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PROPOSED RESIDENTIAL DEVELOPMENT, WEST STREET, WORSBROUGH

TRANSPORT STATEMENT

750 / June 2013
Revised Feb 2014

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1 INTRODUCTION

1.1.1 PAH Highway Consultants Ltd has been appointed to prepare this Transport Statement relating to the proposed residential development on the site off West Street, Worsbrough. Appendix A shows the site location in relation to the local highway network.

1.1.2 The proposals are to demolish the current industrial buildings that occupy the site to make way for a new residential development of up to 70 new dwellings, which will be served from 2 new access points off West Street. Drainage, street lighting and footways will be provided in accordance with the Councils current guidance.

1.1.3 This Transport Statement considers the traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site has historically been used for general industrial purposes (B2 use class) and is made up of 5 large buildings, which are located along the south and east sides of the site. The majority of the buildings are unoccupied, although the large building located along the southeast side of the site is currently used as a minibus depot (see photograph no.1 below).



Photograph no.1

2.1.2 The site contains two access points for the industrial units located on the east and west sides of the site, both of which form priority junctions with West Street, each containing kerbed radii on both sides and gates set back into the site. Both access points contain suitable visibility splays corresponding with the estimated traffic speeds along West Street. The east side access is 7m wide and the west side access is 6.2m wide. The access points are shown on the photographs 2 & 3 below.



Photograph no.2



Photograph nos.3

2.1.3 The west side of the site also contains an auto body repair business, which has a separate access located on the far west side of the site. This access is gated and consists of kerbed radii on both sides.

2.1.4 The site is bounded to the north by the B6100 West Street, industrial units and open land to the east, residential properties to the west, and a public footpath/ bridleway to the south along the route of a dismantled railway line, which forms part of the Trans Pennine Trail.

2.1.5 The site is located on the southern edge of the settlement of Worsbrough and is within close proximity of the local shops and amenities along High Street and the A61 Park Road. The site is located some 2.7km south of the large town of Barnsley.

2.2 Local Highway Network

2.2.1 West Street forms part of the B6100 and is a local distributor road that connects the A61 to the west of the site with the A635 at Stairfoot, and is approximately 3.2km in length. Subsequently West Street is subject to moderate traffic volumes during the peak hours. The West Street section of the B6100 runs between the A61 and the High Street/ Station Road junction for about a 1km in length, spanning the south side of Worsbrough, it is fronted by a mixture of residential and commercial properties, although the majority of the surrounding area is predominantly residential in nature. Local shops and services are available on High Street, which is a local distributor road that provides an additional link on to the A61 north of Worsbrough and a link to the town of Hoyland to the south. It is predominantly residential in nature providing access to many individually served properties and residential streets. High Street is subject to light traffic volumes throughout the day, with a noticeable increase during the network peak periods. The A61 is located approximately 670m to the west of the site, and forms part of the strategic highway network linking Barnsley Town Centre to the north, and the M1 Junction 36 to the south. Subsequently this section of the A61 is subject to heavy traffic volumes throughout the day.

2.2.2 West Street is a two way single carriageway road with footways provided on both sides. Along the site frontage the carriageway is 7.3m wide and is in a good condition. The nearside footway ranges in width between 1.6m and 4.5m, and the opposite side footway is around 1.6m wide. Both the footways are in reasonable condition, providing a suitable pedestrian link to the nearest shops and services on High Street. Along the site frontage West Street also contains a grass verge separating the nearside footway from the sites northern boundary wall. West Street contains street lighting to an appropriate standard and is subject to a 30mph speed limit. This road also contains Traffic Regulation Orders that restrict waiting at all times. These restrictions are located within the vicinity of the High Street/ Station Road junction.

2.2.3 The Transpennine Trail runs along the southern boundary of the site and can be accessed 180m west of the nearest site access. This section of the trail is a popular cycle route linking Silkstone, Wombwell, and Elsecar, providing a good quality track for cyclists, pedestrians, and horse riders.

2.2.4 High Street joins with the B6100 via a simple priority junction - see photograph no.4 below. High Street is a two way single carriageway road with footways provided on both sides. Both the carriageway and footways are considered suitable for their day to day use in terms of surface condition and width. High Street contains street lighting to a suitable standard and is subject to a 30mph speed limit. High Street contains Traffic Regulation Orders that restrict waiting within the vicinity of the B6100 West Street junction to the south, and the Back End Road junction to the north. High Street has the benefit of a small supermarket located close to the B6100 junction, which also contains an ATM.



Photograph no.4

2.2.5 The site is also located close to the strategic highway network, namely the A61 Park Road. The majority of local service, shops, and amenities are located along Park Road, including a large supermarket. Park Road has the benefit of a right turn lane at the West Street junction, allowing for easy and safe access for motorists and cyclists. Park Road is a two way single carriageway road with footways provided on both sides. Both the carriageway and footways are in good condition, and considered suitable for their day to day use. Park Road contains a series of pedestrian refuge islands along its full length, allowing for easy pedestrian access to the local shops and services. This road also contains push button crossing facilities for both pedestrians and cyclists located where the Transpennine Trail crosses the A61. Park Road contains street lighting to main road standards, and is subject to a 30mph speed limit through Worsbrough, with the added benefit of speed camera enforcement.

2.2.6 The site is located within easy reach of the bus services available on West Street. Further details of the bus services available from the local fare stages are shown in section 2.4 below.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident records for the last five years (between 1 January 2008 and 31 December 2012) along the section of West Street adjacent to the site have been obtained from Barnsley Council and are included at Appendix C.

2.3.2 There were 4 reported injury accidents within the study area over this period. 2 accidents occurred during 2009, 1 accident during 2010, and 1 in 2011. All but one of the accidents were slight, however, one of the accidents was recorded as serious.

2.3.3 The first slight accident in 2009 involved a stationary vehicle (V1) on West Street waiting to turn right into the health centre, which was hit from behind by a vehicle (V2) travelling along West Street westbound. The causation factor for this accident was that the driver of the approaching vehicle (V2) failed to look properly. This accident occurred during daylight hours although the road surface conditions were wet/ damp. The second accident that occurred during 2009 was a serious accident that happened during the morning and the hours of darkness in December, at the Baden Street junction west of the site. This accident involved a vehicle (V1) travelling along West Street and losing control on snow and colliding with a garden wall. This accident was attributed to slippery road conditions, loss of control, and careless driving.

2.3.4 The accident during 2010 occurred during the daylight hours with damp road conditions, and involved vehicle (V1) travelling along Mount Pleasant and emerging from the junction into the path of an oncoming vehicle (V2) on West Street. This was a slight accident that was attributed to the driver of V1 failing to look properly, and speed related.

2.3.5 The final accident occurred during 2011 on West Street at the Elmsdale junction with dry road surface conditions during the daylight hours. This accident involved a vehicle (V1) emerging from the junction into the path of an oncoming car travelling along West Street. This accident was attributed to the driver being impaired by alcohol.

2.3.6 There are no significant clusters of incidents and it would appear that these accidents are disparate events with no common causation factors or trends and occurred at varying times of the day and lighting conditions, and locations.

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

2.4 Transport Sustainability

2.4.1 The site is in a very sustainable location within a short walking distance of shops and services along High Street, and those along the A61 Park Road and the surrounding area.

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

2.4.3 However the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.

2.4.4 Paragraph 35 of the NPPF states that "developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

2.4.5 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed to for residents to walk to work or shop.

2.4.6 West Street provides a good quality link to the nearest bus stops, and both High Street, and the A61 Park Road, which both contain local shops and services. There is small supermarket with ATM located on High Street adjacent to its junction with West Street approximately 350m northeast of the site. There is also a large medical centre located directly opposite the site which contains GP surgeries. The local footway network is considered suitable in terms of width, construction, and lighting. West Street, High Street, and Park Road all contain dropped footway crossing facilities and tactile paving in the majority of cases. There are a series of pedestrian refuge islands along the A61 Park Road through Worsbrough allowing pedestrians to access the shops and services on both sides of the road safely. Park Road also has the benefit of a push button cycle and pedestrian crossing facility located adjacent to the Transpennine Trail.

2.4.7 The pedestrian catchment in Appendix B includes the whole of Worsbrough and its local services and amenities such as a large supermarket, food outlets, bakers, hairdressers, convenience stores, post offices, and a pharmacy. Worsbrough therefore contains good employment potential as a result of the large number of commercial and retail properties. There are 3 primary schools and an academy within this catchment, catering for all school ages.

