Transport Statement

Land at B1173 Barrier Bank (Lincs Gateway), Spalding

Alcan Properties Ltd.

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Basis of Report

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1.0 Introduction

Purpose of the Report

1.1 This Transport Statement (TS) has been prepared by SLR Consulting Ltd. (SLR) on behalf of Alcan Properties Ltd. and is submitted in support of an outline planning application (with means of access to be considered) to South Holland District Council (SHDC) for the erection of buildings to comprise up to 70,000 square metres (sq. m.) (Gross Internal Area) of Class B8 (storage or distribution) floorspace to include ancillary Class E(g) (office) floorspace and provision of associated infrastructure including utilising existing vehicular access from B1173

1.2 A Framework Travel Plan (FTP) has also been prepared by SLR to support the planning application and should be read in conjunction with this TS.

Background

1.3 An outline application (ref. H16-0521-23) for up to 70,000 sq. m of Class B8 storage and distribution floorspace with ancillary Class E(g) office space was submitted and validated on 5 June 2023, which was approved by SHDC on 20 October 2023. This consent will lapse on the 21st October 2026.

1.4 A new application is therefore being submitted, and the TS submitted with the 2023 application has been updated to reflect current baseline conditions. This includes some changes to bus services and an updated road safety analysis.

Report Structure

1.5 This Transport Statement contains the following Sections:

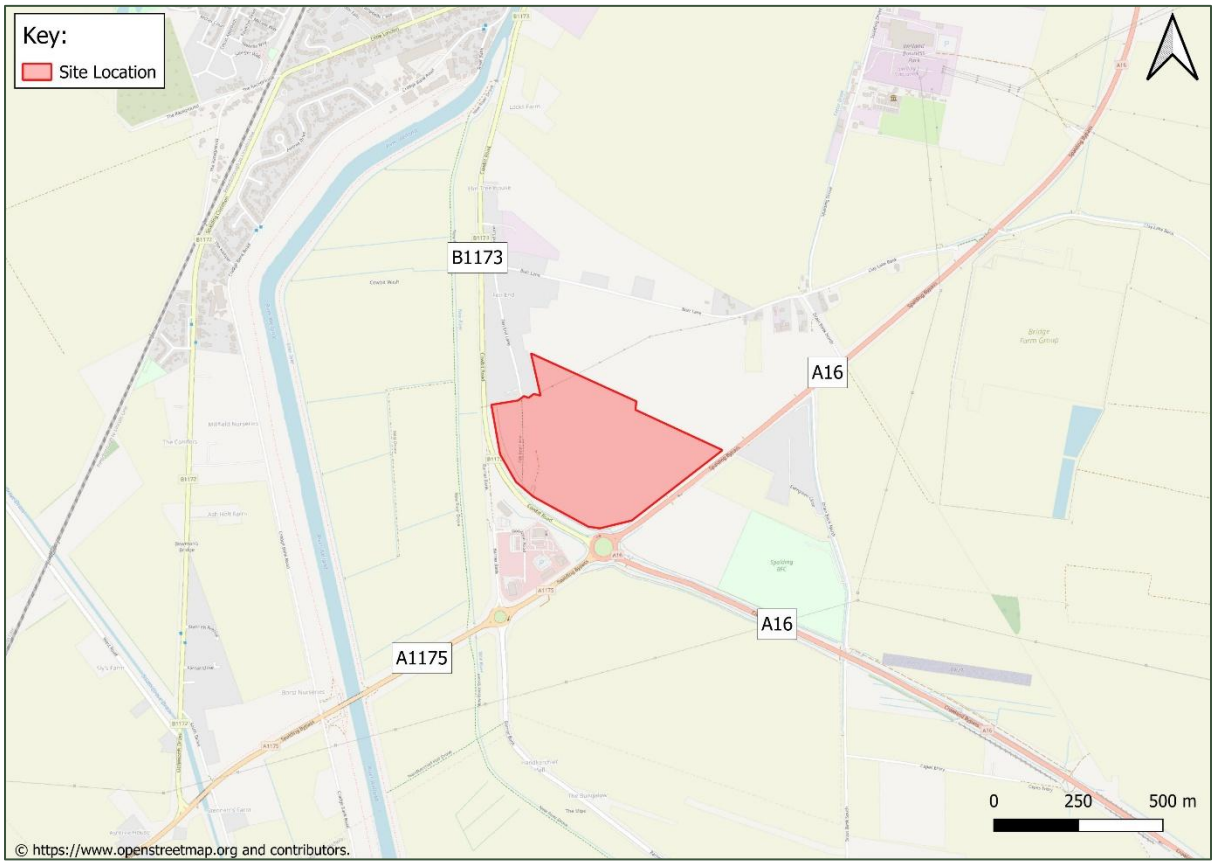
- **Section 2: Baseline Conditions** – A description of the existing situation at the site, sustainable access options, the local highway network within the vicinity of the site and a review of road safety;
- **Section 3: Proposed Development** – A description of the proposed development, access and parking;
- **Section 4: Trip Generation** – A summary of the likely future vehicular movements; and
- **Section 5: Paring Provision Justification** – a review of the potential parking demand at the site in relation to the parking spaces proposed; and
- **Section 6: Summary and Conclusions** – Provides a summary of the report and draws conclusions on its findings.

2.0 Baseline Conditions

Location

The location of the site is on a parcel of land at the junction between the B1173 Barrier Bank and the A16, as shown in **Figure 2.1** below.

Figure 2.1: Site Location



Vehicular Access

Site Access

There is an existing vehicular access serving the site from the B1173 Barrier Bank (as shown in **Photograph 2.1**), which has a ghost island arrangement for right turning vehicles. The junction has 10m radii, suitable for accommodating Heavy Goods Vehicles (HGVs) and a central refuge for pedestrians crossing the B1173. The site access forms part of the adopted highway.

Photograph 2.1: Existing site access from the B1173 Barrier Road



Highway Network

B1173

2.1 The B1173 Barrier Bank is a single carriageway road, between the A151 to the north and the A16/ A1175 to the south and provides access to Spalding. In the vicinity of the site, the B1173 is 7.3m wide, has lighting present and is subject to the national speed limit (60mph). During discussions with Lincolnshire County Council (LCC) as the local highway authority in relation to the 2023 planning application, a request for a developer contribution relating to a Traffic Regulation Order (TRO) for a reduction in the speed limit on the B1173 between the current change to 30mph and the A16. Alcan Properties Ltd. entered into a s106 agreement (dated 16th October 2023) with SHDC for the TRO contribution.

2.2 There is left/ right 'in only' access for a roadside services facility, approximately 60m to the south of the site access on the western side of the B1173.

A16

2.3 The B1173 connects with the A16 (northeast) and A16 (southeast) at a four-arm roundabout approximately 225m south of the existing site access. The A16 is a single carriageway road providing the main vehicular route between Boston to the north and Peterborough to the south and provides a bypass to Spalding. In the vicinity of the site, there are no streetlights or footways, and it is subject to the national speed limit.

2.4 On the A16 northeast (towards Boston), there is a layby serving southbound traffic, which is around 200m in length (taper to taper), approximately 200m from the four-arm roundabout. The entry to the layby is opposite the location of a second site access that is proposed to serve the proposed development (see Section 3.0).

2.5 There are two minor gated accesses opposite each other approximately 100m northeast of the proposed site access location; one is a field access (western side of the carriageway), the other provide access into a plot of land occupied by some caravans and other temporary buildings (eastern side of the carriageway).

2.6 To the southeast (towards Peterborough), the A16 is a single carriageway road, subject to the national speed limit, with no streetlights or footways in the vicinity of the site.

A1175

The A1175 is a single carriageway road between the four-arm roundabout with the A16 and B1173 and the A43 in Stamford and is subject to the national speed limit, with no streetlights or footways in the vicinity of the site.

Pedestrian Access

Pedestrian Infrastructure

2.7 There is a 2m footway (approximately 96m in length) on the western side of the carriageway between the roadside services access and an uncontrolled pedestrian crossing to the proposed development site at the existing site access, which has tactile paving and a central refuge a shown in **Photograph 2.2** below. This would allow employees at the proposed development to access the roadside facilities at the services, safely.

