

ROXHILL

M1J15 NORTHAMPTON GATEWAY
STRATEGIC RAIL FREIGHT INTERCHANGE

TECHNICAL NOTE 2 ADDENDUM:
OPENING YEAR TRIP GENERATION

ADC Infrastructure Limited
Sampsons Yard
Halifax Place
Nottingham
NG1 1QN

www.ADCinfrastructure.com

project number: ADC1475		report reference: ADC1475 TN2 Addendum	
version	date	author	comments
1	21/03/2017	Stuart Dunhill	issued to TWG

CONTENTS

1.0	INTRODUCTION	3
2.0	OPENING YEAR DEVELOPMENT PROPOSALS.....	4
3.0	WAREHOUSING AND RAIL TERMINAL OPENING YEAR TRIP GENERATION.....	5
4.0	TOTAL OPENING YEAR TRIP GENERATION.....	6
5.0	TOTAL OPENING YEAR TRIP GENERATION WITH TRAVEL PLAN.....	7

TABLES

Table 10	Opening year vehicle trips for warehousing and distribution uses
Table 11	Light vehicle trips associated with rail terminal (opening year)
Table 12	HGV trips associated with intermodal rail terminal in the opening year
Table 13	Total opening year development traffic (no Travel Plan)
Table 14	Total person trips in opening year
Table 15	Total opening year development traffic with Travel Plan

1.0 INTRODUCTION

- 1.1 ADC Infrastructure Ltd is commissioned by Roxhill (Junction 15) Ltd to provide transport advice regarding their Nationally Significant Infrastructure Project (NSIP) for the development of a Strategic Rail Freight Interchange (SRFI) facility adjacent to M1 Junction 15 in Northamptonshire (known as Northampton Gateway SRFI).
- 1.2 This report is an addendum to Technical Note 2. It presents the road based trip generation associated with the opening year of the SRFI. Technical Note 2¹ has been agreed by the Transport Working Group² and this report uses the information within that Technical Note to calculate the development opening year trip generation. This report is structured as follows:
- Section 2 sets out the development that would be operational in the opening year.
 - Section 3 sets out the trip generation for the warehousing and rail terminal uses.
 - Section 4 sets out the total opening year traffic and person trip generation.
 - Section 5 identifies the total opening year traffic flows including for the effect of the Travel Plan.

¹ Technical Note 2: Trip Generation (report reference ADC1475 TN2 v4)

² The Transport Working Group comprises Highways England and their consultants Aecom, Northamptonshire County Council (NCC), ADC Infrastructure Ltd and BWB Consulting Ltd.

2.0 OPENING YEAR DEVELOPMENT PROPOSALS

- 2.1 Section 3 of Technical Note 2 sets out the development proposals for Northampton Gateway SRFI. The development would be phased over a number of years. Roxhill (Junction 15) Ltd have indicated a potential for a first phase of development of around 1 million sqft (92,903sqm) warehousing and distribution units to open in 2021, with an anticipated build out period for the warehousing of five years, which equates to a build out rate of around 1 million sqft per year.
- 2.2 In addition, the parameters plan includes an allowance for up to one third of the units (155,000sqm) to provide B8 mezzanine floor space use. The provision of the mezzanine floor space would be market lead, but for the purposes of the opening year traffic generation assessment, it has been assumed that the mezzanine floor space would be developed out on a pro-rata basis. Hence an allowance of one fifth of the mezzanine floor space (31,000sqm) has been made in the opening year.
- 2.3 Sections 5.7 to 5.22 of Technical Note 2 set out the agreed methodology and trip rates for assessment of the mezzanine floor space. This concludes that, for assessment purposes, the mezzanine floor space would generate trips at 50% the rate of standard floor space. Accordingly, combining the 92,903sqm unit floor space with the 31,000sqm mezzanine floor space at 50%, provides an equivalent GFA for opening year assessment purposes of 108,403sqm (i.e. 92,903sqm unit + 31,000sqm mezzanine at 50%).
- 2.4 The Rail Terminal would also be operational in the opening year, serving between 2 and 4 trains per day. To ensure a robust assessment, it is assumed that the operation in the opening year would be at the higher end of this range.