2.4.8 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. The plan at Appendix B also shows the 5km cycle catchment area from the site. Within the cycle catchment area is the whole of Barnsley Town Centre, together with the neighbouring town of Hoyland, and the village of Birdwell. Barnsley Town Centre in particular offers significant employment, retail, and leisure facilities for the residents of the proposed development.

2.4.9 The site is also located within cycling distance of the many industrial developments nearby. The industrial properties east of Barnsley Town Centre including the Beevor Industrial estate. The Stairfoot area of Barnsley contains many industrial developments offering significant employment opportunities including Stairfoot Business Park, Grange Lane Industrial Estate, and Oaks Business Park. There are also industrial developments north of Hoyland such as Platts Common Industrial Estate. These industrial areas provide excellent employment opportunities for potential residents of the proposed development and are located within an acceptable cycling distance of the site.

2.4.10 Bus stops are located on or adjacent to West Street within 400m of the centre of the site. The majority of these stops have timetable cases, with the nearby stop on Elmsdale also having the added benefit of a shelter. The table below identifies the bus services which use these stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
8/ 8A	Barnsley Interchange – Ward Green – Worsbrough Bridge – Worsbrough Dale	60 mins	-
67	Barnsley Interchange – Worsbrough – Hoyland – Jump – Wombwell – Darfield – Great Houghton	60 mins	60 mins

Table 1: Bus Services

2.4.11 As can be identified from the above table, there are up to 2 bus services per hour to the large commercial and retail areas of Barnsley Town Centre. There are also hourly services to the nearby settlements of Hoyland, Wombwell, Darfield, and Great Houghton.

2.4.12 These bus services also travel to the nearest railway station at Barnsley Interchange. The bus services are therefore considered to be of a good standard and will provide a suitable alternative to the private car in line with current Government guidelines.

2.4.13 The nearest railway station from the application site is Barnsley Railway Station, which is located approximately 3.6km north of the application site. This station provides regular services to Leeds, Wakefield, Sheffield, Nottingham, and the large town of Huddersfield.

2.4.14 As can be identified from the train routes and services summarised above there are excellent train links with services every 30 minutes to the local cities of Leeds, Wakefield and Sheffield, and hourly services to the city and large town of Nottingham and Huddersfield respectively.

2.4.15 In summary, the site is considered to be in a very sustainable location being within close proximity of the nearest bus stops and within acceptable walking distance of the many local services and amenities within Worsbrough. There are also four schools within this catchment. Within cycling distance of the site there is the whole of Barnsley Town Centre and surrounding industrial properties to the east including the significant industrial areas of Stairfoot. Barnsley Town Centre offers significant employment, leisure, and retail opportunities for the potential residents of the proposed development. Therefore the site conforms to current Government directives for ensuring developments are located in a sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to demolish the current industrial buildings and vehicle garage/ body shop building, and remove the associated uses that occupy the site to make way for a new residential development of up to 70 new dwellings, consisting of around 52 new houses and up to 18 apartments.

3.1.2 The internal road layout, drainage, street lighting and footways will be provided in accordance with South Yorkshire's Residential Design Guide.

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

3.2 Vehicular Access

3.2.1 Vehicular access to the development will be provided from two new junctions on to West Street, the first will be located to the west of the existing east side access, and the second will be located to the east of the existing west side access. Subsequently, the existing site access points will be removed, with the kerbed radii removed and footways extended across each of the existing junctions. The proposed junctions will be simple priority junctions and will include kerbed radii on both sides and footways (at least 2m wide) returning into the site.

3.2.2 The proposed junctions will have visibility splays of 2.4m x 43.0m on both sides, which is commensurate with the 30mph speed limit along West Street and Government guidance given within Manual for Streets. Considering the road traffic accident study in section 2.3 of this report, the proposed simple priority junctions serving the site are considered to be suitable, and would not have a negative impact on road safety, given the relatively good road safety record along West Street, and that suitable visibility splays are to be provided.

3.2.3 The proposed residential access roads will each travel south from West Street joining an additional access road to the south. The latter will span the southern side of the site running west to east. The proposed internal estate roads will fully comply with the guidance given within South Yorkshire's Residential Design Guide.

3.3 Parking Provision

3.3.1 The level of parking provision on the site will be in accordance with the South Yorkshire Residential Design Guide.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian routes through the site will follow natural desire lines and lead pedestrians to existing and proposed crossing facilities. The development proposes a main footpath link that travels from West Street south through the site to connect to the Transpennine Trail located to the south of the site.

3.4.2 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA. The Transpennine Trail is located a short distance from the site from the proposed footpath link giving potential residents opportunities to access neighbouring villages and towns on foot or by bicycle, or to simply use this facility for leisure purposes.

3.4.3 These measures will give convenient and direct access via the adjacent footway network to the nearby commercial and shopping areas and to the adjacent bus stops.

3.5 Servicing

3.5.1 Service vehicles will use the same access to the site as all other traffic. Turning heads will be provided to allow such vehicles (such as a large refuse vehicle) to enter and leave the site in a forward gear.

3.5.2 The servicing requirements for the proposed development can be adequately catered for.

4 TRAFFIC IMPACT

4.1 Existing Traffic

4.1.1 Only a small part of the site is currently occupied consisting of a depot for a minibus hire business, and a garage/ body shop.

4.1.2 Given the size of the depot building it is envisaged that this business could operate up to 10 minibuses at any one time. It is therefore assumed that the current use of this part of the site would generate at least 2 to 5 trips during each of the network peak hours (between 8am and 9am for the morning peak, and 5pm and 6pm for the evening peak hours), totalling around 10 daily trips.

4.1.3 In terms of the vehicle repair/ body shop operations totals approximately 390 sqm. The TRICS database has been used to determine the existing traffic generation of this existing use. Table 4A below provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and the likely traffic generation.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	1.029	0.482	1.511	0.469	0.912	1.381
Generated Trips	4	2	6	2	3	5

Table 4A – Existing Trip Rates & Traffic Generation Garage/ Body Shop

4.1.4 As can be identified from the above table, the vehicle repair/ body shop would generate approximately 6 and 5 trips during each of the peak hours, equating to around 64 trips during the day. The TRICS data is shown at Appendix D.

4.1.5 The remaining sections of the site have historically been used for general industrial use (B2 use class). As this section of the site is currently vacant it has been necessary to interrogate data from the national TRICS database to identify the existing traffic generation for B2 use at the site totalling some 2036 sqm

4.1.6 Table 4B below provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the existing B2 use at the site.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.345	0.073	0.418	0.036	0.286	0.322
Generated Trips	7	1	8	1	6	7

Table 4B – Existing Trip Rates & Traffic Generation B2 Use

4.1.7 As can be seen from the table above, the existing use of the site for general industrial use would generate 7 or 8 trips during the network peak hours, with 73 daily trips. The TRICS data is shown at Appendix D.

4.1.8 The TRICS database also identifies the goods vehicles that would enter the site associated with general industry, totalling some 9 trips during the day. It should be acknowledge that the majority if not all of these good vehicles will be large articulated vehicles, which are slow moving and would easily disrupt the safe and free flow of traffic along West Street. This could lead to sudden braking manoeuvres and an increase possibility of shunt type accidents.

4.1.9 Therefore, considering the existing and potential use of the site, it could generate 18 or 19 trips during the morning and evening network peak hours.

4.2 Development Traffic

4.2.1 The proposed development is for up to 70 new dwellings, consisting of up to 18 apartments and 52 new houses. To determine the anticipated traffic generation from the new development for the houses, it has also been necessary to interrogate data from the national TRICS database.

4.2.2 Table 4C provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed new dwellings. The TRICS data is shown at Appendix D.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.151	0.416	0.567	0.390	0.225	0.615
Generated Trips	8	22	30	20	12	32

Table 4C – Predicted Development Trip Rates & Generation

4.2.3 As can be seen from the above table, the proposed development is anticipated to generate approximately 30 trips during the morning peak and 32 trips during the evening peak hours. It is estimated that the development would generate a daily trip rate of around 270 vehicle movements. In terms of the proposed apartments, up to 18 are proposed which would lead to approximately 7 trips during each of the network peak hours, equating to around 72 vehicle movements per day. Therefore, the proposed development of up to 70 new dwellings will total 37 and 39 trips during the am and pm peak hours respectively, with 342 daily trips. It should be noted that given the sites sustainable merits, with bus stops located adjacent to the site, and local shops and services within walking distance, the actual trip rate for the proposed development is envisaged to be considerably less than that predicated by TRICS.

