Appendix A**. In broad summary, the employment trips have been distributed as per the Journey to Work data derived from the Census. Other trip purposes have been assigned based on location of facilities (i.e schools / shops etc).

3.4 The resulting headline distribution is shown on **Figure 2** and summarised below on **Table 2**.

Table 2 – Trip Assignment

Routing		AM Peak		PM Peak	
		Arrive	Depart	Arrive	Depart
A	M6 North	63	79	104	96
B	A34 North	19	37	41	28
C	B5008 Sandon Road	28	54	54	36
D	Parkside	36	47	11	9
E	M6 South	72	149	177	124
F	A34 South	15	49	50	25
G	Common Road	78	231	234	125
H	Cotton Road	128	125	258	272
I	A513S	67	157	118	61
J	A513N	13	23	23	16
		519	951	1070	792

3.5 The level of traffic against the existing background flows (2007 base as per the Saturn model) is shown at **Figure 3**. This demonstrates the impact of the development in isolation and hence reviews the level of infrastructure which the development might be required to deliver. The review of the assumptions through the Saturn model may provide a differing view to this which will need to be reviewed at the appropriate time.

3.6 The following sections give consideration to the likely traffic impact issues arising from the above.

4. Site Access Arrangements

4.1 As shown on the site masterplan, it is envisaged that the site be accessed from two key points of access, a new signal controlled junction onto the A513 and a further access to Sandon Road.

4.2 The access to Beaconside is likely to be formed as signalised junction to include full pedestrian and cycle provision. An indicative layout is shown at **Figure 4**. Based on current forecasts this shows two lanes of through traffic in each direction.

4.3 The access to Sandon Road will be defined in due course but could include the diversion of the road through the site or a roundabout junction. As the developer controls significant land on both sides of the road, there are no particular constraints to achieving access.

5. A513 / Sandon Road Junction

5.1 This junction is understood to have existing capacity issues relating to non-priority traffic on the Sandon Road arm. The County Council have secured some additional land to improve this situation but as part of a comprehensive review of junctions along Beaconside it is expected that this will be converted to signal control along the lines indicated on **Figure 5**.

6. A513 / Beaconside Link Capacity

- 6.1 Based on the forecasts set out on **Figure 3**, peak hour flows will increase to just over 1,400 vehicles per hour in peak direction.
- 6.2 TA 79/99, which forms part of the DMRB sets out forecasts for Traffic Capacity of Urban Roads. For the purposes of this assessment, the A513 can be classified as a UAP2 with the following characteristics:
- General Description – Good standard single carriageway road with frontage access and more than two side roads per km.
 - Speed limit – Generally 40 mph.
 - Parking and Loading – Restricted.
 - Pedestrian Crossings – Some at grade.
 - Bus stops – At kerb side.
- 6.3 Based on these parameters, Table 2 confirms that for a 7.3m wide road, the capacity in one direction is circa 1,470 vehicles. The guidance states at Para 4.4 that this should be considered as guidance and “should not be used alone as a design tool, because factors other than peak hour flows should also be considered. They should be regarded as a starting point for more detailed analysis of traffic, economic and environmental aspects”.
- 6.4 On this basis, it appears from initial review that the changes in flows are not significant enough to trigger the need for wholesale widening of Beaconside.
- 6.5 Clearly, as shown on **Figure 4** there will need to be widening at junctions to accommodate sufficient capacity for signal control and in combination with that, there may be value however in widening the road to provide a wide single 2 lane road (10m) which will provide more capacity and allow flexible use of road space to accommodate merging and diverging from adjacent junctions.

7. Common Road Junction

7.1 In order to accommodate likely traffic flows, this junction is expected to be upgraded to traffic signal control as indicated on **Figure 4**. As shown the signalisation would be carried out in a similar fashion to the signalisation of the Parkside junctions. Pedestrian crossing points will therefore be provided and it is assumed that the 30mph would be extended from Akzo Nobel through this section.

8. Akzo Nobel Approved Access Arrangements

8.1 The Akzo Nobel site is served from two points of access. The westernmost access is forecast to operate close to capacity whilst the easternmost access operates with ample spare capacity.

8.2 The assumptions built into the supporting modelling work did make significant allowance for growth on the local road network. This growth in reality will mainly be Maximus site traffic.

8.3 Moreover, the proposed facilities within the Land at Beaconside site, in particular the supermarket, offers significant scope for serving a meaning proportional of the Akzo Nobel demand locally, which should at the same time better balance demand between the two access points. It is therefore not expected that any changes to the proposed layout is required.

9. A513 / A34 Junction

9.1 The works proposed by Akzo Nobel incorporate significant capacity over that which is required to accommodate the base network traffic and the additional traffic generated by Azko Nobel. It is therefore not expected that any changes to the proposed layout is required at this stage.

10. M6 Junction 14

10.1 The Highways Agency have recently undertaken a capacity enhancement scheme at Junction 14. This was originally a conditional requirement of the Akzo Nobel site to

be undertaken prior to occupation but has now been funded by the Highways Agency.

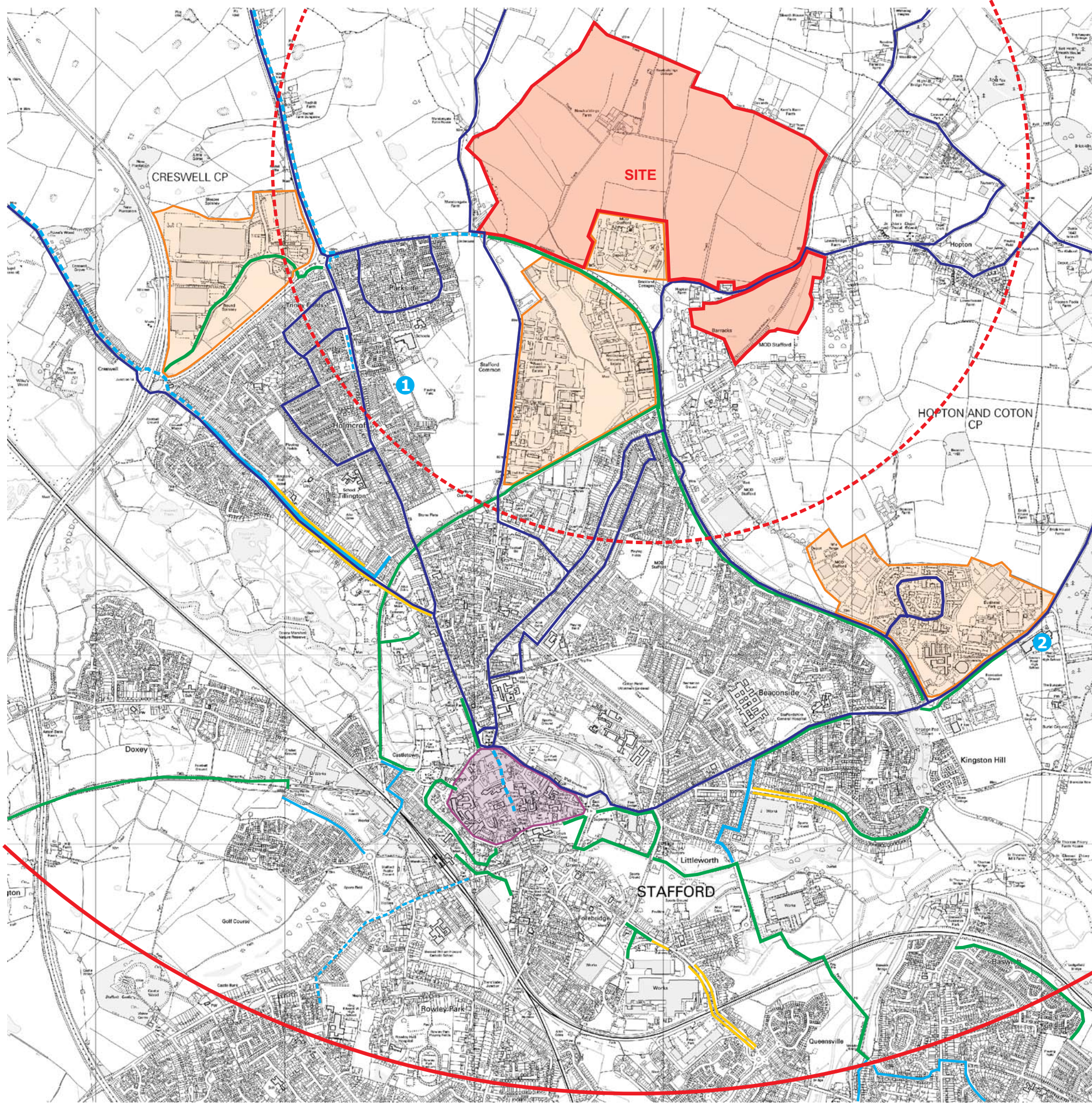
- 10.2 It is understood that the design of improvements were informed by future year traffic flow forecasts provided from the Saturn model. At that time, the Saturn model included an assumption of 3,000 dwellings on the Maximus site. The scale of impact should therefore have been mitigated already but it is noted that the impact at this junction will need to be reviewed with the HA in light of the emerging masterplan and updated Saturn Modelling.

11. Summary

- 11.1 To summarise, based on the preliminary masterplan and forecast flows the development will require substantial improvements to Beaconside. However, with the exception of localised widening at junctions, wholesale dualling of Beaconside is not justified solely as a result of the development proposals on the Maximus land.
- 11.2 Further off-site improvements are expected at Sandon Road and Common Lane in the form of junction signalisation. No additional works are envisaged at the A34 and Akzo Nobel site access junctions. The impact on J14 will be subject to further discussions with the HA, but initial discussions suggest that a significant level of growth from the development site has already been factored into the design.
- 11.3 This report has not considered other improvements in terms of public transport access, travel planning and wider linkage improvements. It is expected that this will form part of ongoing Transport Assessment discussions and ultimately be assessed as part of the wider implications of the LDF growth strategy.

FIGURES

- Figure 1 – Site Location Plan
- Figure 2 – Development Traffic Generation Forecasts
- Figure 3 – Future Year Network Traffic Flows
- Figure 4 – Preliminary Beaconside Site Access Layout
- Figure 5 – Preliminary Sandon Road – Beaconside Junction Layout













-  2km Radius
-  5km Radius
-  Cycle Path
-  Signed Cycle Route
-  Path or footway where you must walk your cycle
-  On-Carriageway Cycle Lane
-  Employment Area
-  Town Centre Area
-  Bus Routes
-  1 Sir Graham Balfour School
-  2 Western Road High School



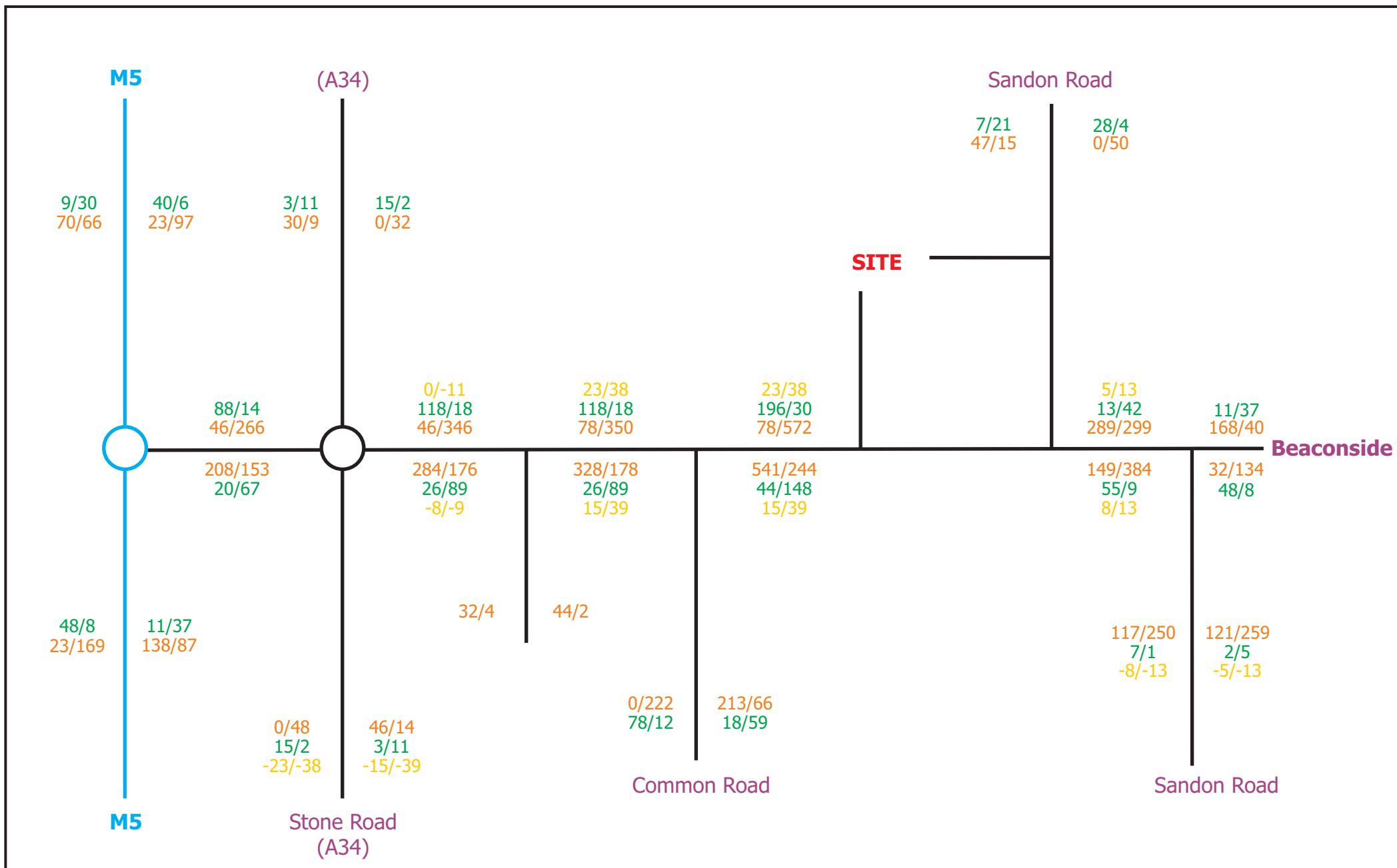
Figure 1

Site Location Plan

Not To Scale



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Numbers
 Food Store
 Employment
 Residential

