

| | | | | |
|---------------|-------------|----|----|------|
| | | | | |
| Rev | Description | By | CB | Date |
| Figure Number | | | | Rev |
| 8 | | | | - |
| rpsgroup.com | | | | |

Client Legal and General Capital

Project Model Farm

Title Strategic Modelling Junction Locations

Status
DRAFT

Drawn By
BG

PM/Checked By
AS

Project Number
JNY9624

Scale @ A3
NTS

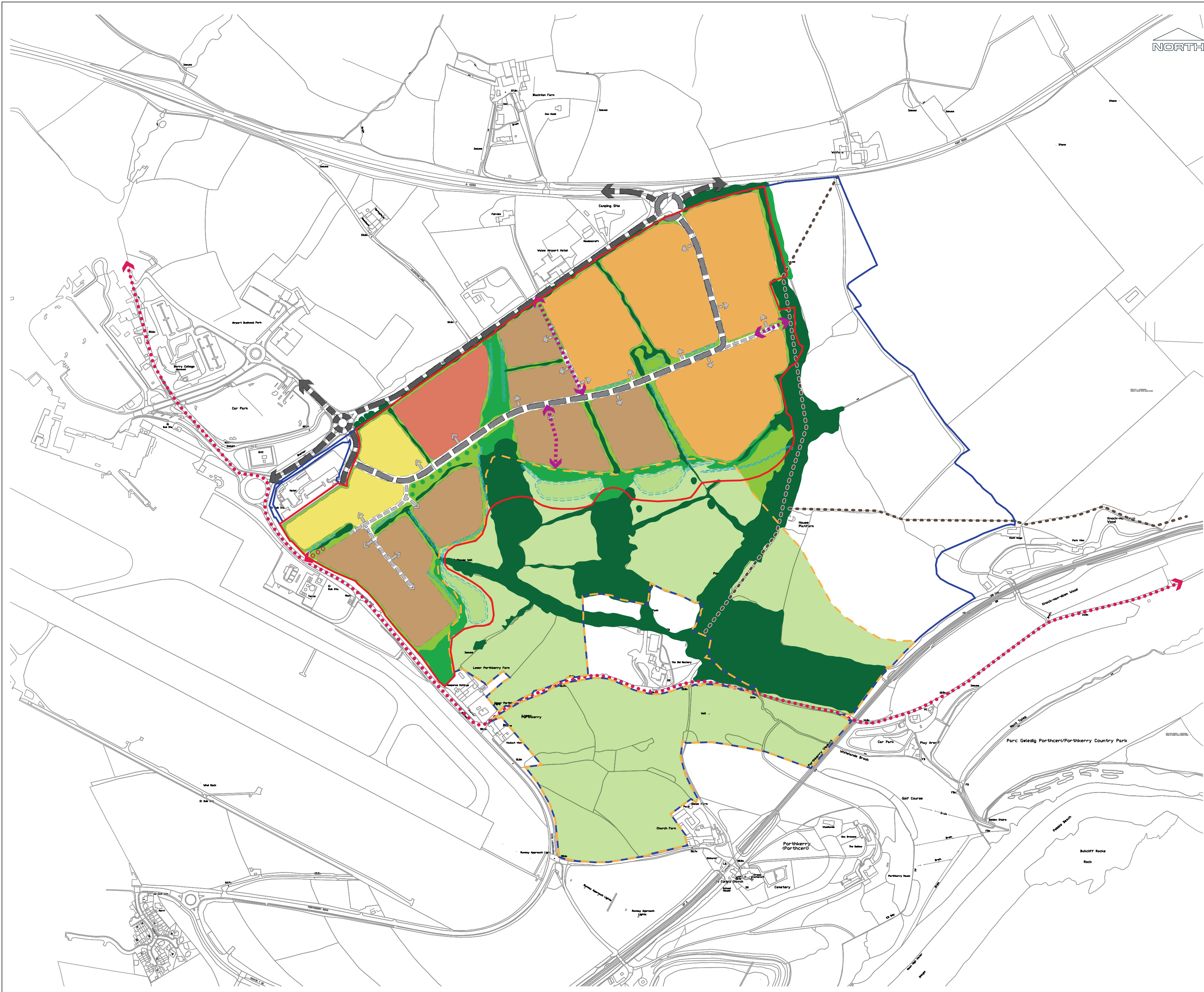
Date Created
JUN 2019

20 Western Avenue, Milton Park,
Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 821 888
E: rps@rpsgroup.com



Appendices

Appendix A – Proposed Illustrative Masterplan



© 2019 RPS Group

Notes

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.

2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

Land In Ownership of L&G

Site Boundary

Allocated Porthkerry Park Extension Boundary

B1 (Office)

B1/B8

B2/B8

B8

Existing Road Network

Proposed Spine Road Corridor
(setting of spine road shown in a corridor to allow flexibility for final alignment)

Access Roads

Existing PROW

Existing Cycle Route

Proposed Link to Cycle Route

Proposed Pedestrian Link

Proposed Native Woodland Planting

Existing Tree Belts / Existing hedgerows

Landscape Buffer/Open Space

Combined Ecology and Drainage Corridors

SUDS Attenuation Areas/Swales

| Rev | Description | Date | Initial | Checked |
|-----|-------------|------|---------|---------|
| | | | | |

MAKING
COMPLEX
EASY

Park House, Greyfriars Road, Cardiff, CF10 3AF
T: +44(0) 2920 668 662 E: rpsca@rpsgroup.com