4.2.4 Considering the sites existing uses as identified in section 4.1 of this report, the proposed development would lead to a net increase of 19 trips during the network morning peak, and 20 trips during the network evening peak, with an overall daily net increase of 196 vehicle movements. However, the proposals present a significant road safety benefit when compared to the existing use of the site, as the existing uses of the site would potentially generate large numbers of articulated HGVs turning into and out of the site throughout the day, and inevitably disrupting motorised traffic on West Street, pedestrians using the nearside footway, and cyclists using the westbound carriageway lane.

4.2.5 The development proposes visibility splays of 2.4m x 43.0m in both directions at each of the access points in accordance with latest Government guidance given within Manual for Streets for 30mph speed limit roads. It is therefore considered that the proposed junction layout for each of the site access points will provide a safe arrangement and will not cause any delays to through traffic, given the relatively small increase in traffic to the local network.

4.2.6 West Street has a relatively good injury accident record in the vicinity of the site and does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the increase peak hour flows as a result of the development proposals.

4.2.7 Taking into account that the B6100 West Street is a local distributor road, within close proximity to the A road network, it is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. The increase in traffic as a result of the development can easily be offset by the removal of the normal and HGV traffic associated with B2 us (general industry), the minibus depot and hire business, and the vehicle repair and body shop. Therefore the proposals can only have a positive impact on the safe operation of the B6100 West Street and the surrounding network.

5 CONCLUSIONS

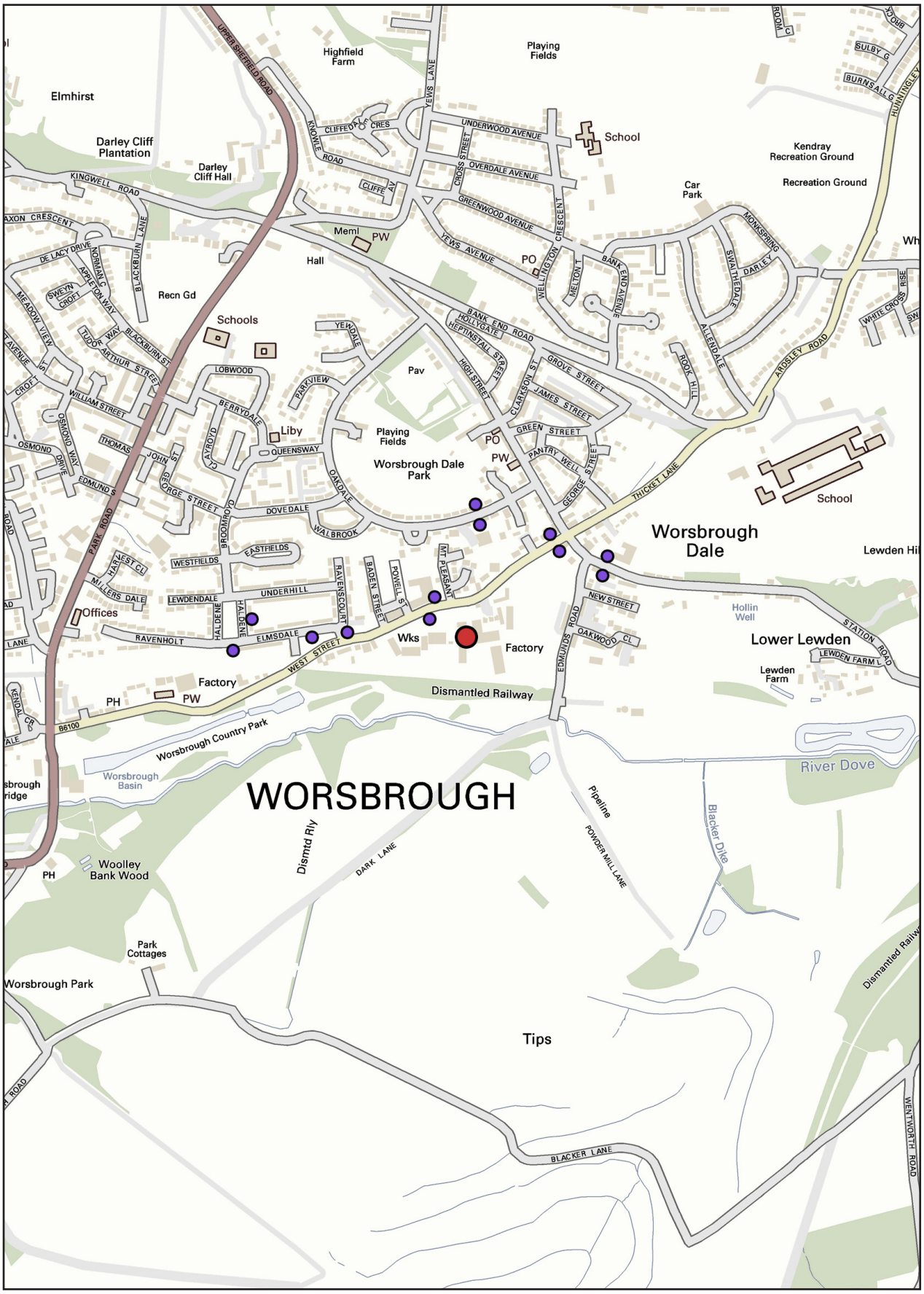
5.1.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of up to 70 new dwellings is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation. Accident records were also obtained, and revealed this section of West Street has a relatively good road safety record. Compared to the sites existing operations the development represents an overall improvement to all users of West Street, due to the removal of large articulated vehicles from this part of the highway network, which are associated with the current use of the site.

5.1.2 The site is in a very sustainable location being within close proximity of the nearest bus stops and within acceptable walking distance of the many local services and amenities within Worsbrough. There are also four schools within this catchment. Within cycling distance of the site there is the whole of Barnsley Town Centre and surrounding industrial properties to the east including the significant industrial areas of Stairfoot. Barnsley Town Centre offers significant employment, leisure, and retail opportunities for the potential residents of the proposed development. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.

5.1.3 This report also considers that the small increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network, with any increases in traffic offset by the removal of the normal and HGV traffic associated with B2 use, the minibus depot and hire business, and vehicle repairs and body shop that currently occupy the site. Therefore the proposals can only have a positive impact on the safe operation of the B6100 West Street and the surrounding network. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