Photograph 2.2: Uncontrolled pedestrian crossing on the B1173 at the site access



2.8 There is a bridleway (Spal/894/1) of around 275m length, running through the western corner of the site between Fen End Lane and the B1173. No diversion of this Public Right of Way (PRoW) would be required to facilitate the proposed development. It would be connected into the on-site pedestrian infrastructure for the proposed development and upgraded.

2.9 There is a footway on both sides of Fen End Lane for a distance of around 140m north of the bridleway. Between this point and the junction with Burr Lane, there is a footway on the western side of Fen End Lane only. There is no footway on the section of Fen End Lane between Burr Lane and the junction with the B1173 Barrier Bank; however, given the nature of this road, which will have very few vehicular movements (and is more akin to a shared space street), it is considered suitable for pedestrians. Fen End Lane is lit along both sections.

2.10 On the B1173 Barrier Bank, there is a footway on the eastern side of the carriageway providing a connection for pedestrians between Spalding and the site; however, there is currently a section of around 75m that is closed to pedestrians due to subsidence.

Pedestrian Accessibility

2.11 The infrastructure available in the vicinity of the site to pedestrians has been detailed above. This section considers the accessibility of the site using the available infrastructure.

2.12 Manual for Streets (DfT, 2007), notes at Section 4.4.1 that:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to 800m) walking distance of residential areas".

2.13 It is also noted, however, that this is not an upper limit and that:

"Walking offers the greatest potential to replace short car trips, particularly those under 2km".

2.14 In addition to the above, the Chartered Institute of Highways & Transportation (IHT) document, Guidelines for Providing Journeys on Foot, provides further comprehensive advice on pedestrian accessibility and walking trips.

2.15 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1,000m and the preferred maximum is 2,000m. These distances equate to an approximate 6-minute walk (500m), 13 minute walk (1,000m) and 25 minute walk (2,000m) based on an average speed of 4.8 km/hr (1.33 m/s).

2.16 Broadly, the residential areas bounded by Hill's Drain, Spalding Cricket Club and the River Welland would be within the preferred maximum walking distance (2,000m). Given, in reality, some employees may be prepared to walk further than 2,000m, the proposed development would be with a suitable walking distance from other residential areas within Spalding.

Cycle Access

Cycle Infrastructure

2.17 There is no specific cycle infrastructure in the vicinity of the site; however, the bridleway from Fen Bank Lane would provide a safe and convenient route for any cyclists accessing the site from the north, which is where the majority of employees choosing to cycle to the proposed development are likely to arrive from.

2.18 It is accepted that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of longer journeys by public transport.

2.19 Cycling offers the opportunity to replace short distance car trips, particularly those under 5 miles. The 2014 CIHT publication 'Planning for Cycling' states that "*the majority of cycling trips are for short distances, with 67% being less than five miles (8km) and with 38% being less than two miles (3.2km)"* and in DfT's most recent Local Transport Note 1/20 'Cycle

Infrastructure Design', it highlights the potential for a significant increase in cycle trips under five miles in length, which is a distance achievable for most people.

2.20 The whole of the Spalding urban area is within 5km and therefore the site is well located to encourage employees to choose cycling as a mode to and from the site. Also, Spalding Railway Station is approximately 3km from the site, which would allow potential employees living in locations such as Sleaford or Peterborough (both a 20-minute journey) to access the site as a multi-modal journey, in as little as around 30 minutes.

Bus Services

2.21 The frequency and proximity of public transport services have a significant bearing on whether these modes of transport are a realistic alternative to a private car journey and will be used by employees at the proposed development. The following section provides details of the bus services within the proximity of the site.

2.22 The IHT document 'Guidelines for Planning for Public Transport in Developments' suggests that, as a general guide, the walking distance between a proposed development site and a bus stop should be no more than 400 metres. This equates to an approximate 5-minute walk based on an average speed of 4.8 km/hr (1.33 m/s).

2.23 However, this distance should only be treated as a guide, as set out on page 73 in the document:

> "These standards should be treated as guidance, to be achieved where possible by services that operate at regular frequencies and along direct routes. It is more important to provide that easy [sic] for passengers to understand and attractive to use than to achieve slavish *adherence to some arbitrary criteria for walking distance".*

2.24 Furthermore, the IHT document, 'Buses in Urban Developments', 2018 also states on page 18:

> *"The acceptability of the walking distance is not a stand-alone consideration. People take account of the total journey travel time, including the 'in bus' time as well as the walk at either end. Consequently, people will accept longer walks to reach bus services that are fast and direct, or more frequent, and to stops serving a wider range of destinations".*

2.25 The closest bus stop to the site is on the B1172 Little London, which is approximately 1.5km from the site and the following services can be accessed:

- 37 (Spalding to Peterborough), which operates hourly in each direction with 14 services per day Monday to Saturday, and five services in each direction on Sundays at approximately two-hourly intervals; and
- 301 (Bourne to Stamford, via Spalding), which operates hourly, in each direction with nine services per day Monday to Friday, and four services in each direction per day on Saturdays at approximately two-hour intervals.

Spalding Railway Station is on the Peterborough to Lincoln line and has direct services from the following

2.26 The bus service provision has improved since the submission of the 2023 planning application, with five more buses in each direction per day Monday to Saturday.

Rail Services

2.27 Spalding Railway Station is on the Peterborough to Lincoln line and has direct services from the following locations with under an hour journey time:

- Sleaford and Peterborough (20-minute journey);

- Ruskington (28 minutes);
- Metheringham (37 minutes);
- Lincoln (49 minutes); and
- Hykeham (59 minutes)

2.28 Whilst Spalding Railway Station is around 3.0km from the site, rail could be used by cyclists as part of a multi-modal journey.

Personal Injury Collisions

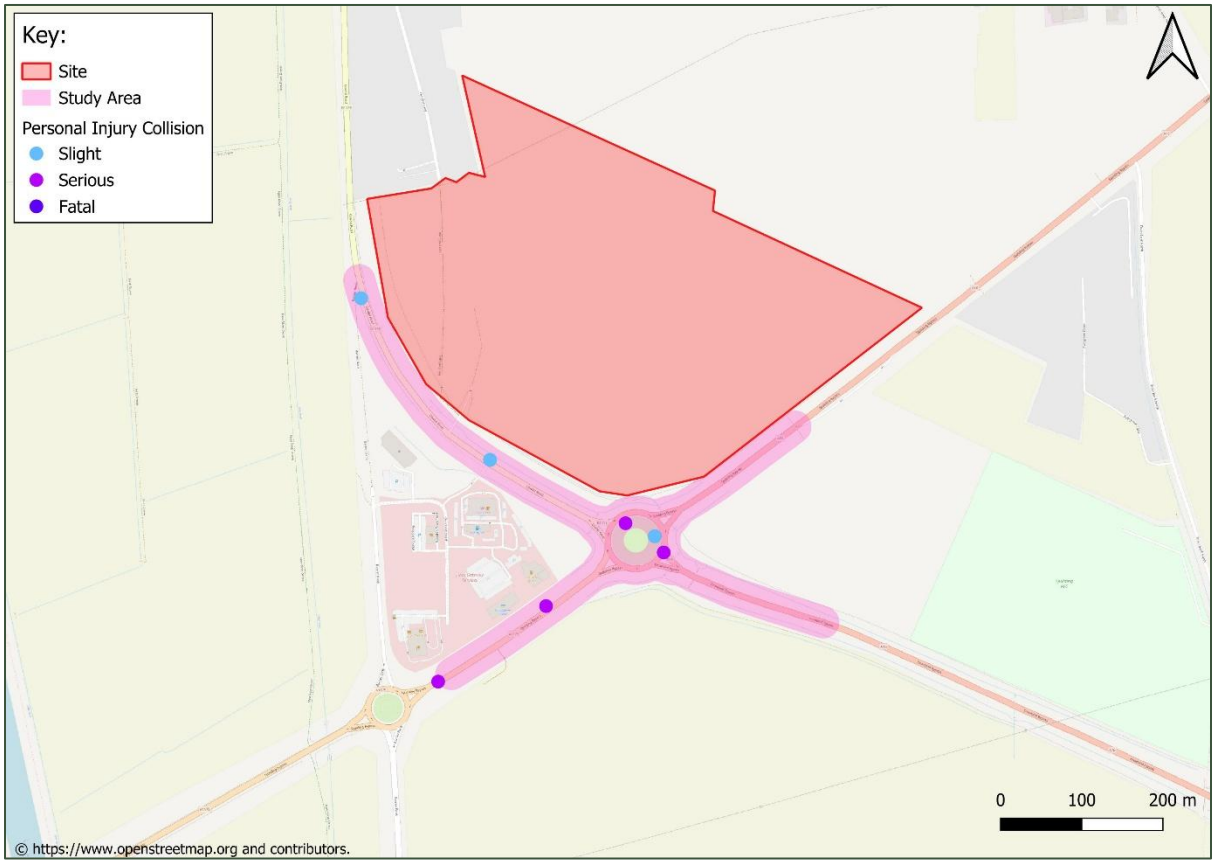
2.29 Personal Injury Collision (PIC) analysis has been undertaken using data from the Department for Transport (DfT) Road Safety Open Data, which records police-reported injury collisions occurring on public roads in Great Britain. The data relates to collisions resulting in personal injury that were reported to the police and subsequently recorded using the STATS19 collision reporting system.