Figure 2
 Drawing Title
 Job Title
 Client

Drawing No : 11021-05
 Development Flows
 Land at Beaconside
 Maximus

Scale : NTS



M5

(A34)

Sandon Road

1112/1517

1652/1019

224/470

530/229

SITE

1192/1122

1377/1108

1480/1083

1281/1423

984/783

1465/1066

Beaconside

1156/1156

1081/1493

1096/1532

1208/1211

608/780

851/1374

251/N/A

657/N/A

620/918

975/687

Common Road

Sandon Road

M5

Stone Road
(A34)



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AM PEAK / PM PEAK
PEAK HOUR (VEHICLES)

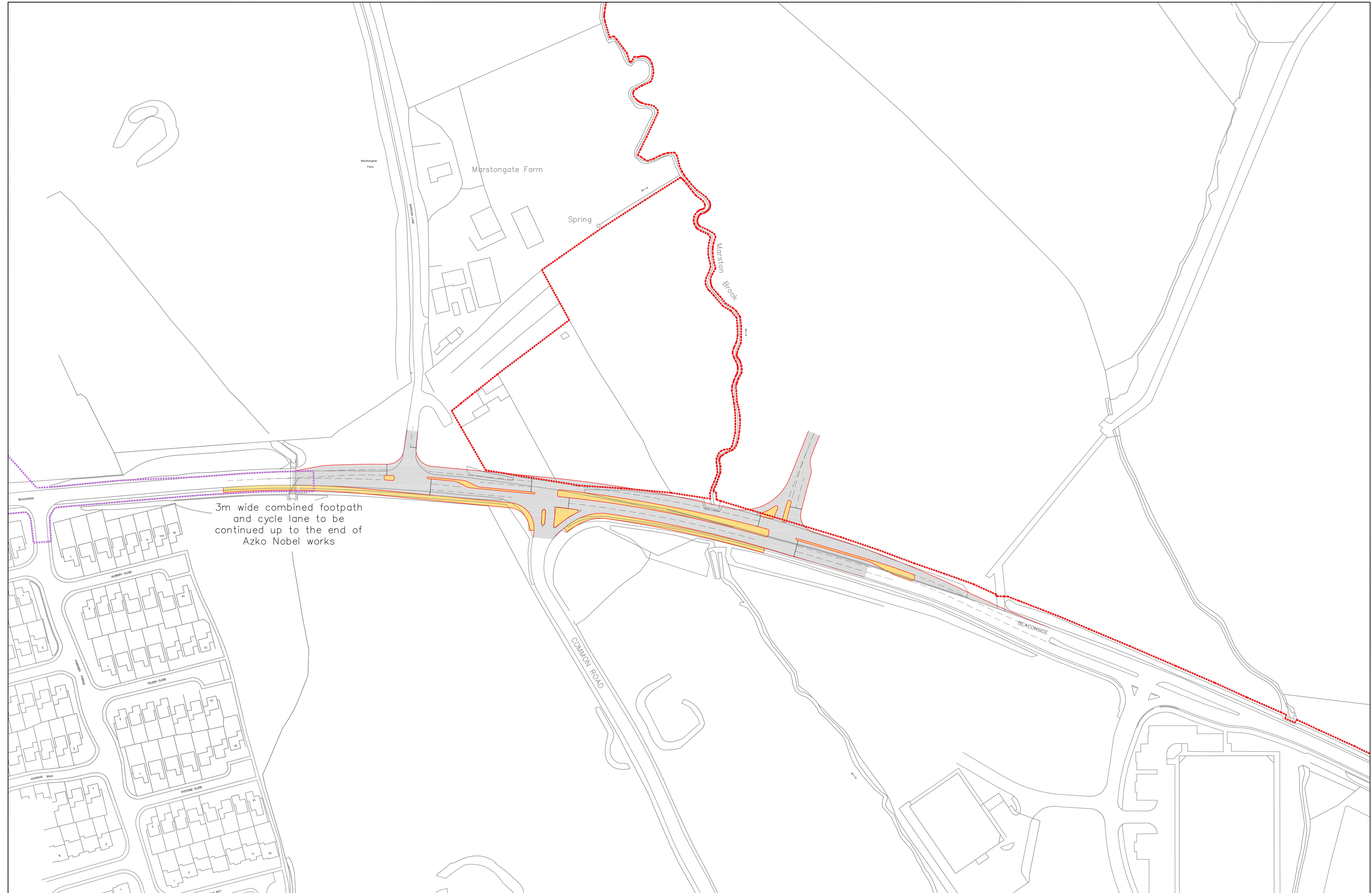
Figure 3
Drawing Title
Job Title
Client

Drawing No : 11021-04
Future Forecast Flows
Land at Beaconside
Maximus

Scale : NTS



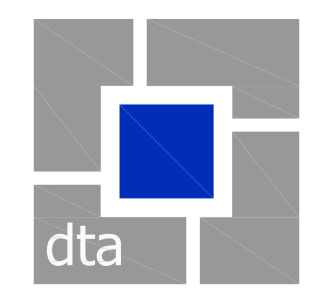
NORTH



3m wide combined footpath and cycle lane to be continued up to the end of Azko Nobel works

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JOB TITLE		LAND AT BEACONSIDE		CLIENT		MAXIMUS	
DRAWING TITLE							
PROPOSED SITE ACCESS AND COMMON ROAD JUNCTION IMPROVEMENT WORKS							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
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DRAWING STATUS	CHECKED BY	DATE

JOB TITLE	CLIENT
Beaconside	Maximus

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DRAWING TITLE
Figure 5 Sandon Road Junction Improvement

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/2000	RJM	Nov11	11021-08	

APPENDIX A

Traffic Generation

Residential Land

- 1.1 It has been assumed that the proposed residential development would total 3,000 units.
- 1.2 Trip generation rates for the residential development by all modes have been estimated using the TRICS database based on private housing sites with similar locational characteristics.
- 1.3 The TRICS database was interrogated for multi-modal private residential housing surveys. The selection of sites was limited to those within England excluding Greater London. The selection was further refined as appropriate by location, excluding town centre sites for example, and in the Stage 3 selection by the size of settlement. Full details are attached in the TRICS output reports. The resulting rates are summarised in **Table 1** below.

Table 1 Residential (Private) Trip Generation Rates from TRICS

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrive	Depart	Total	Arrive	Depart	Total
total	0.239	0.832	1.071	0.616	0.395	1.011
car	0.153	0.413	0.566	0.408	0.244	0.652
	64.0%	49.6%	52.8%	66.2%	61.8%	64.5%
car passenger	0.04	0.209	0.249	0.113	0.085	0.198
	16.7%	25.1%	23.2%	18.3%	21.5%	19.6%
pt	0.003	0.02	0.023	0.016	0.005	0.021
	1.3%	2.4%	2.1%	2.6%	1.3%	2.1%
peds	0.039	0.173	0.212	0.065	0.049	0.114
	16.3%	20.8%	19.8%	10.6%	12.4%	11.3%
cycle	0.004	0.017	0.021	0.014	0.012	0.026
	1.7%	2.0%	2.0%	2.3%	3.0%	2.6%
subtotal	100%	100%	100%	100%	100%	100%

- 1.4 The rates above are known as 'garden gate' trip rates as these represent the trips that would be reported by an observer at the entrance of a discrete area of residential housing. It does not provide any indication of the nature of trip including the destination. To understand the likely destination, it is necessary to understand

the purpose. To do this, the profile of journey purpose by time of day has been taken from the National Travel Survey. This profile data is summarised in **Table 2** below.

Table 2 From NTS TABLE 0502

%NTS	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Social/Entertainment	Holiday/ Day trip/ Other
0800 - 0859	24.5%	3.3%	28.8%	18.2%	4.5%	14.3%	3.4%	2.9%
1700 - 1759	34.7%	3.5%	2.2%	1.3%	12.5%	20.3%	19.7%	5.8%

- 1.5 There are significant differences in the mode choice for each journey purpose. For instance trips to work are much more likely to take place by car whereas trips to school are much more likely to take place by foot. The profile of mode share by journey purpose was also therefore taken from the National Travel Survey. The profile data is summarised in **Table 3** below.

Table 3 From NTS TABLE 0409

	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Social/Entertainment	Holiday/ Day trip/ Other	All purposes
Car Driver	58.2%	71.6%	22.4%	22.4%	44.7%	49.8%	31.6%	31.6%	42.1%
Car Passenger	8.8%	7.9%	22.6%	22.6%	20.1%	26.3%	29.1%	29.1%	22.2%
Walk	10.4%	6.1%	37.3%	37.3%	22.1%	15.7%	27.4%	27.4%	21.9%
Cycle	3.2%	1.4%	1.3%	1.3%	0.9%	0.6%	1.8%	1.8%	1.5%
Bus	10.0%	5.3%	11.7%	11.7%	10.5%	5.7%	6.8%	6.8%	8.4%
Rail	8.1%	6.5%	1.6%	1.6%	1.0%	1.1%	2.3%	2.3%	2.8%
Other	1.2%	1.2%	3.1%	3.1%	0.6%	0.7%	1.0%	1.0%	1.1%

- 1.6 The trip rate forecasts, as summarised in **Table 1**, have therefore had the profiles in **Table 2** and **Table 3** applied using a 'Furness' process. This process in no way changes the TRICS forecasts rather it solely ensures that the mode shares are realistic. The results for the two peak hour periods are summarised in **Table 4** and **Table 5** below.

Table 4 AM Peak trip rates

	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Social/Entertainment	Holiday/ Day trip/ Other
Total Trips	0.262	0.036	0.309	0.195	0.048	0.154	0.037	0.031
Car Driver	0.203	0.031	0.110	0.069	0.029	0.095	0.016	0.013
Car Passenger	0.025	0.003	0.090	0.057	0.011	0.041	0.012	0.010
Walk	0.019	0.001	0.095	0.060	0.007	0.016	0.007	0.006
Cycle	0.009	0.001	0.005	0.003	0.001	0.001	0.001	0.001
Bus	0.005	0.000	0.009	0.005	0.001	0.002	0.001	0.000
Rail	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Table 5 PM Peak trip rates

	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Social/Entertainment	Holiday/ Day trip/ Other
PM Peak								
Total Trips	0.351	0.036	0.023	0.013	0.126	0.206	0.199	0.058
Car Driver	0.276	0.031	0.009	0.005	0.079	0.133	0.093	0.027
Car Passenger	0.030	0.002	0.006	0.004	0.025	0.050	0.062	0.018
Walk	0.022	0.001	0.006	0.004	0.017	0.018	0.035	0.010
Cycle	0.015	0.001	0.000	0.000	0.002	0.002	0.005	0.002
Bus	0.009	0.000	0.001	0.000	0.003	0.003	0.004	0.001
Rail	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

- 1.7 For comparison with the 2011 Census journey to work statistics for the local area (Holmcroft ward), **Table 6** summarises the rates expressed as mode share and **Table 7** summarised the reported mode share. It can be seen that the TRICS reported trip pattern shows a much higher propensity to drive and the corollary less propensity to walk, than the location specific data reports.

Table 6 Resulting 12Hr mode share

	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Social/Entertainment	Holiday/ Day trip/ Other
Total Trips	100.0 %	100.0 %	100.0 %	100.0 %	100.0 %	100.0 %	100.0 %	100.0 %
Car Driver	80.3%	88.3%	40.4%	40.4%	64.7%	67.2%	49.5%	49.5%
Car Passenger	7.4%	5.9%	24.7%	24.7%	17.6%	21.5%	27.5%	27.5%
Walk	6.3%	3.3%	29.6%	29.6%	14.1%	9.3%	18.9%	18.9%
Cycle	3.7%	1.5%	1.9%	1.9%	1.2%	0.7%	2.4%	2.4%
Bus	2.2%	1.0%	3.4%	3.4%	2.4%	1.2%	1.7%	1.7%
Rail	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Table 7 Journey to work data for the Holmcroft ward

	Commuting
Car Driver	64.8%
Car Passenger	8.2%
Walk	9.6%
Cycle	6.1%
Bus	7.7%
Rail	1.4%
Other	2.2%
Total	100.0%

- 1.8 It is estimated accordingly that the development would generate 1697 vph in the AM peak and 1956 vph in the PM peak. These trips have been broken down by trip purpose as summarised in **Table 8** below.

Table 8 – residential trip estimates by purpose (vehicles per hour)

	AM Peak		PM Peak	
	Arrive	Depart	Arrive	Depart
Commuting/business	0	702	713	207
Education/escort education	225	311	29	12
Shopping & Personal Business	189	182	312	322
Leisure	45	44	170	191
	459	1238	1224	732

- 1.9 In terms of trip distribution, the pattern reported in the 2001 Census for the adjacent Holmcroft has been extracted and the resulting distribution of trip ends applied to the commuting and business trip generation estimates. This is the traditional approach to trip distributions whereby the number of employment trip ends are not

reconciled or fixed. Given the apparent sensitivity of the local road network, there may well be some merit in balancing the matrix in due course. In the meantime the employment land trip forecasts set out below, estimate the number of people that would live and work within the site, and these have been subtracted from the forecasts as these trips will not appear on the external road network.

- 1.10 SCC Education Policy indicates that 3000 residential units would generate the demand for 630 primary school places and 450 secondary school places. The site will include two primary schools which will cater for the full demand of 630 primary school places within the site without additional trips on the external network. Secondary schools will be external to the site. The two nearest schools are Sir Graham Balfour School, located to the south of Parkside, and Weston Road High School, located to the south of Staffordshire Technology Park.
- 1.11 The National Travel Survey indicates that primary school children are more likely to be escorted to school and therefore twice as likely to travel by car. On this basis, 71.5% of education car based trips are likely to be retained within the site. The remaining 28.5% trips have been split evenly between Graham Balfour School and West Road High School.
- 1.12 The site makes provision for two local centres and a supermarket. These will collectively account for around 30% of the shopping and personal business trips that would be made during the weekday peak hour periods. The majority of trips, assumed to be 50%, would still be made either to locations within Stafford including town centre, the retail parks and the General Hospital. A further 20% trips has been assumed to be outside of Stafford. Given the two higher order service centres in the region are Stoke on Trent to the north and Birmingham (WM Conurbation) to the south these has been distributed equally north and south on the M6.
- 1.13 The final group is leisure trips. This includes a diverse range of trip purposes from day trips and holidays to walking the dog or visiting friends. As with the retail distribution it is considered that the majority of trips would be retained within Stafford but with a significant proportion (20%) travelling further afield via the motorway. Again these motorway trips have been split evenly north and south.
- 1.14 The overall trip distribution is summarised in **Table 9** below.