Client Legal and General
(Strategic Land) Ltd

Project Parc Busnes Porth Cymru

Title Indicative Concept Masterplan

Status
DRAFT

Job Ref
JCD0064

Drawing Number
JCD0064-003

Drawn By
AW/PO

Scale @ A2
1:5000

PM/Checked by
HD/DP

Date Created
MAY 2018

Rev
N

rpsgroup.com

File path: 04 JOBS\01 OPEN JOBS\JCD0064\JCD006414 Drawings\1_RPS Drawings\AI

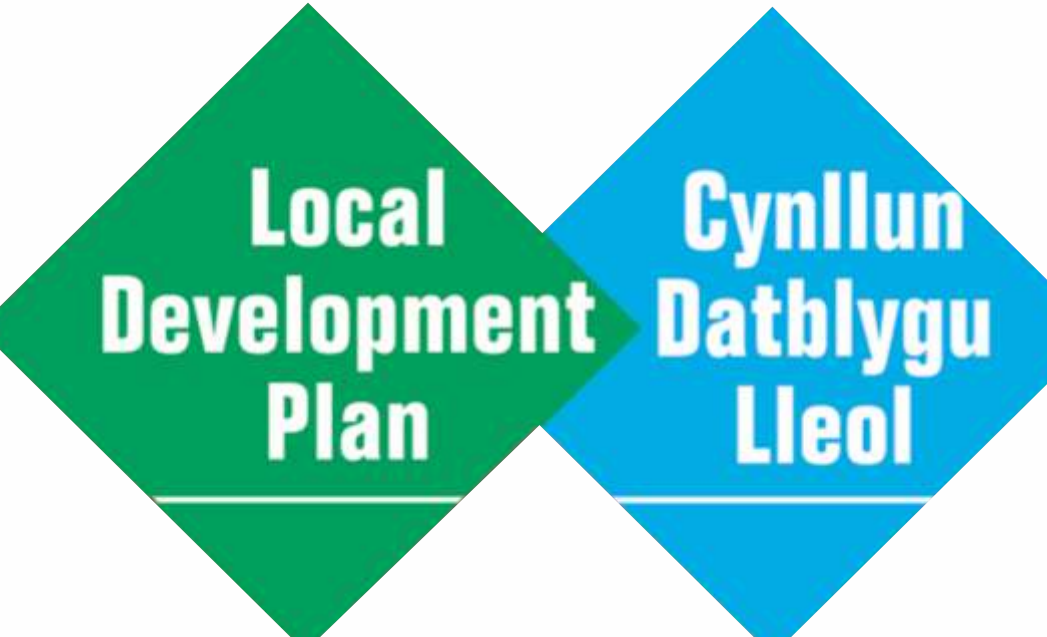
Appendix B – TvoGC Adopted LDP Proposals Map 2017

