



Appendix B

TRICS results (B2 and B8 uses)

Calculation Reference: AUDIT-723101-150521-0550

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

VEHICLESSelected regions and areas:

01 GREATER LONDON	
EN ENFIELD	1 days
HO HOUNSLOW	1 days
02 SOUTH EAST	
HC HAMPSHIRE	1 days
SC SURREY	1 days
03 SOUTH WEST	
CW CORNWALL	1 days
10 WALES	
BG BRIDGEND	1 days
NW NEWPORT	1 days
WR WREXHAM	1 days
12 CONNAUGHT	
GA GALWAY	1 days
13 MUNSTER	
CR CORK	1 days
15 GREATER DUBLIN	
DL DUBLIN	2 days
17 ULSTER (NORTHERN IRELAND)	
AN ANTRIM	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 3050 to 16275 (units: sqm)
 Range Selected by User: 2000 to 20000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 13/10/14

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

Selected survey days:

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

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	2

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

Selected Location Sub Categories:

Industrial Zone	7
Commercial Zone	1
Residential Zone	1
No Sub Category	4

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

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
B8	12 days

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

Population within 1 mile:

1,000 or Less	3 days
1,001 to 5,000	4 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
50,001 to 100,000	3 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days
2.1 to 2.5	1 days

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

Travel Plan:

Yes	2 days
No	11 days

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

LIST OF SITES relevant to selection parameters

1	AN-02-F-02	DISTRIBUTION CENTRE	ANTRIM
	APOLLO ROAD		
	BELFAST		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	10832 sqm	
	Survey date: THURSDAY	29/07/10	Survey Type: MANUAL
2	BG-02-F-01	LOGISTICS COMPANY	BRIDGEND
	PARC CRESCENT		
	WATERTON IND. EST.		
	BRIDGEND		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3050 sqm	
	Survey date: MONDAY	13/10/14	Survey Type: MANUAL
3	CR-02-F-02	PNEUMATIC CENTRE	CORK
	TRAMORE ROAD		
	BALLYPHEHANE		
	CORK		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	4650 sqm	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
4	CW-02-F-01	WAREHOUSING	CORNWALL
	A390		
	THREEMILESTONE		
	NEAR TRURO		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5150 sqm	
	Survey date: TUESDAY	18/09/07	Survey Type: MANUAL
5	DL-02-F-01	CLARITY	DUBLIN
	BLESSINGTON ROAD		
	TALLAGHT		
	DUBLIN		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	3760 sqm	
	Survey date: THURSDAY	03/12/09	Survey Type: MANUAL
6	DL-02-F-02	DISTRIBUTION CEN	DUBLIN
	TURVEY AVENUE		
	DONABATE		
	DUBLIN		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	3950 sqm	
	Survey date: THURSDAY	29/09/11	Survey Type: MANUAL
7	EN-02-F-01	WAREHOUSING	ENFIELD
	OAKTHORPE ESTATE		
	PALMERS GREEN		
	ENFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	13251 sqm	
	Survey date: WEDNESDAY	19/11/08	Survey Type: MANUAL
8	GA-02-F-01	LOGISTICS	GALWAY
	PARKMORE WEST		
	IDA BUS. & TECH. PARK		
	GALWAY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11000 sqm	
	Survey date: FRIDAY	12/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-02-F-01	WAREHOUSING	HAMPSHIRE
	MAURETANIA ROAD		
	NURSING INDUSTRIAL ESTATE		
	SOUTHAMPTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: WEDNESDAY	21/11/07	Survey Type: MANUAL
10	HO-02-F-02	LOGISTICS AND FREIGHT	HOUNSLOW
	ASCOT ROAD		
	FELTHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13500 sqm	
	Survey date: THURSDAY	11/09/14	Survey Type: MANUAL
11	NW-02-F-01	LOGISTICS CENTRE	NEWPORT
	TREDEGAR TERRACE		
	CROSSKEYS		
	NEWPORT		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	16275 sqm	
	Survey date: FRIDAY	12/10/07	Survey Type: MANUAL
12	SC-02-F-04	WAREHOUSING	SURREY
	PRETORIA ROAD		
	CHERTSEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	4460 sqm	
	Survey date: TUESDAY	27/11/07	Survey Type: MANUAL
13	WR-02-F-01	WAREHOUSE	WREXHAM
	UNIT 1-2 PACIFIC PARK		
	WREXHAM IND. ESTATE		
	NEAR WREXHAM		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	9000 sqm	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	7914	0.060	13	7914	0.071	13	7914	0.131
07:30 - 08:00	13	7914	0.105	13	7914	0.038	13	7914	0.143
08:00 - 08:30	13	7914	0.128	13	7914	0.037	13	7914	0.165
08:30 - 09:00	13	7914	0.147	13	7914	0.052	13	7914	0.199
09:00 - 09:30	13	7914	0.081	13	7914	0.061	13	7914	0.142
09:30 - 10:00	13	7914	0.055	13	7914	0.051	13	7914	0.106
10:00 - 10:30	13	7914	0.067	13	7914	0.064	13	7914	0.131
10:30 - 11:00	13	7914	0.060	13	7914	0.047	13	7914	0.107
11:00 - 11:30	13	7914	0.065	13	7914	0.052	13	7914	0.117
11:30 - 12:00	13	7914	0.053	13	7914	0.059	13	7914	0.112
12:00 - 12:30	13	7914	0.069	13	7914	0.068	13	7914	0.137
12:30 - 13:00	13	7914	0.072	13	7914	0.062	13	7914	0.134
13:00 - 13:30	13	7914	0.076	13	7914	0.077	13	7914	0.153
13:30 - 14:00	13	7914	0.081	13	7914	0.057	13	7914	0.138
14:00 - 14:30	13	7914	0.102	13	7914	0.103	13	7914	0.205
14:30 - 15:00	13	7914	0.092	13	7914	0.096	13	7914	0.188
15:00 - 15:30	13	7914	0.063	13	7914	0.107	13	7914	0.170
15:30 - 16:00	13	7914	0.050	13	7914	0.069	13	7914	0.119
16:00 - 16:30	13	7914	0.054	13	7914	0.086	13	7914	0.140
16:30 - 17:00	13	7914	0.043	13	7914	0.086	13	7914	0.129
17:00 - 17:30	13	7914	0.045	13	7914	0.098	13	7914	0.143
17:30 - 18:00	13	7914	0.044	13	7914	0.142	13	7914	0.186
18:00 - 18:30	13	7914	0.041	13	7914	0.080	13	7914	0.121
18:30 - 19:00	13	7914	0.017	13	7914	0.048	13	7914	0.065
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.670				1.711	3.381	