Table 9 summary distribution of residential trips

Residential Trips		AM Peak		PM Peak	
		Arrive	Depart	Arrive	Depart
		459	1168	1171	721
A	M6 North	23	70	97	66
B	A34 North	0	30	32	9
C	B5008 Sandon Road	0	47	50	15
D	Parkside	32	44	4	2
E	M6 South	23	138	169	87
F	A34 South	0	46	48	14
G	Common Road	0	213	222	66
H	Cotton Road	117	121	250	259
I	A513S	32	148	113	34
J	A513N	0	20	21	6
INT		231	290	165	163

- 1.15 As a result of the distribution summarised in Table 9, the net external trip generation of the site is summarised in **Table 10**.

Table 10 – Net external residential trip estimates by purpose (vehicles per hour)

	AM Peak		PM Peak	
	Arrive	Depart	Arrive	Depart
Commuting/business	0	632	660	196
Education/escort education	64	89	8	4
Shopping & Personal Business	132	127	218	225
Leisure	32	31	119	134
	228	879	1006	558

Employment Land

- 1.16 It has been assumed that the proposed employment development plots would total 10Ha and that these would be developed at a ratio of 30% i.e. total GFA of 30,000m².
- 1.17 No B8 content has been assumed rather it has been assumed that the land uses would be split 60% B1 and 40% B2.
- 1.18 Trip generation rates for the employment development have been estimated using the TRICS database assuming similar locational characteristics. It is estimated accordingly that the development would generate 429 vph in the AM peak and 319 vph in the PM peak. Comparing these trip generation estimates with those derived

from the residential development show clearly that the employment component as currently envisaged is only a small element and well below parity. The site will therefore be a net export of commuters in the AM peak and net import of commuters in the PM peak.

- 1.19 In terms of trip distribution, the pattern reported in the 2001 Census for the adjacent Common ward has been extracted and the resulting distribution of trip ends applied to the trip generation estimates. Given the development mix, it has been assumed that 20% of the journey to work trips to the employment area would originate from within the site.
- 1.20 Trips have been assigned to the local road network on an all or nothing basis. There are two corridors where there are multiple routes available i.e. that are likely to be sensitive to the actual performance of the network. These are the split between the M6 and the A34. Second the split for town centre bound traffic between Common Road and Sandon Road.
- 1.21 In the case of the M6 and A34, it has been assumed that the traffic would split 75%:25% based on the geographical split of destinations. Effectively, only travellers to Stone and environs have been assigned via A34 and the majority of trips further afield to the Motorway.
- 1.22 In the case of Common Road and Sandon Road, it has been assumed that the traffic would split 20%:80% assuming that the more direct route via Sandon Road would be more attractive to drivers headed for the town centre.

Proposed Foodstore

- 1.23 It has been assumed that the proposed food store would have a GFA of 2,500m² i.e. a small – medium sized supermarket. Accordingly it is considered that the primary catchment area would be the residential development within 2km of the store. This area includes all of the proposed development on Land North of Beaconside, the proposed development on the Azko Nobel site, the existing development in Parkside and Trinity Fields and the existing development at the northern end of the Sandon Road, south of Beaconside. This area includes approximately 5,500 dwellings.
- 1.24 Trip generation rates for the store have been estimated using the TRICS database assuming similar locational characteristics. It is estimated accordingly that the

development would generate 141 vph in the AM peak and 288 vph in the PM peak. As set out in GTA, the majority of retail trips are likely to be secondary trips that are already on the road network rather than new trips.

- 1.25 DTA have sought to adopt a conservative approach whereby 20% of the trips are assumed to be pass-by trips on Beaconside, i.e. drivers currently travelling on Beaconside for commuting or other purposes. A further 28% trips are assumed to be diverted trips from nearby residential areas, i.e. trips that are currently being made to the existing supermarkets in and around the town centre. The balance of trips, 52%, is assumed to be new trips the majority of which (44%) are generated by the proposed residential development within the site and the rest (8%) by the Azki Nobel proposals.
- 1.26 In terms of traffic impact on the local road network, the proposals would increase traffic on Beaconside to the West of the site by 38vph and 78vph in the AM and PM peaks respectively. Traffic on the A34 Stone Road (South) would reduce commensurately. Traffic on Beaconside to the East of the site would increase by 14vph and 26vph in the AM and PM peaks respectively. Traffic on the Sandon Road (South) would reduce commensurately.
- 1.27 Overall, the proposed store only has a modest impact on the local road network. As currently envisaged, it draws up to 20% of the retail and personal business demand. A larger store would present a broad retail offer to the area and thereby attract a greater market share however this would also increase traffic flow levels on the critical section Beaconside adjacent to the Azko Nobel site.

APPENDIX B

TRICS output reports

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WO WORCESTERSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Range: 40 to 372 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 05/09/10

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days
Thursday	7 days

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	9
No Sub Category	5

Filtering Stage 3 selection:

Use Class:

C3 14 days

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	9 days
20,001 to 25,000	3 days

Population within 5 miles:

75,001 to 100,000	4 days
100,001 to 125,000	4 days
125,001 to 250,000	6 days

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	7 days

Travel Plan:

No	14 days
----	---------

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|-------------------------------------|
| 1 | CB-03-A-03 SEMI DETACHED, WORKINGTON
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY 20/11/08 | CUMBRIA |
| 2 | CH-03-A-06 SEMI-DET./BUNGALOWS, CREWE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 | Survey Type: MANUAL
CHESHIRE |
| 3 | EX-03-A-01 SEMI-DET., STANFORD-LE-HOPE
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 | Survey Type: MANUAL
ESSEX |
| 4 | LC-03-A-29 DETACHED/SEMI D., BLACKBURN
REVIDGE ROAD
FOUR LANE ENDS
BLACKBURN
Edge of Town
Residential Zone
Total Number of dwellings: 185
Survey date: THURSDAY 10/06/04 | Survey Type: MANUAL
LANCASHIRE |
| 5 | LN-03-A-01 MIXED HOUSES, LINCOLN
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150
Survey date: TUESDAY 15/05/07 | Survey Type: MANUAL
LINCOLNSHIRE |
| 6 | LN-03-A-02 MIXED HOUSES, LINCOLN
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 | Survey Type: MANUAL
LINCOLNSHIRE |
| 7 | MS-03-A-01 TERRACED, RUNCORN
PALACE FIELDS AVENUE

RUNCORN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 372
Survey date: THURSDAY 06/10/05 | Survey Type: MANUAL
MERSEYSIDE |

LIST OF SITES relevant to selection parameters (Cont.)

8	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-ASHFD	NOTTINGHAMSHIRE
	B6018 SUTTON ROAD		
	KIRKBY-IN-ASHFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	166	
	Survey date: WEDNESDAY	28/06/06	Survey Type: MANUAL
9	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK
	A1156 FELIXSTOWE ROAD		
	RACECOURSE		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	77	
	Survey date: WEDNESDAY	23/05/07	Survey Type: MANUAL
10	SF-03-A-02	SEMI DET./TERRACED, IPSWICH	SUFFOLK
	STOKE PARK DRIVE		
	MAIDENHALL		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	230	
	Survey date: THURSDAY	24/05/07	Survey Type: MANUAL
11	SH-03-A-04	TERRACED, SHREWSBURY	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL
12	TV-03-A-01	MIXED HOUSES/FLATS, HARTLEPL	TEES VALLEY
	POWLETT ROAD		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	225	
	Survey date: THURSDAY	14/04/05	Survey Type: MANUAL
13	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE
	MEADOWHILL ROAD		
	REDDITCH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	48	
	Survey date: TUESDAY	02/05/06	Survey Type: MANUAL
14	WO-03-A-06	DET./TERRACED, BROMSGROVE	WORCESTERSHIRE
	ST GODWALDS ROAD		
	ASTON FIELDS		
	BROMSGROVE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	232	
	Survey date: THURSDAY	30/06/05	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	14	170	0.081	14	170	0.280	14	170	0.361
08:00 - 09:00	14	170	0.153	14	170	0.413	14	170	0.566
09:00 - 10:00	14	170	0.167	14	170	0.209	14	170	0.376
10:00 - 11:00	14	170	0.144	14	170	0.185	14	170	0.329
11:00 - 12:00	14	170	0.190	14	170	0.187	14	170	0.377
12:00 - 13:00	14	170	0.189	14	170	0.186	14	170	0.375
13:00 - 14:00	14	170	0.173	14	170	0.170	14	170	0.343
14:00 - 15:00	14	170	0.183	14	170	0.182	14	170	0.365
15:00 - 16:00	14	170	0.296	14	170	0.218	14	170	0.514
16:00 - 17:00	14	170	0.318	14	170	0.195	14	170	0.513
17:00 - 18:00	14	170	0.408	14	170	0.244	14	170	0.652
18:00 - 19:00	14	170	0.279	14	170	0.234	14	170	0.513
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.581			2.703			5.284

Parameter summary

Trip rate parameter range selected: 40 - 372 (units:)
 Survey date range: 01/01/03 - 05/09/10
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	14	170	0.004	14	170	0.003	14	170	0.007
08:00 - 09:00	14	170	0.003	14	170	0.004	14	170	0.007
09:00 - 10:00	14	170	0.005	14	170	0.004	14	170	0.009
10:00 - 11:00	14	170	0.003	14	170	0.003	14	170	0.006
11:00 - 12:00	14	170	0.002	14	170	0.003	14	170	0.005
12:00 - 13:00	14	170	0.007	14	170	0.005	14	170	0.012
13:00 - 14:00	14	170	0.003	14	170	0.006	14	170	0.009
14:00 - 15:00	14	170	0.002	14	170	0.003	14	170	0.005
15:00 - 16:00	14	170	0.002	14	170	0.002	14	170	0.004
16:00 - 17:00	14	170	0.001	14	170	0.001	14	170	0.002
17:00 - 18:00	14	170	0.001	14	170	0.001	14	170	0.002
18:00 - 19:00	14	170	0.000	14	170	0.001	14	170	0.001
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.033			0.036			0.069

Parameter summary

Trip rate parameter range selected: 40 - 372 (units:)
 Survey date date range: 01/01/03 - 05/09/10
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	14	170	0.000	14	170	0.000	14	170	0.000
08:00 - 09:00	14	170	0.001	14	170	0.001	14	170	0.002
09:00 - 10:00	14	170	0.000	14	170	0.000	14	170	0.000
10:00 - 11:00	14	170	0.000	14	170	0.000	14	170	0.000
11:00 - 12:00	14	170	0.000	14	170	0.000	14	170	0.000
12:00 - 13:00	14	170	0.000	14	170	0.000	14	170	0.000
13:00 - 14:00	14	170	0.000	14	170	0.000	14	170	0.000
14:00 - 15:00	14	170	0.000	14	170	0.000	14	170	0.000
15:00 - 16:00	14	170	0.000	14	170	0.000	14	170	0.000
16:00 - 17:00	14	170	0.000	14	170	0.000	14	170	0.000
17:00 - 18:00	14	170	0.000	14	170	0.000	14	170	0.000
18:00 - 19:00	14	170	0.000	14	170	0.000	14	170	0.000
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.001			0.001			0.002

Parameter summary

Trip rate parameter range selected: 40 - 372 (units:)
 Survey date range: 01/01/03 - 05/09/10
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	14	170	0.007	14	170	0.010	14	170	0.017
08:00 - 09:00	14	170	0.004	14	170	0.017	14	170	0.021
09:00 - 10:00	14	170	0.004	14	170	0.003	14	170	0.007
10:00 - 11:00	14	170	0.001	14	170	0.003	14	170	0.004
11:00 - 12:00	14	170	0.004	14	170	0.003	14	170	0.007
12:00 - 13:00	14	170	0.005	14	170	0.004	14	170	0.009
13:00 - 14:00	14	170	0.003	14	170	0.003	14	170	0.006
14:00 - 15:00	14	170	0.003	14	170	0.003	14	170	0.006
15:00 - 16:00	14	170	0.017	14	170	0.012	14	170	0.029
16:00 - 17:00	14	170	0.012	14	170	0.008	14	170	0.020
17:00 - 18:00	14	170	0.014	14	170	0.012	14	170	0.026
18:00 - 19:00	14	170	0.012	14	170	0.007	14	170	0.019
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.086			0.085			0.171

Parameter summary

Trip rate parameter range selected: 40 - 372 (units:)
 Survey date date range: 01/01/03 - 05/09/10
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	14	170	0.090	14	170	0.331	14	170	0.421
08:00 - 09:00	14	170	0.193	14	170	0.622	14	170	0.815
09:00 - 10:00	14	170	0.193	14	170	0.267	14	170	0.460
10:00 - 11:00	14	170	0.175	14	170	0.238	14	170	0.413
11:00 - 12:00	14	170	0.228	14	170	0.232	14	170	0.460
12:00 - 13:00	14	170	0.230	14	170	0.236	14	170	0.466
13:00 - 14:00	14	170	0.219	14	170	0.215	14	170	0.434
14:00 - 15:00	14	170	0.236	14	170	0.233	14	170	0.469
15:00 - 16:00	14	170	0.461	14	170	0.293	14	170	0.754
16:00 - 17:00	14	170	0.427	14	170	0.274	14	170	0.701
17:00 - 18:00	14	170	0.522	14	170	0.329	14	170	0.851
18:00 - 19:00	14	170	0.373	14	170	0.341	14	170	0.714
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:			3.347			3.611			6.958