2.30 A review of the most recent five-year period (2020 to 2024) has been undertaken to identify the frequency, severity, and general characteristics of recorded collisions, including whether any spatial or temporal clustering is evident.

2.31 The Study Area has been defined to include the A16 and B1173 corridors adjacent to the site, together with the surrounding highway network where development -related trips may reasonably occur.

2.32 **Figure 2.2** illustrates the Site location, Study Area extents, and the recorded PICs within the review period.

Figure 2.2: Personal Injury Collision Analysis



2.33 The review identified six PICs within 2020 and 2024. Of these, three were slight-severity incidents and three were serious-severity incidents. The collisions occurred along the A16 and B1173, both are single-carriageway roads subject to a 60 mph speed limit, and involved a mix of vehicles including cars, HGVs, LGVs, motorcycles and a pedal cycle. The incidents occurred under varied lighting and weather conditions, with three collisions recorded at roundabouts and one near a T-junction.

2.34 Due to the number of collisions and the presence of multiple incidents occurring at a or near similar locations and junction types, a full breakdown of collision index references and summary details is provided in **Appendix A**, together with a collision-index labelled plan.

2.35 In summary, the review of the most recent five years of available PIC data shows that the recorded incidents occurred under differing circumstances, involve a range of vehicle types and manoeuvres, and are separated in both time and location. No consistent spatial or temporal clustering is evident, and the collision record does not indicate any recurring highway safety issues within the Study Area.

3.0 Proposed Development

Site Layout and Development Schedule

3.1 Whilst the outline planning application is for up to 70,000 sq. m of Class B8 (storage or distribution, the proposed site layout (Drawing no. 22119-UMC-ZZZZ-SI-DR-A-0010-P01) as provided in **Appendix B**, shows three warehousing units with a total GIA pf 62,587 sq. m. (excluding the gatehouse), as follows:

Unit 100

- Warehousing use (Class B8) – 11,035 sq. m GIA; and
- Ancillary office use (Class E g i) – 809 sq. m GIA

Unit 200

- Warehousing use (Class B8) – 34,789 sq. m GIA; and
- Ancillary office use (Class E g i) – 2,063 sq. m GIA

Unit 300

- Warehousing use (Class B8) – 12,894 sq. m GIA; and
- Ancillary office use (Class E g i) – 997 sq. m GIA

Vehicular Access

3.2 It is proposed to utilise the site access that has already been constructed on the B1173 with a ghost island right turn lane arrangement. A General Arrangement of the existing site access arrangement on the B1173 Barrier Bank is provided in **Appendix C**. The access has been designed for use by the types of vehicles that would access the proposed development. LCC as the local highway authority had no objection to the use of the existing access arrangement to serve the proposed development in its consultation to the 2023 planning application, which is the consented scheme. As there are no changes to the trip generation associated with the proposed development, it can be assumed that the access is suitable.

Pedestrian and Cycle Access

3.3 The proposals include improvements (resurfacing and low-level lighting) to the bridleway, which provides an attractive connection into the site for pedestrians and cyclists arriving from the north (which is likely to be the majority of pedestrians and cyclists, given the location of the site).

3.4 Pedestrians would be able to access the site from the roadside services on the other side of the B1173 Barrier bank using the existing footways and central refuge at the vehicular access.

Car Parking

3.5 The South East Lincolnshire Local Plan requires the following minimum number of car parking spaces for a B8 warehousing use:

- Standard
  - One space per 150m^2 of gross floor space for employees/visitors, subject to a minimum provision of three spaces.

- Disabled
  - No specific disabled % requirements
- Electric vehicle charging
  - Where more than 50 parking spaces are provided, at least one double electric vehicle charge point will be required (2 spaces). For each additional 50 parking spaces, one double charging point should be provided up to a maximum of three (6 spaces).

3.6 A total of 428 car parking spaces are shown on the current layout in **Appendix B** (11 more than the minimum required for the quantum of development and eight lower than the minimum required for the maximum GIA of 69,677 sq. m.), as follows:

- Unit 100
  - 76 standard;
  - 5 disabled (7% of total); and
- Unit 200
  - 214 standard;
  - 14 disabled (7% of total); and
  - 23 electric vehicle charging
- Unit 300
  - 68 standard;
  - 5 disabled (7% of total); and
  - 23 electric vehicle charging

3.7 Whilst the car parking spaces are at the minimum required by the South East Lincolnshire Local Plan, an assessment has been undertaken using TRICS to further justify the provision, as set out in Section 5.0.

Cycle Parking

3.8 The South East Lincolnshire Local Plan requires the following minimum number of cycle parking spaces:

- Space required for a secure cycle shelter for 40 to 50 cycles for each unit.
  - secure, covered, convenient storage for bicycles for employees should be provided close to an entrance to the building. Changing and shower facilities should be provided where possible; and
  - secure, covered bicycle storage for visitors are located close to the main entrance to the building.

3.9 A total of 192 cycle parking spaces is proposed on the layout shown in **Appendix B**, as follows:

- Unit 100
  - 48 spaces
- Unit 200
  - 96 spaces
- Unit 300

- 48 spaces

HGV Loading and Parking

3.10 Whilst there are no LCC HGV parking space standards, in addition to the loading bays for each unit, a total of 182 HGV parking spaces is proposed for the layout shown in **Appendix B,** as follows:

- Unit 100
  - 48 HGV parking spaces
- Unit 200
  - 95 HGV parking spaces
- Unit 300
  - 39 HGV parking spaces

3.11 HGV loading bay and parking space requirements for the specific end user(s) will be identified and shown in the final site layout that will be submitted with the associated reserved matters applications and therefore mitigating the potential for any HGVs not being able to park on the site.

3.12 In the highly unlikely event of a vehicle not being able to park on site (i.e. if all HGV loading bay or parking spaces are full), vehicles may be able to temporarily park at informal locations within the site. Also, dependant on the end user and its operation, it may be possible to communicate with drivers enroute to the site who could be instructed to park in a Truckstop or layby (and not any local road near the site), until such a time that spaces become available. Mechanisms such as this could be set out in an operational traffic management plan.

4.0 Trip Generation

4.1 The forecast trip generation for the proposed development remains unchanged from the consented trip generation which was assessed in the TS submitted with the 2023 planning application. However, for completeness, the trip generation analysis, which makes a comparison to the original 2013 outline consent, is set out below.

4.2 WSP prepared a Transport Assessment to support the original outline planning application (ref. H16-0918-21) for the whole Lincs Gateway site (Phases and 1 and 2 either side of the B1173) in 2013, which set out the trip rates for the consented uses on the site as shown in the extract from the WSP Transport Assessment in **Appendix D** and in **Table 4.1**.

Table 4.1: 2013 Consent Vehicle Trip Rates

Period	Office			Industrial/ Commercial Unit		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	1.458	0.267	1.725	1.469	0.282	1.751
PM Peak	0.185	1.232	1.417	0.209	1.258	1.467

4.3 The resulting trip generation is shown in **Table 4.2**.

Table 4.2: 2013 Consent Vehicle Trip Generation

Period	Office			Industrial/ Commercial Unit			Total		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	60	11	71	88	17	105	148	28	176
PM Peak	8	51	58	13	76	88	20	126	146

4.4 The proposed Class B8 (storage and distribution) trip rates used in this assessment are presented in **Table 4.3**. These trip rates were previously agreed with LCC as part of the 2023 planning application and remain appropriate for the updated assessment. The corresponding TRICS outputs are provided in **Appendix E**.