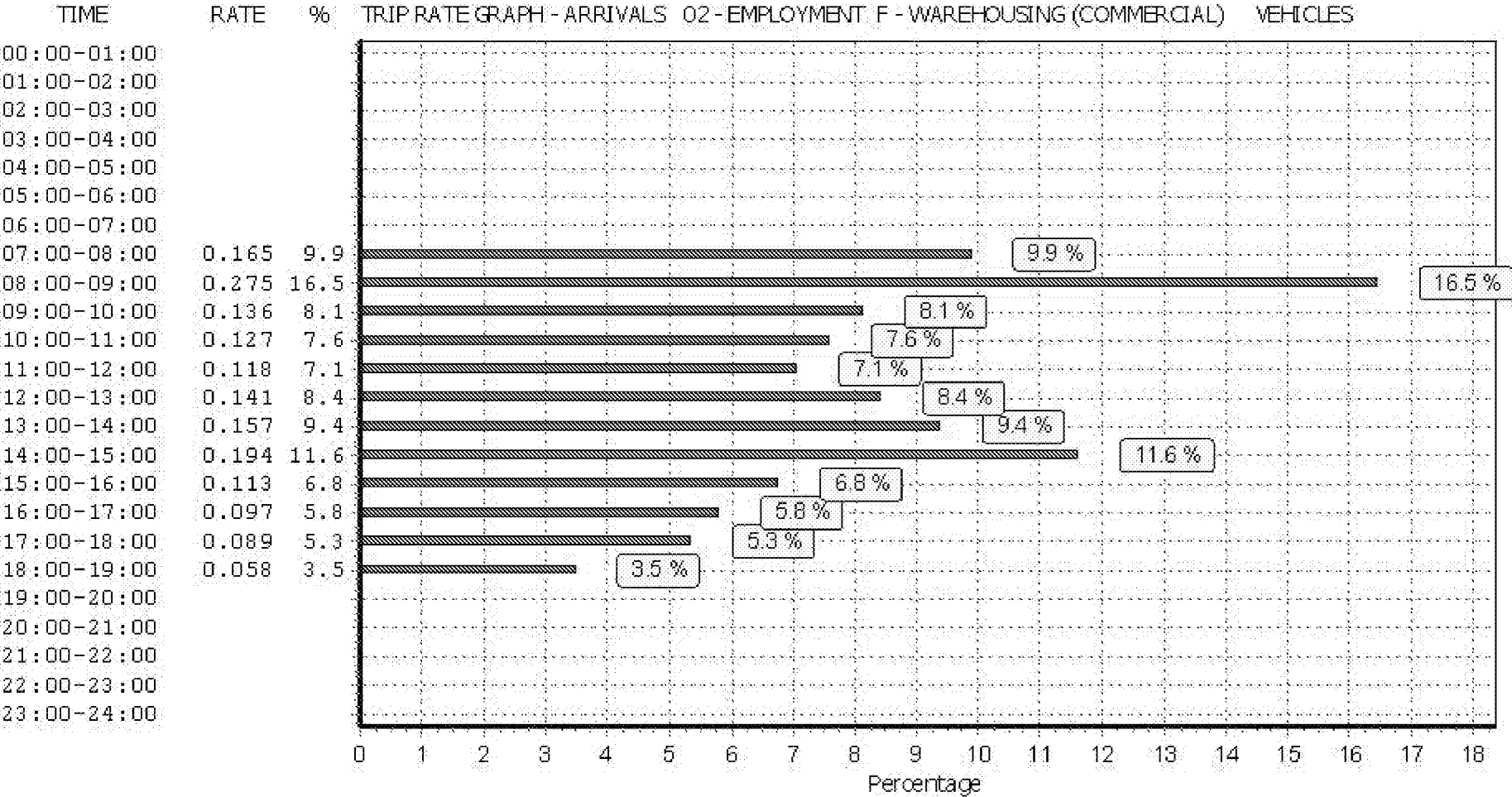
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

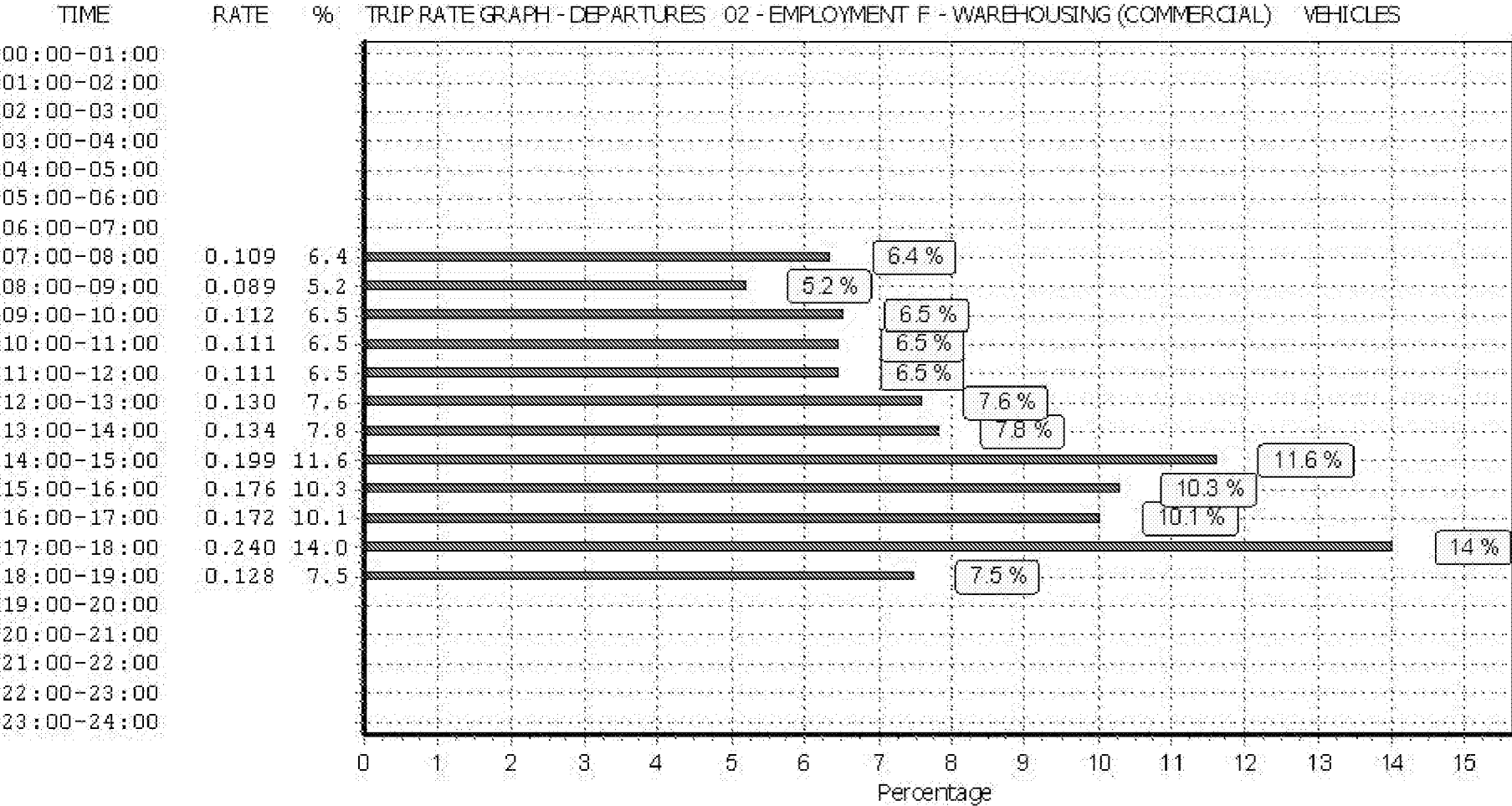
Parameter summary

Trip rate parameter range selected:	3050 - 16275 (units: sqm)
Survey date date range:	01/01/07 - 13/10/14
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-723101-150228-0207

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 1775 to 26400 (units: sqm)
 Range Selected by User: 552 to 30000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 22/10/13

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

Selected survey days:

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

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	7
Residential Zone	4
Village	1
No Sub Category	3

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

Filtering Stage 3 selection:

Use Class:

B1	1 days
B2	11 days
B8	1 days

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

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	11 days
1.6 to 2.0	1 days

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

Travel Plan:

No	15 days
----	---------

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

LIST OF SITES relevant to selection parameters

1	BR-02-D-02	I INDUSTRIAL ESTATE	BRI STOL CI TY
	NOVERS HILL		
	BEDMINSTER		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6000 sqm	
	Survey date: THURSDAY	19/11/09	Survey Type: MANUAL
2	BR-02-D-03	I INDUSTRIAL ESTATE	BRI STOL CI TY
	CROFTS END ROAD		
	SPEEDWELL		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6000 sqm	
	Survey date: TUESDAY	20/10/09	Survey Type: MANUAL
3	CA-02-D-03	IND. ESTATE	CAMBRI DGESHI RE
	SAVILLE ROAD		
	WESTWOOD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	4425 sqm	
	Survey date: THURSDAY	22/10/09	Survey Type: MANUAL
4	CB-02-D-04	I INDUSTRIAL ESTATE	CUMBRI A
	CARLISLE ROAD		
	BRAMPTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17708 sqm	
	Survey date: WEDNESDAY	16/12/09	Survey Type: MANUAL
5	CH-02-D-02	I INDUSTRIAL EST.	CHESHI RE
	MANCHESTER ROAD		
	WINCHAM		
	NORTHWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	22000 sqm	
	Survey date: FRIDAY	15/06/07	Survey Type: MANUAL
6	DV-02-D-06	I INDUSTRIAL ESTATE	DEVON
	ST MODWEN ROAD		
	PLYMOUTH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1775 sqm	
	Survey date: TUESDAY	17/07/12	Survey Type: MANUAL
7	ES-02-D-06	I INDUSTRIAL ESTATE	EAST SUSSEX
	COURTLANDS ROAD		
	EASTBOURNE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7525 sqm	
	Survey date: MONDAY	21/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-02-D-02	INDUSTRIAL ESTATE	KENT
	SOUTHWELL ROAD		
	DEAL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	10715 sqm	
	Survey date: WEDNESDAY	28/11/12	Survey Type: MANUAL
9	LC-02-D-04	INDUSTRIAL ESTATE	LANCASHIRE
	GREEN LANE WEST		
	GARSTANG		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4555 sqm	
	Survey date: FRIDAY	16/06/06	Survey Type: MANUAL
10	LN-02-D-02	INDUSTRIAL ESTATE	LINCOLNSHIRE
	STATION ROAD		
	SWINESHEAD		
	NEAR BOSTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	4600 sqm	
	Survey date: TUESDAY	11/12/12	Survey Type: MANUAL
11	NF-02-D-03	INDUSTRIAL ESTATE	NORFOLK
	BIDEWELL CLOSE		
	NORWICH		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	6000 sqm	
	Survey date: MONDAY	08/10/12	Survey Type: MANUAL
12	NT-02-D-01	INDUSTRIAL ESTATE	NOTTINGHAMSHIRE
	B6028 STONEYFORD ROAD		
	STANTON HILL		
	SUTTON-IN-ASHFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	26400 sqm	
	Survey date: FRIDAY	30/06/06	Survey Type: MANUAL
13	TW-02-D-06	INDUSTRIAL ESTATE	TYNE & WEAR
	NORHAM ROAD		
	WEST CHIRTON		
	NORTH SHIELDS		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	23000 sqm	
	Survey date: THURSDAY	19/10/06	Survey Type: MANUAL
14	WG-02-D-01	INDUSTRIAL ESTATE	WOKINGHAM
	FISHPONDS ROAD		
	WOKINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3800 sqm	
	Survey date: TUESDAY	20/11/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)
15 WM-02-D-02 INDUSTRIAL ESTATE WEST MIDLANDS
 DUNLOP WAY

BIRMINGHAM

Edge of Town

Residential Zone

Total Gross floor area: 23480 sqm

Survey date: WEDNESDAY 07/11/12

Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AR-02-D-01	no PT
CA-02-D-01	no PT
CA-02-D-02	PT too high
CW-02-D-02	PT too high
EG-02-D-02	PT too high
EX-02-D-01	PT too high
FA-02-D-02	PT too high
HE-02-D-01	PT too high
HE-02-D-02	PT too high
MS-02-D-06	PT too high
NB-02-D-02	no PT
TW-02-D-07	PT too high
WL-02-D-01	no PT
WY-02-D-02	PT too high
WY-02-D-03	PT too high

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	11199	0.115	15	11199	0.039	15	11199	0.154
07:30 - 08:00	15	11199	0.207	15	11199	0.070	15	11199	0.277
08:00 - 08:30	15	11199	0.242	15	11199	0.093	15	11199	0.335
08:30 - 09:00	15	11199	0.242	15	11199	0.113	15	11199	0.355
09:00 - 09:30	15	11199	0.190	15	11199	0.119	15	11199	0.309
09:30 - 10:00	15	11199	0.142	15	11199	0.127	15	11199	0.269
10:00 - 10:30	15	11199	0.155	15	11199	0.148	15	11199	0.303
10:30 - 11:00	15	11199	0.127	15	11199	0.116	15	11199	0.243
11:00 - 11:30	15	11199	0.140	15	11199	0.145	15	11199	0.285
11:30 - 12:00	15	11199	0.148	15	11199	0.169	15	11199	0.317
12:00 - 12:30	15	11199	0.135	15	11199	0.164	15	11199	0.299
12:30 - 13:00	15	11199	0.133	15	11199	0.141	15	11199	0.274
13:00 - 13:30	15	11199	0.141	15	11199	0.171	15	11199	0.312
13:30 - 14:00	15	11199	0.149	15	11199	0.126	15	11199	0.275
14:00 - 14:30	15	11199	0.126	15	11199	0.146	15	11199	0.272
14:30 - 15:00	15	11199	0.121	15	11199	0.121	15	11199	0.242
15:00 - 15:30	15	11199	0.133	15	11199	0.140	15	11199	0.273
15:30 - 16:00	15	11199	0.124	15	11199	0.159	15	11199	0.283
16:00 - 16:30	15	11199	0.104	15	11199	0.184	15	11199	0.288
16:30 - 17:00	15	11199	0.096	15	11199	0.211	15	11199	0.307
17:00 - 17:30	15	11199	0.064	15	11199	0.248	15	11199	0.312
17:30 - 18:00	15	11199	0.046	15	11199	0.155	15	11199	0.201
18:00 - 18:30	15	11199	0.024	15	11199	0.093	15	11199	0.117
18:30 - 19:00	15	11199	0.010	15	11199	0.040	15	11199	0.050
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.114			3.238			6.352