Parameter summary

Trip rate parameter range selected: 40 - 372 (units:)
 Survey date date range: 01/01/03 - 05/09/10
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	14	170	0.024	14	170	0.052	14	170	0.076
08:00 - 09:00	14	170	0.039	14	170	0.173	14	170	0.212
09:00 - 10:00	14	170	0.036	14	170	0.056	14	170	0.092
10:00 - 11:00	14	170	0.024	14	170	0.038	14	170	0.062
11:00 - 12:00	14	170	0.038	14	170	0.039	14	170	0.077
12:00 - 13:00	14	170	0.038	14	170	0.028	14	170	0.066
13:00 - 14:00	14	170	0.031	14	170	0.031	14	170	0.062
14:00 - 15:00	14	170	0.035	14	170	0.036	14	170	0.071
15:00 - 16:00	14	170	0.167	14	170	0.059	14	170	0.226
16:00 - 17:00	14	170	0.061	14	170	0.041	14	170	0.102
17:00 - 18:00	14	170	0.065	14	170	0.049	14	170	0.114
18:00 - 19:00	14	170	0.050	14	170	0.045	14	170	0.095
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.608			0.647			1.255

Parameter summary

Trip rate parameter range selected: 40 - 372 (units:)
 Survey date date range: 01/01/03 - 05/09/10
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	14	170	0.000	14	170	0.011	14	170	0.011
08:00 - 09:00	14	170	0.003	14	170	0.020	14	170	0.023
09:00 - 10:00	14	170	0.002	14	170	0.009	14	170	0.011
10:00 - 11:00	14	170	0.005	14	170	0.007	14	170	0.012
11:00 - 12:00	14	170	0.007	14	170	0.009	14	170	0.016
12:00 - 13:00	14	170	0.007	14	170	0.007	14	170	0.014
13:00 - 14:00	14	170	0.009	14	170	0.003	14	170	0.012
14:00 - 15:00	14	170	0.004	14	170	0.003	14	170	0.007
15:00 - 16:00	14	170	0.010	14	170	0.007	14	170	0.017
16:00 - 17:00	14	170	0.016	14	170	0.003	14	170	0.019
17:00 - 18:00	14	170	0.016	14	170	0.005	14	170	0.021
18:00 - 19:00	14	170	0.010	14	170	0.003	14	170	0.013
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.089			0.087			0.176

Parameter summary

Trip rate parameter range selected: 40 - 372 (units:)
 Survey date date range: 01/01/03 - 05/09/10
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	14	170	0.122	14	170	0.404	14	170	0.526
08:00 - 09:00	14	170	0.239	14	170	0.832	14	170	1.071
09:00 - 10:00	14	170	0.235	14	170	0.335	14	170	0.570
10:00 - 11:00	14	170	0.205	14	170	0.286	14	170	0.491
11:00 - 12:00	14	170	0.276	14	170	0.283	14	170	0.559
12:00 - 13:00	14	170	0.279	14	170	0.275	14	170	0.554
13:00 - 14:00	14	170	0.262	14	170	0.252	14	170	0.514
14:00 - 15:00	14	170	0.278	14	170	0.275	14	170	0.553
15:00 - 16:00	14	170	0.655	14	170	0.370	14	170	1.025
16:00 - 17:00	14	170	0.516	14	170	0.326	14	170	0.842
17:00 - 18:00	14	170	0.616	14	170	0.395	14	170	1.011
18:00 - 19:00	14	170	0.445	14	170	0.396	14	170	0.841
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:			4.128			4.429			8.557

Parameter summary

Trip rate parameter range selected: 40 - 372 (units:)
 Survey date date range: 01/01/03 - 05/09/10
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : B - BUSINESS PARK
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	OX OXFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 3525 to 77513 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 22/06/09

Selected survey days:

Monday	1 days
Tuesday	4 days
Thursday	3 days
Friday	2 days

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	7

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	3
Retail Zone	1
No Sub Category	2

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
B1	8 days

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days

Population within 5 miles:

75,001 to 100,000	3 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	5 days
1.1 to 1.5	3 days

Travel Plan:

Yes	1 days
No	9 days

LIST OF SITES relevant to selection parameters

1	BU-02-B-01 LONDON ROAD	BUSINESS PARK, HIGH WYCOMBE	BUCKINGHAMSHIRE
	HIGH WYCOMBE Edge of Town No Sub Category Total Gross floor area: 13300 sqm Survey date: THURSDAY 08/07/04		
2	LN-02-B-01 BISHOPS ROAD	BUSINESS PARK, LINCOLN	LINCOLNSHIRE
	LINCOLN Edge of Town Industrial Zone Total Gross floor area: 4460 sqm Survey date: TUESDAY 17/05/05		
3	NF-02-B-02 WHITING ROAD LONG JOHN'S HILL NORWICH	BUSINESS PARK, NORWICH	NORFOLK
	Edge of Town Retail Zone Total Gross floor area: 7400 sqm Survey date: THURSDAY 17/05/07		
4	OX-02-B-01 GARSINGTON ROAD COWLEY OXFORD	BUSINESS PARK, OXFORD	OXFORDSHIRE
	Edge of Town Commercial Zone Total Gross floor area: 33105 sqm Survey date: TUESDAY 21/10/03		
5	SH-02-B-01 WELSHPOOL ROAD	BUSINESS PARK, SHREWSBURY	SHROPSHIRE
	SHREWSBURY Edge of Town Commercial Zone Total Gross floor area: 17197 sqm Survey date: TUESDAY 14/06/05		
6	SH-02-B-02 STAFFORD COURT	BUSINESS PARK, TELFORD	SHROPSHIRE
	TELFORD Edge of Town Centre Commercial Zone Total Gross floor area: 9500 sqm Survey date: MONDAY 22/06/09		
7	TW-02-B-02 HIGH FLATWORTH	BUSINESS PARK, NORTH SHIELDS	TYNE & WEAR
	NORTH SHIELDS Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 27142 sqm Survey date: FRIDAY 10/10/08		
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	TW-02-B-03	BUSINESS PARK, SUNDERLAND	TYNE & WEAR
	CITY WAY		
	EAST HERRINGTON		
	SUNDERLAND		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	77513 sqm	
	Survey date: THURSDAY	09/10/08	Survey Type: MANUAL
9	WM-02-B-01	BUSINESS PARK, COVENTRY	WEST MIDLANDS
	COURTALD WAY		
	FOLESHILL		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	30042 sqm	
	Survey date: FRIDAY	10/02/06	Survey Type: MANUAL
10	WO-02-B-01	BUSINESS PARK, REDDITCH	WORCESTERSHIRE
	BURNT MEADOW ROAD		
	MOORS MOAT NTH IND. EST		
	REDDITCH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3525 sqm	
	Survey date: TUESDAY	02/05/06	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	10	22318	0.662	10	22318	0.130	10	22318	0.792
08:00 - 09:00	10	22318	1.555	10	22318	0.263	10	22318	1.818
09:00 - 10:00	10	22318	0.830	10	22318	0.292	10	22318	1.122
10:00 - 11:00	10	22318	0.283	10	22318	0.233	10	22318	0.516
11:00 - 12:00	10	22318	0.326	10	22318	0.288	10	22318	0.614
12:00 - 13:00	10	22318	0.400	10	22318	0.551	10	22318	0.951
13:00 - 14:00	10	22318	0.523	10	22318	0.514	10	22318	1.037
14:00 - 15:00	10	22318	0.302	10	22318	0.378	10	22318	0.680
15:00 - 16:00	10	22318	0.302	10	22318	0.489	10	22318	0.791
16:00 - 17:00	10	22318	0.294	10	22318	0.926	10	22318	1.220
17:00 - 18:00	10	22318	0.200	10	22318	1.307	10	22318	1.507
18:00 - 19:00	10	22318	0.070	10	22318	0.392	10	22318	0.462
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:			5.747			5.763			11.510

Parameter summary

Trip rate parameter range selected: 3525 - 77513 (units: sqm)
 Survey date range: 01/01/03 - 22/06/09
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	10	22318	0.003	10	22318	0.012	10	22318	0.015
08:00 - 09:00	10	22318	0.018	10	22318	0.015	10	22318	0.033
09:00 - 10:00	10	22318	0.018	10	22318	0.020	10	22318	0.038
10:00 - 11:00	10	22318	0.016	10	22318	0.021	10	22318	0.037
11:00 - 12:00	10	22318	0.015	10	22318	0.017	10	22318	0.032
12:00 - 13:00	10	22318	0.009	10	22318	0.013	10	22318	0.022
13:00 - 14:00	10	22318	0.009	10	22318	0.013	10	22318	0.022
14:00 - 15:00	10	22318	0.013	10	22318	0.013	10	22318	0.026
15:00 - 16:00	10	22318	0.010	10	22318	0.017	10	22318	0.027
16:00 - 17:00	10	22318	0.005	10	22318	0.008	10	22318	0.013
17:00 - 18:00	10	22318	0.006	10	22318	0.004	10	22318	0.010
18:00 - 19:00	10	22318	0.000	10	22318	0.001	10	22318	0.001
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.122			0.154			0.276

Parameter summary

Trip rate parameter range selected: 3525 - 77513 (units: sqm)
 Survey date range: 01/01/03 - 22/06/09
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	10	22318	0.003	10	22318	0.003	10	22318	0.006
08:00 - 09:00	10	22318	0.005	10	22318	0.004	10	22318	0.009
09:00 - 10:00	10	22318	0.003	10	22318	0.004	10	22318	0.007
10:00 - 11:00	10	22318	0.002	10	22318	0.001	10	22318	0.003
11:00 - 12:00	10	22318	0.002	10	22318	0.001	10	22318	0.003
12:00 - 13:00	10	22318	0.002	10	22318	0.001	10	22318	0.003
13:00 - 14:00	10	22318	0.003	10	22318	0.003	10	22318	0.006
14:00 - 15:00	10	22318	0.002	10	22318	0.002	10	22318	0.004
15:00 - 16:00	10	22318	0.002	10	22318	0.001	10	22318	0.003
16:00 - 17:00	10	22318	0.003	10	22318	0.004	10	22318	0.007
17:00 - 18:00	10	22318	0.004	10	22318	0.004	10	22318	0.008
18:00 - 19:00	10	22318	0.004	10	22318	0.003	10	22318	0.007
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.035			0.031			0.066

Parameter summary

Trip rate parameter range selected: 3525 - 77513 (units: sqm)
 Survey date range: 01/01/03 - 22/06/09
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	10	22318	0.016	10	22318	0.002	10	22318	0.018
08:00 - 09:00	10	22318	0.031	10	22318	0.001	10	22318	0.032
09:00 - 10:00	10	22318	0.012	10	22318	0.001	10	22318	0.013
10:00 - 11:00	10	22318	0.003	10	22318	0.001	10	22318	0.004
11:00 - 12:00	10	22318	0.003	10	22318	0.003	10	22318	0.006
12:00 - 13:00	10	22318	0.003	10	22318	0.004	10	22318	0.007
13:00 - 14:00	10	22318	0.004	10	22318	0.007	10	22318	0.011
14:00 - 15:00	10	22318	0.001	10	22318	0.004	10	22318	0.005
15:00 - 16:00	10	22318	0.000	10	22318	0.004	10	22318	0.004
16:00 - 17:00	10	22318	0.004	10	22318	0.018	10	22318	0.022
17:00 - 18:00	10	22318	0.004	10	22318	0.027	10	22318	0.031
18:00 - 19:00	10	22318	0.001	10	22318	0.007	10	22318	0.008
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.082			0.079			0.161

Parameter summary

Trip rate parameter range selected: 3525 - 77513 (units: sqm)
 Survey date range: 01/01/03 - 22/06/09
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	10	22318	0.785	10	22318	0.145	10	22318	0.930
08:00 - 09:00	10	22318	1.793	10	22318	0.285	10	22318	2.078
09:00 - 10:00	10	22318	0.946	10	22318	0.321	10	22318	1.267
10:00 - 11:00	10	22318	0.338	10	22318	0.259	10	22318	0.597
11:00 - 12:00	10	22318	0.396	10	22318	0.327	10	22318	0.723
12:00 - 13:00	10	22318	0.489	10	22318	0.700	10	22318	1.189
13:00 - 14:00	10	22318	0.654	10	22318	0.608	10	22318	1.262
14:00 - 15:00	10	22318	0.353	10	22318	0.443	10	22318	0.796
15:00 - 16:00	10	22318	0.340	10	22318	0.586	10	22318	0.926
16:00 - 17:00	10	22318	0.328	10	22318	1.091	10	22318	1.419
17:00 - 18:00	10	22318	0.219	10	22318	1.507	10	22318	1.726
18:00 - 19:00	10	22318	0.076	10	22318	0.446	10	22318	0.522
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			6.717			6.718			13.435

Parameter summary

Trip rate parameter range selected: 3525 - 77513 (units: sqm)
 Survey date range: 01/01/03 - 22/06/09
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	10	22318	0.045	10	22318	0.008	10	22318	0.053
08:00 - 09:00	10	22318	0.140	10	22318	0.023	10	22318	0.163
09:00 - 10:00	10	22318	0.085	10	22318	0.022	10	22318	0.107
10:00 - 11:00	10	22318	0.022	10	22318	0.018	10	22318	0.040
11:00 - 12:00	10	22318	0.043	10	22318	0.025	10	22318	0.068
12:00 - 13:00	10	22318	0.097	10	22318	0.129	10	22318	0.226
13:00 - 14:00	10	22318	0.113	10	22318	0.102	10	22318	0.215
14:00 - 15:00	10	22318	0.050	10	22318	0.040	10	22318	0.090
15:00 - 16:00	10	22318	0.022	10	22318	0.049	10	22318	0.071
16:00 - 17:00	10	22318	0.012	10	22318	0.074	10	22318	0.086
17:00 - 18:00	10	22318	0.026	10	22318	0.124	10	22318	0.150
18:00 - 19:00	10	22318	0.008	10	22318	0.030	10	22318	0.038
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.663			0.644			1.307