SITE LOCATION

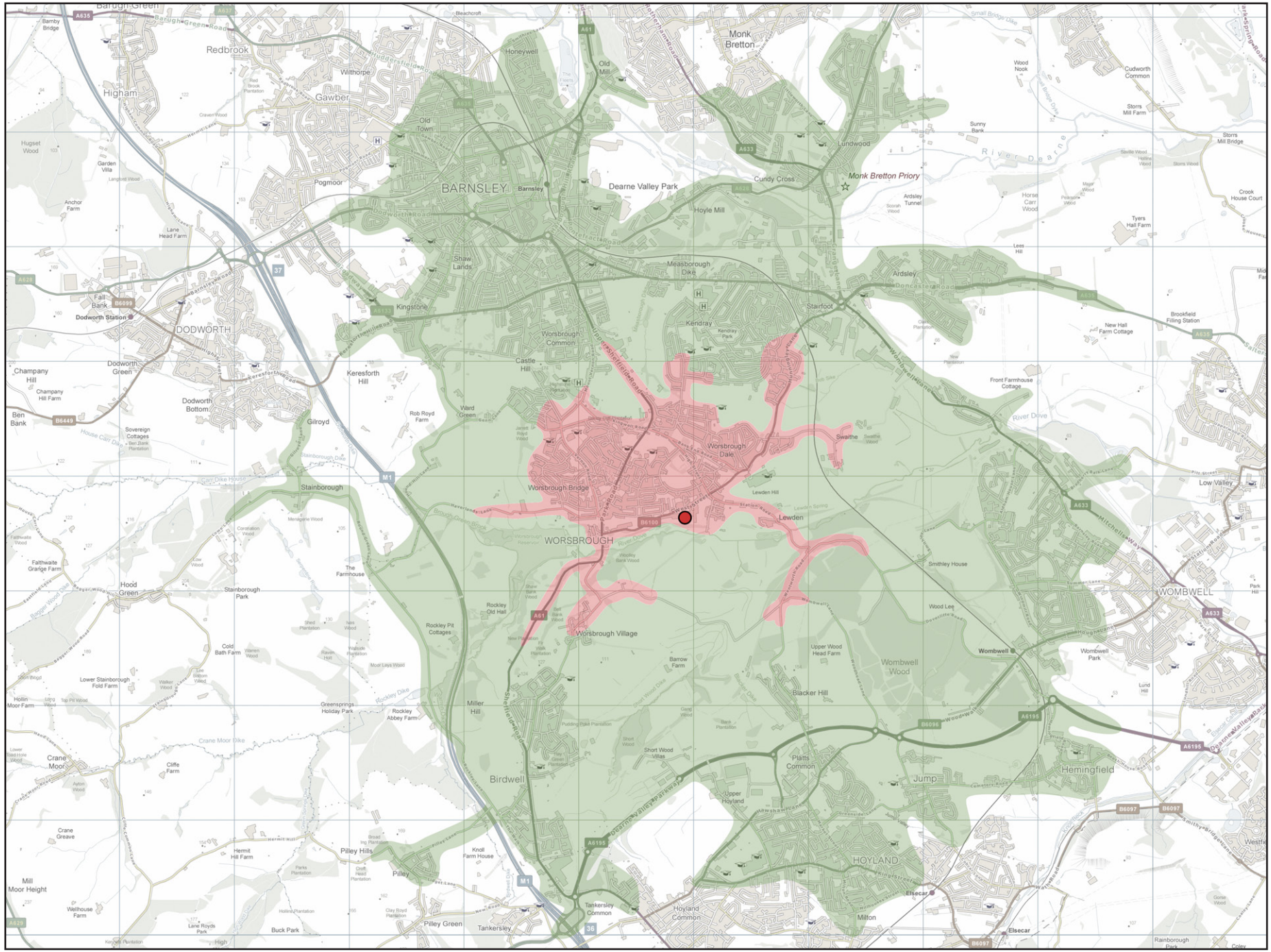
BUS STOP

FIGURE 1

SITE LOCATION PLAN

Appendix B

Pedestrian and Cycle Catchment



SITE LOCATION

2KM WALK CATCHMENT

5KM CYCLE CATCHMENT

FIGURE 2

CYCLE / PEDESTRIAN CATCHMENT AREA

PAH HIGHWAY CONSULTANTS

Appendix C

Accident Data

Accidents between dates **01/01/2008 and 31/12/2012** (60) months

Selection:

Selected using Build Query : Local_auth = 'BARNSLEY';
Refined using Accidents within selected Polygons -Mick H's Polygons ("PAH West St")

Notes:

Police Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
Selected Polygon:PAH West St													
B-01184-09	Slight	03/11/2009	0830	435853 403697	0	0	1	405V1A	0 0 0	Light	Raining with high winds	Wet/Damp	9 9
B-01424-09	Serious	18/12/2009	0730	435809 403682	0	1	0	103V1A 410V1A 602V1A	0 0 0	Dark	Snowing without high winds	Snow	9
B-00867-10	Slight	13/08/2010	0830	435927 403723	0	0	1	402V1B 307V2B 405V1B	0 0 0	Light	Raining without high winds	Wet/Damp	9 9
B-00065-11	Slight	17/01/2011	1240	435731 403652	0	0	1	501V1A	0 0 0	Light	Fine without high winds	Dry	9 9
Column Totals					0	1	0						

Total number of accidents listed: 4

Accidents between dates **01/01/2008 and 31/12/2012** (60) months

Selection:

Selected using Build Query : Local_auth = 'BARNSLEY';
Refined using Accidents within selected Polygons -Mick H's Polygons ("PAH West St")

Notes:

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
Selected Polygon:PAH West St												
B-01184-09	03/11/2009	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	0830	WEST ST WORSBROUGH AT J/W NHS CENTRE
B-01424-09	18/12/2009	1	Serious	0	0	0	0	Dark	No turn	Snow	0730	WEST ST WORSBROUGH AT J/W BADEN ST
B-00867-10	13/08/2010	1	Slight	0	0	0	0	Light	Right	Wet/Damp	0830	WEST ST WORSBROUGH AT J/W MOUNT PLEASANT
B-00065-11	17/01/2011	1	Slight	0	0	0	0	Light	Left	Dry	1240	WEST ST WORSBROUGH AT J/W ELMSDALE
Column Totals		4		0	0	0	0					
No. of Accidents				0	0	0	0					

Total number of accidents listed: 4

f 1

Colour coding by SEVERITY

- Fatal (0)
- Serious (1)
- Slight (3)

Accidents between dates 01/01/2008 and 31/12/2012
Selected using Build Query : Local_auth = 'BARNSLEY'; Refined using Accidents within selected Polygons - Mick H's Polygons ("PAH West St")

B-00867-10
B-01184-09
B-01424-09
B-00065-11

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South Yorkshire LTP Partnership Licence No: 100019587 2013

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MAKING SOUTH YORKSHIRE ROADS SAFER

DRAWING TITLE
Selected map area

SCALE	1 : 1800
DATE	10/06/2013
DWG No.	
DRAWN BY	

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'BARNSLEY'; Refinec
Selected Polygon:PAH West St

B-01184-09 03/11/2009 Tuesday Time:0830 Vehicles 2 Casualties 1 Slight
Easting: 435,853 Northing: 403,697
Raining with high winds Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: WEST ST WORSBROUGH AT J/W NHS CENTRE
Description:V2 STATIONARY WAITING TO TURN INTO HEALTH CENTRE WHEN V1 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V2.

Vehicle Reference1 Car Going ahead
First point of impact:Front
Vehicle direction: NE to SW Journey: Journey as part of work
Age of Driver : 44 Breath test:Not applicable

Contributory Factors : 405

Vehicle Reference2 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: NE to SW Journey: Journey as part of work
Age of Driver : 22 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 1 Age:22 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth = 'BARNSLEY'; Refinec

B-01424-09 18/12/2009 Friday Time:0730 Vehicles 1 Casualties 1 Serious
Easting: 435,809 Northing: 403,682
Snowing without high winds Road Surface:Snow Darkness: street lights present and lit
Road Type: Dual carriageway Speed Limit: 30

Location: WEST ST WORSBROUGH AT J/W BADEN ST
Description: DRIVER LOSES CONTROL ON SNOW MOUNTS KERB AND COLL WITH COUNCIL BIN AND ROLLS OVER INTO GARDEN WALL THEN REBOUNDS ONTO OPP PAVEMENT.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 22 Breath test:Not applicable

Contributory Factors : 103 410 602

Casualty Reference 1 Age:22 Male Driver/rider Severity:Serious
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth = 'BARNSLEY'; Refinec

B-00867-10 13/08/2010 Friday Time:0830 Vehicles 2 Casualties 1 Slight
Easting: 435,927 Northing: 403,723
Raining without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: WEST ST WORSBROUGH AT J/W MOUNT PLEASANT
Description:V1 EMERGED FROM JCT AND COLL WITH V2 ON CARR.

Vehicle Reference:1 Car Turning right
First point of impact:Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 50 Breath test:Not applicable

Contributory Factors : 402 307 405

Casualty Reference 1 Age:50 Female Driver/rider Severity:Slight

Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Nearside
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 25 Breath test:Not applicable

Contributory Factors : 402 307 405

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth = 'BARNSLEY'; Refinec

B-00065-11 17/01/2011 Monday Time:1240 Vehicles 2 Casualties 1 Slight
Easting: 435,731 Northing: 403,652
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: WEST ST WORSBROUGH AT J/W ELMSDALE
Description:V2 TR ALONG CARR WHEN V1 EMERGED FROM JCT INTO PATH OF V 2 AND COLL OCC.