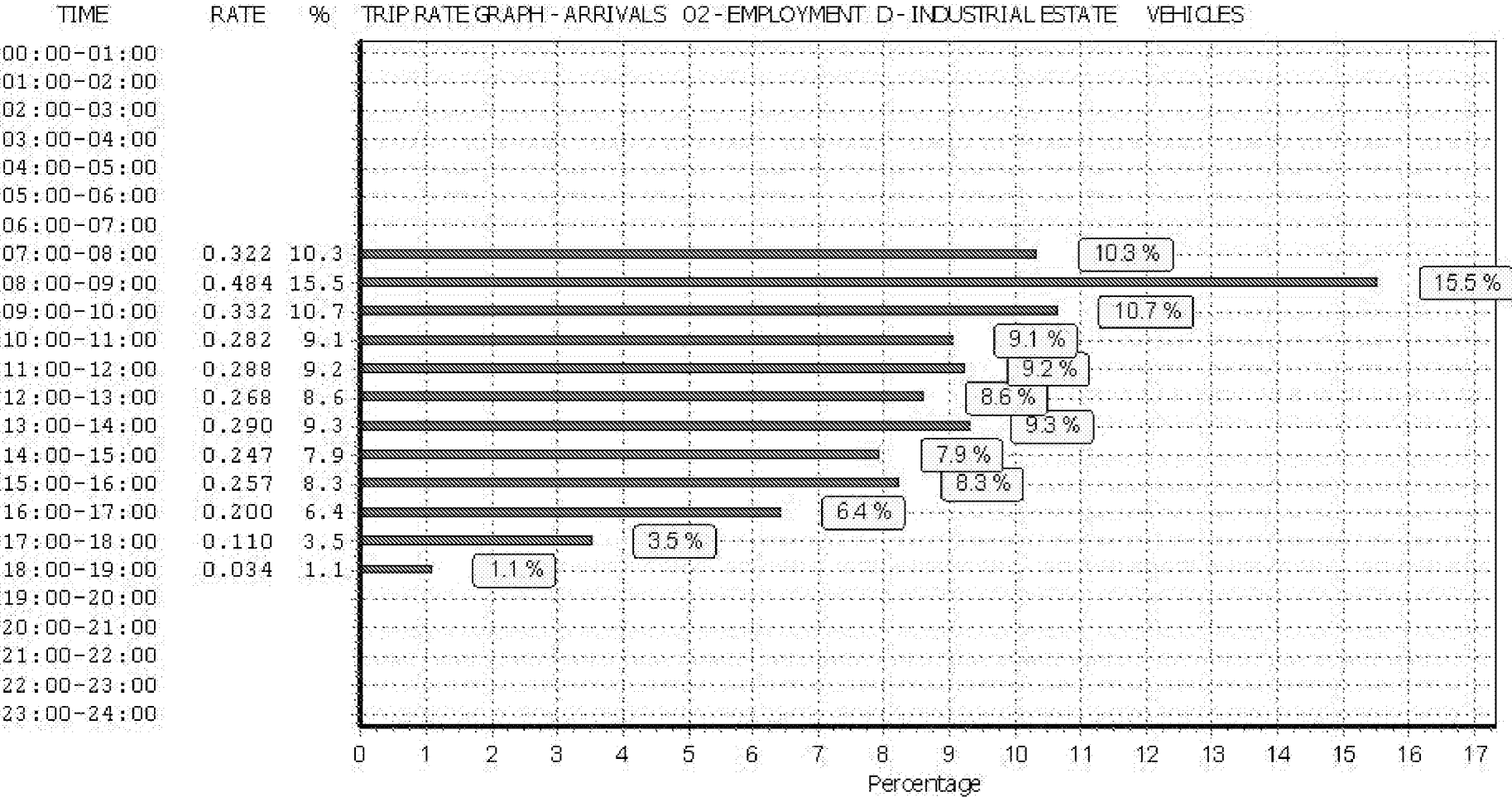
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

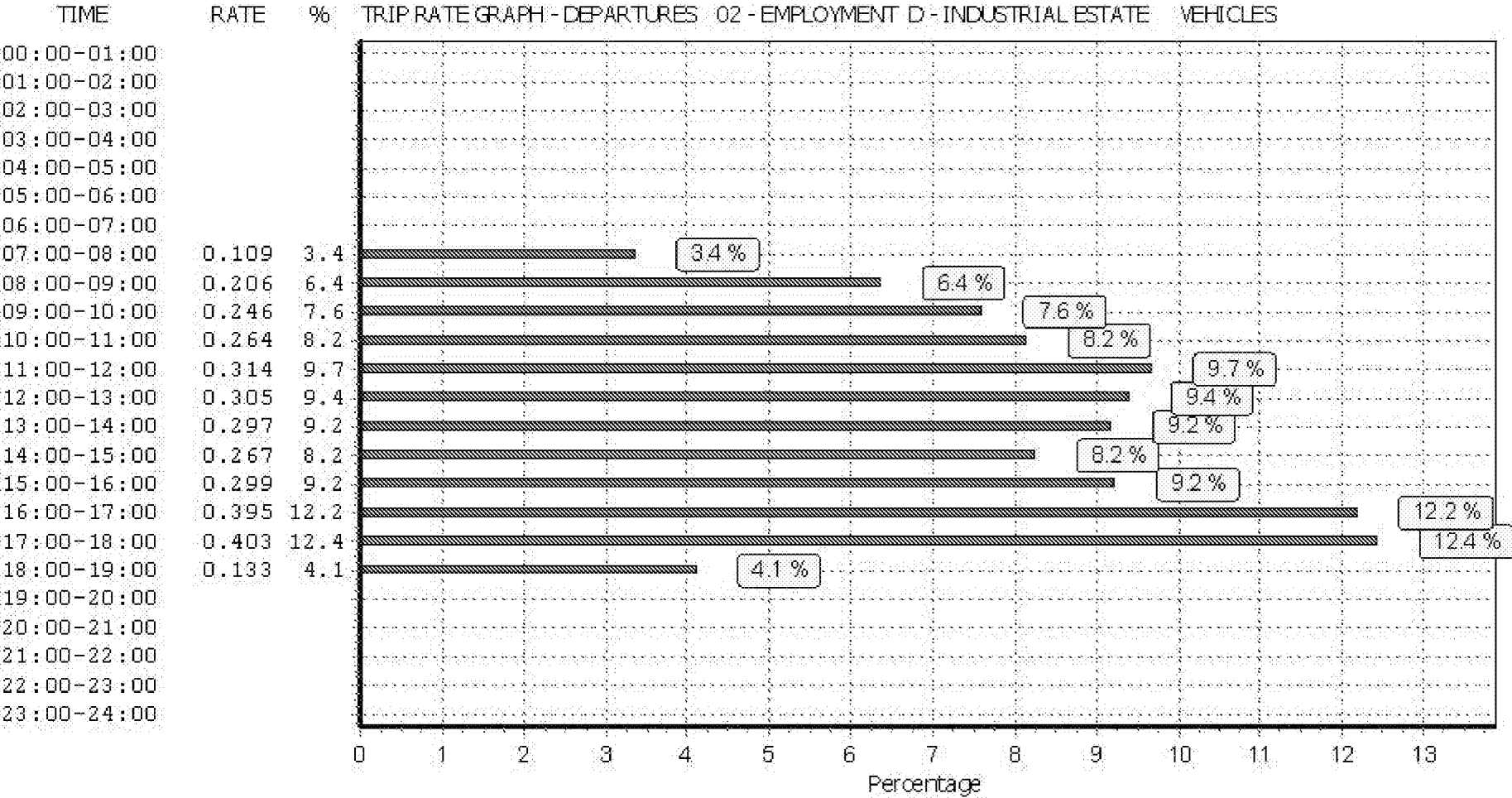
Parameter summary

Trip rate parameter range selected:	1775 - 26400 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	16

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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



Appendix C

Extracts from SYSTRA TA (Figures 12 – 19)