3.0 WAREHOUSING AND RAIL TERMINAL OPENING YEAR TRIP GENERATION

B8 warehousing and distribution uses

3.1 Table 3 of Technical Note 2 provides the agreed vehicle trip rates for the B8 warehousing and distribution use at the site. Extracting these trip rates and applying the equivalent GFA of 108,403sqm for opening year assessment purposes, provides the opening year vehicle trip generation for the B8 use. This is shown at **Table 10**, provided at the rear of this addendum report and is summarised in the table below for the morning and evening peak hour and daily assessment periods.

opening year B8 use peak hour and daily vehicle trip generation									
	am peak (0800 to 0900 hrs)			pm peak (1700 to 1800 hrs)			daily (24 hrs)		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
Light	139	15	154	46*	160*	206*	1213	1194	2407
HGV	26	24	50	23	21	43	353	353	707
Total	165	39	204	69	180	249	1566	1547	3113

**shoulder peak of 1600 to 1700 hrs light vehicle traffic used as per para 5.24 of Technical Note 2*

Rail terminal

3.2 The intermodal terminal would employ a small number of staff. Technical Note 2 assumed 15 employees per shift for the full capacity of 16 trains per day. Therefore, based on up to 4 trains per day, an average of 5 staff per shift (0600 – 1400 hours, 1400 - 2200 hours, and 2200 - 0600 hours) is assumed in the opening year. This is shown at **Table 11** at the rear of this addendum report.

3.3 Table 4 at Appendix B of Technical Note 2 sets out the container throughput at the rail terminal based on the number of trains per day. At the lower end of the rail terminal capacity, it includes throughput for both 2 and 3.6 trains per day. Hence adopting the figures associated with 3.6 trains per day, the rail terminal at Northampton Gateway could accommodate a throughput of 243 containers a day, which would equate to 340 two-way HGV movements per day (based on a handling ratio of 1.4 two-way HGVs per container). The daily profile of these HGV movements has been calculated in accordance with the methodology in Technical Note 2, and is shown at **Table 12** at the rear of this addendum report.

3.4 To ensure a robust assessment, no interaction between the rail terminal and the warehousing in the opening year has been accounted for.

4.0 TOTAL OPENING YEAR TRIP GENERATION

4.1 Combining the trip generations given at **Tables 10, 11** and **12** gives the total opening year development trip generation, which is shown at **Table 13** at the rear of this addendum report, and summarised below for the peak hour periods and across the day.

Total opening year development peak hour and daily vehicle trip generation (no Travel Plan)									
	am peak (0800 to 0900 hrs)			pm peak (1700 to 1800 hrs)			daily (24 hrs)		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
Light	139	15	154	46	160	206	1228	1209	2437
HGV	35	33	67	35	33	68	523	523	1047
Total	174	48	221	81	193	274	1751	1732	3483

4.2 To calculate the overall person trips associated with the development opening year, the light vehicle trips given at **Table 13** have been converted to person trips based on the 92% single occupancy vehicle (SOV) modal split characteristic given in Technical Note 2. As the main purpose of an HGV trip is the transportation of its cargo, the HGV trips are excluded from this calculation.

4.3 The resultant person trip generation is given at **Table 14** at the rear of this addendum report.

4.4 Adding back in the HGV trips, overall it is forecast that in the opening year Northampton Gateway SRFI would generate 3,708 two-way daily person trips, with 235 and 292 two-way person trips forecast in the morning and evening peak hour assessment periods.

5.0 TOTAL OPENING YEAR TRIP GENERATION WITH TRAVEL PLAN

- 5.1 In accordance with NCC’s requirements, the Travel Plan for the Northampton Gateway SRFI will include a target to reduce reliance on the private car by 20%. This will be achieved through the Public Transport Strategy and the promotion of car sharing, cycling and walking at the development.
- 5.2 Paragraph 25 of Circular 02/2013 sets out that the overall forecast demand against which traffic impacts on the Strategic Road Network should be assessed, should include for “...any reduction arising from any travel plan or demand management measures that are being proposed”. Therefore, it is appropriate to allow for the effect of the Travel Plan on the forecast vehicle trip generation.
- 5.3 A 20% reduction in the baseline 92% SOV trips, equates to an 18.4% modal shift and hence an initial target SOV modal split of 73.6%.
- 5.4 Applying this to the person trips (excluding HGV trips) at **Table 14**, the resultant opening year vehicle trip generation can be calculated (including allowance for the Travel Plan). This is shown at **Table 15**, at the rear of this addendum report and is summarised in the table below.

