TRANSPORT STATEMENT

Land at B1173 Barrier Bank (Lincs Gateway), Spalding

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1.0 Introduction

1.1 Purpose of the Report

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 to South Holland District Council (SHDC) for the erection of buildings to comprise up to 750,000 sq. ft (69,677 sq. m) of Class B8 (storage or distribution) floorspace to include ancillary Class E(g) (office) floorspace and provision of associated infrastructure on land at the B1173 Barrier Bank, including utilising the existing vehicular access from the B1173.

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.

1.2 Background

SHDC approved a planning application on part of the proposed development site comprising four office buildings and 24 small industrial units, on the 12th January 2022.

The consented uses at the site are:

- Office use (Class E g i) - 4,104 square metres (sq. m) gross internal area (GIA); and
- Industrial (Class E g iii) - 6,012 sq. m GIA

The consented scheme will not be built and the proposal is to submit a planning application for the B8 storage and distribution scheme.

1.3 Consultation

SLR has discussed and agreed the proposed scope of this report with LCC. The Scoping Note issued to LCC and additional correspondence is provided in **Appendix 01.**

LCC has agreed that the trip generation associated with the proposed development would not be expected to result in any capacity issues on the highway network, given the very close proximity of this site to the primary road network and any known capacity issues at the A16/A1175 roundabout.

SLR also attended a public consultation event on Monday 13th March. Comments received from the public have been taken into consideration, where relevant, in the preparation of this TS and the accompanying FTP.

1.4 Report Structure

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

2.1 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



Image Source: OpenStreetMap

2.2 Vehicular access

2.2.1 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.

Photograph 2-1 Existing site access from the B1173 Barrier Bank



2.2.2 Highway network

B1173

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).

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

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.

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**).

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).

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.

2.3 Pedestrian Access

2.3.1 Pedestrian Infrastructure

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



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, as set out in **Section 3.3.**

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.

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.

Several comments were received at the public consultation regarding the ability for pedestrians to safely access the site, particularly given the narrow footways on the B1173 Barrier Bank and the fact that there is no footway for a length of 75m (with this being closed due to subsidence). Also, several comments were received about the ability for employees at the site to safely cross the B1173 to the facilities at the roadside services, given the 60mph speed limit. The consideration of opportunities for improvements for pedestrians is currently being discussed with LCC.

2.3.2 Pedestrian Accessibility

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.

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".*

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".*

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.

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).

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.

2.4 Cycle Access

2.4.1 Cycle Infrastructure

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.

Several comments were received at the public consultation regarding the ability for cyclists to safely access the site, particularly given the 60mph speed limit on the B1173 Barrier Bank and the use of this by HGVs. The consideration of opportunities for improvements for cyclists is currently being discussed with LCC.

2.4.2 Cycle Accessibility

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.

Cycling offers the opportunity to replace short distance car trips, particularly those under 5 miles. The 2014 CIHT publication 'Planning for Cycling'[1] 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'[2], it highlights the potential for a significant increase in cycle trips under five miles in length, which is a distance achievable for most people.

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.

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[1] Planning for Cycling, CIHT, 2014, p4
[2] Local Transport Note 1/20: Cycle Infrastructure Design, DfT, 2020, p16

2.5 Bus services

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.

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 eb 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).

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".*

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".*

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:

- 312 (Bourne to Stamford, via Spalding), which is an hourly service, with nine services per day (Monday to Friday); and
- 37 (Spalding to Peterborough), which is a two hourly service, with seven services per day (Monday to Saturday). The journey time from Peterborough is around an hour.

The consideration of opportunities for improvements for access to bus services has been discussed with SHDC; however, it was felt the focus should be on pedestrian and cycle improvements, which are currently being discussed with LCC.

2.6 Rail services

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)

As set out in **Section 2.4.2**, whilst Spalding Railway Station is around 3.0km from the site, rail could be used by cyclists as part of a multi-modal journey.

2.7 Personal Injury Accidents

Personal Injury Accident (PIA) records for a five-year period avoiding the Covid-19 pandemic (2015 to 2021 inclusive) have been obtained in the vicinity of the site, using the crashmap database (as data is only available

up to the end of 2021 in Crashmap). Crashmap is based on official accident data reported by the Police and is approved by the National Statistics Authority and reported on by the Department for Transport [DfT] each year. It is therefore a reliable data source to analyse any safety issues on a local highway network.