Figure 12. 2031 DM AM Peak Traffic Flows

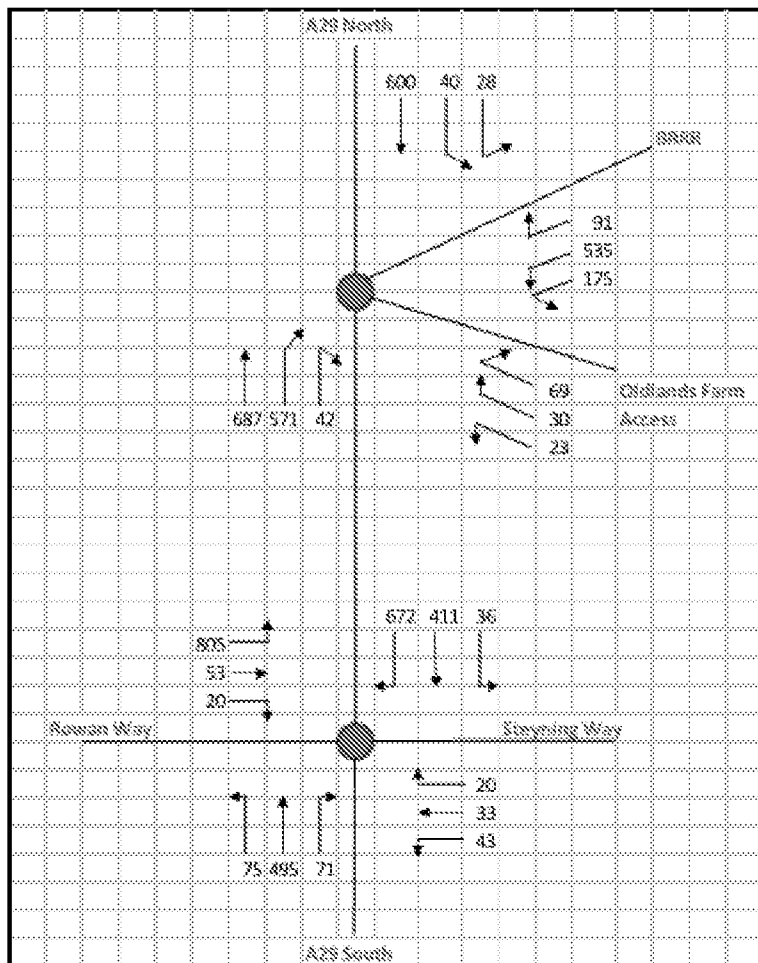


Figure 13. 2031 DM PM Peak Traffic Flows

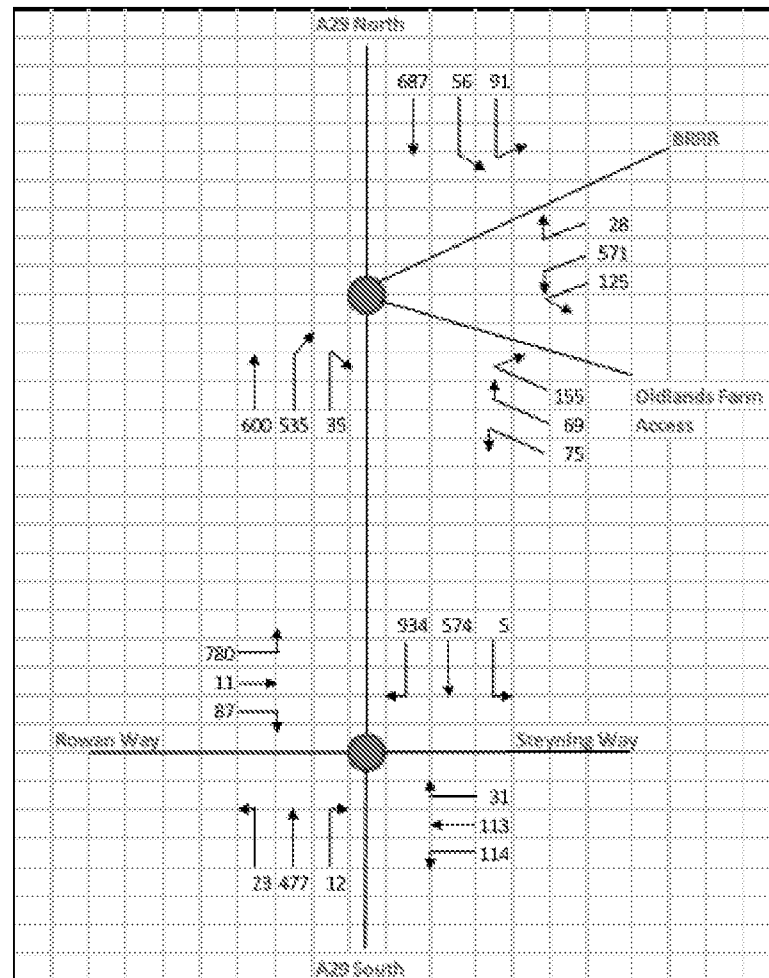


Figure 14. 2031 DS1 AM Peak Traffic Flows

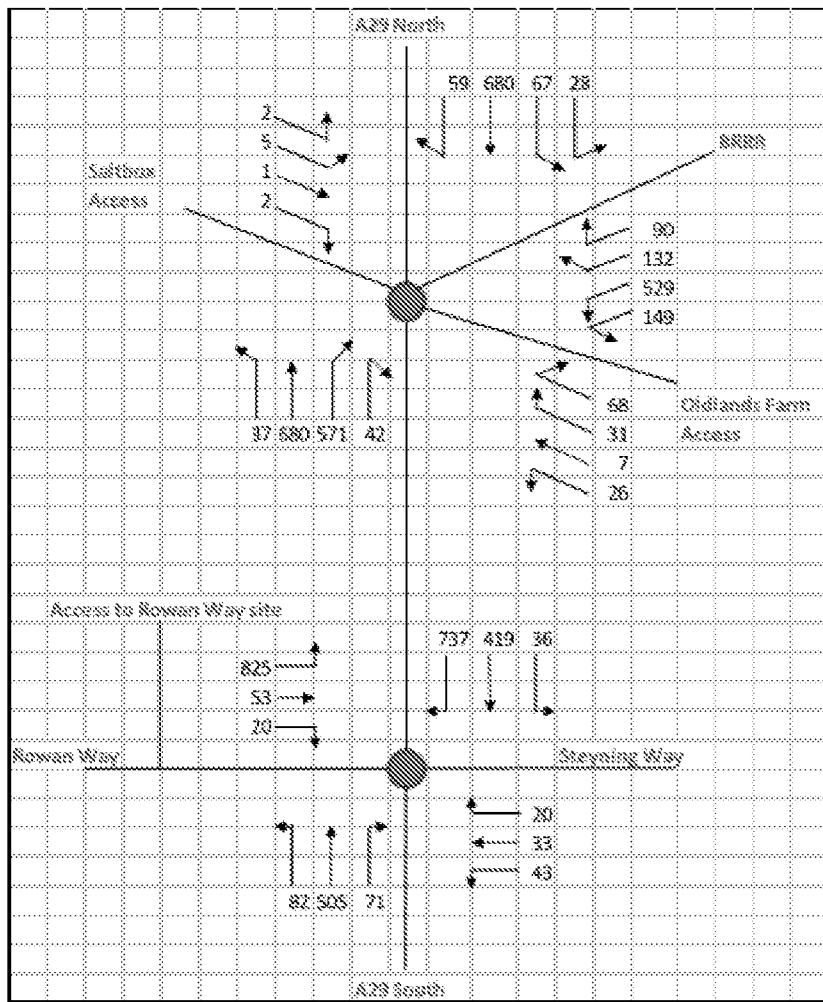


Figure 15. 2031 DS1 PM Peak Traffic Flows

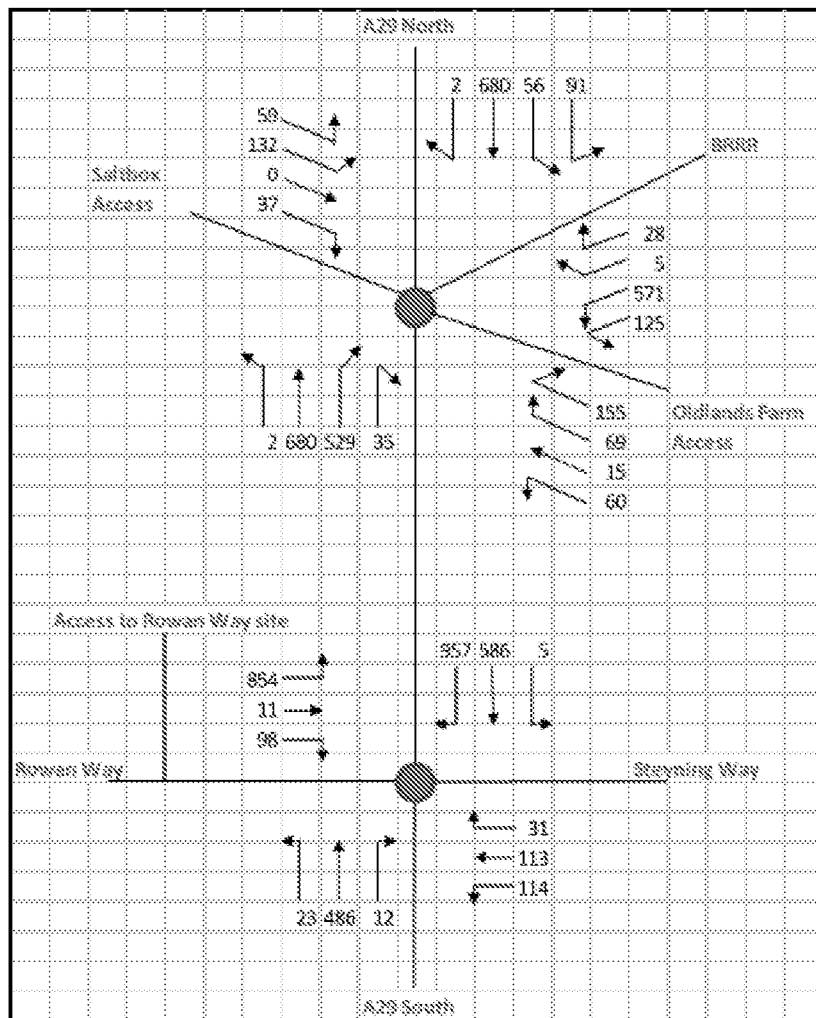


Figure 16. 2031 DS2 AM Peak Traffic Flows