Vale of Glamorgan
Adopted Local Development Plan
2011 - 2026

Proposals Map
Adopted Plan
June 2017

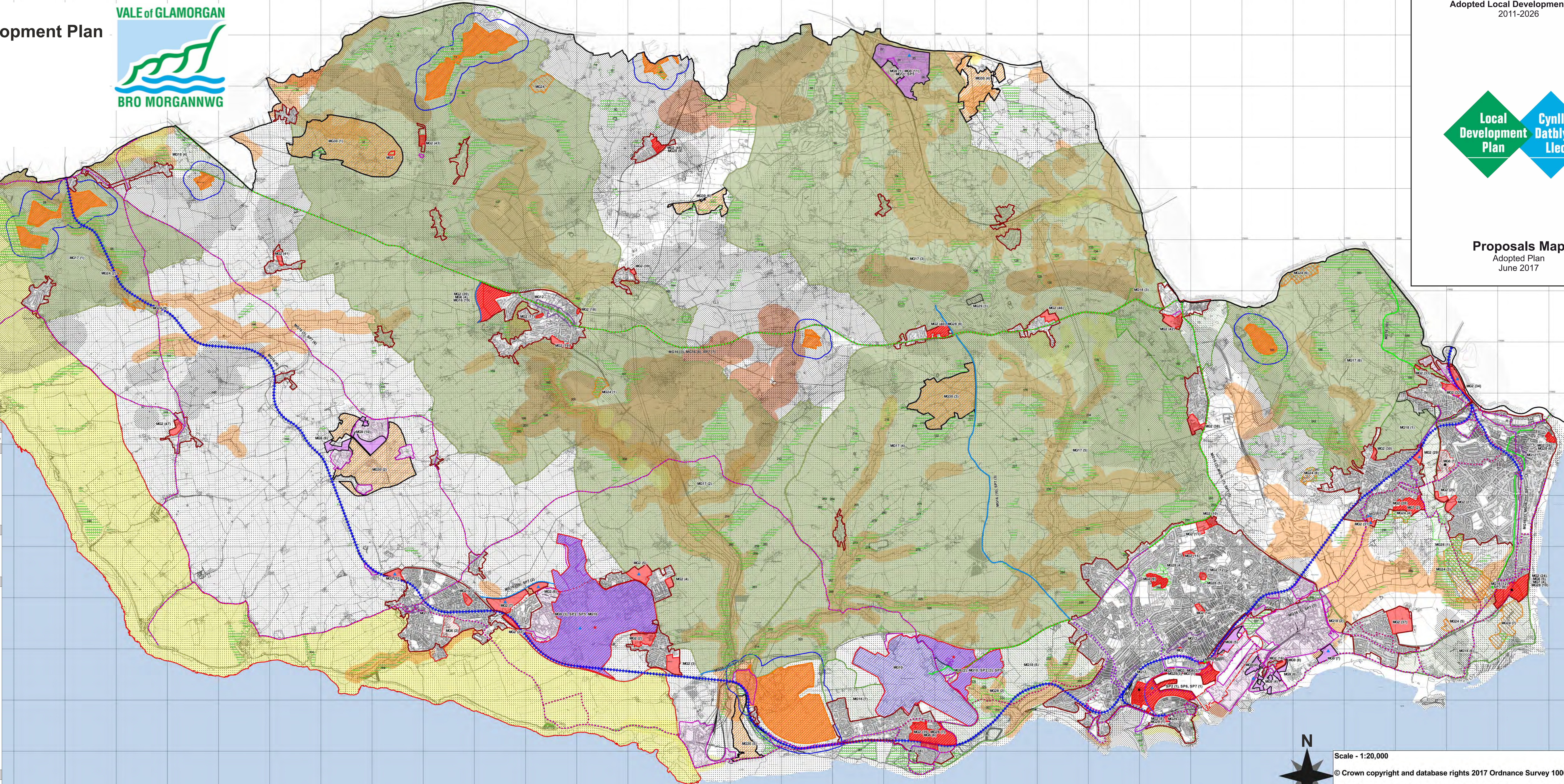


Vale of Glamorgan
Adopted Local Development Plan
2011-2026



Proposals Map
Adopted Plan
June 2017

| Key | Proposal | Policy / Site Reference |
|----------|--|-------------------------|
| Living | Housing Allocation | MG 2 |
| | Housing Allocation with Infrastructure Provision | MG 2 |
| | Strategic Site | MG 3 / MG 10 |
| | Settlement Boundary | MD 5 |
| | Gypsy and Traveller Site | MG 5 |
| | Provision of Education Facilities | MG 6 |
| | Provision of Community Facilities | MG 7 |
| Working | Provision of Healthcare Facilities | MG 8 |
| | Employment Allocation | MG 9 |
| | Existing Employment Site | MD 16 |
| | Enterprise Zone | MG 10 |
| Managing | Retail Town District Centre | MG 12 |
| | Transport - Walking and Cycling | MG 16 (1-5) / SP 7 |
| | Transport - National Cycle Network Route 88 | MG 16 (1) / SP 7 |
| | Transport - Completed National Cycle Network Route 88 | MG 16 (1) / SP 7 |
| | Transport - Rail | MG 16 (6) / SP 7 |
| | Transport - Bus | MG 16 (7-12, 20) / SP 7 |
| | Transport - Highways | MG 16 (13-19) / SP 7 |
| | Special Landscape Area | MG 17 |
| | Green Wedge | MG 18 |
| | Sites of Importance for Nature Conservation | MG 21 |
| Enjoying | Mineral Safeguarding - Limestone 1 | SP 9, MG 22 |
| | Mineral Safeguarding - Limestone 2 | SP 9, MG 22 |
| | Mineral Safeguarding - Sand & Gravel 1 | SP 9, MG 22 |
| | Mineral Safeguarding - Sand & Gravel 2 | SP 9, MG 22 |
| | Mineral Safeguarding - Sandstone 2 | SP 9, MG 22 |
| | Quarry Buffer | SP 9, MG 23 |
| | Quarry Site | SP 9, MG 23 |
| | Dormant Mineral Site | SP 9, MG 24 |
| | Sand & Gravel Wharf Safeguarding | SP 9 (4) |
| | Potential Solar Energy Areas | MG 30 |
| | Sites with known flooding constraints / Flood Consequence Assessment | MD 7 |
| | Glamorgan Heritage Coast | MG 27 |
| | Public Open Space | MG 28 |
| | Tourism and Leisure Facilities | MG 29 |



Scale - 1:20,000
© Crown copyright and database rights 2017 Ordnance Survey 100023424
© Hawlfraint y Goron a hawliau cronfa ddata 2017 Arolwg Ordnans 100023424

Appendix C – JNY9624-02 Scoping Note

Project Title: Land at Model Farm, Rhoose
Report Reference: JNY9624-02
Date: November 2018

TRANSPORT ASSESSMENT SCOPING NOTE

1. Introduction

- 1.1 This Scoping Report sets out the preferred approach to the preparation of an appropriate Transportation Assessment (TA), Transport Implementation Strategy (ITS) and Travel Plan (TP) to be submitted with a planning submission for development at Model Farm, Rhoose. The planning submission would seek outline planning permission with all matters reserved except the points of access.
- 1.2 It is envisaged that the development will accommodate business and employment uses on approximately 40 hectares of land. The proposed land uses are envisaged to be a mix of B1, B2 and B8 plus ancillary development.
- 1.3 The site is located to the immediate east of Cardiff airport and is bounded by the A4226 to the north, Port Road to the west, agricultural fields and Porthkerry Country Park to the south and agricultural fields to the east. It is located approximately two kilometres north east of Rhoose and four kilometres west of Barry.
- 1.4 The site forms part of the wider Cardiff Airport - St. Athan Enterprise Zone, which is allocated within the Vale of Glamorgan Local Development Plan 2011 - 2026 (adopted June 2017). The Zone is allocated in the Local Development Plan for 77.4ha of B1, B2 and B8 employment uses and an extension to the Porthkerry Park. The ultimate Council led vision for the wider allocation is to create an 'airport city' taking the form of a business destination for local and international businesses including quality office accommodation, specialist education, training facilities and leisure developments. The development would be entirely consistent with the Council led vision.
- 1.5 An initially assumed development profile includes approximately 158,982m² square metres Gross Floor Area (GFA) of employment floorspace, comprising 63,593 m² GFA of B1 land uses, 63,593m² of B2 land uses and 31,796m² of B8 land uses (i.e. B1/B2/B8 provided on an approximate 40:40:20 ratio).
- 1.6 It is important to note that it is assumed at this time that an extensive trip distribution and assignment exercise is not required. This is on the basis that an existing SATURN model is validated and in place (further to work carried out for the Five Mile Lane improvements scheme) and that it allows for the allocation.

- 1.7 A response is sought from the highway authority at the Vale of Glamorgan Council and also from Transport for Wales and the intention is to reach agreement on the scope of work, working collaboratively with these stakeholders as appropriate. An initial discussion with the case highway officer at VoG suggested that a formal pre-application meeting with the local planning authority would be the best approach as a first-step.

2. Broad Structure of Reports

- 2.1 The TA will contain information and address matters under the following broad structure of headings:
1. Existing Highway Context;
 2. Planning Background;
 3. Highway Safety;
 4. Accessibility;
 5. Relevant Transport Related Planning Policy and Guidance;
 6. Proposed Development;
 7. Trip Attraction and Distribution; and
 8. Impact and Mitigation.
- 2.2 A site-wide Travel Plan will be prepared which will consider how to reduce single vehicle occupancy further to occupation of the development, with reference as appropriate to targets, monitoring and an action plan. A structure for site-wide governance will be considered as part of this so as to ensure the message transfers to various occupying companies in due course.
- 2.3 A Transport Implementation Strategy (TIS) will be prepared to formally set out the objectives and targets relating to managing travel demand and will set out the infrastructure and demand management measures and financial contributions necessary to achieve them. The TIS will set out a framework for monitoring the objectives and targets including the future model split. There will be a direct synergy between the Travel Plan and the Parking Strategy to deter single occupancy vehicle journeys to and from the site.