Total opening year development peak hour and daily vehicle trip generation (with Travel Plan)									
	am peak (0800 to 0900 hrs)			pm peak (1700 to 1800 hrs)			daily (24 hrs)		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
Light	111	12	123	37	128	165	982	977	1959
HGV	35	33	67	35	33	68	523	523	1047
Total	146	45	191	72	161	233	1506	1500	3006

- 5.5 The above traffic flows represent the likely opening year traffic generation for Northampton Gateway SRFI once the effect of the Travel Plan is considered. However, to be constant with, the Transport Working Group requested that assessment of the vehicle impacts be undertaken using the vehicle trip generation without considering the effect of the Travel Plan, the opening year assessment flows for use in the strategic transport modelling are therefore those given at **Table 13** of this addendum report.

TABLES

Time Window	Swan Valley Traffic Count			Swan Valley Traffic Count			Trip rates									Predicted Traffic Profiles for M1J15 Northampton Gateway B8 use (opening year)								
	Arrive			Depart			Light vehicles			Heavy vehicles			Total vehicles			Light vehicles			Heavy vehicles			Total vehicles		
	trip rates per 100sqm GFA			trip rates per 100sqm GFA			trip rates per 100sqm GFA			trip rates per 100sqm GFA			trip rates per 100sqm GFA			M1J15 B8			M1J15 B8			M1J15 B8		
	Lights	Heavies	Total	Lights	Heavies	Total	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	14	10	24	10	16	26	0.011	0.008	0.018	0.007	0.012	0.019	0.018	0.019	0.037	12	8	20	8	13	20	20	21	40
01.00-02.00	9	15	24	3	15	18	0.007	0.002	0.009	0.011	0.011	0.022	0.018	0.013	0.031	7	2	10	12	12	24	19	14	34
02.00-03.00	6	16	22	23	16	39	0.005	0.018	0.022	0.012	0.012	0.023	0.016	0.029	0.046	5	19	24	13	13	25	18	32	49
03.00-04.00	10	11	21	13	17	30	0.008	0.010	0.018	0.008	0.012	0.020	0.016	0.022	0.038	8	11	19	9	13	22	17	24	41
04.00-05.00	32	15	47	15	10	25	0.025	0.012	0.036	0.011	0.007	0.018	0.035	0.019	0.054	27	12	39	12	8	20	38	20	59
05.00-06.00	224	23	247	108	14	122	0.172	0.083	0.255	0.017	0.010	0.027	0.189	0.093	0.282	186	90	276	18	11	29	205	101	306
06.00-07.00	107	23	130	79	10	89	0.082	0.061	0.143	0.017	0.007	0.024	0.099	0.068	0.167	89	66	155	18	8	26	107	74	181
07.00-08.00	123	21	144	39	28	67	0.094	0.030	0.124	0.015	0.020	0.036	0.110	0.050	0.160	102	32	135	17	22	39	119	55	174
08.00-09.00	167	17	184	18	21	39	0.128	0.014	0.142	0.024	0.022	0.046	0.152	0.036	0.188	139	15	154	26	24	50	165	39	204
09.00-10.00	80	22	102	25	20	45	0.061	0.019	0.081	0.016	0.015	0.031	0.077	0.034	0.111	67	21	87	17	16	33	84	37	121
10.00-11.00	62	25	87	38	27	65	0.048	0.029	0.077	0.018	0.020	0.038	0.066	0.049	0.115	52	32	83	20	21	41	71	53	124
11.00-12.00	47	22	69	35	21	56	0.036	0.027	0.063	0.016	0.015	0.031	0.052	0.042	0.094	39	29	68	17	17	34	56	46	102
12.00-13.00	68	17	85	76	15	91	0.052	0.058	0.111	0.012	0.011	0.023	0.065	0.069	0.134	57	63	120	13	12	25	70	75	145
13.00-14.00	111	14	125	80	23	103	0.085	0.061	0.147	0.010	0.017	0.027	0.095	0.078	0.174	92	67	159	11	18	29	103	85	188
14.00-15.00	54	17	71	122	27	149	0.041	0.094	0.135	0.012	0.020	0.032	0.054	0.113	0.167	45	102	147	13	21	35	58	123	181
15.00-16.00	31	11	42	154	21	175	0.024	0.118	0.142	0.008	0.015	0.023	0.032	0.134	0.165	26	128	154	9	17	25	34	145	179
16.00-17.00	55	23	78	192	14	206	0.042	0.147	0.190	0.017	0.010	0.027	0.059	0.158	0.217	46	160	206	18	11	29	64	171	235
17.00-18.00	40	18	58	149	22	171	0.031	0.114	0.145	0.021	0.019	0.040	0.052	0.133	0.185	33	124	157	23	21	43	56	145	201
18.00-19.00	123	22	145	122	18	140	0.094	0.094	0.188	0.016	0.013	0.029	0.110	0.107	0.217	102	102	204	17	14	32	120	116	236
19.00-20.00	18	19	37	46	13	59	0.014	0.035	0.049	0.014	0.009	0.023	0.028	0.045	0.072	15	38	53	15	10	25	30	49	79
20.00-21.00	21	21	42	24	17	41	0.016	0.018	0.035	0.015	0.012	0.028	0.031	0.031	0.062	17	20	37	17	13	30	34	33	67
21.00-22.00	48	13	61	18	19	37	0.037	0.014	0.051	0.009	0.014	0.023	0.046	0.028	0.074	40	15	55	10	15	25	50	30	80
22.00-23.00	4	12	16	34	15	49	0.003	0.026	0.029	0.009	0.011	0.020	0.012	0.037	0.049	3	28	32	9	12	21	13	40	53
23.00-00.00	3	14	17	11	16	27	0.002	0.008	0.011	0.010	0.012	0.022	0.012	0.020	0.033	2	9	12	11	13	24	14	22	35
Totals	1457	421	1878	1434	435	1869	1.119	1.101	2.220	0.326	0.326	0.652	1.445	1.427	2.872	1213	1194	2407	353	353	707	1566	1547	3113