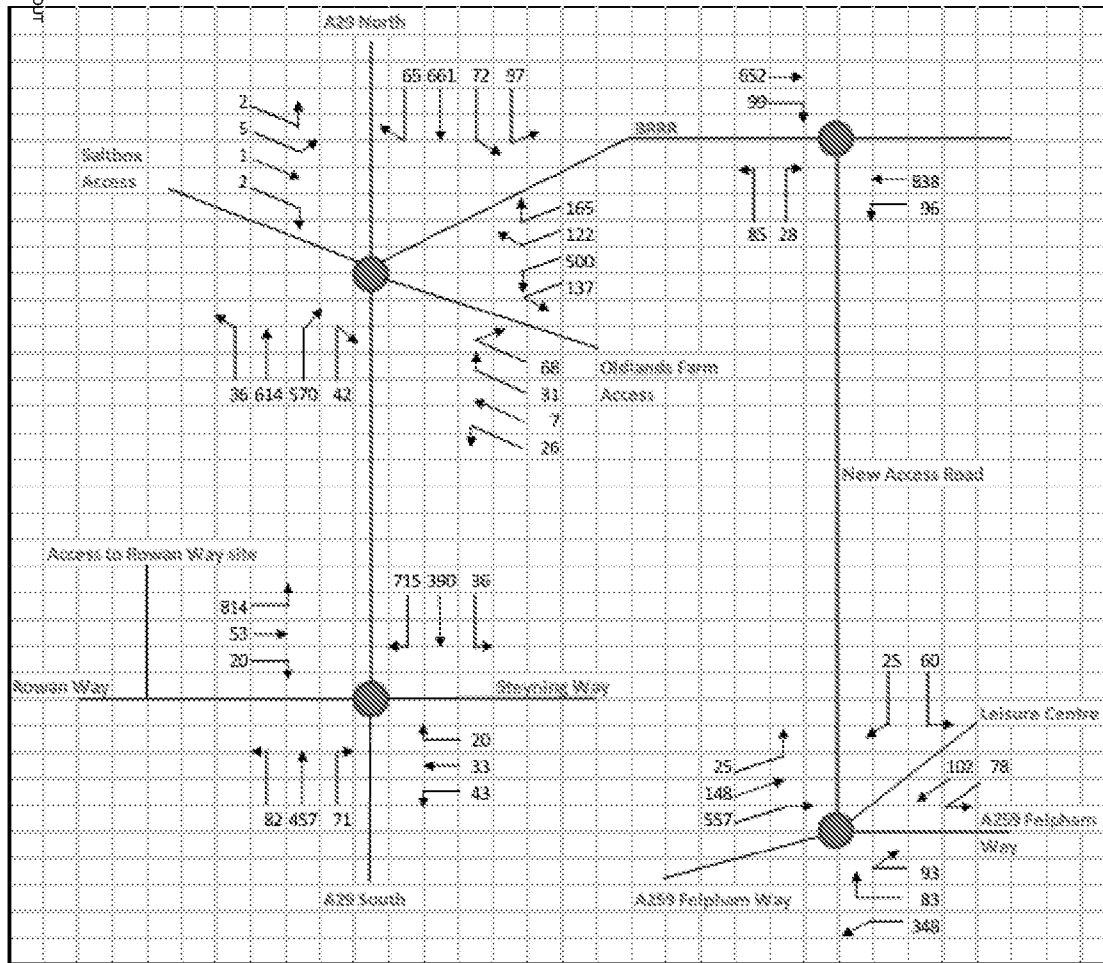


Figure 17. 2031 DS3 PM Peak Traffic Flows

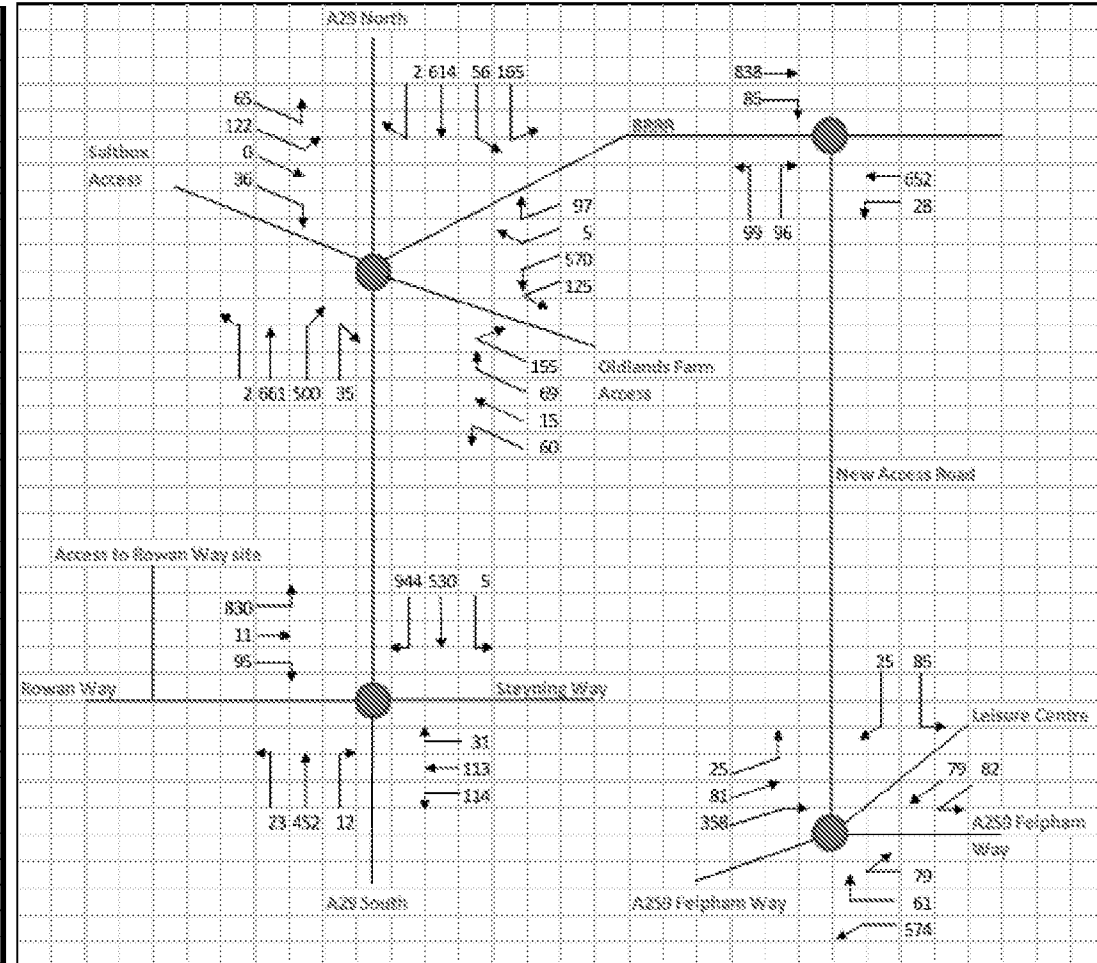


Figure 18. 2031 DS3 AM Peak Traffic Flows

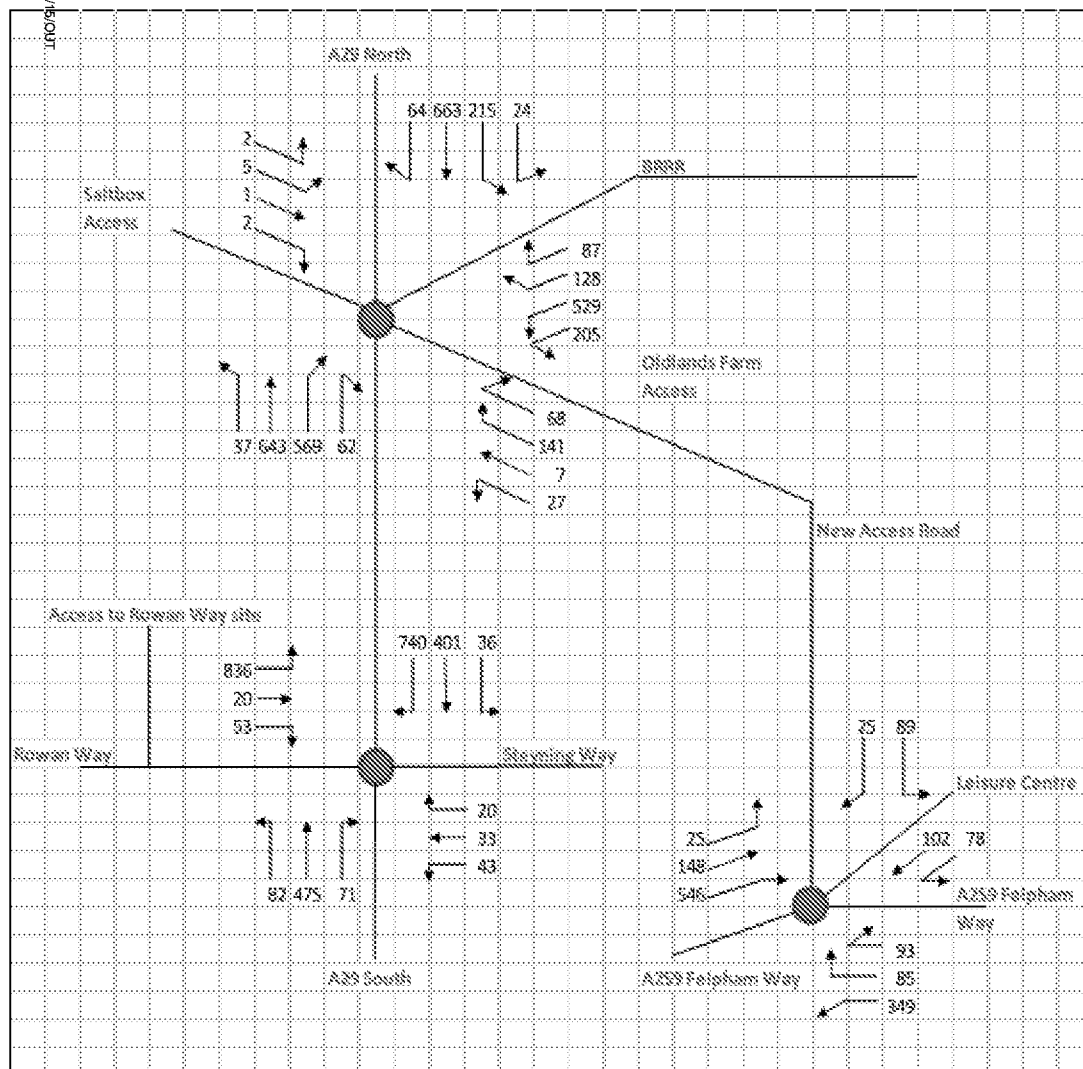
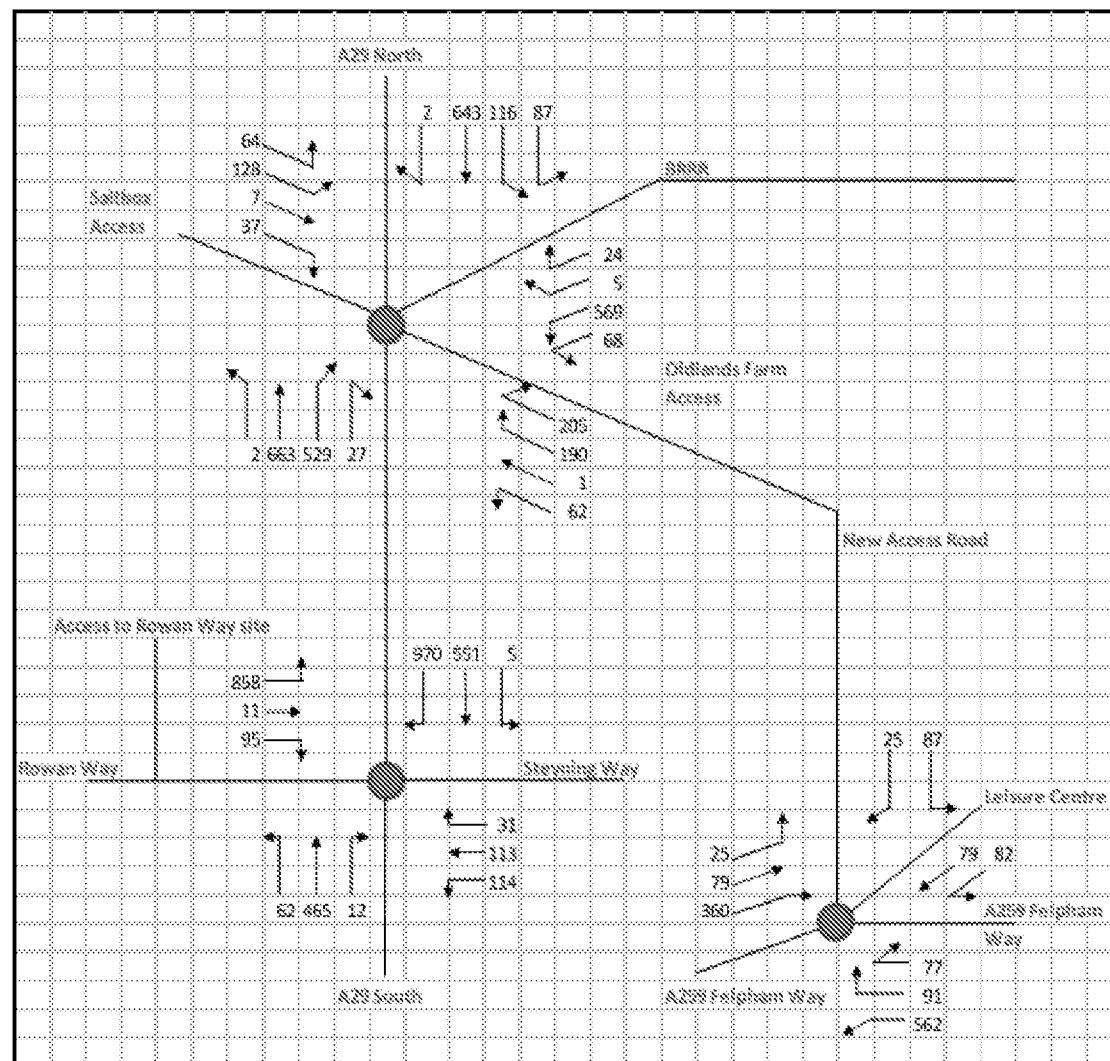


Figure 19. 2031 DS3 PM Peak Traffic Flows





Appendix D

Extracts from Hydrock TA (Trip generation comparison)



4.0 TRIP ATTRACTIONS

4.1 Introduction

- 4.1.1 The site benefits from an existing planning consent. This extant permission represents the baseline position to which the revised development proposals have been assessed. Hydrock have, therefore, reviewed the trip generation characteristics to confirm and compare the associated extant trips with those associated with the current planning application.