3. Five Mile Lane Improvements Scheme (Planning Ref: 2016/00305/RG3)

- 3.1 It is understood that the Five Mile Lane Improvement Scheme has been designed to improve the connections between the M4 corridor and Cardiff to St Athan and the Cardiff Airport Enterprise Zone. The scheme is to improve journey times and network resilience.
- 3.2 The Transport Assessment that supported the planning application utilised the strategic SATURN model. It is assumed at this stage that the traffic flows associated with the Cardiff Airport - St. Athan Enterprise Zone were included within this model. The provision of more information from VoG and TfW would be welcomed in order to help refine the TA approach, going forward.
- 3.3 The scheme will result in a new and upgraded single lane carriageway 7.3m wide with a 1m wide hardstrip over a 4,850 metre stretch of Five Mile Lane, from just north of the Amelia Methodist Trust Farm in the north to Waycock Cross roundabout in the south. Three new junctions will be constructed along the route including two T-junctions and one staggered junction. It will also include

improvements at the existing signalised Sycamore Cross junction and at the existing Waycock Cross roundabout and also at the Culverhouse Cross signalised roundabout, all in order to provide capacity increases. The proposed improvements at the existing Waycock Cross and Culverhouse Cross roundabouts will improve efficiency although we understand that there will still be residual levels of congestion and that this has been accepted by the highway authorities.

4. M4 (Junction 34) to A48 (Sycamore Cross) Road Link

- 4.1 To enhance connectivity to Cardiff Airport and the strategic employment sites in the region and to improve network resilience The Vale of Glamorgan Council and the Welsh Government are currently developing proposals for a new road linking the M4 (junction 34) and the A48 (Sycamore Cross).
- 4.2 Earlier this year consultation was undertaken on two route options (east and west of Pendoylan) and a Parkway railway station. The outcome of the consultation and the preferred route option / full business case is awaited.

5. Study Area

- 5.1 It is proposed the Study Area can generally be confined to the lengths of the A4226, Port Road and Porthkerry Road in proximity to the site. It is assumed that impacts on the wider network has been accounted for through the Five Mile Lane assessment which utilised the strategic SATURN model. We are seeking immediate views on this approach.

Traffic and Parking Context

- 5.2 Classified turning count and queue length surveys will be carried out at the following locations.
 - 1. A4226 / Port Road . three-arm roundabout; and
 - 2. Port Road / Cardiff airport access / Holiday Inn Express access four-arm roundabout.
- 5.3 Vehicles will be classified to COBA specification and disaggregated to 15-minute intervals. Queue lengths will be recorded for each approach lane at five-minute intervals.
- 5.4 Automatic Traffic Counts (ATC) will be installed for a seven-day period at the following locations:
 - 1. A4226 east of the A4226/ Port Road roundabout; and
 - 2. Port Road north of the Port Road / Cardiff airport access / Holiday Inn Express access roundabout.
- 5.5 The ATCs will be set to record class and speed by direction.
- 5.6 Local parking restrictions on the highway network will be set out.

Highway Safety

- 5.7 An assessment of Personal Injury Data for the most recent three-year period for which data is available for the roads and junctions within the area of scope will be undertaken.

Accessibility

- 5.8 An assessment of existing facilities for all modes of travel will be provided with reference to plans as appropriate. It is not considered necessary to carry out full Non-Motorised User audits or equivalent, given the principle of development here is already established.

6. Development Proposals

- 6.1 A remodelled roundabout at the A4226 / Port Road junction is proposed as the primary access with a secondary access formed from an existing stub on the Holiday Inn Express access road as indicatively shown on RPS Drawing No. JNY9283-05 attached at **Appendix A**. The junction designs will be refined as part of the TA work and will be subject to Stage One Road Safety Audits (RSAs) and Designer's Responses.
- 6.2 Car, HGV, disabled, motorcycle and cycle parking will be developed in discussion with the stakeholders.

7. Planning Policy Guidance

- 7.1 The development proposals will be considered against the following transport policies and guidance:
- Planning Policy Wales (Edition 9, 2016);
 - Technical Advice Note (TAN) 18: Transport (2007);
 - People, Places, Futures . The Wales Spatial Plan (2008);
 - The Wales Transport Strategy (2008);
 - The National Transport Plan (2010);
 - Vale of Glamorgan Local Transport Plan (LTP3) 2015 . 2030;
 - Vale of Glamorgan Local Development Plan 2011 . 2026 (2017);
 - Vale of Glamorgan Supplementary Planning Guidance - Parking Standards (2015); and
 - Vale of Glamorgan Supplementary Planning Guidance . Travel Plan (2018).

8. Assessment Years

- 8.1 It is anticipated at this stage that the planning application will be submitted in 2019 and that the assessment years will be in line with what is contained in the SATURN model i.e. 2032.
- 8.2 If necessary (i.e. if the SATURN model is not available), the assessment years are assumed to be as follows:
1. 2019 Base;
 2. 2024 Forecast Base;
 3. 2024 Forecast + Development;
 4. 2029 Forecast Base; and

5. 2029 Forecast + Development.

- 8.3 The various scenarios will include committed developed identified and agreed through discussions with VoG and TfW and information about these is requested urgently. Subject to availability of the SATURN model, background traffic growth will be derived from the NTM AF 15 dataset adjusted using TEMPRO for Middle Super Output Areas (MSOA) The Vale of Glamorgan 014q(W02000250). Growth factors would be adjusted to take into consideration committed development traffic.