Parameter summary

Trip rate parameter range selected: 3525 - 77513 (units: sqm)
 Survey date range: 01/01/03 - 22/06/09
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	10	22318	0.056	10	22318	0.005	10	22318	0.061
08:00 - 09:00	10	22318	0.127	10	22318	0.012	10	22318	0.139
09:00 - 10:00	10	22318	0.065	10	22318	0.015	10	22318	0.080
10:00 - 11:00	10	22318	0.018	10	22318	0.010	10	22318	0.028
11:00 - 12:00	10	22318	0.027	10	22318	0.025	10	22318	0.052
12:00 - 13:00	10	22318	0.017	10	22318	0.016	10	22318	0.033
13:00 - 14:00	10	22318	0.016	10	22318	0.026	10	22318	0.042
14:00 - 15:00	10	22318	0.011	10	22318	0.025	10	22318	0.036
15:00 - 16:00	10	22318	0.011	10	22318	0.040	10	22318	0.051
16:00 - 17:00	10	22318	0.023	10	22318	0.089	10	22318	0.112
17:00 - 18:00	10	22318	0.011	10	22318	0.100	10	22318	0.111
18:00 - 19:00	10	22318	0.007	10	22318	0.031	10	22318	0.038
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.389			0.394			0.783

Parameter summary

Trip rate parameter range selected: 3525 - 77513 (units: sqm)
 Survey date range: 01/01/03 - 22/06/09
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	10	22318	0.903	10	22318	0.160	10	22318	1.063
08:00 - 09:00	10	22318	2.091	10	22318	0.321	10	22318	2.412
09:00 - 10:00	10	22318	1.108	10	22318	0.359	10	22318	1.467
10:00 - 11:00	10	22318	0.381	10	22318	0.289	10	22318	0.670
11:00 - 12:00	10	22318	0.469	10	22318	0.379	10	22318	0.848
12:00 - 13:00	10	22318	0.606	10	22318	0.849	10	22318	1.455
13:00 - 14:00	10	22318	0.787	10	22318	0.744	10	22318	1.531
14:00 - 15:00	10	22318	0.415	10	22318	0.513	10	22318	0.928
15:00 - 16:00	10	22318	0.373	10	22318	0.679	10	22318	1.052
16:00 - 17:00	10	22318	0.367	10	22318	1.273	10	22318	1.640
17:00 - 18:00	10	22318	0.259	10	22318	1.758	10	22318	2.017
18:00 - 19:00	10	22318	0.093	10	22318	0.513	10	22318	0.606
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:			7.852			7.837			15.689

Parameter summary

Trip rate parameter range selected: 3525 - 77513 (units: sqm)
 Survey date range: 01/01/03 - 22/06/09
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 4300 to 26400 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 09/09/10

Selected survey days:

Monday	3 days
Tuesday	2 days
Thursday	5 days
Friday	4 days

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	9

Selected Location Sub Categories:

Industrial Zone	8
Residential Zone	2
No Sub Category	4

Filtering Stage 3 selection:

Use Class:

Not Known	3 days
B1	3 days
B2	4 days

Population within 1 mile:

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	9 days

Travel Plan:

No	14 days
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LIST OF SITES relevant to selection parameters

1	BR-02-D-02 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm Survey date: THURSDAY 19/11/09	INDUSTRIAL ESTATE, BRISTOL	BRISTOL CITY	Survey Type: MANUAL
2	CA-02-D-01 STURROCK WAY BRETTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4300 sqm Survey date: TUESDAY 13/05/08	IND. ESTATE, PETERBOROUGH	CAMBRIDGESHIRE	Survey Type: MANUAL
3	CA-02-D-03 SAVILLE ROAD WESTWOOD PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4425 sqm Survey date: THURSDAY 22/10/09	IND. ESTATE, PETERBOROUGH	CAMBRIDGESHIRE	Survey Type: MANUAL
4	CB-02-D-03 CARLISLE ROAD BRAMPTON Edge of Town No Sub Category Total Gross floor area: 13700 sqm Survey date: THURSDAY 23/06/05	INDUSTRIAL ESTATE, BRAMPTON	CUMBRIA	Survey Type: MANUAL
5	CH-02-D-02 MANCHESTER ROAD WINCHAM NORTHWICH Edge of Town Industrial Zone Total Gross floor area: 22000 sqm Survey date: FRIDAY 15/06/07	INDUSTRIAL EST., NORTHWICH	CESHIRE	Survey Type: MANUAL
6	CW-02-D-02 DRUIDS ROAD CAMBORNE Edge of Town Industrial Zone Total Gross floor area: 6515 sqm Survey date: FRIDAY 21/09/07	INDUSTRIAL ESTATE, CAMBORNE	CORNWALL	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	ES-02-D-05	IND. ESTATE, EASTBOURNE	EAST SUSSEX
	COURTLANDS ROAD		
	EASTBOURNE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7525 sqm	
	Survey date:	MONDAY 30/11/09	Survey Type: MANUAL
8	LC-02-D-04	INDUSTRIAL ESTATE, GARSTANG	LANCASHIRE
	GREEN LANE WEST		
	GARSTANG		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4555 sqm	
	Survey date:	FRIDAY 16/06/06	Survey Type: MANUAL
9	LN-02-D-01	INDUSTRIAL ESTATE, GRANTHAM	LINCOLNSHIRE
	BELTON LANE		
	GRANTHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	5347 sqm	
	Survey date:	THURSDAY 12/05/05	Survey Type: MANUAL
10	NB-02-D-01	INDUSTRIAL ESTATE, HEXHAM	NORTHUMBERLAND
	A695		
	HEXHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10525 sqm	
	Survey date:	MONDAY 23/05/05	Survey Type: MANUAL
11	NT-02-D-01	IND. ESTATE, SUTTON-IN-ASHFLD	NOTTINGHAMSHIRE
	B6028 STONEYFORD ROAD		
	STANTON HILL		
	SUTTON-IN-ASHFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	26400 sqm	
	Survey date:	FRIDAY 30/06/06	Survey Type: MANUAL
12	TW-02-D-06	INDUSTRIAL ESTATE, N. SHIELDS	TYNE & WEAR
	NORHAM ROAD		
	WEST CHIRTON		
	NORTH SHIELDS		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	23000 sqm	
	Survey date:	THURSDAY 19/10/06	Survey Type: MANUAL
13	WL-02-D-01	IND. ESTATE, WOOTTON BASSETT	WILTSHIRE
	MARLBOROUGH ROAD		
	WOOTTON BASSETT		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7050 sqm	
	Survey date:	TUESDAY 03/10/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

14	WY-02-D-02	INDUSTRIAL EST., HUDDERSFIELD	WEST YORKSHIRE
	A629 WAKEFIELD ROAD		
	TANDEM		
	HUDDERSFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	20824 sqm	
	Survey date: MONDAY	11/09/06	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	14	11583	0.150	14	11583	0.072	14	11583	0.222
07:30 - 08:00	14	11583	0.235	14	11583	0.109	14	11583	0.344
08:00 - 08:30	14	11583	0.281	14	11583	0.125	14	11583	0.406
08:30 - 09:00	14	11583	0.289	14	11583	0.149	14	11583	0.438
09:00 - 09:30	14	11583	0.205	14	11583	0.154	14	11583	0.359
09:30 - 10:00	14	11583	0.166	14	11583	0.163	14	11583	0.329
10:00 - 10:30	14	11583	0.198	14	11583	0.187	14	11583	0.385
10:30 - 11:00	14	11583	0.178	14	11583	0.197	14	11583	0.375
11:00 - 11:30	14	11583	0.210	14	11583	0.207	14	11583	0.417
11:30 - 12:00	14	11583	0.213	14	11583	0.227	14	11583	0.440
12:00 - 12:30	14	11583	0.189	14	11583	0.249	14	11583	0.438
12:30 - 13:00	14	11583	0.186	14	11583	0.195	14	11583	0.381
13:00 - 13:30	14	11583	0.192	14	11583	0.212	14	11583	0.404
13:30 - 14:00	14	11583	0.200	14	11583	0.185	14	11583	0.385
14:00 - 14:30	14	11583	0.184	14	11583	0.185	14	11583	0.369
14:30 - 15:00	14	11583	0.157	14	11583	0.183	14	11583	0.340
15:00 - 15:30	14	11583	0.176	14	11583	0.180	14	11583	0.356
15:30 - 16:00	14	11583	0.181	14	11583	0.204	14	11583	0.385
16:00 - 16:30	14	11583	0.144	14	11583	0.253	14	11583	0.397
16:30 - 17:00	14	11583	0.152	14	11583	0.256	14	11583	0.408
17:00 - 17:30	14	11583	0.101	14	11583	0.287	14	11583	0.388
17:30 - 18:00	14	11583	0.054	14	11583	0.149	14	11583	0.203
18:00 - 18:30	14	11583	0.041	14	11583	0.098	14	11583	0.139
18:30 - 19:00	14	11583	0.018	14	11583	0.036	14	11583	0.054
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.100			4.262			8.362

Parameter summary

Trip rate parameter range selected:	4300 - 26400 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	14	11583	0.005	14	11583	0.015	14	11583	0.020
07:30 - 08:00	14	11583	0.007	14	11583	0.028	14	11583	0.035
08:00 - 08:30	14	11583	0.011	14	11583	0.014	14	11583	0.025
08:30 - 09:00	14	11583	0.011	14	11583	0.018	14	11583	0.029
09:00 - 09:30	14	11583	0.020	14	11583	0.018	14	11583	0.038
09:30 - 10:00	14	11583	0.011	14	11583	0.016	14	11583	0.027
10:00 - 10:30	14	11583	0.017	14	11583	0.014	14	11583	0.031
10:30 - 11:00	14	11583	0.012	14	11583	0.019	14	11583	0.031
11:00 - 11:30	14	11583	0.020	14	11583	0.022	14	11583	0.042
11:30 - 12:00	14	11583	0.017	14	11583	0.018	14	11583	0.035
12:00 - 12:30	14	11583	0.015	14	11583	0.012	14	11583	0.027
12:30 - 13:00	14	11583	0.014	14	11583	0.012	14	11583	0.026
13:00 - 13:30	14	11583	0.015	14	11583	0.019	14	11583	0.034
13:30 - 14:00	14	11583	0.014	14	11583	0.015	14	11583	0.029
14:00 - 14:30	14	11583	0.014	14	11583	0.014	14	11583	0.028
14:30 - 15:00	14	11583	0.020	14	11583	0.009	14	11583	0.029
15:00 - 15:30	14	11583	0.028	14	11583	0.015	14	11583	0.043
15:30 - 16:00	14	11583	0.018	14	11583	0.017	14	11583	0.035
16:00 - 16:30	14	11583	0.010	14	11583	0.009	14	11583	0.019
16:30 - 17:00	14	11583	0.017	14	11583	0.007	14	11583	0.024
17:00 - 17:30	14	11583	0.009	14	11583	0.006	14	11583	0.015
17:30 - 18:00	14	11583	0.009	14	11583	0.005	14	11583	0.014
18:00 - 18:30	14	11583	0.007	14	11583	0.006	14	11583	0.013
18:30 - 19:00	14	11583	0.002	14	11583	0.003	14	11583	0.005
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.323			0.331			0.654

Parameter summary

Trip rate parameter range selected:	4300 - 26400 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
07:30 - 08:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
08:00 - 08:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
08:30 - 09:00	14	11583	0.001	14	11583	0.000	14	11583	0.001
09:00 - 09:30	14	11583	0.001	14	11583	0.000	14	11583	0.001
09:30 - 10:00	14	11583	0.000	14	11583	0.001	14	11583	0.001
10:00 - 10:30	14	11583	0.000	14	11583	0.001	14	11583	0.001
10:30 - 11:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
11:00 - 11:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
11:30 - 12:00	14	11583	0.000	14	11583	0.001	14	11583	0.001
12:00 - 12:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
12:30 - 13:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
13:00 - 13:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
13:30 - 14:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
14:00 - 14:30	14	11583	0.001	14	11583	0.000	14	11583	0.001
14:30 - 15:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
15:00 - 15:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
15:30 - 16:00	14	11583	0.000	14	11583	0.001	14	11583	0.001
16:00 - 16:30	14	11583	0.001	14	11583	0.001	14	11583	0.002
16:30 - 17:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
17:00 - 17:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
17:30 - 18:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
18:00 - 18:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
18:30 - 19:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.004			0.005			0.009

Parameter summary

Trip rate parameter range selected:	4300 - 26400 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	14	11583	0.006	14	11583	0.000	14	11583	0.006
07:30 - 08:00	14	11583	0.007	14	11583	0.000	14	11583	0.007
08:00 - 08:30	14	11583	0.002	14	11583	0.001	14	11583	0.003
08:30 - 09:00	14	11583	0.003	14	11583	0.001	14	11583	0.004
09:00 - 09:30	14	11583	0.001	14	11583	0.001	14	11583	0.002
09:30 - 10:00	14	11583	0.000	14	11583	0.002	14	11583	0.002
10:00 - 10:30	14	11583	0.001	14	11583	0.000	14	11583	0.001
10:30 - 11:00	14	11583	0.001	14	11583	0.000	14	11583	0.001
11:00 - 11:30	14	11583	0.001	14	11583	0.001	14	11583	0.002
11:30 - 12:00	14	11583	0.001	14	11583	0.000	14	11583	0.001
12:00 - 12:30	14	11583	0.002	14	11583	0.002	14	11583	0.004
12:30 - 13:00	14	11583	0.005	14	11583	0.005	14	11583	0.010
13:00 - 13:30	14	11583	0.005	14	11583	0.004	14	11583	0.009
13:30 - 14:00	14	11583	0.002	14	11583	0.001	14	11583	0.003
14:00 - 14:30	14	11583	0.002	14	11583	0.002	14	11583	0.004
14:30 - 15:00	14	11583	0.000	14	11583	0.001	14	11583	0.001
15:00 - 15:30	14	11583	0.002	14	11583	0.002	14	11583	0.004
15:30 - 16:00	14	11583	0.004	14	11583	0.006	14	11583	0.010
16:00 - 16:30	14	11583	0.001	14	11583	0.007	14	11583	0.008
16:30 - 17:00	14	11583	0.001	14	11583	0.005	14	11583	0.006
17:00 - 17:30	14	11583	0.003	14	11583	0.010	14	11583	0.013
17:30 - 18:00	14	11583	0.000	14	11583	0.004	14	11583	0.004
18:00 - 18:30	14	11583	0.000	14	11583	0.001	14	11583	0.001
18:30 - 19:00	14	11583	0.000	14	11583	0.002	14	11583	0.002
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.050			0.058			0.108