4.2 Extant Planning Use

- 4.2.1 Trip generation figures for the extant use have been extrapolated from the supporting MJA Consulting Transport Assessment dated July 2013. **Table 4.1** below replicates the approved trip generations' levels.

Table 4.1 Extant Traffic Generation

Land Use	GFA M ²	Weekday Morning Peak		Weekday Evening Peak	
		Arr	Dep	Arr	Dep
B1	2,322	34	8	6	41
B2	12,356	74	34	19	74
B8	10,358	31	12	7	30
Retail	3,716	18	9	40	85
Pub	929	4	4	23	41
Fast food	929	68	59	79	156
DIY	2,508	18	10	42	89
Total	33,118	247	136	216	298

**Table replicated from Table 4.9 of the MJA Consulting Transport Assessment*

- 4.2.2 It can be seen from the above table that the extant planning use generates the following two-way vehicular trips:
- 383 Morning Peak; and
 - 516 Evening Peak.



4.3 Proposed Development Trips

- 4.3.1 The planning application seeks to facilitate the erection of two detached industrial/distribution units (B1(c)/B2/B8) including access and servicing arrangements, car parking, landscaping and associated flood compensation area.
- 4.3.2 At this stage the site's exact split between B1(c)/B2/B8 has yet to be determined. Hydrock have assessed the potential trip generation of the site as a total of either B2 Industrial Estate / B8 Warehousing.
- 4.3.3 To ascertain the potential trip generation levels of the proposed development Hydrock have used the previously approved trip rates set out in the supporting MJA Consulting Transport Assessment. These trip rates have been set out in **Table 4.2**.

Table 4.2 Proposed Development Trip Rates

Land Use	GFA M ²	Weekday Morning Peak		Weekday Evening Peak	
		Arr	Dep	Arr	Dep
B2	38,099	0.596	0.277	0.154	0.447
B8	38,099	0.297	0.119	0.072	0.225

- 4.3.4 The above trip rates have been applied to the proposed application total GFA to determine the potential traffic generation. **Table 4.3** below presents the predicted level of trips for the site comprising of 100% B2 or 100% B8 for the total development area.

Table 4.3 Proposed Development Trips

Land Use	GFA M ²	Weekday Morning Peak		Weekday Evening Peak	
		Arr	Dep	Arr	Dep
B2	38,099	227	106	59	170
B8	38,099	113	45	27	86

- 4.3.5 It can be seen from the above table that B2 would generate a greater number of trips in comparison to a B8 use. A B2 land use generates the following total two-way vehicular trips:
- 333 Morning Peak; and
 - 229 Evening Peak.



4.4 Traffic Impact

4.4.1 In order to assess whether the proposed development would have an impact on the highway network, Hydrock has assessed whether the proposed development would have an increase in traffic levels when compared to the consented scheme.

4.4.2 The extant and proposed development trips are presented in **Table 4.4**.

Table 4.4 Proposed Development Trips Minus Extant

New Trips	Weekday Morning Peak		Weekday Evening Peak	
	Arr	Dep	Arr	Dep
Proposed Application (Table 4.3)	227	106	59	170
Minus Extant Traffic (Table 4.1)	247	136	216	298
Total	-20	-30	-157	-128

4.4.3 It can clearly be deduced from the above table that the total proposed development traffic would generate significantly less traffic in the peak periods, in comparison to the consented scheme. Over the course of a typical week this difference in traffic movements is likely to be considerable.

4.4.4 Given the reduction in traffic movements, there would be a number of wider benefits for the local highway network including:

- reduction in CO² emissions;
- reduced noise pollution for local residents; and
- reduction in traffic using local junctions.

4.5 Junctions Assessments

4.5.1 As part of the approved MJA Consulting Transport Assessment the capacity modelling results reveal that the forecast RFC values, queues and delays at the junctions considered were within parameters deemed acceptable to WSCC.

4.5.2 The results also demonstrated that the junctions will perform satisfactorily during the peak periods, and for all scenarios considered.

4.5.3 Given that it has been demonstrated that the proposed development will generate significantly less traffic in the morning and evening peak periods Hydrock consider no further detailed junction assessments necessary.

4.5.4 As set out in the policy section, the NPPF states “Development should only be prevented or refused on transport grounds where the residual cumulative impacts on development are severe.”

4.5.5 The traffic impact assessment clearly shows that the proposed development would not have a severe impact on the highway network.



4.6 Sensitivity Test

4.6.1 Further to the assessment of the proposed development's potential impact on the wider highway network this section considers the trip analysis if the remaining Oldlands Farm site was developed out and consisted of the following:

- 4,366m² A1 retail
- 1,858m² Sui Generis car showroom
- 1,858m² B8 trade counter development

4.6.2 **Table 4.5** and **4.6** below present the trip rates and calculated trips for the retail, B8 and car showroom.

Table 4.5 Trip Rates: Retail and Car Show Room

Land Use	GFA M ²	Weekday Morning Peak		Weekday Evening Peak	
		Arr	Dep	Arr	Dep
Sui Generis	1,858	0.733	0.302	0.269	0.538
B8	1,858	0.297	0.119	0.072	0.225
Retail	4,366	0.483	0.234	1.087	1.192

Table 4.6 Trips: Retail and Car Show Room

Land Use	GFA M ²	Weekday Morning Peak		Weekday Evening Peak	
		Arr	Dep	Arr	Dep
Sui Generis	1,858	14	6	5	10
B8	1,858	6	2	1	4
Retail	4,366	21	10	47	52
Total		40	18	54	66

4.6.3 **Table 4.7** and **4.8** below summarises the remaining capacity if the Bericote's site is developed for B2 or B8 respectively.



Table 4.7: Trip Analyses Assuming All B2 on Bericote's Site

New Trips	Weekday Morning			Weekday Evening		
	Arr	Dep	Total	Arr	Dep	Total
Proposed Application Spare Capacity (Assuming B2 Developed)	-20	-30	-50	-157	-128	-285
Additional Extant Traffic (Sui Generis + Retail)	40	18	58	54	66	120
Total	20	-12	8	-103	-62	-165

- 4.6.4 It should be reiterated that a negative number in the above table indicates 'additional' capacity in traffic terms in comparison to the extant approved scheme.
- 4.6.5 As can be seen, if Bericote's site was developed for all B2 use (which is the worst case in traffic terms), there would still be spare capacity to accommodate the additional retail, B8 and car showroom.
- 4.6.6 If the Bericote's site was developed for all B8 (which is a more likely scenario) **Table 4.6** below illustrates the difference between the approved trips.

Table 4.8: Trip Analyses Assuming All B8 on Bericote's Site

New Trips	Weekday Morning			Weekday Evening		
	Arr	Dep	Total	Arr	Dep	Total
Proposed Application Spare Capacity (assuming B8 Developed)	-134	-91	-225	-189	-212	-401
Additional Extant Traffic (Sui Generis + Retail)	40	18	58	54	66	120
Total	-94	-73	-167	-135	-146	-281

- 4.6.7 Based on this scenario the above table illustrates that there would be significant spare capacity to accommodate the additional retail, B8 and car showroom development.