9. Trip Attraction and Distribution

- 9.1 It is anticipated at this stage that previous assumptions on trip attraction can be extracted from the SATURN model and replaced with the traffic forecast to be associated with the current profile of development. A new four stage model is assumed not to be required.
- 9.2 The network weekday peak hours in proximity of the site will be confirmed further to the traffic surveys being carried out. However, for the purposes of this scoping note, trip attraction for the traditional weekday AM (08:00-09:00) and PM (17:00-18:00) peak hours has been assumed.
- 9.3 The number of vehicle trips likely to be attracted by the proposed development of up to 63,593m² of B1 Use, 63,593m² of B2 Use and 31,796m² of B8 Use has been estimated using the TRICS Version 7.5.2 database. The TRICS output reports are attached at **Appendix B**.
- 9.4 The TRICS weekday trip rates and associated vehicle trips are set out in **Table 9.1** below.

Table 9.1: Forecast Vehicle Trip Rates and Trips (Assumed Profile)

| Table 3.1: Forecast Vehicle Trip Rates and Trips (Assumed 1-Hour) | | | | | | |
|---|-----------|-------|------------|-------|-----------|-------|
| Time | Arrivals | | Departures | | Two-way | |
| B1 Office (63,593m ²) | | | | | | |
| | Trip Rate | Trips | Trip Rate | Trips | Trip Rate | Trips |
| AM Peak (08:00-09:00) | 1.222 | 777 | 0.196 | 125 | 1.418 | 902 |
| PM Peak (17:00-18:00) | 0.146 | 93 | 0.931 | 592 | 1.077 | 685 |
| 12 Hour (07:00 . 19:00) | 4.096 | 2,605 | 4.128 | 2,625 | 8.224 | 5,230 |
| B2 General Industrial (63,593m ²) | | | | | | |
| | Trip Rate | Trips | Trip Rate | Trips | Trip Rate | Trips |
| AM Peak (08:00-09:00) | 0.325 | 207 | 0.148 | 94 | 0.473 | 301 |
| PM Peak (17:00-18:00) | 0.065 | 41 | 0.343 | 218 | 0.408 | 259 |
| 12 Hour (07:00 . 19:00) | 2.045 | 1,300 | 2.051 | 1,304 | 4.096 | 2,605 |
| B8 Storage & Distribution (31,796m ²) | | | | | | |
| | Trip Rate | Trips | Trip Rate | Trips | Trip Rate | Trips |
| AM Peak (08:00-09:00) | 0.099 | 31 | 0.061 | 19 | 0.160 | 51 |
| PM Peak (17:00-18:00) | 0.028 | 9 | 0.104 | 33 | 0.132 | 42 |
| 12 Hour (07:00 . 19:00) | 1.025 | 276 | 1.064 | 280 | 2.089 | 556 |
| TOTAL | | | | | | |
| | Trip Rate | Trips | Trip Rate | Trips | Trip Rate | Trips |
| AM Peak (08:00-09:00) | 0.639 | 1,015 | 0.150 | 238 | 0.788 | 1,253 |
| PM Peak (17:00-18:00) | 0.090 | 143 | 0.530 | 843 | 0.620 | 986 |
| 12 Hour (07:00 . 19:00) | 2.661 | 4,182 | 2.684 | 4210 | 5.346 | 8,391 |

- 9.5 The ratio of cars to HGVs will be calculated from the TRICS data.
- 9.6 Person trips for the proposed development will be derived from the attracted vehicle trips and the application of the Census 2011 Journey to Work modal choice data as shown in **Table 9.2** (should the SATURN model not have multi-modal data for example). The data, attached as **Appendix C**, has been calculated using zone W35001991.

Table 9.2: Census 2011 Journey to Work Modal Split

| Method of Travel to Work | Number | Percentage |
|------------------------------|--------------|---------------|
| Train | 26 | 2% |
| Bus, minibus or coach | 46 | 3% |
| Taxi | 8 | 0% |
| Motorcycle, scooter or moped | 21 | 1% |
| Driving a car or van | 1,423 | 86% |
| Passenger in a car or van | 87 | 5% |
| Bicycle | 22 | 1% |
| On foot | 29 | 2% |
| Total | 1,662 | 100.0% |

- 9.7 Trips associated with the proposed development will be distributed using SATURN or alternatively using origin and destination data for journeys to work held in the 2011 Census data for the MSOA Glamorgan 014q(W0200250).

10. Trip Impact

- 10.1 Given it is assumed that SATURN modelling has already accounted for impacts further afield associated with the full Enterprise Zone, peak hour operational assessments, both with and without the development in place are anticipated at this stage to be limited to the following junctions:
- A4226 / Port Road - three-arm roundabout; and
 - Port Road / Cardiff airport access / Holiday Inn Express access four-arm roundabout.
- 10.2 Other local junctions may be subject to assessment, depending on the difference in trips between what is in the SATURN model now, and what the TA forecasts as set out in **Table 9.1** (as evolved).
- 10.3 Operational assessments will be undertaken using Department for Transport approved industry standard software Junctions 9 ARCADY and PICADY.
- 10.4 The junction assessments will be calibrated against the observed queue length surveys undertaken for the classified turning count surveys.
- 10.5 The maximum Ratio of Flow to Capacity (RFC) and maximum queue length will be set out for each arm of each junction for each of the assessment scenarios.
- 10.6 The impact of the development on the walking and cycling routes in the vicinity of the site and public transport will be considered within the TA and improvements will be identified.
- 10.7 A public transport strategy will be proposed to link the development with local conurbations and transport hubs. This will be aligned with the objectives of the Travel Plan.

11. Parking Strategy

- 11.1 The VoG parking standards are set out in their Supplementary Planning Guidance document Parking Standards(2015). The standards, deemed as maximums are set out in **Table 11.1**.