4.5 For consistency the TRICS parameters, trip rates and survey sites used in this assessment are unchanged from those agreed and reported within the 2023 TS. The TRICS **Tables 4.3 - 4.6** in this report therefore reflect the same datasets and outputs as previously agreed with LCC and have not been re-run or updated.

Table 4.3: Proposed Use Vehicle Trip Rates

Period	Warehousing		
	Arrivals	Departures	Total
AM Peak	0.132	0.056	0.188
PM Peak	0.034	0.096	0.13

4.6 Using the trip rates in **Table 4.3**, the resulting trip generation for the maximum GFA of 69,677 sq. m is shown in **Table 4.4**.

Table 4.4: Proposed Vehicle Trip Generation (69,677 sqm)

Period	Warehousing		
	Arrivals	Departures	Total
AM Peak	92	39	131
PM Peak	24	67	91

4.7 The difference between the original 2013 outline consent and proposed vehicle trip generation is shown in **Table 4.5**.

Table 4.5: Net Vehicle Trip Generation

Period	Consented			Proposed			Difference		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	148	28	176	92	39	131	-56	11	-45
PM Peak	20	126	146	24	67	91	4	-59	-56

4.8 As **Table 4.5** shows, there would be a net decrease in the number of vehicle movements associated with the proposed development compared to the original 2013 outline consent and therefore a reduction in the forecast impact on the local highway network.

4.9 Given the range in types of end user at the site, a sensitivity test has been undertaken by increasing the forecast trip generation by 25% as shown in **Table 4.6**.

Table 4.6: Net Vehicle Trip Generation (25% increase sensitivity test)

Period	Consented			Proposed			Difference		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	148	28	176	115	49	164	-33	21	-12
PM Peak	20	126	146	30	84	113	9	-43	-33

4.10 As **Table 4.6** shows, there would still be a net reduction in the morning and evening peak hour vehicle movements associated with the proposed development with a 25% uplift compared to the agreed trip rates. In fact, the vehicle movements could increase by up to 34% and be below the vehicle movements assessed as part of the 2013 application.

4.11 It should be noted that whilst the trip generation for the proposed development is forecast to be lower in the morning and peak hours compared to the original 2013 outline consent, given it is likely that the end user(s) would have a 24-hour operation, the overall daily vehicle movements are likely to be higher than the original 2013 outline consent.



5.0 Parking Provision Justification

Total Provision

5.1 Using TRICS, several Class B8 warehousing sites of a similar size to the proposed development have been reviewed in terms of the total car parking provision, which are summarised in **Table 5.1**.

Table 5.1: Car Park Provision Comparison

TRICS Reference	Site	Gross Floor Area (sqm)	Number of employee spaces	Parking provision rate (sqm of GFA)
HF-02-F-03	Ocado Distribution Centre	80,000	452	1 space per 177
TV-02-F-02	Argos Warehouse	80,066	552	1 space per 145
SY-02-F-01	Tesco Distribution Centre	80,100	403	1 space per 199

5.2 The site layout shown in Drawing no. **22119-UMC-ZZZZ-SI-DR-A-0010-P01** (**Appendix B**) has a total of 1 space per 146 sq. m GFA, which is greater than or at a similar level to the three example sites in TRICS shown in **Table 5 1**. Whilst these sites have better access to public transport than the proposed development, the survey show between 2 and 4% use the bus and therefore is not a significant factor in the level of parking spaces required.

Parking Accumulation

5.3 In order to further justify the parking provision at the site, a number of comparisons have been made to sites from the TRICS database, in terms of the profile of vehicle arrivals and departures and the accumulation of parking.

5.4 The sites in **Table 5 1**. have not been used for this analysis as the trip generation for these sites is low. The comparisons are (as provided in **Appendix F**) based on the maximum GIA of 69,677 sq. m. as follows:

- Agreed B8 trip rates – maximum 160 (200 with 25% sensitivity test);
- General Class B8 TRICS enquiry – maximum 348 (435 with 25% sensitivity test); and
- A food distribution site - maximum 240 (300 with 25% sensitivity test)

5.5 Given the above and given this is based on the maximum GIA of 69,677 sq. m, the proposed 428 parking spaces shown are considered to be sufficient.

6.0 Summary and Conclusion

Summary

6.1 This TS has been prepared to support a planning application for the erection of buildings to comprise up to 70,000 sq. m. of Class B8 (storage or distribution) floorspace to include ancillary Class E(g) (office) floorspace.

6.2 The proposed development would be accessed from the existing site access on the B1173 Barrier Bank, which has a ghost island facility for right turning vehicles. There is a refuge in the middle of the road to assist pedestrians crossing between the site and the roadside services, where employees can access food and drink retail offerings.

6.3 A bridleway through the site would be upgraded with new surfacing and low-level lighting, to encourage walking and cycling to and from the site.

6.4 Car parking would be provided to meet the minimum standards set out in the South East Lincolnshire Local Plan, with disabled spaces and electric vehicle charging spaces.

6.5 Cycle facilities are in excess of the minimum standards set out in the South East Lincolnshire Local Plan.

6.6 An analysis of staff and operational trip generation has been undertaken using B8 trip rates from the TRICS database, consistent with the datasets previously agreed with LCC and used in the 2023 TS. The assessment shows that the proposed development would generate fewer vehicle movements than the original 2013 scheme, and the same as the 2023 consented scheme. Based on the 25% sensitivity test, the two-way movements would be 164 in the morning peak hour and 113 in the evening peak hour.

6.7 It is assumed that all HGVs would access the site from the A165 or A1175.

6.8 An analysis of maximum parking demand shows that there would be sufficient spaces to accommodate the likely number of employee vehicles expected at the proposed development.

Conclusion

6.9 Taking the above into consideration, the impacts cannot be considered severe in terms of NPPF and SLR would conclude there are no traffic or transportation grounds on which to refuse this application.