Parameter summary

Trip rate parameter range selected:	4300 - 26400 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	14	11583	0.188	14	11583	0.078	14	11583	0.266
07:30 - 08:00	14	11583	0.283	14	11583	0.133	14	11583	0.416
08:00 - 08:30	14	11583	0.332	14	11583	0.150	14	11583	0.482
08:30 - 09:00	14	11583	0.331	14	11583	0.175	14	11583	0.506
09:00 - 09:30	14	11583	0.238	14	11583	0.186	14	11583	0.424
09:30 - 10:00	14	11583	0.192	14	11583	0.187	14	11583	0.379
10:00 - 10:30	14	11583	0.235	14	11583	0.216	14	11583	0.451
10:30 - 11:00	14	11583	0.216	14	11583	0.237	14	11583	0.453
11:00 - 11:30	14	11583	0.246	14	11583	0.239	14	11583	0.485
11:30 - 12:00	14	11583	0.271	14	11583	0.276	14	11583	0.547
12:00 - 12:30	14	11583	0.219	14	11583	0.302	14	11583	0.521
12:30 - 13:00	14	11583	0.223	14	11583	0.237	14	11583	0.460
13:00 - 13:30	14	11583	0.229	14	11583	0.246	14	11583	0.475
13:30 - 14:00	14	11583	0.242	14	11583	0.221	14	11583	0.463
14:00 - 14:30	14	11583	0.213	14	11583	0.221	14	11583	0.434
14:30 - 15:00	14	11583	0.189	14	11583	0.220	14	11583	0.409
15:00 - 15:30	14	11583	0.217	14	11583	0.217	14	11583	0.434
15:30 - 16:00	14	11583	0.236	14	11583	0.257	14	11583	0.493
16:00 - 16:30	14	11583	0.176	14	11583	0.319	14	11583	0.495
16:30 - 17:00	14	11583	0.182	14	11583	0.313	14	11583	0.495
17:00 - 17:30	14	11583	0.134	14	11583	0.350	14	11583	0.484
17:30 - 18:00	14	11583	0.066	14	11583	0.183	14	11583	0.249
18:00 - 18:30	14	11583	0.047	14	11583	0.124	14	11583	0.171
18:30 - 19:00	14	11583	0.019	14	11583	0.041	14	11583	0.060
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.924			5.128			10.052

Parameter summary

Trip rate parameter range selected:	4300 - 26400 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	14	11583	0.017	14	11583	0.004	14	11583	0.021
07:30 - 08:00	14	11583	0.020	14	11583	0.004	14	11583	0.024
08:00 - 08:30	14	11583	0.018	14	11583	0.001	14	11583	0.019
08:30 - 09:00	14	11583	0.013	14	11583	0.004	14	11583	0.017
09:00 - 09:30	14	11583	0.010	14	11583	0.006	14	11583	0.016
09:30 - 10:00	14	11583	0.005	14	11583	0.005	14	11583	0.010
10:00 - 10:30	14	11583	0.004	14	11583	0.002	14	11583	0.006
10:30 - 11:00	14	11583	0.002	14	11583	0.002	14	11583	0.004
11:00 - 11:30	14	11583	0.001	14	11583	0.002	14	11583	0.003
11:30 - 12:00	14	11583	0.004	14	11583	0.005	14	11583	0.009
12:00 - 12:30	14	11583	0.009	14	11583	0.012	14	11583	0.021
12:30 - 13:00	14	11583	0.019	14	11583	0.010	14	11583	0.029
13:00 - 13:30	14	11583	0.010	14	11583	0.003	14	11583	0.013
13:30 - 14:00	14	11583	0.014	14	11583	0.006	14	11583	0.020
14:00 - 14:30	14	11583	0.006	14	11583	0.007	14	11583	0.013
14:30 - 15:00	14	11583	0.003	14	11583	0.006	14	11583	0.009
15:00 - 15:30	14	11583	0.004	14	11583	0.003	14	11583	0.007
15:30 - 16:00	14	11583	0.004	14	11583	0.005	14	11583	0.009
16:00 - 16:30	14	11583	0.009	14	11583	0.020	14	11583	0.029
16:30 - 17:00	14	11583	0.008	14	11583	0.013	14	11583	0.021
17:00 - 17:30	14	11583	0.007	14	11583	0.022	14	11583	0.029
17:30 - 18:00	14	11583	0.002	14	11583	0.005	14	11583	0.007
18:00 - 18:30	14	11583	0.001	14	11583	0.007	14	11583	0.008
18:30 - 19:00	14	11583	0.000	14	11583	0.005	14	11583	0.005
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.190			0.159			0.349

Parameter summary

Trip rate parameter range selected:	4300 - 26400 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	14	11583	0.004	14	11583	0.000	14	11583	0.004
07:30 - 08:00	14	11583	0.001	14	11583	0.000	14	11583	0.001
08:00 - 08:30	14	11583	0.002	14	11583	0.001	14	11583	0.003
08:30 - 09:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
09:00 - 09:30	14	11583	0.001	14	11583	0.000	14	11583	0.001
09:30 - 10:00	14	11583	0.001	14	11583	0.001	14	11583	0.002
10:00 - 10:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
10:30 - 11:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
11:00 - 11:30	14	11583	0.001	14	11583	0.001	14	11583	0.002
11:30 - 12:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
12:00 - 12:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
12:30 - 13:00	14	11583	0.000	14	11583	0.001	14	11583	0.001
13:00 - 13:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
13:30 - 14:00	14	11583	0.001	14	11583	0.000	14	11583	0.001
14:00 - 14:30	14	11583	0.000	14	11583	0.001	14	11583	0.001
14:30 - 15:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
15:00 - 15:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
15:30 - 16:00	14	11583	0.001	14	11583	0.000	14	11583	0.001
16:00 - 16:30	14	11583	0.001	14	11583	0.002	14	11583	0.003
16:30 - 17:00	14	11583	0.000	14	11583	0.002	14	11583	0.002
17:00 - 17:30	14	11583	0.000	14	11583	0.002	14	11583	0.002
17:30 - 18:00	14	11583	0.000	14	11583	0.001	14	11583	0.001
18:00 - 18:30	14	11583	0.000	14	11583	0.000	14	11583	0.000
18:30 - 19:00	14	11583	0.000	14	11583	0.000	14	11583	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.013			0.012			0.025

Parameter summary

Trip rate parameter range selected:	4300 - 26400 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	14	11583	0.215	14	11583	0.081	14	11583	0.296
07:30 - 08:00	14	11583	0.311	14	11583	0.136	14	11583	0.447
08:00 - 08:30	14	11583	0.355	14	11583	0.154	14	11583	0.509
08:30 - 09:00	14	11583	0.347	14	11583	0.179	14	11583	0.526
09:00 - 09:30	14	11583	0.250	14	11583	0.194	14	11583	0.444
09:30 - 10:00	14	11583	0.197	14	11583	0.195	14	11583	0.392
10:00 - 10:30	14	11583	0.240	14	11583	0.218	14	11583	0.458
10:30 - 11:00	14	11583	0.218	14	11583	0.240	14	11583	0.458
11:00 - 11:30	14	11583	0.249	14	11583	0.242	14	11583	0.491
11:30 - 12:00	14	11583	0.276	14	11583	0.281	14	11583	0.557
12:00 - 12:30	14	11583	0.230	14	11583	0.316	14	11583	0.546
12:30 - 13:00	14	11583	0.247	14	11583	0.253	14	11583	0.500
13:00 - 13:30	14	11583	0.245	14	11583	0.253	14	11583	0.498
13:30 - 14:00	14	11583	0.259	14	11583	0.228	14	11583	0.487
14:00 - 14:30	14	11583	0.221	14	11583	0.231	14	11583	0.452
14:30 - 15:00	14	11583	0.192	14	11583	0.226	14	11583	0.418
15:00 - 15:30	14	11583	0.223	14	11583	0.223	14	11583	0.446
15:30 - 16:00	14	11583	0.245	14	11583	0.267	14	11583	0.512
16:00 - 16:30	14	11583	0.187	14	11583	0.348	14	11583	0.535
16:30 - 17:00	14	11583	0.191	14	11583	0.334	14	11583	0.525
17:00 - 17:30	14	11583	0.145	14	11583	0.383	14	11583	0.528
17:30 - 18:00	14	11583	0.068	14	11583	0.192	14	11583	0.260
18:00 - 18:30	14	11583	0.048	14	11583	0.131	14	11583	0.179
18:30 - 19:00	14	11583	0.019	14	11583	0.048	14	11583	0.067
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			5.178			5.353			10.531

Parameter summary

Trip rate parameter range selected:	4300 - 26400 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 4746 to 8900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 08/07/10

Selected survey days:

Tuesday	1 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	1
Retail Zone	1
No Sub Category	1

LIST OF SITES relevant to selection parameters

1	DV-01-A-21	MORRISONS, PLYMOUTH	DEVON
	TORR LANE PENNYCROSS PLYMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 5000 sqm Survey date: FRIDAY 23/10/09		
2	LE-01-A-02	ASDA, LEICESTER	Survey Type: MANUAL LEICESTERSHIRE
	LEICESTER ROAD OADBY LEICESTER Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 8900 sqm Survey date: TUESDAY 23/06/09		
3	SC-01-A-08	SAINSBURY'S, REDHILL	Survey Type: MANUAL SURREY
	LONDON ROAD REDHILL Town Centre Retail Zone Total Gross floor area: 4746 sqm Survey date: THURSDAY 08/07/10		

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	1	4746	0.105	1	4746	0.084	1	4746	0.189
07:00 - 08:00	3	6215	1.293	3	6215	0.686	3	6215	1.979
08:00 - 09:00	3	6215	3.046	3	6215	1.722	3	6215	4.768
09:00 - 10:00	3	6215	4.494	3	6215	3.465	3	6215	7.959
10:00 - 11:00	3	6215	5.642	3	6215	4.934	3	6215	10.576
11:00 - 12:00	3	6215	6.060	3	6215	5.744	3	6215	11.804
12:00 - 13:00	3	6215	6.103	3	6215	6.463	3	6215	12.566
13:00 - 14:00	3	6215	6.366	3	6215	6.436	3	6215	12.802
14:00 - 15:00	3	6215	6.017	3	6215	6.457	3	6215	12.474
15:00 - 16:00	3	6215	6.194	3	6215	5.873	3	6215	12.067
16:00 - 17:00	3	6215	5.637	3	6215	6.050	3	6215	11.687
17:00 - 18:00	3	6215	5.894	3	6215	5.985	3	6215	11.879
18:00 - 19:00	3	6215	5.352	3	6215	5.926	3	6215	11.278
19:00 - 20:00	3	6215	4.639	3	6215	5.240	3	6215	9.879
20:00 - 21:00	3	6215	3.218	3	6215	3.529	3	6215	6.747
21:00 - 22:00	3	6215	1.834	3	6215	2.633	3	6215	4.467
22:00 - 23:00	1	4746	0.042	1	4746	0.190	1	4746	0.232
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			71.936			71.417			143.353

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL 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 - 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	1	4746	0.000	1	4746	0.000	1	4746	0.000
07:00 - 08:00	3	6215	0.016	3	6215	0.011	3	6215	0.027
08:00 - 09:00	3	6215	0.016	3	6215	0.021	3	6215	0.037
09:00 - 10:00	3	6215	0.048	3	6215	0.043	3	6215	0.091
10:00 - 11:00	3	6215	0.086	3	6215	0.080	3	6215	0.166
11:00 - 12:00	3	6215	0.156	3	6215	0.139	3	6215	0.295
12:00 - 13:00	3	6215	0.139	3	6215	0.097	3	6215	0.236
13:00 - 14:00	3	6215	0.086	3	6215	0.107	3	6215	0.193
14:00 - 15:00	3	6215	0.080	3	6215	0.113	3	6215	0.193
15:00 - 16:00	3	6215	0.113	3	6215	0.091	3	6215	0.204
16:00 - 17:00	3	6215	0.123	3	6215	0.123	3	6215	0.246
17:00 - 18:00	3	6215	0.113	3	6215	0.107	3	6215	0.220
18:00 - 19:00	3	6215	0.107	3	6215	0.145	3	6215	0.252
19:00 - 20:00	3	6215	0.075	3	6215	0.080	3	6215	0.155
20:00 - 21:00	3	6215	0.038	3	6215	0.038	3	6215	0.076
21:00 - 22:00	3	6215	0.032	3	6215	0.032	3	6215	0.064
22:00 - 23:00	1	4746	0.000	1	4746	0.000	1	4746	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.228			1.227			2.455

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	1	4746	0.021	1	4746	0.042	1	4746	0.063
07:00 - 08:00	3	6215	0.005	3	6215	0.000	3	6215	0.005
08:00 - 09:00	3	6215	0.032	3	6215	0.038	3	6215	0.070
09:00 - 10:00	3	6215	0.011	3	6215	0.027	3	6215	0.038
10:00 - 11:00	3	6215	0.005	3	6215	0.005	3	6215	0.010
11:00 - 12:00	3	6215	0.011	3	6215	0.016	3	6215	0.027
12:00 - 13:00	3	6215	0.000	3	6215	0.005	3	6215	0.005
13:00 - 14:00	3	6215	0.005	3	6215	0.005	3	6215	0.010
14:00 - 15:00	3	6215	0.005	3	6215	0.005	3	6215	0.010
15:00 - 16:00	3	6215	0.011	3	6215	0.011	3	6215	0.022
16:00 - 17:00	3	6215	0.005	3	6215	0.005	3	6215	0.010
17:00 - 18:00	3	6215	0.011	3	6215	0.011	3	6215	0.022
18:00 - 19:00	3	6215	0.011	3	6215	0.011	3	6215	0.022
19:00 - 20:00	3	6215	0.011	3	6215	0.000	3	6215	0.011
20:00 - 21:00	3	6215	0.000	3	6215	0.011	3	6215	0.011
21:00 - 22:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
22:00 - 23:00	1	4746	0.021	1	4746	0.021	1	4746	0.042
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.165			0.213			0.378