Table 11.1: Vale of Glamorgan's Maximum Parking Standards

| Use Class | Size / Type | Parking Ratio | |
|-------------------------------|----------------------------------|-------------------------------|-------------------------------|
| | | Operational | Non-operational |
| B1 Office | < 1000m ² | 1 space per 25m ² | |
| | > 1000m ² | 1 space per 40m ² | |
| B2 Industry | < 100m ² | 1 van space | 1 space |
| | < 235m ² | 1 van space | 2 spaces |
| | > 235m ² | 10% of GFA | 1 space per 80m ² |
| | High Tech Industry | 10% of GFA | 1 space per 20m ² |
| B8 Warehousing / Distribution | Industrial | 10% of GFA | 1 space per 140m ² |
| | Storage | 1 space per 500m ² | Nil |
| | Distribution <1000m ² | 35% of GFA | 1 space per 80m ² |
| | Distribution >1000m ² | 25% of GFA | 1 space per 80m ² |

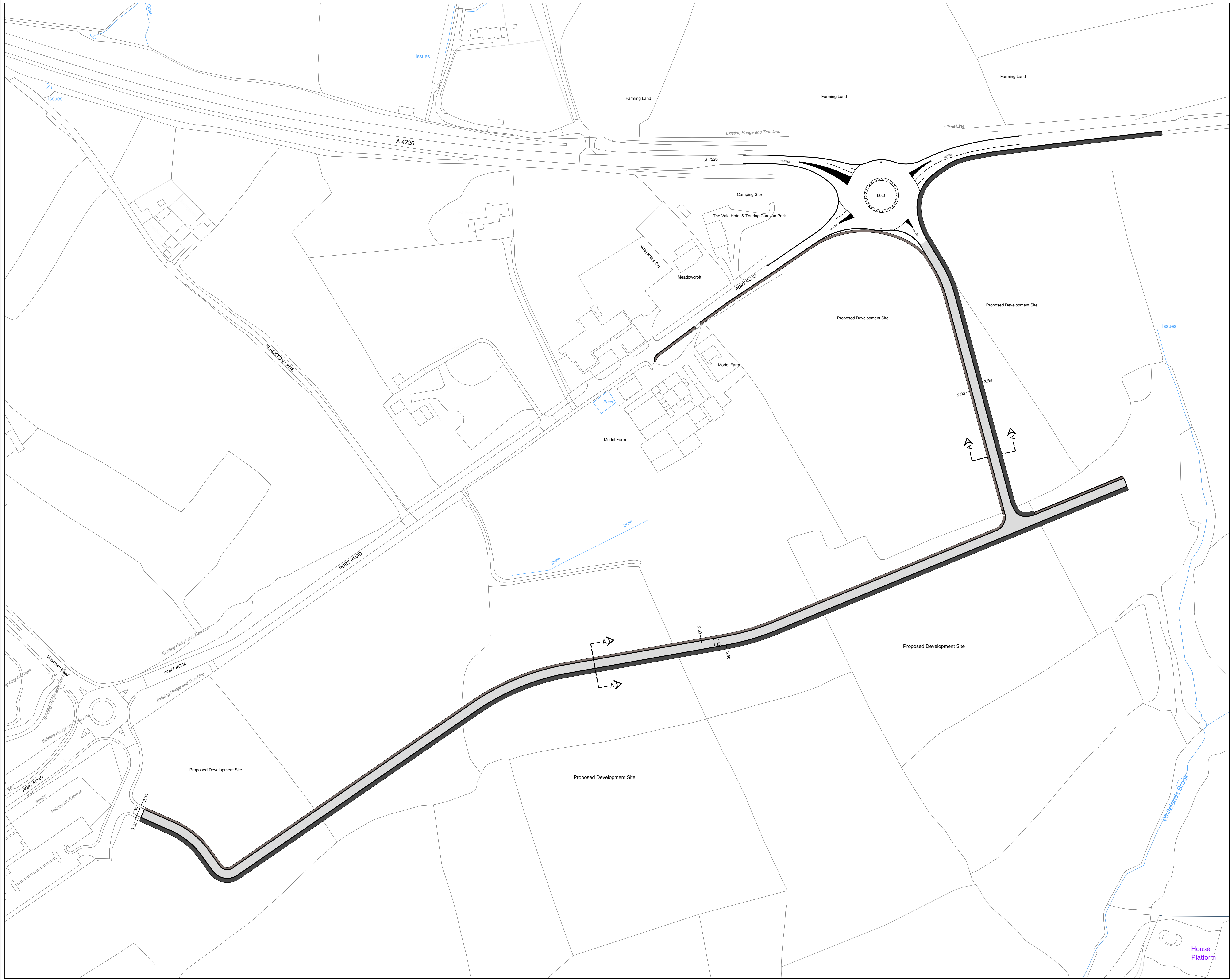
- 11.2 A parking strategy, using these parking standards as a foundation will be evolved to both rationalise parking and to reduce travel to the site by single occupancy vehicles. It will relate to the Travel Plan as appropriate.

12. Points for Discussion

- 12.1 A meeting is requested with the highway authorities to discuss and agree the scope of the Transport Assessment, in particular in relation to:
- Confirmation that the SATURN model is recently validated and includes traffic flows associated with the Cardiff Airport . St Athan Enterprise Zone;
 - Confirmation that if the model includes the Zone's traffic flows that the wider highway network can be considered not to require any further assessment;
 - Confirmation that if the model includes the development's traffic flows the highway authorities are content with the currently proposed scope;
 - Confirmation of the future years of assessment;
 - Confirmation of relevant committed developments;
 - Agreement on the development's trip rates;
 - Agreement on the approach on assignment;
 - Areas that require further work or examination in detail; and
 - Any other matters.