It should be noted that PIAs are classified into three categories: slight, serious and fatal, and the definition of these are provided below:

- **Slight Injury:** Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention [medical treatment is not a pre-requisite for an injury to be defined as slight];
- **Serious Injury:** Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital: fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The serious category, therefore, covers a very broad range of injuries; and
- **Fatal Injury**: Injuries which cause death either immediately or any time up to 30 days after the collision.

In summary:

- There have been two accidents within 150m of the existing site access on the B1173, which were both slight in severity;
- There have been two accidents within 1km of the existing site access on the B1173, which were both slight in severity;
- There have been three accidents within 150m of the proposed site access on the A16, which were all slight in severity; and
- There have been four accidents at the B1173/ A16/ A1175 roundabout, which were all slight in severity

None of the accidents were at the same location or had the same causation factor. One of the accidents on the B1173 involved a cyclist; however, none of the other accidents involved a non-motorised user (pedestrian, cyclist or horse rider). Two of the accidents on the A16 involved HGVs.

It is noted that, from the accident data reviewed, there is nothing to indicate the proposed development would result in any significant impacts to the existing road safety.

3.0 Proposed Development

3.1 Site Layout and Development Schedule

Whilst the outline planning application is for up to 750,000 sq. ft (69,677 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 02**, shows three warehousing units with a total GIA pf 62,615 sq. m., 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

3.2 Vehicular Access

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 03.** The access has been designed for use by the types of vehicles that would access the proposed development.

3.3 Pedestrian and Cycle Access

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).

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.

Additional off-site pedestrian and cycling improvements are currently being discussed with LCC.

3.4 Car Parking

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).

A total of 428 car parking spaces are shown on the current layout in **Appendix 02** (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

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.**

3.5 Cycle Parking

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.

a) 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

b) secure, covered bicycle storage for visitors are located close to the main entrance to the building.

A total of 192 cycle parking spaces is proposed on the layout shown in **Appendix 02,** as follows:

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

3.6 HGV Loading and Parking

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 02,** as follows:

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

A comment was received at the public consultation event in relation to an existing issue of inappropriate HGV parking within the vicinity of the site and the wider area, and the potential for HGVs associated with the proposed development not being able to park on site. 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.

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 Consented Uses

WSP prepared a Transport Assessment to support an outline planning application 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 04** and in **Table 4-1.**

Table 4-1 Consented 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

The resulting trip generation is shown in **Table 4-2.**

Table 4-2 Consented 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

4.2 Proposed Use

The trip rates (agreed with LCC) for B8 (storage or distribution) for use in the assessment are shown in **Table 4-3.**

The TRICS outputs are provided in **Appendix 05.**

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

Using the trip rates in **Table 4-3**, the resulting trip generation for the maximum GIA of 69,677 sq. m is shown in **Table 4-4.**

Table 4-4 Proposed vehicle trip generation (69,677 sq. m)

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

The difference between the consented 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

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 consented scheme on the site and therefore a reduction in the forecast impact on the local highway network.

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

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 consented vehicle movements.

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 consented scheme, 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 consented scheme. 24-hour traffic flows have been assessed as part of the air quality and noise assessment reports prepared by other consultants.

5.0 Parking Provision Justification

5.1 Total Provision

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 (sq. m)	Number of employee spaces	Parking provision rate (sq. m 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

The site layout shown in **Drawing no. 22119-UMC-ZZZZ-SI-DR-A-0010-P01** (**Appendix 05**,) 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.

5.2 Parking Accumulation

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.

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 06**) 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)

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

6.1 Summary

This Transport Statement has been prepared to support a planning application for the erection of buildings to comprise up to 750,000 sq. ft (69,677 sq. m) of Class B8 (storage or distribution) floorspace to include ancillary Class E(g) (office) floorspace. The current layout shows a GIA of 62, 615 sq. m.

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.

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.

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.

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

Discussions are currently ongoing with LCC regarding potential off-site pedestrian and cycle improvements.