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	1	4746	0.000	1	4746	0.000	1	4746	0.000
07:00 - 08:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
08:00 - 09:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
09:00 - 10:00	3	6215	0.005	3	6215	0.005	3	6215	0.010
10:00 - 11:00	3	6215	0.011	3	6215	0.000	3	6215	0.011
11:00 - 12:00	3	6215	0.005	3	6215	0.016	3	6215	0.021
12:00 - 13:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
13:00 - 14:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
14:00 - 15:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
15:00 - 16:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
16:00 - 17:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
17:00 - 18:00	3	6215	0.005	3	6215	0.005	3	6215	0.010
18:00 - 19:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
19:00 - 20:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
20:00 - 21:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
21:00 - 22:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
22:00 - 23:00	1	4746	0.000	1	4746	0.000	1	4746	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.026			0.026			0.052

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	1	4746	0.000	1	4746	0.000	1	4746	0.000
07:00 - 08:00	3	6215	0.038	3	6215	0.021	3	6215	0.059
08:00 - 09:00	3	6215	0.011	3	6215	0.011	3	6215	0.022
09:00 - 10:00	3	6215	0.027	3	6215	0.027	3	6215	0.054
10:00 - 11:00	3	6215	0.016	3	6215	0.027	3	6215	0.043
11:00 - 12:00	3	6215	0.032	3	6215	0.016	3	6215	0.048
12:00 - 13:00	3	6215	0.032	3	6215	0.032	3	6215	0.064
13:00 - 14:00	3	6215	0.059	3	6215	0.032	3	6215	0.091
14:00 - 15:00	3	6215	0.027	3	6215	0.038	3	6215	0.065
15:00 - 16:00	3	6215	0.080	3	6215	0.048	3	6215	0.128
16:00 - 17:00	3	6215	0.043	3	6215	0.027	3	6215	0.070
17:00 - 18:00	3	6215	0.070	3	6215	0.054	3	6215	0.124
18:00 - 19:00	3	6215	0.032	3	6215	0.043	3	6215	0.075
19:00 - 20:00	3	6215	0.054	3	6215	0.070	3	6215	0.124
20:00 - 21:00	3	6215	0.032	3	6215	0.038	3	6215	0.070
21:00 - 22:00	3	6215	0.027	3	6215	0.070	3	6215	0.097
22:00 - 23:00	1	4746	0.000	1	4746	0.021	1	4746	0.021
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.580			0.575			1.155

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	1	4746	0.169	1	4746	0.105	1	4746	0.274
07:00 - 08:00	3	6215	1.496	3	6215	0.804	3	6215	2.300
08:00 - 09:00	3	6215	3.684	3	6215	1.963	3	6215	5.647
09:00 - 10:00	3	6215	5.932	3	6215	4.462	3	6215	10.394
10:00 - 11:00	3	6215	7.723	3	6215	6.377	3	6215	14.100
11:00 - 12:00	3	6215	8.592	3	6215	7.959	3	6215	16.551
12:00 - 13:00	3	6215	8.586	3	6215	8.924	3	6215	17.510
13:00 - 14:00	3	6215	8.978	3	6215	8.844	3	6215	17.822
14:00 - 15:00	3	6215	8.517	3	6215	9.198	3	6215	17.715
15:00 - 16:00	3	6215	9.096	3	6215	8.769	3	6215	17.865
16:00 - 17:00	3	6215	8.232	3	6215	8.667	3	6215	16.899
17:00 - 18:00	3	6215	8.130	3	6215	8.624	3	6215	16.754
18:00 - 19:00	3	6215	8.441	3	6215	8.769	3	6215	17.210
19:00 - 20:00	3	6215	7.208	3	6215	8.248	3	6215	15.456
20:00 - 21:00	3	6215	4.972	3	6215	5.583	3	6215	10.555
21:00 - 22:00	3	6215	2.499	3	6215	3.942	3	6215	6.441
22:00 - 23:00	1	4746	0.042	1	4746	0.211	1	4746	0.253
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			102.297			101.449			203.746

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	1	4746	0.021	1	4746	0.000	1	4746	0.021
07:00 - 08:00	3	6215	0.574	3	6215	0.493	3	6215	1.067
08:00 - 09:00	3	6215	1.089	3	6215	1.260	3	6215	2.349
09:00 - 10:00	3	6215	1.217	3	6215	1.180	3	6215	2.397
10:00 - 11:00	3	6215	1.620	3	6215	1.582	3	6215	3.202
11:00 - 12:00	3	6215	1.791	3	6215	2.242	3	6215	4.033
12:00 - 13:00	3	6215	2.006	3	6215	1.845	3	6215	3.851
13:00 - 14:00	3	6215	2.027	3	6215	2.446	3	6215	4.473
14:00 - 15:00	3	6215	1.587	3	6215	1.518	3	6215	3.105
15:00 - 16:00	3	6215	1.856	3	6215	1.866	3	6215	3.722
16:00 - 17:00	3	6215	1.775	3	6215	2.054	3	6215	3.829
17:00 - 18:00	3	6215	1.888	3	6215	1.823	3	6215	3.711
18:00 - 19:00	3	6215	1.362	3	6215	1.598	3	6215	2.960
19:00 - 20:00	3	6215	0.992	3	6215	1.394	3	6215	2.386
20:00 - 21:00	3	6215	0.703	3	6215	0.955	3	6215	1.658
21:00 - 22:00	3	6215	0.461	3	6215	0.483	3	6215	0.944
22:00 - 23:00	1	4746	0.000	1	4746	0.063	1	4746	0.063
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			20.969			22.802			43.771

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL BUS/TRAM PASSENGERS
 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	1	4746	0.021	1	4746	0.000	1	4746	0.021
07:00 - 08:00	3	6215	0.080	3	6215	0.097	3	6215	0.177
08:00 - 09:00	3	6215	0.150	3	6215	0.059	3	6215	0.209
09:00 - 10:00	3	6215	0.359	3	6215	0.043	3	6215	0.402
10:00 - 11:00	3	6215	0.531	3	6215	0.274	3	6215	0.805
11:00 - 12:00	3	6215	0.783	3	6215	0.660	3	6215	1.443
12:00 - 13:00	3	6215	0.601	3	6215	0.408	3	6215	1.009
13:00 - 14:00	3	6215	0.402	3	6215	0.440	3	6215	0.842
14:00 - 15:00	3	6215	0.418	3	6215	0.316	3	6215	0.734
15:00 - 16:00	3	6215	0.322	3	6215	0.268	3	6215	0.590
16:00 - 17:00	3	6215	0.247	3	6215	0.316	3	6215	0.563
17:00 - 18:00	3	6215	0.193	3	6215	0.274	3	6215	0.467
18:00 - 19:00	3	6215	0.198	3	6215	0.172	3	6215	0.370
19:00 - 20:00	3	6215	0.113	3	6215	0.123	3	6215	0.236
20:00 - 21:00	3	6215	0.123	3	6215	0.107	3	6215	0.230
21:00 - 22:00	3	6215	0.021	3	6215	0.059	3	6215	0.080
22:00 - 23:00	1	4746	0.000	1	4746	0.000	1	4746	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.562			3.616			8.178

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL TRAIN PASSENGERS
 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	1	4746	0.000	1	4746	0.000	1	4746	0.000
07:00 - 08:00	3	6215	0.038	3	6215	0.038	3	6215	0.076
08:00 - 09:00	3	6215	0.166	3	6215	0.027	3	6215	0.193
09:00 - 10:00	3	6215	0.080	3	6215	0.011	3	6215	0.091
10:00 - 11:00	3	6215	0.000	3	6215	0.027	3	6215	0.027
11:00 - 12:00	3	6215	0.038	3	6215	0.064	3	6215	0.102
12:00 - 13:00	3	6215	0.123	3	6215	0.021	3	6215	0.144
13:00 - 14:00	3	6215	0.241	3	6215	0.021	3	6215	0.262
14:00 - 15:00	3	6215	0.016	3	6215	0.005	3	6215	0.021
15:00 - 16:00	3	6215	0.097	3	6215	0.000	3	6215	0.097
16:00 - 17:00	3	6215	0.064	3	6215	0.016	3	6215	0.080
17:00 - 18:00	3	6215	0.145	3	6215	0.070	3	6215	0.215
18:00 - 19:00	3	6215	0.263	3	6215	0.043	3	6215	0.306
19:00 - 20:00	3	6215	0.182	3	6215	0.032	3	6215	0.214
20:00 - 21:00	3	6215	0.032	3	6215	0.027	3	6215	0.059
21:00 - 22:00	3	6215	0.005	3	6215	0.005	3	6215	0.010
22:00 - 23:00	1	4746	0.000	1	4746	0.000	1	4746	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.490			0.407			1.897

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL COACH PASSENGERS
 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	1	4746	0.000	1	4746	0.000	1	4746	0.000
07:00 - 08:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
08:00 - 09:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
09:00 - 10:00	3	6215	0.021	3	6215	0.021	3	6215	0.042
10:00 - 11:00	3	6215	0.086	3	6215	0.000	3	6215	0.086
11:00 - 12:00	3	6215	0.064	3	6215	0.150	3	6215	0.214
12:00 - 13:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
13:00 - 14:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
14:00 - 15:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
15:00 - 16:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
16:00 - 17:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
17:00 - 18:00	3	6215	0.011	3	6215	0.011	3	6215	0.022
18:00 - 19:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
19:00 - 20:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
20:00 - 21:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
21:00 - 22:00	3	6215	0.000	3	6215	0.000	3	6215	0.000
22:00 - 23:00	1	4746	0.000	1	4746	0.000	1	4746	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.182			0.182			0.364

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	1	4746	0.021	1	4746	0.000	1	4746	0.021
07:00 - 08:00	3	6215	0.118	3	6215	0.134	3	6215	0.252
08:00 - 09:00	3	6215	0.316	3	6215	0.086	3	6215	0.402
09:00 - 10:00	3	6215	0.461	3	6215	0.075	3	6215	0.536
10:00 - 11:00	3	6215	0.617	3	6215	0.300	3	6215	0.917
11:00 - 12:00	3	6215	0.885	3	6215	0.874	3	6215	1.759
12:00 - 13:00	3	6215	0.724	3	6215	0.429	3	6215	1.153
13:00 - 14:00	3	6215	0.644	3	6215	0.461	3	6215	1.105
14:00 - 15:00	3	6215	0.434	3	6215	0.322	3	6215	0.756
15:00 - 16:00	3	6215	0.418	3	6215	0.268	3	6215	0.686
16:00 - 17:00	3	6215	0.311	3	6215	0.333	3	6215	0.644
17:00 - 18:00	3	6215	0.349	3	6215	0.354	3	6215	0.703
18:00 - 19:00	3	6215	0.461	3	6215	0.215	3	6215	0.676
19:00 - 20:00	3	6215	0.295	3	6215	0.156	3	6215	0.451
20:00 - 21:00	3	6215	0.156	3	6215	0.134	3	6215	0.290
21:00 - 22:00	3	6215	0.027	3	6215	0.064	3	6215	0.091
22:00 - 23:00	1	4746	0.000	1	4746	0.000	1	4746	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			6.237			4.205			10.442

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	1	4746	0.211	1	4746	0.105	1	4746	0.316
07:00 - 08:00	3	6215	2.226	3	6215	1.453	3	6215	3.679
08:00 - 09:00	3	6215	5.100	3	6215	3.320	3	6215	8.420
09:00 - 10:00	3	6215	7.637	3	6215	5.744	3	6215	13.381
10:00 - 11:00	3	6215	9.975	3	6215	8.286	3	6215	18.261
11:00 - 12:00	3	6215	11.300	3	6215	11.091	3	6215	22.391
12:00 - 13:00	3	6215	11.348	3	6215	11.230	3	6215	22.578
13:00 - 14:00	3	6215	11.708	3	6215	11.783	3	6215	23.491
14:00 - 15:00	3	6215	10.565	3	6215	11.075	3	6215	21.640
15:00 - 16:00	3	6215	11.450	3	6215	10.951	3	6215	22.401
16:00 - 17:00	3	6215	10.361	3	6215	11.080	3	6215	21.441
17:00 - 18:00	3	6215	10.437	3	6215	10.855	3	6215	21.292
18:00 - 19:00	3	6215	10.297	3	6215	10.624	3	6215	20.921
19:00 - 20:00	3	6215	8.549	3	6215	9.868	3	6215	18.417
20:00 - 21:00	3	6215	5.862	3	6215	6.709	3	6215	12.571
21:00 - 22:00	3	6215	3.014	3	6215	4.559	3	6215	7.573
22:00 - 23:00	1	4746	0.042	1	4746	0.295	1	4746	0.337
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			130.082			129.028			259.110

Parameter summary

Trip rate parameter range selected: 4746 - 8900 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : A - FOOD SUPERSTORE
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 2300 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 08/07/10

Selected survey days:

Saturday 12 days

Selected survey types:

Manual count 12 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town Centre 2
 Suburban Area (PPS6 Out of Centre) 10

Selected Location Sub Categories:

Industrial Zone 1
 Development Zone 1
 Residential Zone 4
 Retail Zone 1
 Built-Up Zone 2
 No Sub Category 3

Filtering Stage 3 selection:

Use Class:

A1 12 days

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	6 days

Petrol filling station:

Excluded from count or no filling station	4 days
Included in the survey count	8 days

Travel Plan:

No	12 days
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LIST OF SITES relevant to selection parameters

1	BU-01-A-01 TEMPLE END	SAFEWAY, HIGH WYCOMBE	BUCKINGHAMSHIRE
	HIGH WYCOMBE Edge of Town Centre No Sub Category Total Gross floor area: 5800 sqm Survey date: SATURDAY 03/07/04		
2	CB-01-A-06 KINGSTOWN ROAD	MORRISONS, CARLISLE	CUMBRIA
	CARLISLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 7800 sqm Survey date: SATURDAY 18/06/05		
3	DH-01-A-03 VICTORIA ROAD	SAINSBURYS, DARLINGTON	DURHAM
	DARLINGTON Edge of Town Centre Built-Up Zone Total Gross floor area: 5100 sqm Survey date: SATURDAY 16/04/05		
4	ES-01-A-15 LEWES ROAD	SAINSBURYS, BRIGHTON	EAST SUSSEX
	BRIGHTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 5900 sqm Survey date: SATURDAY 24/11/07		
5	EX-01-A-02 PEARTREE ROAD STANWAY COLCHESTER	CO-OP, COLCHESTER	ESSEX
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: 3000 sqm Survey date: SATURDAY 12/07/08		
6	HF-01-A-02 BLACK FAN ROAD PANSHANGER WELWYN GARDEN CITY	MORRISONS, WELWYN G. CITY	HERTFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4500 sqm Survey date: SATURDAY 05/07/08		
7	LN-01-A-05 NEWARK ROAD NORTH HYKEHAM LINCOLN	ASDA, LINCOLN	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 7710 sqm Survey date: SATURDAY 21/05/05		