peak hour HGV trip rates adjusted to match average from Table 1TN2

B8 Swan Valley Statistics	
GFA /sqm	137500
Employees	1780
Ratio	1 per 77sqm

Proposed B8 use at M1J15	
GFA sqm	108403
GEA sqm	114108
Employees	1482
Ratio	1 per 77 sqm GEA

Table10: Opening year vehicle trips for warehousing and distribution uses (based on agreed trip rates from TN2)

Time Window	Rail Terminal (including RRF)		
	Light vehicles		
	employee movements		
	Arrive	Depart	Two-way
00.00-01.00	0	0	0
01.00-02.00	0	0	0
02.00-03.00	0	0	0
03.00-04.00	0	0	0
04.00-05.00	0	0	0
05.00-06.00	5	0	5
06.00-07.00	0	5	5
07.00-08.00	0	0	0
08.00-09.00	0	0	0
09.00-10.00	0	0	0
10.00-11.00	0	0	0
11.00-12.00	0	0	0
12.00-13.00	0	0	0
13.00-14.00	5	0	5
14.00-15.00	0	5	5
15.00-16.00	0	0	0
16.00-17.00	0	0	0
17.00-18.00	0	0	0
18.00-19.00	0	0	0
19.00-20.00	0	0	0
20.00-21.00	0	0	0
21.00-22.00	5	0	5
22.00-23.00	0	5	5
23.00-00.00	0	0	0
Totals	15	15	30

Table 11: Light vehicle trips associated with Rail Terminal (opening year)