Vehicle Reference1 Car Turning left
First point of impact:Offside
Vehicle direction: S to W Journey: Not known
Age of Driver : 48 Breath test:Positive

Contributory Factors : 501

Vehicle Reference2 Car Going ahead
First point of impact:Offside
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 35 Breath test:Not requested

Contributory Factors : 501

Casualty Reference 1 Age:51 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates **01/01/2008 and 31/12/2012 (60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'BARNSLEY'; Refinec

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	1	3	4
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	3	4

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	2	3
Passenger	0	0	1	1
Motorcycle ride	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	3	4

Appendix D

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

Filtering Stage 2 selection:

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

Public Transport Provision:
Selection by: Include all surveys

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

Selected survey days:

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

Selected survey types:

Manual count	51 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

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

LIST OF SITES relevant to selection parameters

1 BD-03-A-01 SEMI DETACHED, LUTON BEDFORDSHIRE
NEW BEDFORD ROAD

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 131

2 BD-03-A-02 SEMI DETACHED, LUTON BEDFORDSHIRE
RIDDY LANE

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 82

3 CA-03-A-02 MIXED HOUSES, PETERBOROUGH CAMBRIDGESHIRE
THORPE ROAD

PETERBOROUGH
Edge of Town Centre
Residential Zone
Total Number of dwellings: 363

4 CB-03-A-02 SEMI DETACHED, WORKINGTON CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40

5 CB-03-A-03 SEMI DETACHED, WORKINGTON CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40

6 CB-03-A-04 SEMI DETACHED, WORKINGTON CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82

7 CF-03-A-01 MIXED HOUSES, CARDIFF CARDIFF
VIRGIL STREET
NINIAN PARK
CARDIFF
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 222

8 CF-03-A-02 MIXED HOUSES, CARDIFF CARDIFF
DROPE ROAD

CARDIFF
Edge of Town
Residential Zone
Total Number of dwellings: 196

9 CF-03-A-03 DETACHED, CARDIFF CARDIFF
LLANTRISANT ROAD

CARDIFF
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 29

LIST OF SITES relevant to selection parameters (Cont.)

10 CH-03-A-02 HOUSES/FLATS, CREWE CHESHIRE
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174

11 CH-03-A-05 DETACHED, CREWE CHESHIRE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17

12 CH-03-A-06 SEMI-DET./BUNGALOWS,CREWE CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129

13 CP-03-A-02 SEMI DETACHED, PENGAM CAERPHILLY
THE RISE

PENGAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 41

14 CW-03-A-01 TERRACED, PENZANCE CORNWALL
ALVERTON ROAD

PENZANCE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 13

15 CW-03-A-02 SEMI D./DETATCHED, TRURO CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73

16 DC-03-A-01 DETACHED, POOLE DORSET
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51

17 DS-03-A-01 SEMI D./TERRACED, DRONFIELD DERBYSHIRE
THE AVENUE
HOLMESDALE
DRONFIELD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 20

18 EX-03-A-01 SEMI-DET., STANFORD-LE-HOPE ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237

LIST OF SITES relevant to selection parameters (Cont.)

19 GS-03-A-01 SEMI D./TERRACED, GLOUCESTER GLOUCESTERSHIRE
KINGSHOLM ROAD
KINGSHOLM
GLOUCESTER
Edge of Town Centre
No Sub Category
Total Number of dwellings: 73

20 HF-03-A-01 MIXED HOUSES, WELWYN GC HERTFORDSHIRE
LONGCROFT LANE

WELWYN GARDEN CITY
Edge of Town Centre
Residential Zone
Total Number of dwellings: 53

21 LC-03-A-22 BUNGALOWS, BLACKPOOL LANCASHIRE
CLIFTON DRIVE NORTH

BLACKPOOL
Edge of Town
Residential Zone
Total Number of dwellings: 98

22 LC-03-A-29 DETACHED/SEMI D., BLACKBURN LANCASHIRE
REVIDGE ROAD
FOUR LANE ENDS
BLACKBURN
Edge of Town
Residential Zone
Total Number of dwellings: 185

23 LE-03-A-01 DETACHED, MELTON MOWBRAY LEICESTERSHIRE
REDWOOD AVENUE

MELTON MOWBRAY
Edge of Town
Residential Zone
Total Number of dwellings: 11

24 LN-03-A-01 MIXED HOUSES, LINCOLN LINCOLNSHIRE
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150

25 LN-03-A-02 MIXED HOUSES, LINCOLN LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186

26 MS-03-A-01 TERRACED, RUNCORN MERSEYSIDE
PALACE FIELDS AVENUE

RUNCORN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 372

27 NT-03-A-03 SEMI DETACHED,KIRKBY-IN-ASHFD NOTTINGHAMSHIRE
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 166

LIST OF SITES relevant to selection parameters (Cont.)

28 NY-03-A-01 MIXED HOUSES,NORTHALLERTON NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52

29 NY-03-A-03 PRIVATE HOUSING, BOROUGHBRIDGE NORTH YORKSHIRE
NEW ROW

BOROUGHBRIDGE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 14

30 NY-03-A-05 HOUSES AND FLATS, RIPON NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71

31 SC-03-A-03 DETACHED, EAST MOLESEY SURREY
A3050 HURST ROAD
HURST PARK
EAST MOLESEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54

32 SC-03-A-04 HOUSES & FLATS,NEAR FRIMLEY SURREY
DEEPCUT BRIDGE ROAD
DEEPCUT
NEAR FRIMLEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 288

33 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

34 SF-03-A-02 SEMI DET./TERRACED, IPSWICH SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230

35 SF-03-A-03 MIXED HOUSES, BURY ST EDMDS SUFFOLK
BARTON HILL
FORNHAM ST MARTIN
BURY ST EDMUNDS
Edge of Town
Out of Town
Total Number of dwellings: 101

36 SH-03-A-03 DETATCHED, SHREWSBURY SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10

LIST OF SITES relevant to selection parameters (Cont.)

37 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

38 ST-03-A-05 TERRACED/DETACHED, STOKE STAFFORDSHIRE
WATERMEET GROVE
ETRURIA
STOKE-ON-TRENT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14

39 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

40 TW-03-A-01 SEMI DETACHED, SUNDERLAND TYNE & WEAR
LEECHMERE ROAD
HILLVIEW
SUNDERLAND
Edge of Town
Residential Zone
Total Number of dwellings: 81

41 WL-03-A-01 SEMI D./TERRACED W. BASSETT WILTSHIRE
MAPLE DRIVE

WOOTTON BASSETT
Edge of Town
Residential Zone
Total Number of dwellings: 99

42 WM-03-A-01 TERRACED, COVENTRY WEST MIDLANDS
FOLESHILL ROAD
FOLESHILL
COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 79

43 WM-03-A-02 DETACHED/SEMI D., STRBRIDGE WEST MIDLANDS
HEATH STREET

STOURBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 12

44 WM-03-A-03 MIXED HOUSING, COVENTRY WEST MIDLANDS
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84

45 WO-03-A-01 DETACHED, BROMSGROVE WORCESTERSHIRE
MARLBOROUGH AVENUE
ASTON FIELDS
BROMSGROVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10

LIST OF SITES relevant to selection parameters (Cont.)

46 WO-03-A-02 SEMI DETACHED, REDDITCH WORCESTERSHIRE
MEADOWHILL ROAD

REDDITCH
Edge of Town
No Sub Category
Total Number of dwellings: 48

47 WO-03-A-03 DETACHED, KIDDERMINSTER WORCESTERSHIRE
BLAKEBROOK
BLAKEBROOK
KIDDERMINSTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 138

48 WO-03-A-04 MIXED HOUSES, WORCESTER WORCESTERSHIRE
MALVERN ROAD

WORCESTER
Edge of Town
Residential Zone
Total Number of dwellings: 792

49 WO-03-A-05 TERRACED/DET., BROMSGROVE WORCESTERSHIRE
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 215

50 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

51 WR-03-A-01 SEMI DETACHED, WREXHAM WREXHAM
MOLD ROAD
RHOSDDU
WREXHAM
Edge of Town
No Sub Category
Total Number of dwellings: 82

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.074	51	125	0.260	51	125	0.334
08:00 - 09:00	51	125	0.151	51	125	0.416	51	125	0.567
09:00 - 10:00	51	125	0.167	51	125	0.215	51	125	0.382
10:00 - 11:00	51	125	0.148	51	125	0.183	51	125	0.331
11:00 - 12:00	51	125	0.180	51	125	0.178	51	125	0.358
12:00 - 13:00	51	125	0.203	51	125	0.177	51	125	0.380
13:00 - 14:00	51	125	0.184	51	125	0.177	51	125	0.361
14:00 - 15:00	51	125	0.193	51	125	0.195	51	125	0.388
15:00 - 16:00	51	125	0.280	51	125	0.210	51	125	0.490
16:00 - 17:00	51	125	0.320	51	125	0.200	51	125	0.520
17:00 - 18:00	51	125	0.390	51	125	0.225	51	125	0.615
18:00 - 19:00	51	125	0.283	51	125	0.214	51	125	0.497
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.573			2.650			5.223