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-01-A-04 QUEENS ROAD	SAINSBURYS, NORWICH	NORFOLK
	NORWICH Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 5810 sqm Survey date: SATURDAY 19/05/07		
	Survey Type: MANUAL		
9	NR-01-A-01 KETTERING ROAD SPINNEY HILL NORTHAMPTON	SAFEWAY, NORTHAMPTON	NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 5900 sqm Survey date: SATURDAY 04/10/03		
	Survey Type: MANUAL		
10	NR-01-A-02 WEEDON ROAD SIXFIELDS NORTHAMPTON	SAINSBURYS, NORTHAMPTON	NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 6800 sqm Survey date: SATURDAY 29/11/08		
	Survey Type: MANUAL		
11	NY-01-A-05 HIGH STREET	SAINSBURY'S, NORTHALLERTON	NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2300 sqm Survey date: SATURDAY 26/09/09		
	Survey Type: MANUAL		
12	WM-01-A-03 COVENTRY ROAD SMALL HEATH BIRMINGHAM	ASDA, BIRMINGHAM	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 10000 sqm Survey date: SATURDAY 22/09/07		
	Survey Type: MANUAL		

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	12	5885	1.416	12	5885	0.905	12	5885	2.321
08:00 - 09:00	12	5885	3.526	12	5885	2.288	12	5885	5.814
09:00 - 10:00	12	5885	5.248	12	5885	3.988	12	5885	9.236
10:00 - 11:00	12	5885	6.369	12	5885	5.673	12	5885	12.042
11:00 - 12:00	12	5885	6.698	12	5885	6.284	12	5885	12.982
12:00 - 13:00	12	5885	6.512	12	5885	6.556	12	5885	13.068
13:00 - 14:00	12	5885	5.690	12	5885	6.209	12	5885	11.899
14:00 - 15:00	12	5885	5.813	12	5885	5.545	12	5885	11.358
15:00 - 16:00	12	5885	5.840	12	5885	5.878	12	5885	11.718
16:00 - 17:00	12	5885	5.728	12	5885	6.585	12	5885	12.313
17:00 - 18:00	12	5885	5.447	12	5885	6.105	12	5885	11.552
18:00 - 19:00	12	5885	4.428	12	5885	5.310	12	5885	9.738
19:00 - 20:00	12	5885	2.717	12	5885	3.699	12	5885	6.416
20:00 - 21:00	12	5885	1.512	12	5885	2.152	12	5885	3.664
21:00 - 22:00	12	5885	0.858	12	5885	1.022	12	5885	1.880
22:00 - 23:00	1	2300	0.043	1	2300	0.130	1	2300	0.173
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			67.845			68.329			136.174

Parameter summary

Trip rate parameter range selected: 2300 - 10000 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 12
 Number of Sundays: 0
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL OGVs
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	12	5885	0.038	12	5885	0.034	12	5885	0.072
08:00 - 09:00	12	5885	0.024	12	5885	0.034	12	5885	0.058
09:00 - 10:00	12	5885	0.023	12	5885	0.020	12	5885	0.043
10:00 - 11:00	12	5885	0.024	12	5885	0.027	12	5885	0.051
11:00 - 12:00	12	5885	0.021	12	5885	0.013	12	5885	0.034
12:00 - 13:00	12	5885	0.025	12	5885	0.024	12	5885	0.049
13:00 - 14:00	12	5885	0.001	12	5885	0.017	12	5885	0.018
14:00 - 15:00	12	5885	0.011	12	5885	0.001	12	5885	0.012
15:00 - 16:00	12	5885	0.013	12	5885	0.007	12	5885	0.020
16:00 - 17:00	12	5885	0.011	12	5885	0.014	12	5885	0.025
17:00 - 18:00	12	5885	0.010	12	5885	0.011	12	5885	0.021
18:00 - 19:00	12	5885	0.008	12	5885	0.010	12	5885	0.018
19:00 - 20:00	12	5885	0.007	12	5885	0.006	12	5885	0.013
20:00 - 21:00	12	5885	0.003	12	5885	0.010	12	5885	0.013
21:00 - 22:00	12	5885	0.001	12	5885	0.004	12	5885	0.005
22:00 - 23:00	1	2300	0.000	1	2300	0.000	1	2300	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.220			0.232			0.452

Parameter summary

Trip rate parameter range selected: 2300 - 10000 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 12
 Number of Sundays: 0
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	12	5885	0.007	12	5885	0.007	12	5885	0.014
08:00 - 09:00	12	5885	0.007	12	5885	0.007	12	5885	0.014
09:00 - 10:00	12	5885	0.008	12	5885	0.007	12	5885	0.015
10:00 - 11:00	12	5885	0.008	12	5885	0.010	12	5885	0.018
11:00 - 12:00	12	5885	0.008	12	5885	0.007	12	5885	0.015
12:00 - 13:00	12	5885	0.008	12	5885	0.010	12	5885	0.018
13:00 - 14:00	12	5885	0.008	12	5885	0.007	12	5885	0.015
14:00 - 15:00	12	5885	0.007	12	5885	0.008	12	5885	0.015
15:00 - 16:00	12	5885	0.007	12	5885	0.007	12	5885	0.014
16:00 - 17:00	12	5885	0.008	12	5885	0.008	12	5885	0.016
17:00 - 18:00	12	5885	0.010	12	5885	0.010	12	5885	0.020
18:00 - 19:00	12	5885	0.007	12	5885	0.007	12	5885	0.014
19:00 - 20:00	12	5885	0.010	12	5885	0.010	12	5885	0.020
20:00 - 21:00	12	5885	0.007	12	5885	0.007	12	5885	0.014
21:00 - 22:00	12	5885	0.007	12	5885	0.007	12	5885	0.014
22:00 - 23:00	1	2300	0.000	1	2300	0.000	1	2300	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.117			0.119			0.236

Parameter summary

Trip rate parameter range selected: 2300 - 10000 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 12
 Number of Sundays: 0
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	12	5885	0.055	12	5885	0.028	12	5885	0.083
08:00 - 09:00	12	5885	0.076	12	5885	0.047	12	5885	0.123
09:00 - 10:00	12	5885	0.101	12	5885	0.076	12	5885	0.177
10:00 - 11:00	12	5885	0.078	12	5885	0.086	12	5885	0.164
11:00 - 12:00	12	5885	0.092	12	5885	0.068	12	5885	0.160
12:00 - 13:00	12	5885	0.098	12	5885	0.095	12	5885	0.193
13:00 - 14:00	12	5885	0.072	12	5885	0.072	12	5885	0.144
14:00 - 15:00	12	5885	0.101	12	5885	0.079	12	5885	0.180
15:00 - 16:00	12	5885	0.079	12	5885	0.092	12	5885	0.171
16:00 - 17:00	12	5885	0.102	12	5885	0.112	12	5885	0.214
17:00 - 18:00	12	5885	0.058	12	5885	0.074	12	5885	0.132
18:00 - 19:00	12	5885	0.058	12	5885	0.074	12	5885	0.132
19:00 - 20:00	12	5885	0.050	12	5885	0.055	12	5885	0.105
20:00 - 21:00	12	5885	0.027	12	5885	0.040	12	5885	0.067
21:00 - 22:00	12	5885	0.014	12	5885	0.020	12	5885	0.034
22:00 - 23:00	1	2300	0.000	1	2300	0.000	1	2300	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.061			1.018			2.079

Parameter summary

Trip rate parameter range selected: 2300 - 10000 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 12
 Number of Sundays: 0
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	12	5885	1.759	12	5885	1.085	12	5885	2.844
08:00 - 09:00	12	5885	4.840	12	5885	2.911	12	5885	7.751
09:00 - 10:00	12	5885	7.678	12	5885	5.581	12	5885	13.259
10:00 - 11:00	12	5885	9.847	12	5885	8.410	12	5885	18.257
11:00 - 12:00	12	5885	10.823	12	5885	9.707	12	5885	20.530
12:00 - 13:00	12	5885	10.750	12	5885	10.590	12	5885	21.340
13:00 - 14:00	12	5885	9.417	12	5885	10.047	12	5885	19.464
14:00 - 15:00	12	5885	9.773	12	5885	9.276	12	5885	19.049
15:00 - 16:00	12	5885	9.778	12	5885	9.986	12	5885	19.764
16:00 - 17:00	12	5885	9.401	12	5885	11.180	12	5885	20.581
17:00 - 18:00	12	5885	8.805	12	5885	10.067	12	5885	18.872
18:00 - 19:00	12	5885	7.208	12	5885	8.601	12	5885	15.809
19:00 - 20:00	12	5885	4.385	12	5885	6.100	12	5885	10.485
20:00 - 21:00	12	5885	2.549	12	5885	3.641	12	5885	6.190
21:00 - 22:00	12	5885	1.327	12	5885	1.665	12	5885	2.992
22:00 - 23:00	1	2300	0.043	1	2300	0.130	1	2300	0.173
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			108.383			108.977			217.360

Parameter summary

Trip rate parameter range selected: 2300 - 10000 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 12
 Number of Sundays: 0
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	12	5885	0.307	12	5885	0.109	12	5885	0.416
08:00 - 09:00	12	5885	0.772	12	5885	0.666	12	5885	1.438
09:00 - 10:00	12	5885	0.994	12	5885	0.922	12	5885	1.916
10:00 - 11:00	12	5885	1.406	12	5885	1.325	12	5885	2.731
11:00 - 12:00	12	5885	1.569	12	5885	1.490	12	5885	3.059
12:00 - 13:00	12	5885	1.777	12	5885	1.539	12	5885	3.316
13:00 - 14:00	12	5885	1.456	12	5885	1.517	12	5885	2.973
14:00 - 15:00	12	5885	1.477	12	5885	1.293	12	5885	2.770
15:00 - 16:00	12	5885	1.408	12	5885	1.391	12	5885	2.799
16:00 - 17:00	12	5885	1.332	12	5885	1.240	12	5885	2.572
17:00 - 18:00	12	5885	1.250	12	5885	1.243	12	5885	2.493
18:00 - 19:00	12	5885	0.964	12	5885	1.089	12	5885	2.053
19:00 - 20:00	12	5885	0.617	12	5885	0.701	12	5885	1.318
20:00 - 21:00	12	5885	0.374	12	5885	0.469	12	5885	0.843
21:00 - 22:00	12	5885	0.239	12	5885	0.299	12	5885	0.538
22:00 - 23:00	1	2300	0.000	1	2300	0.130	1	2300	0.130
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			15.942			15.423			31.365

Parameter summary

Trip rate parameter range selected: 2300 - 10000 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 12
 Number of Sundays: 0
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	12	5885	0.059	12	5885	0.024	12	5885	0.083
08:00 - 09:00	12	5885	0.157	12	5885	0.057	12	5885	0.214
09:00 - 10:00	12	5885	0.191	12	5885	0.159	12	5885	0.350
10:00 - 11:00	12	5885	0.290	12	5885	0.211	12	5885	0.501
11:00 - 12:00	12	5885	0.268	12	5885	0.202	12	5885	0.470
12:00 - 13:00	12	5885	0.304	12	5885	0.242	12	5885	0.546
13:00 - 14:00	12	5885	0.289	12	5885	0.337	12	5885	0.626
14:00 - 15:00	12	5885	0.242	12	5885	0.290	12	5885	0.532
15:00 - 16:00	12	5885	0.319	12	5885	0.370	12	5885	0.689
16:00 - 17:00	12	5885	0.251	12	5885	0.353	12	5885	0.604
17:00 - 18:00	12	5885	0.324	12	5885	0.304	12	5885	0.628
18:00 - 19:00	12	5885	0.201	12	5885	0.204	12	5885	0.405
19:00 - 20:00	12	5885	0.133	12	5885	0.160	12	5885	0.293
20:00 - 21:00	12	5885	0.050	12	5885	0.084	12	5885	0.134
21:00 - 22:00	12	5885	0.008	12	5885	0.037	12	5885	0.045
22:00 - 23:00	1	2300	0.000	1	2300	0.000	1	2300	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			3.086			3.034			6.120

Parameter summary

Trip rate parameter range selected: 2300 - 10000 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 12
 Number of Sundays: 0
 Surveys manually removed from selection: 2

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	12	5885	2.181	12	5885	1.246	12	5885	3.427
08:00 - 09:00	12	5885	5.845	12	5885	3.680	12	5885	9.525
09:00 - 10:00	12	5885	8.963	12	5885	6.737	12	5885	15.700
10:00 - 11:00	12	5885	11.621	12	5885	10.033	12	5885	21.654
11:00 - 12:00	12	5885	12.751	12	5885	11.467	12	5885	24.218
12:00 - 13:00	12	5885	12.930	12	5885	12.467	12	5885	25.397
13:00 - 14:00	12	5885	11.233	12	5885	11.973	12	5885	23.206
14:00 - 15:00	12	5885	11.593	12	5885	10.939	12	5885	22.532
15:00 - 16:00	12	5885	11.583	12	5885	11.838	12	5885	23.421
16:00 - 17:00	12	5885	11.086	12	5885	12.884	12	5885	23.970
17:00 - 18:00	12	5885	10.438	12	5885	11.688	12	5885	22.126
18:00 - 19:00	12	5885	8.431	12	5885	9.967	12	5885	18.398
19:00 - 20:00	12	5885	5.185	12	5885	7.016	12	5885	12.201
20:00 - 21:00	12	5885	2.999	12	5885	4.233	12	5885	7.232
21:00 - 22:00	12	5885	1.589	12	5885	2.021	12	5885	3.610
22:00 - 23:00	1	2300	0.043	1	2300	0.261	1	2300	0.304
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			128.471			128.450			256.921

Parameter summary

Trip rate parameter range selected: 2300 - 10000 (units: sqm)
 Survey date range: 01/01/03 - 08/07/10
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 12
 Number of Sundays: 0
 Surveys manually removed from selection: 2



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