Appendix A Personal Injury Collision References and Summary

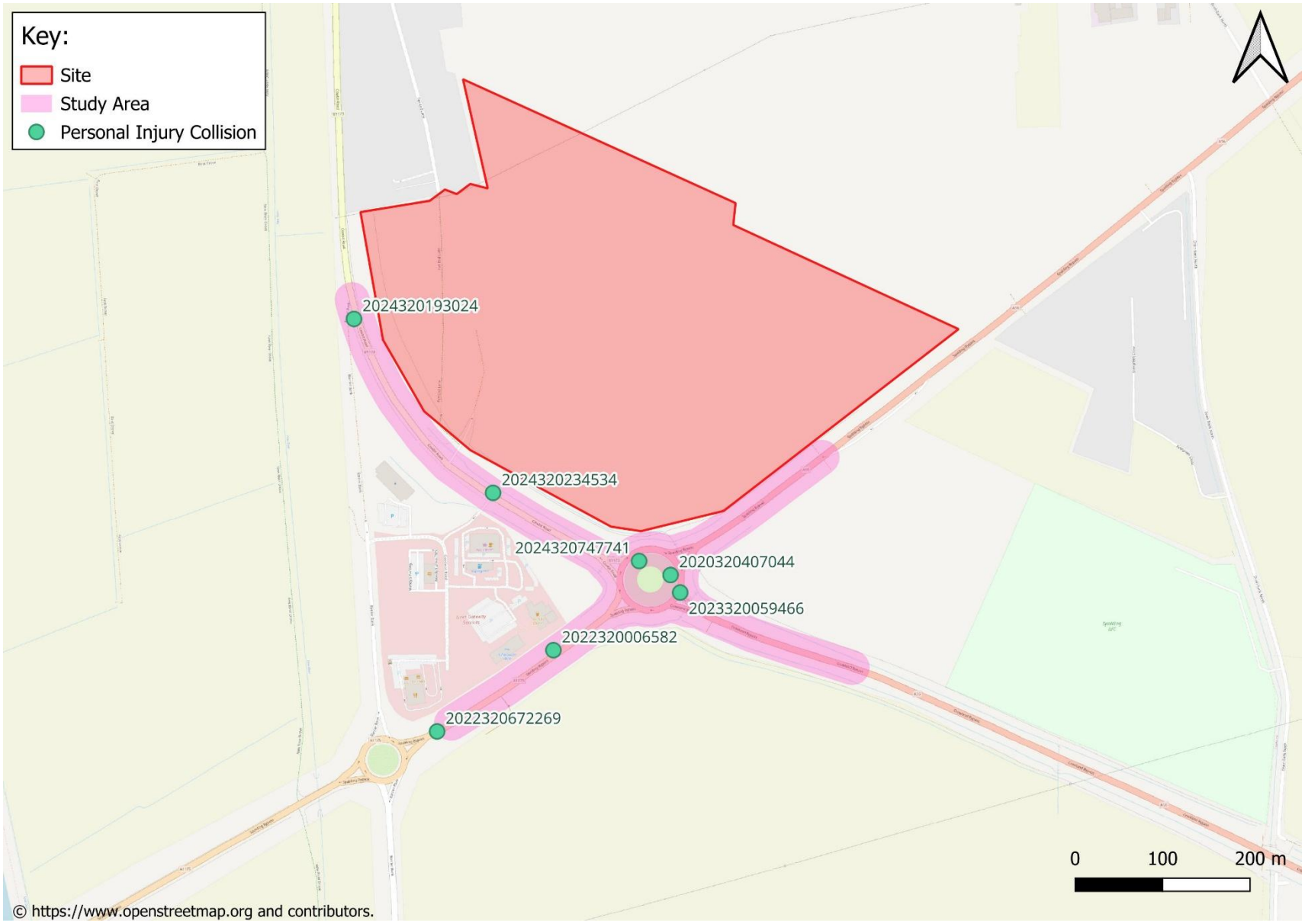
Transport Statement

Land at B1173 Barrier Bank (Lincs Gateway), Spalding

Alcan Properties Ltd.

SLR Project No.: 403.066676.00001

1 April 2026


Key:
Site
Study Area
Personal Injury Collision
2024320193024
2024320234534
2024320747741
2020320407044
2023320059466
2022320006582
2022320672269
0
100
200 m
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Collision Index	Year	Road	Severity	Vehicles Involved	Casualties	Junction Involvement	Non-Motorised Vehicle Involvement	Brief Summary
2020320407044	2020	A16	Slight	2 (1 car, 1 motorcycle >500cc)	1 (motorcyclist)	Roundabout	No	Two-vehicle collision in darkness (lights lit) as both vehicles left a roundabout, motorcyclist overturned and the rider sustained slight injuries.
2022320006582	2022	A16	Serious	4 (2 cars, 1 HGV, 1 LGV)	1 (car driver)	None recorded	No	Four-vehicle collision in darkness (no lighting) involving opposing-direction traffic, one car driver sustained serious injuries.
2023320059466	2023	A16	Serious	3 (2 cars, 1 LGV)	1 (car driver)	Roundabout	No	Three-collision at or near a roundabout in darkness (lights lit), one car driver sustained serious injuries.
2024320193024	2024	B1173	Slight	2 (1 car, 1 pedal cycle)	1 (cyclist)	None recorded	Yes – Pedal Cycle	Collision in darkness (no lighting) involving a car and a cyclist travelling in the same direction, cyclist overturned and sustained slight injuries.
2024320234534	2024	B1173	Slight	2 (2 cars)	2 (car drivers)	T-junction	No	Two-car collision during daylight in wet/windy conditions at or near a T-junction, both drivers sustained slight injuries.
2024320747741	2024	A16	Serious	2 (1 car, 1 motorcycle ≤50cc)	1 (motorcyclist)	Roundabout	No	Daylight collision at a roundabout involving a car and a small motorcycle, motorcycle overturned and the rider sustained serious injuries.

Appendix B Proposed Site Layout

Transport Statement

Land at B1173 Barrier Bank (Lincs Gateway), Spalding

Alcan Properties Ltd.

SLR Project No.: 403.066676.00001

1 April 2026



10m SCALE 1:1000

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

Schedule of Accommodation

Total GIA	-	**673,991 ft²**	**(62,615 m²)**
Site Area	-	46.02 ha	18.62 ha
Site Density GIA	-		33.62%
Unit 100			
Warehouse Area	-	118,776 ft²	(11,035 m²)
Office Area (incl. GF core)	-	6,212 ft²	(577 m²)
Transport Office	-	2,500 ft²	(232 m²)
Unit 100 GIA	-	**127,488 ft²**	**(11,844 m²)**
Unit 200			
Warehouse Area	-	374,467 ft²	(34,789 m²)
Office Area (incl. GF core)	-	19,708 ft²	(1,831 m²)
Transport Office	-	2,500 ft²	(232 m²)
Gatehouse	-	300 ft²	(28 m²)
Unit 200 GIA	-	**396,975 ft²**	**(36,880 m²)**
Unit 300			
Warehouse Area	-	138,792 ft²	(12,894 m²)
Office Area (incl. GF core)	-	8,236 ft²	(765 m²)
Transport Office	-	2,500 ft²	(232 m²)
Unit 300 GIA	-	**149,528 ft²**	**(13,891 m²)**

rev	amendments	by	ckd	date
P.01	Initial Issue	JMB	CA	14.02.23

Lincs Gateway, Spalding, Lincolnshire

Masterplan

Information Container LOD:	LOD 100

Alcan Properties Ltd

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RIBA PoW Stage:	1 - Preparation & Brief
Document Suitability:	S1
Drawn / Checked:	JMB / CA
Date:	24/03/2023
Scale:	1:1000 A1
UMC Project Number:	22119
Document Reference:	Drawing no: Revision:
22119 - UMC - ZZZZ - SI - DR - A	0010 P03