Parameter summary

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.003	51	125	0.003	51	125	0.006
08:00 - 09:00	51	125	0.003	51	125	0.003	51	125	0.006
09:00 - 10:00	51	125	0.005	51	125	0.003	51	125	0.008
10:00 - 11:00	51	125	0.003	51	125	0.004	51	125	0.007
11:00 - 12:00	51	125	0.002	51	125	0.002	51	125	0.004
12:00 - 13:00	51	125	0.004	51	125	0.004	51	125	0.008
13:00 - 14:00	51	125	0.004	51	125	0.004	51	125	0.008
14:00 - 15:00	51	125	0.002	51	125	0.003	51	125	0.005
15:00 - 16:00	51	125	0.002	51	125	0.002	51	125	0.004
16:00 - 17:00	51	125	0.002	51	125	0.001	51	125	0.003
17:00 - 18:00	51	125	0.001	51	125	0.001	51	125	0.002
18:00 - 19:00	51	125	0.001	51	125	0.001	51	125	0.002
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.032			0.031			0.063

Parameter summary

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.000	51	125	0.001	51	125	0.001
08:00 - 09:00	51	125	0.001	51	125	0.002	51	125	0.003
09:00 - 10:00	51	125	0.001	51	125	0.001	51	125	0.002
10:00 - 11:00	51	125	0.001	51	125	0.001	51	125	0.002
11:00 - 12:00	51	125	0.001	51	125	0.001	51	125	0.002
12:00 - 13:00	51	125	0.001	51	125	0.001	51	125	0.002
13:00 - 14:00	51	125	0.001	51	125	0.001	51	125	0.002
14:00 - 15:00	51	125	0.001	51	125	0.001	51	125	0.002
15:00 - 16:00	51	125	0.001	51	125	0.001	51	125	0.002
16:00 - 17:00	51	125	0.001	51	125	0.001	51	125	0.002
17:00 - 18:00	51	125	0.001	51	125	0.001	51	125	0.002
18:00 - 19:00	51	125	0.001	51	125	0.001	51	125	0.002
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.011			0.013			0.024

Parameter summary

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.006	51	125	0.010	51	125	0.016
08:00 - 09:00	51	125	0.004	51	125	0.013	51	125	0.017
09:00 - 10:00	51	125	0.002	51	125	0.004	51	125	0.006
10:00 - 11:00	51	125	0.003	51	125	0.003	51	125	0.006
11:00 - 12:00	51	125	0.004	51	125	0.003	51	125	0.007
12:00 - 13:00	51	125	0.004	51	125	0.003	51	125	0.007
13:00 - 14:00	51	125	0.003	51	125	0.004	51	125	0.007
14:00 - 15:00	51	125	0.003	51	125	0.003	51	125	0.006
15:00 - 16:00	51	125	0.011	51	125	0.006	51	125	0.017
16:00 - 17:00	51	125	0.011	51	125	0.009	51	125	0.020
17:00 - 18:00	51	125	0.012	51	125	0.008	51	125	0.020
18:00 - 19:00	51	125	0.009	51	125	0.006	51	125	0.015
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.072			0.072			0.144

Parameter summary

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	CW	CORNWALL	2 days
	DC	DORSET	1 days
	GS	GLOUCESTERSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
10	WALES		
	CF	CARDIFF	1 days
	MT	MERTHYR TYDFIL	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days
	ER	EAST RENFREWSHIRE	1 days
	FI	FIFE	1 days
	HI	HIGHLAND	1 days
13	MUNSTER		
	WA	WATERFORD	1 days
17	ULSTER (NORTHERN IRELAND)		
	AR	ARMAGH	1 days
	DE	DERRY	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 300 to 43325 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 12/11/09

Selected survey days:

Monday	5 days
Tuesday	7 days
Wednesday	5 days
Thursday	6 days
Friday	2 days

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	13
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Industrial Zone	15
Commercial Zone	1
Built-Up Zone	3
Village	1
Out of Town	1
No Sub Category	4

LIST OF SITES relevant to selection parameters

1	AR-02-C-02	EMTEK, LURGAN	ARMAGH
	SILVERWOOD ROAD		
	SILVERWOOD INDUSTRIAL AREA		
	LURGAN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2980 sqm	
2	BR-02-C-01	MECH. ENGINEERS, BRISTOL	BRISTOL CITY
	NOVERS HILL		
	BEDMINSTER		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
3	CF-02-C-01	PLASTICS COMPANY, CARDIFF	CARDIFF
	PARC-TY-GLAS		
	LLANISHEN		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1068 sqm	
4	CH-02-C-01	BAKERY, NORTHWICH	CHESHIRE
	GADBROOK PARK		
	HIGH SHURLACH		
	NORTHWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	15000 sqm	
5	CW-02-C-01	FOOD DISTRIBUTION, CAMBORNE	CORNWALL
	WILSON WAY		
	POOL		
	CAMBORNE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	10200 sqm	
6	CW-02-C-02	LIGHTING COMPANY, BODMIN	CORNWALL
	NORMANDY WAY		
	BODMIN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	17675 sqm	
7	DC-02-C-07	NEW LOOK, WEYMOUTH	DORSET
	MERCERY ROAD		
	WEYMOUTH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5467 sqm	
8	DE-02-C-01	C. LAMINATE SYS., LONDONDERRY	DERRY
	MCLEAN ROAD		
	EGLINTON		
	LONDONDERRY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1858 sqm	
9	DS-02-C-01	BAKERY, NEAR SHEFFIELD	DERBYSHIRE
	STUBLEY LANE		
	DRONFIELD		
	NEAR SHEFFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	23500 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

10	EB-02-C-01	BREWERY, EDINBURGH	CITY OF EDINBURGH
	DRYDEN ROAD		
	LOANHEAD		
	MIDLOTHIAN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1200 sqm	
11	ER-02-C-02	DYEWORKS, NEWTON MEARNS	EAST RENFREWSHIRE
	NETHERPLACE ROAD		
	NETHERPLACE		
	NEWTON MEARNS		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	11972 sqm	
12	FI-02-C-01	REFRIGERATION, DUNFERMLINE	FIFE
	HALBEATH PLACE		
	DUNFERMLINE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4900 sqm	
13	GM-02-C-02	BREWERY, MANCHESTER	GREATER MANCHESTER
	GREAT DUCIE STREET		
	STRANGEWAYS		
	MANCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	33470 sqm	
14	GS-02-C-01	HEALTH PRODUCTS,GLOUCESTER	GLOUCESTERSHIRE
	ST CATHERINE STREET		
	GLOUCESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	6604 sqm	
15	HF-02-C-01	IND. UNIT, W. GARDEN CITY	HERTFORDSHIRE
	BRIDGE ROAD EAST		
	WELWYN GARDEN CITY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1800 sqm	
16	HI-02-C-01	DAIRY, NAIRN	HIGHLAND
	TOM SEMPLE ROAD		
	BALMAKEITH BUSINESS PK		
	NAIRN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
17	LC-02-C-01	BREWERY, BLACKBURN	LANCASHIRE
	PENNY STREET		
	BLACKBURN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	34581 sqm	
18	MT-02-C-01	CONFECTIONERY, DOWLAIS	MERTHYR TYDFIL
	HIGH STREET		
	DOWLAIS		
	MERTHYR TYDFIL		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	15450 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

19	NF-02-C-02	GROCERY FACTORY, KINGS LYNN	NORFOLK
	HARDWICK ROAD		
	KINGS LYNN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	43325 sqm	
20	NR-02-C-01	PAPER COMPANY, N'HAMPTON	NORTHAMPTONSHIRE
	RHOSILI ROAD		
	BRACKMILLS		
	NORTHAMPTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11500 sqm	
21	NY-02-C-01	FOOD PRODUCTION, MASHAM	NORTH YORKSHIRE
	FEARBY ROAD		
	MASHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	2491 sqm	
22	WA-02-C-01	FOODS COMPANY, WATERFORD	WATERFORD
	MAYPARK LANE		
	WATERFORD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2800 sqm	
23	WM-02-C-01	METAL BEARINGS, S. COLDFIELD	WEST MIDLANDS
	FORGE LANE		
	MINWORTH		
	SUTTON COLDFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4200 sqm	
24	WM-02-C-02	ARDONPRINT, BIRMINGHAM	WEST MIDLANDS
	SYDNEY ROAD		
	SMALL HEATH		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	300 sqm	
25	WY-02-C-01	ANIMAL FEEDS, NEAR SHERBURN	WEST YORKSHIRE
	BISHOPDYKE ROAD		
	NEAR SHERBURN IN ELMET		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	9835 sqm	