Time window	HGV arrivals at Hams Hall						Average M-F	Arrival as %
	Mon	Tue	Wed	Thu	Fri	Sat		
	01/02/2010	02/02/2010	03/02/2010	04/02/2010	05/02/2010	06/02/2010		
00:00	0	0	0	2	2	0	0.8	0.22%
01:00	0	3	3	1	0	0	1.4	0.39%
02:00	0	0	3	1	3	5	1.4	0.39%
03:00	0	2	1	1	1	0	1.0	0.28%
04:00	0	8	4	2	0	1	2.8	0.78%
05:00	0	22	6	12	7	0	9.4	2.61%
06:00	32	27	16	18	16	1	21.8	6.05%
07:00	35	20	34	30	25	5	28.8	7.99%
08:00	20	20	23	11	19	4	18.6	5.16%
09:00	27	16	22	16	11	2	18.4	5.11%
10:00	27	27	33	21	20	4	25.6	7.10%
11:00	25	18	24	25	29	2	24.2	6.71%
12:00	34	34	30	34	28	5	32.0	8.88%
13:00	30	25	26	22	26	2	25.8	7.16%
14:00	14	22	23	18	15	1	18.4	5.11%
15:00	34	23	18	27	26		25.6	7.10%
16:00	33	18	33	34	26		28.8	7.99%
17:00	33	24	23	28	24		26.4	7.33%
18:00	33	16	24	21	28		24.4	6.77%
19:00	31	8	11	8	15		14.6	4.05%
20:00	5	8	12	3	1		5.8	1.61%
21:00	4	2	5	1	1		2.6	0.72%
22:00	4	1	0	1	0		1.2	0.33%
23:00	0	2	1	0	0		0.6	0.17%
Total	421	346	375	337	323	32	360.4	100%

Rail Terminal**		
HGV trips (in isolation) i.e. 100%		
Arrive	Depart	Two-way
0	0	1
1	1	1
1	1	1
1	1	1
0	0	1
1	1	3
4	4	9
10	10	21
14	14	27
9	9	18
9	9	17
12	12	24
11	11	23
15	15	30
12	12	24
9	9	17
12	12	24
14	14	27
12	12	25
12	12	23
7	7	14
3	3	5
1	1	2
1	1	1
0	0	1
170	170	340

Rail Terminal external HGV trips		
Arrive	100%	external
	Depart	Two-way
0	0	1
1	1	1
1	1	1
0	0	1
1	1	3
4	4	9
10	10	21
14	14	27
9	9	18
9	9	17
12	12	24
11	11	23
15	15	30
12	12	24
9	9	17
12	12	24
14	14	27
12	12	25
12	12	23
7	7	14
3	3	5
1	1	2
1	1	1
0	0	1
170	170	340

**Arrivals based on Hams Hall
Assume 50%/50% split between Arrivals and Departures

Table 12: HGV movements associated with Intermodal Rail Terminal in the Opening Year (based on up to 4 trains per day)

Time Window	Predicted Traffic Profiles for M1J15 Northampton Gateway SRFI opening year no Travel Plan								
	Light vehicles			Heavy vehicles			Total vehicles		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	12	8	20	8	13	21	20	21	41
01.00-02.00	7	2	10	12	12	25	20	15	35
02.00-03.00	5	19	24	13	13	27	18	32	51
03.00-04.00	8	11	19	9	14	23	17	25	42
04.00-05.00	27	12	39	13	9	22	40	22	61
05.00-06.00	191	90	281	23	15	38	214	105	319
06.00-07.00	89	71	160	28	18	47	117	89	206
07.00-08.00	102	32	135	30	36	66	133	68	201
08.00-09.00	139	15	154	35	33	67	174	48	221
09.00-10.00	67	21	87	26	24	50	93	45	138
10.00-11.00	52	32	83	32	33	65	83	65	148
11.00-12.00	39	29	68	29	28	57	68	57	125
12.00-13.00	57	63	120	28	27	55	85	90	175
13.00-14.00	97	67	164	23	30	54	121	97	218
14.00-15.00	45	107	152	22	30	52	67	137	204
15.00-16.00	26	128	154	21	29	49	47	157	203
16.00-17.00*	33	124	157	32	25	56	65	149	214
17.00-18.00*	46	160	206	35	33	68	81	193	274
18.00-19.00	102	102	204	29	26	55	131	127	259
19.00-20.00	15	38	53	22	17	39	37	55	92
20.00-21.00	17	20	37	19	16	35	37	36	73
21.00-22.00	45	15	60	11	16	28	56	31	88
22.00-23.00	3	33	37	10	12	22	13	46	59
23.00-00.00	2	9	12	11	13	24	14	22	36
Totals	1228	1209	2437	523	523	1047	1751	1732	3483