Appendix C Existing Site Access General Arrangement

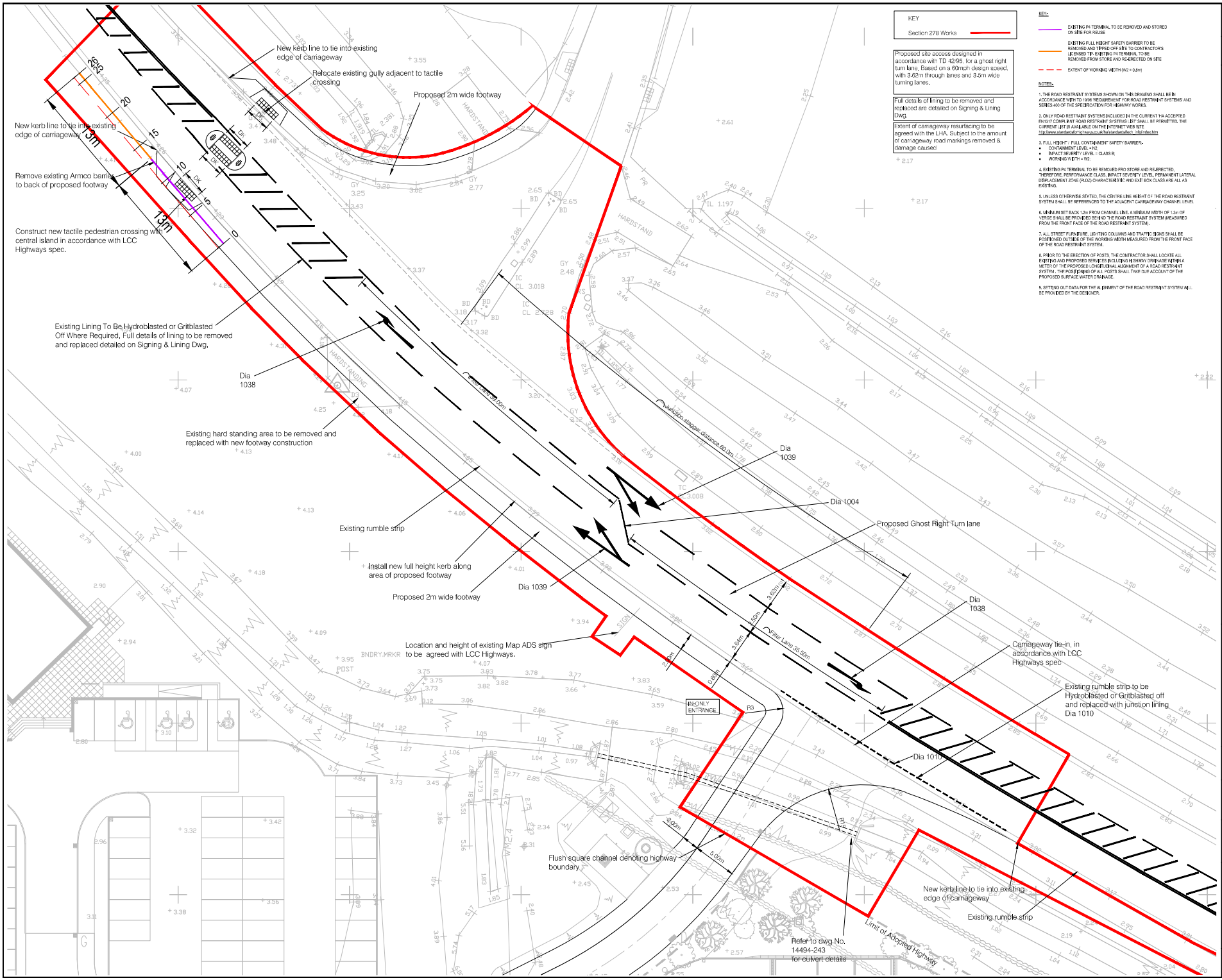
Transport Statement

Land at B1173 Barrier Bank (Lincs Gateway), Spalding

Alcan Properties Ltd.

SLR Project No.: 403.066676.00001

1 April 2026



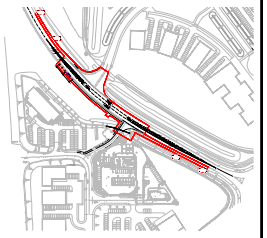
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A1

0 10 20 30 40 50
Millimetres At Original Drawing Size

General Notes

1. DO NOT SCALE.
2. This drawing is to be read in conjunction with all other relevant drawings and details.
3. Should there be any conflict between the details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.
4. Until technical approval has been obtained from the relevant Authority, it should be understood that all drawings issued are Preliminary and NOT for construction. Should the contractor commence site work prior to such approval being given, it is entirely at his own risk.
5. All dimensions are in millimetres unless otherwise stated.
6. The BSP Hazard Identification and Risk Assessment information for this project must be reviewed and understood by the contractor PRIOR to the commencement of any works on site.



Rev.	Description	Date.	Drawn	Appr.
B	Drawing status updated to CONSTRUCTION	29th Feb 2016	EM	CLN
A	Barrier Added	22nd Oct 2015	CLN	

● CIVIL ● STRUCTURAL ● TRANSPORTATION ● GEOTECHNICAL ● ENVIRONMENTAL

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Drawing Status
CONSTRUCTION

Client
Ashley King Developments Ltd

Project Title
Lincs Gateway Development

Drawing Title
S278 Highway Junction General Arrangement

Drawn By:	GHB	Checked By:	CLN	Scale:	1:200
Project Engineer:	CLN	Approved By:	TG	Date:	7 Jan 2015

Drawing Number: 14494 001
Revision: B

Appendix D WSP Transport Assessment extract

Transport Statement

Land at B1173 Barrier Bank (Lincs Gateway), Spalding

Alcan Properties Ltd.

SLR Project No.: 403.066676.00001

1 April 2026

8.4 Vehicle Trips

8.4.1 The vehicle trip rates from TRICS are shown in Table 8.6 below for each land use category, and the TRICS database printouts are attached at Appendix L.

Table 8.6: TRICS 2013(a) Vehicular Trip Rates for the Proposed Land Uses at Spalding

Land Use	AM Peak Hour		PM Peak Hour	
	Arrive	Depart	Arrive	Depart
Petrol Filling Station (per ha)	238.710	241.935	206.452	219.355
Restaurant/café&retail(per 100sqm)	4.363	4.155	4.889	4.985
Pub/ Restaurant (per 100sqm)	0.000	0.000	2.874	2.122
Hotel (per 100sqm)	0.349	0.537	0.429	0.276
Commercial Unit (per 100sqm)	1.469	0.282	0.209	1.258
Conference Centre (per 100sqm)	0.544	0.389	1.036	0.753
Office (per 100sqm)	1.458	0.267	0.185	1.232
Industrial/ Storage (per 100sqm)	0.418	0.089	0.044	0.326

8.4.2 As mentioned previously, in addition to the illustrative master plan, Sensitivity 1 which generates the highest number of trips is taken forward for traffic impact assessment. The vehicle trip generation for the Illustrative Master plan and Sensitivity 1 scenarios is shown in Tables 8.7 and 8.8 respectively.

Table 8.7: Vehicle Trips – Illustrative Master Plan

Land Use	AM Peak Hour		PM Peak Hour	
	Arrive	Depart	Arrive	Depart
Petrol Filling Station (0.1062ha)	25	26	22	23
Kiosk (180m^2)	8	7	9	9
Pub/ Restaurant (585m^2)	0	0	17	12
Hotel (2,736m^2)	10	15	12	8
Commercial Unit (3,798m^2)	56	11	8	48
Conference Centre (0.099ha)	5	4	10	7
Site B Total (9,351 m^2)	*104*	*62*	*77*	*107*
Office (21,348m^2)	311	57	39	263
Industrial/ Storage (19,233m^2)	80	17	8	63
Site A Total (40,581 m^2)	*392*	*74*	*48*	*326*
Total	**496**	**137**	**125**	**433**

Appendix E Proposed B8 Trip Rates

Transport Statement

Land at B1173 Barrier Bank (Lincs Gateway), Spalding

Alcan Properties Ltd.

SLR Project No.: 403.066676.00001

1 April 2026

Calculation Reference: AUDIT-529501-201102-1142

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	DV	DEVON	1 days
10	**WALES**		
	BG	BRIDGEND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 3050 to 50000 (units: sqm)
Range Selected by User: 190 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 15/10/19

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
Wednesday	1 days

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

Selected survey types:

Manual count	2 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 undertaking using machines.

Selected Locations:

Edge of Town	1
Free Standing (PPS6 Out of Town)	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	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

B8	2 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®.

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	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	1 days
1.1 to 1.5	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:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 BG-02-F-01 LOGISTICS COMPANY BRIDGEND
PARC CRESCENT
BRIDGEND
WATERTON IND. EST.
Edge of Town
Industrial Zone
Total Gross floor area: 3050 sqm
Survey date: MONDAY 13/10/14 Survey Type: MANUAL

2 DV-02-F-02 LIDL DISTRIBUTION CENTRE DEVON
CHILLPARK BRAKE
NEAR EXETER
CLYST HONITON
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 50000 sqm
Survey date: WEDNESDAY 03/04/19 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
AN-02-F-04	B8 Only
CB-02-F-01	Low B8
CR-02-F-03	B8 only
DL-02-F-03	High B1
DV-02-F-01	Low B8, High B1
EX-02-F-01	Low B8
GA-02-F-01	High B1
HC-02-F-02	High B1
HD-02-F-01	High B1
HO-02-F-01	High B1
HO-02-F-02	High B1
KC-02-F-02	High B1
LU-02-F-01	High B1
SF-02-F-02	B8 only
SF-02-F-03	B8 only
TW-02-F-01	B8 only
WM-02-F-02	High B1
WY-02-F-02	B8 only