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	25	10651	0.081	25	10651	0.043	25	10651	0.124
07:30 - 08:00	25	10651	0.167	25	10651	0.033	25	10651	0.200
08:00 - 08:30	25	10651	0.207	25	10651	0.034	25	10651	0.241
08:30 - 09:00	25	10651	0.138	25	10651	0.039	25	10651	0.177
09:00 - 09:30	25	10651	0.078	25	10651	0.040	25	10651	0.118
09:30 - 10:00	25	10651	0.055	25	10651	0.039	25	10651	0.094
10:00 - 10:30	25	10651	0.046	25	10651	0.045	25	10651	0.091
10:30 - 11:00	25	10651	0.049	25	10651	0.043	25	10651	0.092
11:00 - 11:30	25	10651	0.042	25	10651	0.035	25	10651	0.077
11:30 - 12:00	25	10651	0.047	25	10651	0.044	25	10651	0.091
12:00 - 12:30	25	10651	0.044	25	10651	0.064	25	10651	0.108
12:30 - 13:00	25	10651	0.056	25	10651	0.065	25	10651	0.121
13:00 - 13:30	25	10651	0.091	25	10651	0.067	25	10651	0.158
13:30 - 14:00	25	10651	0.112	25	10651	0.066	25	10651	0.178
14:00 - 14:30	25	10651	0.069	25	10651	0.145	25	10651	0.214
14:30 - 15:00	25	10651	0.071	25	10651	0.066	25	10651	0.137
15:00 - 15:30	25	10651	0.050	25	10651	0.083	25	10651	0.133
15:30 - 16:00	25	10651	0.042	25	10651	0.069	25	10651	0.111
16:00 - 16:30	25	10651	0.035	25	10651	0.086	25	10651	0.121
16:30 - 17:00	25	10651	0.036	25	10651	0.157	25	10651	0.193
17:00 - 17:30	25	10651	0.021	25	10651	0.159	25	10651	0.180
17:30 - 18:00	25	10651	0.015	25	10651	0.127	25	10651	0.142
18:00 - 18:30	24	10891	0.019	24	10891	0.067	24	10891	0.086
18:30 - 19:00	24	10891	0.021	24	10891	0.039	24	10891	0.060
19:00 - 19:30	1	11972	0.000	1	11972	0.100	1	11972	0.100
19:30 - 20:00	1	11972	0.008	1	11972	0.017	1	11972	0.025
20:00 - 20:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
20:30 - 21:00	1	11972	0.000	1	11972	0.000	1	11972	0.000
21:00 - 21:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
21:30 - 22:00	1	11972	0.000	1	11972	0.008	1	11972	0.008
22:00 - 22:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
22:30 - 23:00	1	11972	0.184	1	11972	0.008	1	11972	0.192
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:			1.784			1.788			3.572

Parameter summary

Trip rate parameter range selected:	300 - 43325 (units: sqm)
Survey date date range:	01/01/02 - 12/11/09
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	25	10651	0.006	25	10651	0.006	25	10651	0.012
07:30 - 08:00	25	10651	0.007	25	10651	0.006	25	10651	0.013
08:00 - 08:30	25	10651	0.012	25	10651	0.010	25	10651	0.022
08:30 - 09:00	25	10651	0.010	25	10651	0.013	25	10651	0.023
09:00 - 09:30	25	10651	0.012	25	10651	0.012	25	10651	0.024
09:30 - 10:00	25	10651	0.013	25	10651	0.009	25	10651	0.022
10:00 - 10:30	25	10651	0.012	25	10651	0.010	25	10651	0.022
10:30 - 11:00	25	10651	0.013	25	10651	0.008	25	10651	0.021
11:00 - 11:30	25	10651	0.012	25	10651	0.009	25	10651	0.021
11:30 - 12:00	25	10651	0.014	25	10651	0.009	25	10651	0.023
12:00 - 12:30	25	10651	0.012	25	10651	0.011	25	10651	0.023
12:30 - 13:00	25	10651	0.009	25	10651	0.008	25	10651	0.017
13:00 - 13:30	25	10651	0.012	25	10651	0.009	25	10651	0.021
13:30 - 14:00	25	10651	0.007	25	10651	0.008	25	10651	0.015
14:00 - 14:30	25	10651	0.013	25	10651	0.010	25	10651	0.023
14:30 - 15:00	25	10651	0.012	25	10651	0.010	25	10651	0.022
15:00 - 15:30	25	10651	0.009	25	10651	0.008	25	10651	0.017
15:30 - 16:00	25	10651	0.006	25	10651	0.006	25	10651	0.012
16:00 - 16:30	25	10651	0.006	25	10651	0.008	25	10651	0.014
16:30 - 17:00	25	10651	0.010	25	10651	0.007	25	10651	0.017
17:00 - 17:30	25	10651	0.005	25	10651	0.004	25	10651	0.009
17:30 - 18:00	25	10651	0.003	25	10651	0.007	25	10651	0.010
18:00 - 18:30	24	10891	0.005	24	10891	0.007	24	10891	0.012
18:30 - 19:00	24	10891	0.002	24	10891	0.003	24	10891	0.005
19:00 - 19:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
19:30 - 20:00	1	11972	0.008	1	11972	0.000	1	11972	0.008
20:00 - 20:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
20:30 - 21:00	1	11972	0.000	1	11972	0.000	1	11972	0.000
21:00 - 21:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
21:30 - 22:00	1	11972	0.000	1	11972	0.000	1	11972	0.000
22:00 - 22:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
22:30 - 23:00	1	11972	0.000	1	11972	0.000	1	11972	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:			0.230			0.198			0.428

Parameter summary

Trip rate parameter range selected:	300 - 43325 (units: sqm)
Survey date date range:	01/01/02 - 12/11/09
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	25	10651	0.000	25	10651	0.000	25	10651	0.000
07:30 - 08:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
08:00 - 08:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
08:30 - 09:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
09:00 - 09:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
09:30 - 10:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
10:00 - 10:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
10:30 - 11:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
11:00 - 11:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
11:30 - 12:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
12:00 - 12:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
12:30 - 13:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
13:00 - 13:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
13:30 - 14:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
14:00 - 14:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
14:30 - 15:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
15:00 - 15:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
15:30 - 16:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
16:00 - 16:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
16:30 - 17:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
17:00 - 17:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
17:30 - 18:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
18:00 - 18:30	24	10891	0.000	24	10891	0.000	24	10891	0.000
18:30 - 19:00	24	10891	0.000	24	10891	0.000	24	10891	0.000
19:00 - 19:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
19:30 - 20:00	1	11972	0.000	1	11972	0.000	1	11972	0.000
20:00 - 20:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
20:30 - 21:00	1	11972	0.000	1	11972	0.000	1	11972	0.000
21:00 - 21:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
21:30 - 22:00	1	11972	0.000	1	11972	0.000	1	11972	0.000
22:00 - 22:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
22:30 - 23:00	1	11972	0.000	1	11972	0.000	1	11972	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	300 - 43325 (units: sqm)
Survey date date range:	01/01/02 - 12/11/09
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	25	10651	0.003	25	10651	0.001	25	10651	0.004
07:30 - 08:00	25	10651	0.006	25	10651	0.001	25	10651	0.007
08:00 - 08:30	25	10651	0.004	25	10651	0.001	25	10651	0.005
08:30 - 09:00	25	10651	0.002	25	10651	0.000	25	10651	0.002
09:00 - 09:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
09:30 - 10:00	25	10651	0.001	25	10651	0.000	25	10651	0.001
10:00 - 10:30	25	10651	0.000	25	10651	0.001	25	10651	0.001
10:30 - 11:00	25	10651	0.001	25	10651	0.001	25	10651	0.002
11:00 - 11:30	25	10651	0.000	25	10651	0.000	25	10651	0.000
11:30 - 12:00	25	10651	0.000	25	10651	0.000	25	10651	0.000
12:00 - 12:30	25	10651	0.001	25	10651	0.001	25	10651	0.002
12:30 - 13:00	25	10651	0.001	25	10651	0.000	25	10651	0.001
13:00 - 13:30	25	10651	0.006	25	10651	0.002	25	10651	0.008
13:30 - 14:00	25	10651	0.005	25	10651	0.001	25	10651	0.006
14:00 - 14:30	25	10651	0.001	25	10651	0.010	25	10651	0.011
14:30 - 15:00	25	10651	0.002	25	10651	0.002	25	10651	0.004
15:00 - 15:30	25	10651	0.000	25	10651	0.002	25	10651	0.002
15:30 - 16:00	25	10651	0.000	25	10651	0.002	25	10651	0.002
16:00 - 16:30	25	10651	0.000	25	10651	0.003	25	10651	0.003
16:30 - 17:00	25	10651	0.002	25	10651	0.004	25	10651	0.006
17:00 - 17:30	25	10651	0.001	25	10651	0.002	25	10651	0.003
17:30 - 18:00	25	10651	0.000	25	10651	0.004	25	10651	0.004
18:00 - 18:30	24	10891	0.000	24	10891	0.002	24	10891	0.002
18:30 - 19:00	24	10891	0.001	24	10891	0.001	24	10891	0.002
19:00 - 19:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
19:30 - 20:00	1	11972	0.000	1	11972	0.000	1	11972	0.000
20:00 - 20:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
20:30 - 21:00	1	11972	0.000	1	11972	0.000	1	11972	0.000
21:00 - 21:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
21:30 - 22:00	1	11972	0.000	1	11972	0.000	1	11972	0.000
22:00 - 22:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
22:30 - 23:00	1	11972	0.000	1	11972	0.000	1	11972	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:			0.037			0.041			0.078