An analysis of trip generation for staff and patients of the proposed scheme has been undertaken using trip rates from the TRICS database and compared to the consented scheme at the site.

The result of the trip generation analysis shows there would be a reduction in the peak hour movements in the morning and evening peak hours compared to the consented scheme. A sensitivity test by increasing the trip generation in the peak hours would still result in fewer vehicle movements than the 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.

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

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.

6.2 Conclusion

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 01

Scoping Note and LCC Correspondence

1.0 Introduction

SLR Consulting Ltd [SLR] has been appointed by Alcan Properties Ltd. to prepare a Transport Statement Scoping Note in relation to a proposed change of use of a site known as Lincs Gateway (Phase 2) from the consented office (Class Eg (i) and Industrial (Class E g iii) uses to E(g), B2 and B8 uses (with some ancillary A3 (E(c)).

The location of the site on which is on a parcel of land at the junction between the B1173 Barrier Bank and the A16, as shown in **Figure 1-1** below.

Figure 1-1 Site Location



Image Source: OpenStreetMap

The site itself is located in the authoritative boundary of South Holland District Council [SHDC], whilst the local highway authority for the area is Lincolnshire County Councill [LCC].

2.0 Consented Uses and Trip Generation

SHDC approved a planning application for Phase 2 of the Lincs Gateway development comprising four office buildings and 24 small industrial units, on the 12th January 2022.

The consented uses at the site are:

- Office use (Class E g i) - 4,104 square metres gross internal floorspace; and
- Industrial (Class E g iii) - 6,012 square metres gross internal floorspace.

WSP prepared a Transport Assessment to support an outline planning application 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 01** and in **Table 2-1**:

Table 2-1
Consented 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

The resulting trip generation is shown in **Table 2-2**

Table 2-2
Consented 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

3.0 Proposed Use and Trip Generation

The current scheme being proposed at the site (the proposed development) is two warehousing units totalling 73,198 sq. m:

- Warehousing use (Class B8) – 69,028 square metres gross internal floorspace; and
- Ancillary office use (Class E g i) – 4,097 square metres gross internal floorspace.

The current masterplan is provided in **Appendix 02.** It is proposed to utilise the site access that has already been constructed on the B1173 with a ghost island tight turn lane arrangement for staff parking for Units 1 and 2 and HGVs for Unit 1 only, with a new access on the A16 for HGVs for Unit 2 only.

The proposed trip rates for B8 warehousing for use in the assessment are shown in **Table 3-1** (the TRICS outputs are provided in **Appendix 03).**

Table 3-1
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

Using the consented trip rates in **Table 3-1**, the resulting trip generation is shown in **Table 3-2.**

Table 3-2
Proposed vehicle trip generation

Period	Warehousing		
	Arrivals	Departures	Total
AM Peak	112	48	160
PM Peak	29	81	110

The difference between the consented and proposed vehicle trip generation is shown in **Table 3-3.**

Table 3-3
Net vehicle trip generation

Period	Consented			Proposed			Difference		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	148	28	176	112	48	160	-36	20	-16
PM Peak	20	126	146	29	81	110	9	-45	-36

As **Table 3-2** shows, there would be a net decrease in the number of vehicle movements associated with the proposed development compared to the consented scheme on the site and therefore a reduction in the forecast impact on the local highway network.

4.0 Proposed Scope

Given that the proposed development is forecast to generate fewer vehicle movements in the morning and evening peak hours compared to the consented scheme, SLR would propose to prepare a Transport Statement to support a new planning application for the change of use, to include the following:

- Background, context and scoping discussions;
- Brief summary of existing conditions (Site access, highway network, access by sustainable travel modes);
- Details of the proposed development, the existing site access, pedestrian/cycle access and car/HGV/cycle parking provision;
- A summary of the difference between the consented use and proposed development trip generation, as set out in this note; and
- Summary and conclusion, setting out how the proposed development would have a reduction in the forecast impact on the local highway network compared to the consented scheme.

5.0 Summary and Conclusion

This note has been prepared to set out the forecast difference in trip generation of a proposed development compared to the consented scheme on the Lincs Gateway (Phase 2) site. The analysis, which uses trip rates that have been agreed with LCC, shows there would be a net decrease in the vehicle movements in the morning and evening peak hours.