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

TOTAL 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									
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	1	50000	0.010	1	50000	0.010	1	50000	0.020
05:30 - 06:00	1	50000	0.014	1	50000	0.010	1	50000	0.024
06:00 - 06:30	1	50000	0.022	1	50000	0.022	1	50000	0.044
06:30 - 07:00	1	50000	0.024	1	50000	0.008	1	50000	0.032
07:00 - 07:30	2	26525	0.057	2	26525	0.023	2	26525	0.080
07:30 - 08:00	2	26525	0.058	2	26525	0.025	2	26525	0.083
08:00 - 08:30	**2**	**26525**	**0.074**	2	26525	0.026	2	26525	0.100
08:30 - 09:00	2	26525	0.051	2	26525	0.030	2	26525	0.081
09:00 - 09:30	2	26525	0.068	2	26525	0.043	2	26525	0.111
09:30 - 10:00	2	26525	0.047	2	26525	0.032	2	26525	0.079
10:00 - 10:30	2	26525	0.032	2	26525	0.040	2	26525	0.072
10:30 - 11:00	2	26525	0.028	2	26525	0.021	2	26525	0.049
11:00 - 11:30	2	26525	0.038	2	26525	0.038	2	26525	0.076
11:30 - 12:00	2	26525	0.017	2	26525	0.036	2	26525	0.053
12:00 - 12:30	2	26525	0.025	2	26525	0.043	2	26525	0.068
12:30 - 13:00	2	26525	0.026	2	26525	0.034	2	26525	0.060
13:00 - 13:30	2	26525	0.053	2	26525	0.032	2	26525	0.085
13:30 - 14:00	2	26525	0.060	**2**	**26525**	**0.085**	**2**	**26525**	**0.145**
14:00 - 14:30	2	26525	0.019	2	26525	0.041	2	26525	0.060
14:30 - 15:00	2	26525	0.021	2	26525	0.030	2	26525	0.051
15:00 - 15:30	2	26525	0.025	2	26525	0.030	2	26525	0.055
15:30 - 16:00	2	26525	0.025	2	26525	0.034	2	26525	0.059
16:00 - 16:30	2	26525	0.043	2	26525	0.032	2	26525	0.075
16:30 - 17:00	2	26525	0.034	2	26525	0.062	2	26525	0.096
17:00 - 17:30	2	26525	0.021	2	26525	0.055	2	26525	0.076
17:30 - 18:00	2	26525	0.013	2	26525	0.041	2	26525	0.054
18:00 - 18:30	2	26525	0.009	2	26525	0.034	2	26525	0.043
18:30 - 19:00	2	26525	0.017	2	26525	0.034	2	26525	0.051
19:00 - 19:30	1	50000	0.008	1	50000	0.012	1	50000	0.020
19:30 - 20:00	1	50000	0.006	1	50000	0.002	1	50000	0.008
20:00 - 20:30	1	50000	0.008	1	50000	0.010	1	50000	0.018
20:30 - 21:00	1	50000	0.020	1	50000	0.012	1	50000	0.032
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.973			0.987			1.960

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

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

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Parameter summary

Trip rate parameter range selected:	3050 - 50000 (units: sqm)
Survey date date range:	01/01/12 - 15/10/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	18

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix F Parking provision justification

Transport Statement

Land at B1173 Barrier Bank (Lincs Gateway), Spalding

Alcan Properties Ltd.

SLR Project No.: 403.066676.00001

1 April 2026

TRICS 7.9.4
Trip Rate F Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
Calculation Factor: 100 sqm
Count Type: CARS

	ARRIVALS			DEPARTURES			TOTALS						
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Arrivals	Departures	Accum	Accum (25% increase)
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													
05:00-05:3	1	49081	0.039	1	49081	0.008	1	49081	0.047	27	6	22	27
05:30-06:0	1	49081	0.059	1	49081	0.01	1	49081	0.069	41	7	56	70
06:00-06:3	1	49081	0.008	1	49081	0.008	1	49081	0.016	6	6	56	70
06:30-07:0	1	49081	0.026	1	49081	0.014	1	49081	0.04	18	10	64	80
07:00-07:3	2	26066	0.017	2	26066	0.01	2	26066	0.027	12	7	69	86
07:30-08:0	2	26066	0.033	2	26066	0.008	2	26066	0.041	23	6	86	108
08:00-08:3	2	26066	0.05	2	26066	0.01	2	26066	0.06	35	7	114	143
08:30-09:0	2	26066	0.046	2	26066	0.01	2	26066	0.056	32	7	139	174
09:00-09:3	2	26066	0.017	2	26066	0.002	2	26066	0.019	12	1	150	187
09:30-10:0	2	26066	0.004	2	26066	0.01	2	26066	0.014	3	7	146	182
10:00-10:3	2	26066	0.01	2	26066	0.013	2	26066	0.023	7	9	144	179
10:30-11:0	2	26066	0.019	2	26066	0.002	2	26066	0.021	13	1	155	194
11:00-11:3	2	26066	0.006	2	26066	0.006	2	26066	0.012	4	4	155	194
11:30-12:0	2	26066	0.015	2	26066	0.012	2	26066	0.027	10	8	157	197
12:00-12:3	2	26066	0.017	2	26066	0.015	2	26066	0.032	12	10	159	199
12:30-13:0	2	26066	0.025	2	26066	0.023	2	26066	0.048	17	16	160	200
13:00-13:3	2	26066	0.017	2	26066	0.017	2	26066	0.034	12	12	160	200
13:30-14:0	2	26066	0.025	2	26066	0.029	2	26066	0.054	17	20	157	197
14:00-14:3	2	26066	0.01	2	26066	0.054	2	26066	0.064	7	38	127	159
14:30-15:0	2	26066	0.012	2	26066	0.048	2	26066	0.06	8	33	102	127
15:00-15:3	2	26066	0.002	2	26066	0.019	2	26066	0.021	1	13	90	112
15:30-16:0	2	26066	0.01	2	26066	0.017	2	26066	0.027	7	12	85	106
16:00-16:3	2	26066	0.004	2	26066	0.012	2	26066	0.016	3	8	79	99
16:30-17:0	2	26066	0.015	2	26066	0.031	2	26066	0.046	10	22	68	85
17:00-17:3	2	26066	0.023	2	26066	0.046	2	26066	0.069	16	32	52	65
17:30-18:0	2	26066	0.008	2	26066	0.042	2	26066	0.05	6	29	29	36
18:00-18:3	2	26066	0.008	2	26066	0.021	2	26066	0.029	6	15	20	24
18:30-19:0	2	26066	0.002	2	26066	0.013	2	26066	0.015	1	9	12	15
19:00-19:3	1	49081	0.006	1	49081	0.008	1	49081	0.014	4	6	10	13
19:30-20:0	1	49081	0.004	1	49081	0.004	1	49081	0.008	3	3	10	13
20:00-20:3	1	49081	0.018	1	49081	0.006	1	49081	0.024	13	4	19	24
20:30-21:0	1	49081	0.006	1	49081	0.02	1	49081	0.026	4	14	9	11
21:00-21:30													
21:30-22:00													
22:00-22:30													
22:30-23:00													
23:00-23:30													
23:30-24:00													
Daily Trip Rates:			0.561			0.548			1.109				

GFA	69677

TRICS 7.9.4
Trip Rate Para Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
Calculation Factor: 100 sqm
Count Type: CARS

	ARRIVALS			DEPARTURES			TOTALS						
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Arrivals	Departures	Accum	Accum (25% increase)
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	2	14537	0.024	2	14537	0.021	2	14537	0.045	151	15	136	170
07:30-08:00	2	14537	0.12	2	14537	0.007	2	14537	0.127	84	5	215	269
08:00-08:30	2	14537	0.072	2	14537	0.024	2	14537	0.096	50	17	249	311
08:30-09:00	2	14537	0.107	2	14537	0.017	2	14537	0.124	75	12	311	389
09:00-09:30	2	14537	0.034	2	14537	0.007	2	14537	0.041	24	5	330	413
09:30-10:00	2	14537	0.034	2	14537	0.021	2	14537	0.055	24	15	339	424
10:00-10:30	2	14537	0.017	2	14537	0.003	2	14537	0.02	12	2	349	436
10:30-11:00	2	14537	0.038	2	14537	0.041	2	14537	0.079	26	29	347	433
11:00-11:30	2	14537	0.01	2	14537	0.045	2	14537	0.055	7	31	322	403
11:30-12:00	2	14537	0.058	2	14537	0.055	2	14537	0.113	40	38	324	406
12:00-12:30	2	14537	0.014	2	14537	0.065	2	14537	0.079	10	45	289	361
12:30-13:00	2	14537	0.041	2	14537	0.031	2	14537	0.072	29	22	296	370
13:00-13:30	2	14537	0.048	2	14537	0.048	2	14537	0.096	33	33	296	370
13:30-14:00	2	14537	0.045	2	14537	0.055	2	14537	0.1	31	38	289	361
14:00-14:30	2	14537	0.055	2	14537	0.055	2	14537	0.11	38	38	289	361
14:30-15:00	2	14537	0.021	2	14537	0.028	2	14537	0.049	15	20	284	355
15:00-15:30	2	14537	0.017	2	14537	0.038	2	14537	0.055	12	26	269	337
15:30-16:00	2	14537	0.024	2	14537	0.014	2	14537	0.038	17	10	276	346
16:00-16:30	2	14537	0.048	2	14537	0.048	2	14537	0.096	33	33	276	346
16:30-17:00	2	14537	0.024	2	14537	0.048	2	14537	0.072	17	33	260	325
17:00-17:30	2	14537	0.017	2	14537	0.165	2	14537	0.182	12	115	157	196
17:30-18:00	2	14537	0.058	2	14537	0.089	2	14537	0.147	40	62	135	169
18:00-18:30	2	14537	0.038	2	14537	0.069	2	14537	0.107	26	48	113	142
18:30-19:00	2	14537	0.076	2	14537	0.052	2	14537	0.128	53	36	130	163
19:00-19:30	1	20400	0.01	1	20400	0.157	1	20400	0.167	7	109	28	35
19:30-20:00	1	20400	0.01	1	20400	0.025	1	20400	0.035	7	17	17	22
20:00-20:30	1	20400	0	1	20400	0.02	1	20400	0.02	0	14	3	4
20:30-21:00	1	20400	0	1	20400	0.005	1	20400	0.005	0	3	0	0
21:00-21:30													
21:30-22:00													
22:00-22:30													
22:30-23:00													
23:00-23:30													
23:30-24:00													
Daily Trip Rates:			1.06			1.253			2.313				