* light vehicle generation for 1600 to 1700 hrs from Table 10 swapped with 1700 to 1800 hrs generation to ensure worst case shoulder peak is assessed

Proposed B8 use at M1J15	
GFA sqm	108403
GEA sqm	114108
Employees	1482
Ratio	1 per 77 sqm GEA

Table 13: Total opening year development traffic (no Travel Plan)

Time Window	Person Trip* (excluding HGV drivers)			Person Trip (HGV driver)			Total Person Trips		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	13	22	35	8	13	21	21	35	56
01.00-02.00	8	3	11	12	12	25	21	15	36
02.00-03.00	5	21	26	13	13	27	19	34	53
03.00-04.00	9	12	21	9	14	23	18	26	44
04.00-05.00	29	14	43	13	9	22	42	23	65
05.00-06.00	208	98	306	23	15	38	231	113	344
06.00-07.00	97	77	174	28	18	47	125	95	220
07.00-08.00	111	35	147	30	36	66	141	71	212
08.00-09.00	151	16	167	35	33	67	186	49	235
09.00-10.00	72	23	95	26	24	50	98	47	145
10.00-11.00	56	34	90	32	33	65	88	68	156
11.00-12.00	43	32	74	29	28	57	71	60	131
12.00-13.00	62	69	130	28	27	55	90	96	186
13.00-14.00	106	72	178	23	30	54	129	103	232
14.00-15.00	49	116	165	22	30	52	71	146	217
15.00-16.00	28	139	167	21	29	49	49	168	217
16.00-17.00	36	135	171	32	25	56	68	159	227
17.00-18.00	50	174	224	35	33	68	85	207	292
18.00-19.00	111	110	222	29	26	55	140	136	276
19.00-20.00	16	42	58	22	17	39	38	59	97
20.00-21.00	19	22	41	19	16	35	38	38	76
21.00-22.00	49	16	65	11	16	28	60	32	93
22.00-23.00	4	36	40	10	12	22	14	49	62
23.00-00.00	3	10	13	11	13	24	14	23	37
Totals	1335	1327	2662	523	523	1047	1858	1850	3708

*Based on Swan Valley Single vehicle occupancy of 92%

Table 14: Total person trips in opening year

Time Window	Predicted Traffic Profiles for M1J15 Northampton Gateway SRFI opening year with Travel Plan								
	Light vehicles			Heavy vehicles			Total vehicles		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
00.00-01.00	9	16	26	8	13	21	18	29	47
01.00-02.00	6	2	8	12	12	25	18	14	33
02.00-03.00	4	15	19	13	13	27	17	29	46
03.00-04.00	7	9	15	9	14	23	16	23	38
04.00-05.00	21	10	31	13	9	22	34	19	54
05.00-06.00	153	72	225	23	15	38	176	87	263
06.00-07.00	71	57	128	28	18	47	100	75	174
07.00-08.00	82	26	108	30	36	66	112	62	174
08.00-09.00	111	12	123	35	33	67	146	45	191
09.00-10.00	53	17	70	26	24	50	79	41	120
10.00-11.00	41	25	67	32	33	65	73	59	132
11.00-12.00	31	23	55	29	28	57	60	51	111
12.00-13.00	45	51	96	28	27	55	74	78	151
13.00-14.00	78	53	131	23	30	54	101	84	185
14.00-15.00	36	85	121	22	30	52	58	115	173
15.00-16.00	21	103	123	21	29	49	41	131	173
16.00-17.00	27	99	126	32	25	56	58	124	182
17.00-18.00	37	128	165	35	33	68	72	161	233
18.00-19.00	82	81	163	29	26	55	111	107	218
19.00-20.00	12	31	43	22	17	39	34	48	82
20.00-21.00	14	16	30	19	16	35	33	32	65
21.00-22.00	36	12	48	11	16	28	47	28	76
22.00-23.00	3	27	29	10	12	22	13	39	52
23.00-00.00	2	7	9	11	13	24	13	20	34
Totals	982	977	1959	523	523	1047	1506	1500	3006

Proposed B8 use at M1J15	
GFA sqm	108403
GEA sqm	114108
Employees	1482
Ratio	1 per 77 sqm GEA

Travel Plan single occupancy car target 73.6%

Table 15: Total opening year development traffic with Travel Plan