SLR would welcome confirmation that LCC agrees:

a) the proposed development would generate fewer vehicle movements in the morning and evening peak hours; and

b) A Transport Statement with the scope as set out above is suitable to support a planning application for the change of use.

Daniel Moran

From: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>
Sent: 06 March 2023 14:35
To: Daniel Moran
Cc: Branson, Steve
Subject: RE: Lincs Gateway, Spalding

I would not expect there to be any capacity difficulties whatsoever with trip rates Dan, given the very close proximity of this site to the primary road network – the A16, the overall size of the development and the absence of any known existing capacity issues at the A16/A1175 roundabout.
The only committed development I can recall there being within the locality of this site is the land inside of the A16 Spalding By-pass, lying a little way to the east, where a Ghost Island Right-turn Lane was provided under a Section 278 Agreement several years ago but has not yet been developed. The developer is the same as the owners your enquiry site so they will be better able to advise what the plans are for progressing that site.
Regards,
Jon.

Jon Sharpe
Principal Development Management Officer– Development Management
Lincolnshire County Council
County Offices, Newland, Lincoln LN1 1YL

Mobile: 07974 234883
Email: jon.sharpe@lincolnshire.gov.uk
Teams: Chat with me
Website: www.lincolnshire.gov.uk

Lincolnshire COUNTY COUNCIL *Working for a better future*

From: Daniel Moran <dmoran@slrconsulting.com>
Sent: 06 March 2023 12:43
To: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>
Cc: Branson, Steve <SBranson@sholland.gov.uk>
Subject: RE: Lincs Gateway, Spalding

Hi Jon

Thanks for this.

Yes, that is correct – we haven't seen the latest layout yet, but access will be from the B1173.

I just wanted to ensure you are happy with the trip rates we are using (I know we discussed this, but if you can confirm via email that would be great) and if there were any committed developments to include so that we can then prepare the 24-hour data for the ait quality consultant.

Once you confirm, I can get on with this ASAP

Cheers

Dan

Daniel Moran
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SLR Consulting Limited
2nd and 3rd Floors, 15 Middle Pavement, Nottingham, NG1 7DX

From: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>
Sent: 06 March 2023 11:53
To: Daniel Moran <dmoran@slrconsulting.com>
Cc: Branson, Steve <SBranson@sholland.gov.uk>
Subject: RE: Lincs Gateway, Spalding

Good morning Dan.
I was away last week and am catching-up on e-mails this morning.
I am relieved to hear that the project has been reconfigured so as to no longer include an access/egress directly onto the A16 – I had seen some Press reports in last week's e-mails suggesting that that is now the case. That will greatly simplify our determination of the highway impacts when consulted on the Planning Application - not to mention the saving in costs to your clients.
The access onto the B1173 is already in place, having been provided under an historic Section 278 Agreement and is ready to go as far as we are concerned.
I am however not sure what is outstanding from us regards the air quality traffic data you mention below. That is not something that falls within my Development Management remit.
I don't know whether Steve at SHDC (copied-in) might have any data for you on this.
Regards,
Jon.

Jon Sharpe
Principal Development Management Officer– Development Management
Lincolnshire County Council
County Offices, Newland, Lincoln LN1 1YL

Mobile: 07974 234883
Email: jon.sharpe@lincolnshire.gov.uk
Teams: Chat with me
Website: www.lincolnshire.gov.uk