APPENDICES

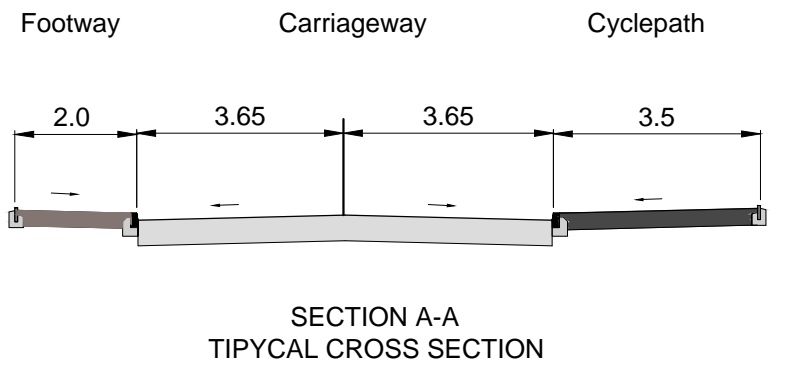
APPENDIX A – RPS DRAWING NO. JNY9283-05



- NOTES
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
 2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 3. Background layout based on OS mapping dated 18/05/2018
 3. Proposed road alignment based on Bruce Gilbreth Architects Ltd, Gate Wales Mixed Use commercial Master Plan, dated 03/08/2010.

KEY

- Proposed Kerb Alignment
- Proposed 2.0m width Footway
- Proposed 7.3m width Carriageway
- Proposed 3.5m width Cyclepath
- Proposed splitter Island



| Rev | Description | Date | Initial | Checked |
|-----|-------------|------|---------|---------|
|-----|-------------|------|---------|---------|

20 Milton Park
Abingdon, Oxfordshire, OX14 4SH.
T: +44(0)1235 432 190 E: transport@rpsgroup.com F: +44(0)1235 834 698

Client **Bruce Gilbreth Architects Ltd.**

Project **Model Farm-Land Near Cardiff Airport**

Title **Plan Showing Preliminary Junctions and Route of Access Road Serving New Development**

| | | |
|----------------|------------|--------------|
| Status | Drawn By | Checked by |
| Preliminary | CA | LMC |
| Project Number | Scale @ A1 | Date Created |
| JNY9283 | 1:1500 | June 2018 |

| | |
|----------------|-----|
| Drawing Number | Rev |
| JNY9283-05 | |

APPENDIX B – TRICS OUTPUT REPORTS

Calculation Reference: AUDIT-515501-181012-1055

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : B - BUSINESS PARK
 VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 04 | EAST ANGLIA | |
| | CA CAMBRIDGESHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | HE HEREFORDSHIRE | 1 days |
| | ST STAFFORDSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | WY WEST YORKSHIRE | 1 days |
| 10 | WALES | |
| | CP CAERPHILLY | 1 days |

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

Secondary 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: 9200 to 20760 (units: sqm)
 Range Selected by User: 0 to 142687 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/11/17

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:

| | |
|-----------|--------|
| Tuesday | 2 days |
| Wednesday | 3 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 5 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|---|
| Edge of Town | 4 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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

Selected Location Sub Categories:

| | |
|-----------------|---|
| Industrial Zone | 1 |
| Commercial Zone | 2 |
| Village | 1 |
| No Sub Category | 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:

B1 5 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

| | |
|------------------|--------|
| 1,001 to 5,000 | 1 days |
| 5,001 to 10,000 | 3 days |
| 10,001 to 15,000 | 1 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 25,001 to 50,000 | 1 days |
| 50,001 to 75,000 | 2 days |
| 125,001 to 250,000 | 2 days |

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

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 4 days |

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

Travel Plan:

| | |
|-----|--------|
| Yes | 1 days |
| No | 4 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 | 5 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|---------------|---------------------|
| 1 | CA-02-B-02 LYNCH WOOD PETERBOROUGH | BUSINESS PARK | CAMBRI DGESHI RE |
| | Edge of Town Commercial Zone Total Gross floor area: | 12800 sqm | |
| | Survey date: WEDNESDAY | 19/10/16 | Survey Type: MANUAL |
| 2 | CP-02-B-01 VAN ROAD CAERPHILLY | BUSINESS PARK | CAERPHILLY |
| | Edge of Town Commercial Zone Total Gross floor area: | 14450 sqm | |
| | Survey date: TUESDAY | 17/07/12 | Survey Type: MANUAL |
| 3 | HE-02-B-01 A4103 NEAR HEREFORD WHITESTONE Neighbourhood Centre (PPS6 Local Centre) Village | BUSINESS PARK | HEREFORDSHIRE |
| | Total Gross floor area: | 18808 sqm | |
| | Survey date: TUESDAY | 13/09/11 | Survey Type: MANUAL |
| 4 | ST-02-B-04 STONE ROAD STAFFORD | BUSINESS PARK | STAFFORDSHIRE |
| | Edge of Town Industrial Zone Total Gross floor area: | 20760 sqm | |
| | Survey date: WEDNESDAY | 22/11/17 | Survey Type: MANUAL |
| 5 | WY-02-B-02 ARMITAGE BRIDGE HUDDERSFIELD | BUSINESS PARK | WEST YORKSHIRE |
| | Edge of Town No Sub Category Total Gross floor area: | 9200 sqm | |
| | Survey date: WEDNESDAY | 23/04/14 | 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 |
|------------|------------------------|
| CA-02-B-03 | GFA |
| CH-02-B-01 | GFA |
| DV-02-B-01 | GFA |
| LN-02-B-02 | GFA |
| WY-02-B-03 | GFA |

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 5 | 15204 | 0.720 | 5 | 15204 | 0.071 | 5 | 15204 | 0.791 |
| 08:00 - 09:00 | 5 | 15204 | 1.222 | 5 | 15204 | 0.196 | 5 | 15204 | 1.418 |
| 09:00 - 10:00 | 5 | 15204 | 0.609 | 5 | 15204 | 0.183 | 5 | 15204 | 0.792 |
| 10:00 - 11:00 | 5 | 15204 | 0.187 | 5 | 15204 | 0.141 | 5 | 15204 | 0.328 |
| 11:00 - 12:00 | 5 | 15204 | 0.164 | 5 | 15204 | 0.172 | 5 | 15204 | 0.336 |
| 12:00 - 13:00 | 5 | 15204 | 0.283 | 5 | 15204 | 0.333 | 5 | 15204 | 0.616 |
| 13:00 - 14:00 | 5 | 15204 | 0.262 | 5 | 15204 | 0.203 | 5 | 15204 | 0.465 |
| 14:00 - 15:00 | 5 | 15204 | 0.179 | 5 | 15204 | 0.188 | 5 | 15204 | 0.367 |
| 15:00 - 16:00 | 5 | 15204 | 0.159 | 5 | 15204 | 0.388 | 5 | 15204 | 0.547 |
| 16:00 - 17:00 | 5 | 15204 | 0.120 | 5 | 15204 | 0.822 | 5 | 15204 | 0.942 |
| 17:00 - 18:00 | 5 | 15204 | 0.146 | 5 | 15204 | 0.931 | 5 | 15204 | 1.077 |
| 18:00 - 19:00 | 4 | 16705 | 0.045 | 4 | 16705 | 0.500 | 4 | 16705 | 0.545 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 4.096 | | | 4.128 | | | 8.224 |