Parameter summary

Trip rate parameter range selected:	300 - 43325 (units: sqm)
Survey date date range:	01/01/02 - 12/11/09
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)
VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BK	BARKING	1 days
	EG	EALING	1 days
	KN	KENSINGTON AND CHELSEA	1 days
02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
17	ULSTER (NORTHERN IRELAND)		
	DE	DERRY	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 250 to 5100 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 04/12/09

Selected survey days:

Tuesday	1 days
Wednesday	3 days
Thursday	5 days
Friday	2 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	2
Residential Zone	3
Built-Up Zone	1
Out of Town	1
No Sub Category	1

LIST OF SITES relevant to selection parameters

1 BK-15-A-01 GARAGE, CHADWELL HEATH BARKING
WHALEBONE LANE SOUTH

CHADWELL HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 250 sqm

2 DE-15-A-01 GARAGE, EGLINTON DERRY
MCLEAN ROAD
CAMPSIE BUSINESS PARK
EGLINTON
Edge of Town
Commercial Zone
Total Gross floor area: 2500 sqm

3 DV-15-A-01 AUTOCENTRE, PLYMOUTH DEVON
EXETER STREET

PLYMOUTH
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 385 sqm

4 EG-15-A-01 VEH. PARTS & REP., PERIVALE EALING
BILTON ROAD

PERIVALE
Edge of Town
Industrial Zone
Total Gross floor area: 450 sqm

5 KN-15-A-01 MERCEDES BENZ, CHELSEA KENSINGTON AND CHELSEA
JEWS ROW

CHELSEA
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 2475 sqm

6 LE-15-A-01 GARAGE, NEAR LEICESTER LEICESTERSHIRE
FLECKNEY ROAD
KIBWORTH BEAUCHAMP
NEAR LEICESTER
Edge of Town
Residential Zone
Total Gross floor area: 333 sqm

7 LE-15-A-02 BMW & MINI GARAGE,LEICESTER LEICESTERSHIRE
MERIDIAN EAST
BRAUNSTONE
LEICESTER
Edge of Town
Commercial Zone
Total Gross floor area: 5100 sqm

8 LN-15-A-01 VEHICLE REPAIR, LINCOLN LINCOLNSHIRE
SADLER ROAD
BIRCHWOOD
LINCOLN
Edge of Town
Industrial Zone
Total Gross floor area: 735 sqm

9 WO-15-A-01 AUTOCENTRE, NR BROMSGROVE WORCESTERSHIRE
BIRMINGHAM ROAD
MARLBROOK
NEAR BROMSGROVE
Edge of Town
Residential Zone
Total Gross floor area: 500 sqm

LIST OF SITES relevant to selection parameters (Cont.)

10 WS-15-A-01 GARAGE, NEAR PULBOROUGH WEST SUSSEX
A29 BURY ROAD
WATERSFIELD
NEAR PULBOROUGH
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 875 sqm

11 WY-15-A-01 FORD GARAGE, LEEDS WEST YORKSHIRE
WHITEHALL ROAD

LEEDS
Edge of Town
No Sub Category
Total Gross floor area: 1746 sqm

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	2817	0.651	3	2817	0.107	3	2817	0.758
08:00 - 09:00	11	1395	1.029	11	1395	0.482	11	1395	1.511
09:00 - 10:00	11	1395	0.938	11	1395	0.704	11	1395	1.642
10:00 - 11:00	11	1395	0.749	11	1395	0.652	11	1395	1.401
11:00 - 12:00	11	1395	0.795	11	1395	0.521	11	1395	1.316
12:00 - 13:00	11	1395	0.678	11	1395	0.821	11	1395	1.499
13:00 - 14:00	11	1395	0.678	11	1395	0.717	11	1395	1.395
14:00 - 15:00	11	1395	0.704	11	1395	0.808	11	1395	1.512
15:00 - 16:00	11	1395	0.730	11	1395	0.873	11	1395	1.603
16:00 - 17:00	11	1395	0.691	11	1395	0.932	11	1395	1.623
17:00 - 18:00	11	1395	0.469	11	1395	0.912	11	1395	1.381
18:00 - 19:00	9	1400	0.206	9	1400	0.508	9	1400	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:			8.318			8.037			16.355

Parameter summary

Trip rate parameter range selected:	250 - 5100 (units: sqm)
Survey date date range:	01/01/02 - 04/12/09
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	2817	0.012	3	2817	0.000	3	2817	0.012
08:00 - 09:00	11	1395	0.052	11	1395	0.039	11	1395	0.091
09:00 - 10:00	11	1395	0.013	11	1395	0.039	11	1395	0.052
10:00 - 11:00	11	1395	0.020	11	1395	0.020	11	1395	0.040
11:00 - 12:00	11	1395	0.046	11	1395	0.039	11	1395	0.085
12:00 - 13:00	11	1395	0.013	11	1395	0.033	11	1395	0.046
13:00 - 14:00	11	1395	0.026	11	1395	0.020	11	1395	0.046
14:00 - 15:00	11	1395	0.039	11	1395	0.026	11	1395	0.065
15:00 - 16:00	11	1395	0.020	11	1395	0.065	11	1395	0.085
16:00 - 17:00	11	1395	0.007	11	1395	0.013	11	1395	0.020
17:00 - 18:00	11	1395	0.020	11	1395	0.013	11	1395	0.033
18:00 - 19:00	9	1400	0.008	9	1400	0.008	9	1400	0.016
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:			0.276			0.315			0.591

Parameter summary

Trip rate parameter range selected:	250 - 5100 (units: sqm)
Survey date date range:	01/01/02 - 04/12/09
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	2817	0.000	3	2817	0.000	3	2817	0.000
08:00 - 09:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
09:00 - 10:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
10:00 - 11:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
11:00 - 12:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
12:00 - 13:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
13:00 - 14:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
14:00 - 15:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
15:00 - 16:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
16:00 - 17:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
17:00 - 18:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
18:00 - 19:00	9	1400	0.000	9	1400	0.000	9	1400	0.000
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	250 - 5100 (units: sqm)
Survey date date range:	01/01/02 - 04/12/09
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	2817	0.000	3	2817	0.000	3	2817	0.000
08:00 - 09:00	11	1395	0.020	11	1395	0.007	11	1395	0.027
09:00 - 10:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
10:00 - 11:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
11:00 - 12:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
12:00 - 13:00	11	1395	0.007	11	1395	0.000	11	1395	0.007
13:00 - 14:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
14:00 - 15:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
15:00 - 16:00	11	1395	0.000	11	1395	0.000	11	1395	0.000
16:00 - 17:00	11	1395	0.000	11	1395	0.007	11	1395	0.007
17:00 - 18:00	11	1395	0.039	11	1395	0.046	11	1395	0.085
18:00 - 19:00	9	1400	0.000	9	1400	0.024	9	1400	0.024
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.066			0.084			0.150

Parameter summary

Trip rate parameter range selected:	250 - 5100 (units: sqm)
Survey date date range:	01/01/02 - 04/12/09
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0