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APPENDIX 02

Proposed Site Layout



- 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

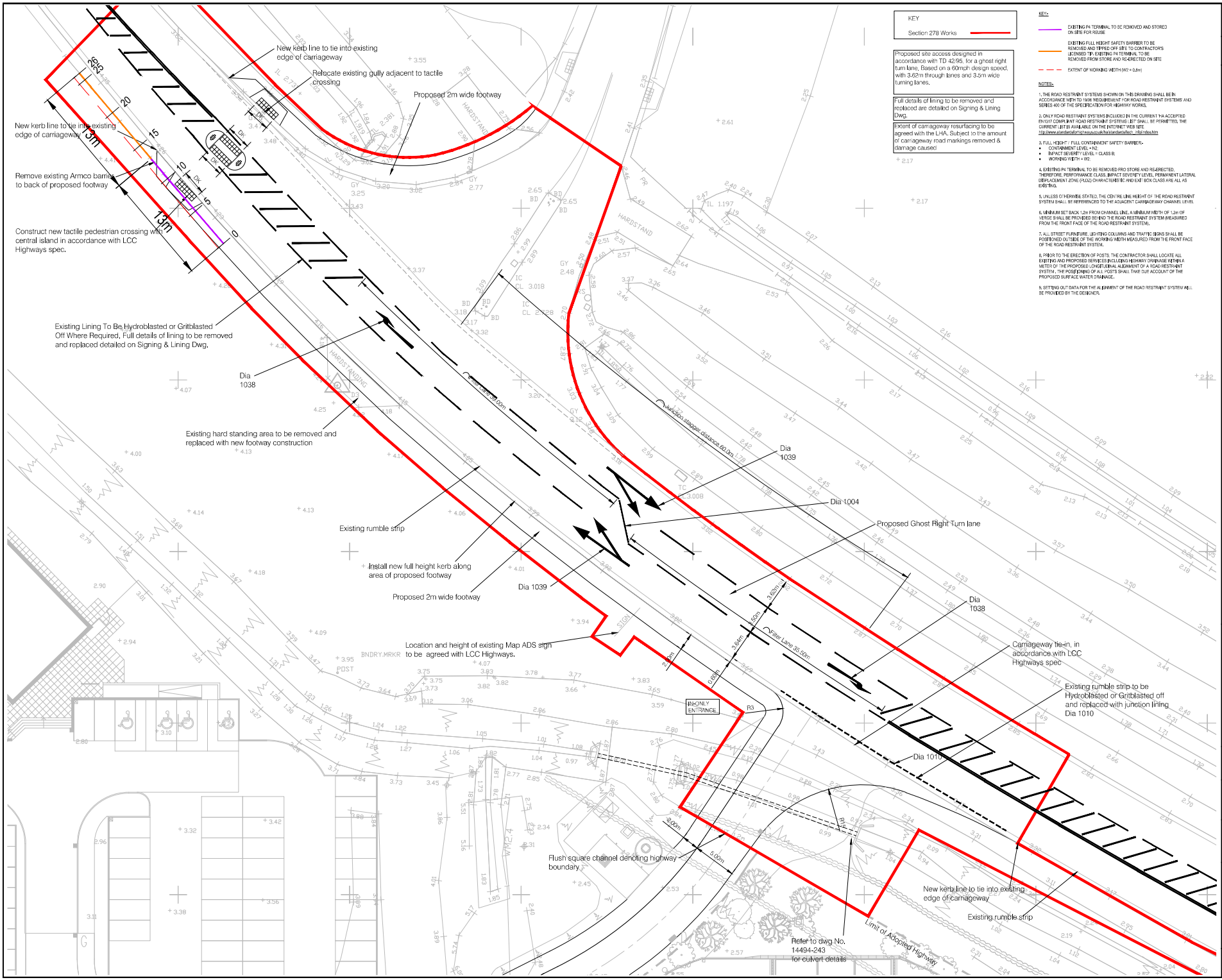
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RIBA PoW Stage:	1 - Preparation & Brief
Document Suitability:	S1
Drawn / Checked:	JMB / CA
Date:	24/03/2023
Scale:	1:1000 A1
UMC Project Number:	22119

Document Reference:	Drawing no:	Revision:
22119 - UMC - ZZZZ - SI - DR - A	0010	P03

APPENDIX 03

Existing Site Access General Arrangement



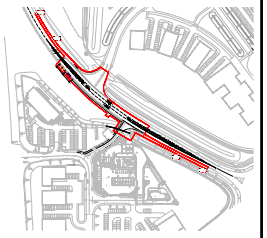
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A1

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	

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Also offices in Derby, Leicester and Sheffield

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 04

WSP Transport Assessment Extract – Consented Trip Rates

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 05

Proposed Development – B8 Trip Rates

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 06

Parking Provision Justification

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													
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	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

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