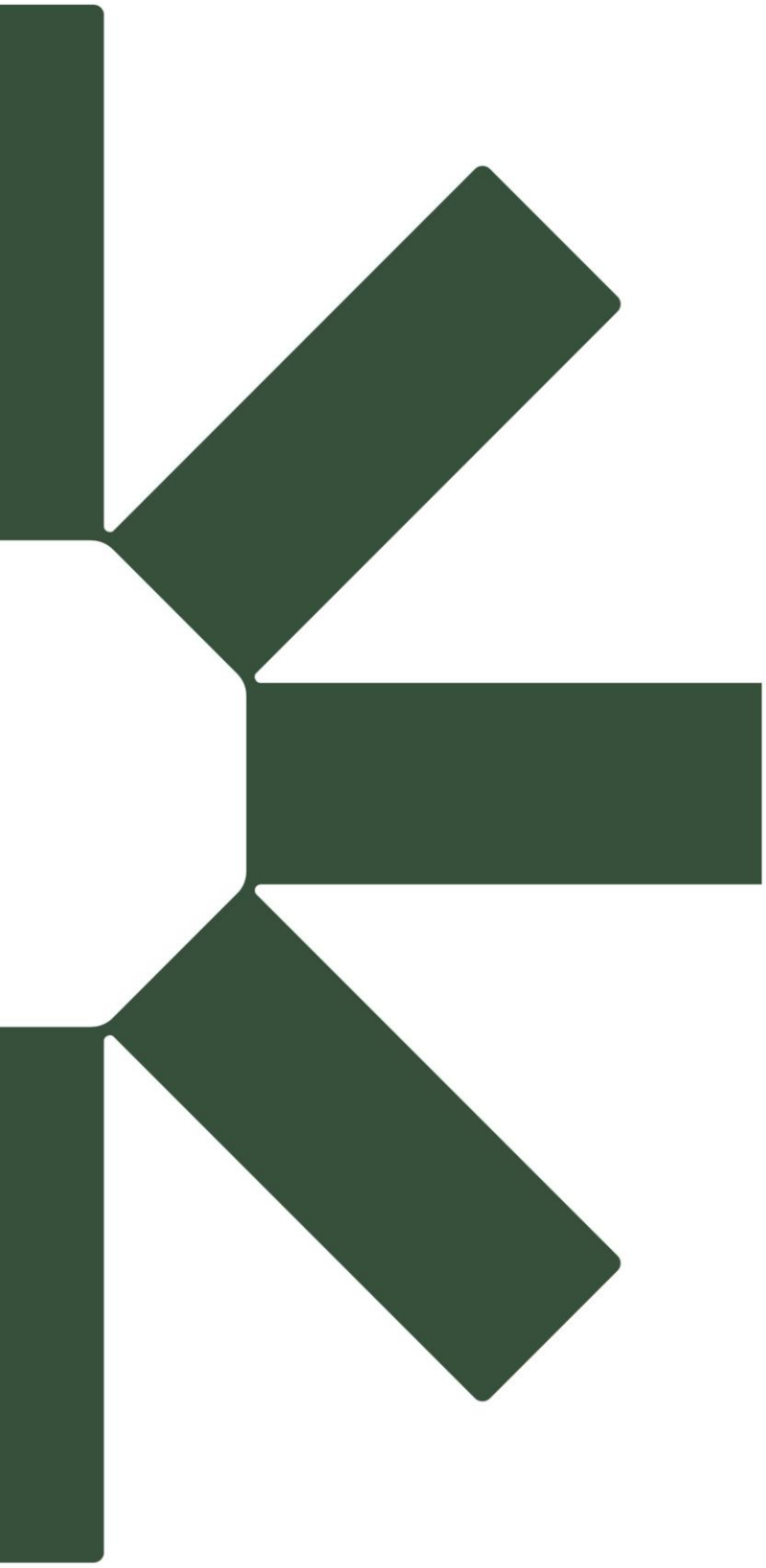
GFA	69677

TRICS 7.9.4
Trip Rate Para Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
Calculation Factor: 100 sqm
Count Type: CARS

	ARRIVALS			DEPARTURES			TOTALS						
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Arrivals	Departures	Accum	Accum (25% increase)
00:00-00:30													
00:30-01:00													
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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	1	8673	0	1	8673	0.012	1	8673	0.012	150	8	142	177
07:30-08:00	1	8673	0.127	1	8673	0.023	1	8673	0.15	88	16	214	268
08:00-08:30	1	8673	0.046	1	8673	0.035	1	8673	0.081	32	24	222	277
08:30-09:00	1	8673	0.046	1	8673	0.035	1	8673	0.081	32	24	229	287
09:00-09:30	1	8673	0.023	1	8673	0.012	1	8673	0.035	16	8	237	296
09:30-10:00	1	8673	0.081	1	8673	0.058	1	8673	0.139	56	40	253	316
10:00-10:30	1	8673	0.023	1	8673	0.012	1	8673	0.035	16	8	261	326
10:30-11:00	1	8673	0.046	1	8673	0.104	1	8673	0.15	32	72	220	275
11:00-11:30	1	8673	0.035	1	8673	0.092	1	8673	0.127	24	64	181	226
11:30-12:00	1	8673	0.161	1	8673	0.161	1	8673	0.322	112	112	181	226
12:00-12:30	1	8673	0.023	1	8673	0.161	1	8673	0.184	16	112	85	106
12:30-13:00	1	8673	0.081	1	8673	0.023	1	8673	0.104	56	16	125	156
13:00-13:30	1	8673	0.058	1	8673	0.035	1	8673	0.093	40	24	141	176
13:30-14:00	1	8673	0.058	1	8673	0.058	1	8673	0.116	40	40	141	176
14:00-14:30	1	8673	0.069	1	8673	0.081	1	8673	0.15	48	56	133	166
14:30-15:00	1	8673	0.035	1	8673	0.058	1	8673	0.093	24	40	117	146
15:00-15:30	1	8673	0.023	1	8673	0.046	1	8673	0.069	16	32	101	126
15:30-16:00	1	8673	0.058	1	8673	0.023	1	8673	0.081	40	16	125	156
16:00-16:30	1	8673	0.092	1	8673	0.035	1	8673	0.127	64	24	165	206
16:30-17:00	1	8673	0.081	1	8673	0.058	1	8673	0.139	56	40	181	226
17:00-17:30	1	8673	0.035	1	8673	0.115	1	8673	0.15	24	80	125	156
17:30-18:00	1	8673	0.081	1	8673	0.115	1	8673	0.196	56	80	101	127
18:00-18:30	1	8673	0.023	1	8673	0.127	1	8673	0.15	16	88	29	36
18:30-19:00	1	8673	0.023	1	8673	0.046	1	8673	0.069	16	32	13	16

GFA	69677



Making Sustainability Happen