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---------------------------|
| Trip rate parameter range selected: | 9200 - 20760 (units: sqm) |
| Survey date date range: | 01/01/10 - 22/11/17 |
| Number of weekdays (Monday-Friday): | 5 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 5 |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 5 | 15204 | 0.008 | 5 | 15204 | 0.005 | 5 | 15204 | 0.013 |
| 08:00 - 09:00 | 5 | 15204 | 0.016 | 5 | 15204 | 0.016 | 5 | 15204 | 0.032 |
| 09:00 - 10:00 | 5 | 15204 | 0.011 | 5 | 15204 | 0.011 | 5 | 15204 | 0.022 |
| 10:00 - 11:00 | 5 | 15204 | 0.007 | 5 | 15204 | 0.008 | 5 | 15204 | 0.015 |
| 11:00 - 12:00 | 5 | 15204 | 0.011 | 5 | 15204 | 0.009 | 5 | 15204 | 0.020 |
| 12:00 - 13:00 | 5 | 15204 | 0.016 | 5 | 15204 | 0.005 | 5 | 15204 | 0.021 |
| 13:00 - 14:00 | 5 | 15204 | 0.004 | 5 | 15204 | 0.012 | 5 | 15204 | 0.016 |
| 14:00 - 15:00 | 5 | 15204 | 0.008 | 5 | 15204 | 0.008 | 5 | 15204 | 0.016 |
| 15:00 - 16:00 | 5 | 15204 | 0.009 | 5 | 15204 | 0.009 | 5 | 15204 | 0.018 |
| 16:00 - 17:00 | 5 | 15204 | 0.005 | 5 | 15204 | 0.013 | 5 | 15204 | 0.018 |
| 17:00 - 18:00 | 5 | 15204 | 0.004 | 5 | 15204 | 0.004 | 5 | 15204 | 0.008 |
| 18:00 - 19:00 | 3 | 17456 | 0.000 | 3 | 17456 | 0.002 | 3 | 17456 | 0.002 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.099 | | | 0.102 | | | 0.201 |

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.

Calculation Reference: AUDIT-515501-181012-1051

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 03 | SOUTH WEST | |
| | CW CORNWALL | 1 days |
| | DC DORSET | 1 days |
| 06 | WEST MIDLANDS | |
| | WM WEST MIDLANDS | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | WY WEST YORKSHIRE | 2 days |

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

Secondary 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: 23226 to 70000 (units: sqm)
 Range Selected by User: 20000 to 234115 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 15/09/16

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

Selected survey days:

| | |
|-----------|--------|
| Monday | 2 days |
| Wednesday | 1 days |
| Thursday | 1 days |
| Friday | 1 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 5 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|---|
| Suburban Area (PPS6 Out of Centre) | 1 |
| Edge of Town | 2 |
| Neighbourhood Centre (PPS6 Local Centre) | 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 | 2 |
| Residential Zone | 1 |
| Village | 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:

B2 4 days

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

Population within 1 mile:

| | |
|------------------|--------|
| 1,000 or Less | 1 days |
| 5,001 to 10,000 | 2 days |
| 10,001 to 15,000 | 1 days |
| 25,001 to 50,000 | 1 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 25,001 to 50,000 | 1 days |
| 50,001 to 75,000 | 2 days |
| 125,001 to 250,000 | 1 days |
| 500,001 or More | 1 days |

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

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 2 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 5 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 5 days

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|--|-------------------|---------------------|
| 1 | CW-02-D-03 | IND. ESTATE | CORNWALL |
| | LONG ROCK ROAD | | |
| | NEAR PENZANCE | | |
| | LONG ROCK | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village | | |
| | Total Gross floor area: | 36500 sqm | |
| | Survey date: MONDAY | 03/10/11 | Survey Type: MANUAL |
| 2 | DC-02-D-20 | INDUSTRIAL ESTATE | DORSET |
| | OLD BARN FARM ROAD | | |
| | NEAR BOURNEMOUTH | | |
| | THREE LEGGED CROSS | | |
| | Free Standing (PPS6 Out of Town) | | |
| | Out of Town | | |
| | Total Gross floor area: | 70000 sqm | |
| | Survey date: MONDAY | 24/03/14 | Survey Type: MANUAL |
| 3 | WM-02-D-02 | INDUSTRIAL ESTATE | WEST MIDLANDS |
| | DUNLOP WAY | | |
| | BIRMINGHAM | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Gross floor area: | 23480 sqm | |
| | Survey date: WEDNESDAY | 07/11/12 | Survey Type: MANUAL |
| 4 | WY-02-D-03 | INDUSTRIAL ESTATE | WEST YORKSHIRE |
| | ARMLEY ROAD | | |
| | LEEDS | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 24980 sqm | |
| | Survey date: FRIDAY | 20/09/13 | Survey Type: MANUAL |
| 5 | WY-02-D-04 | INDUSTRIAL ESTATE | WEST YORKSHIRE |
| | LAW STREET | | |
| | CLECKHEATON | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 23226 sqm | |
| | Survey date: THURSDAY | 15/09/16 | Survey Type: MANUAL |

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

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 5 | 35637 | 0.263 | 5 | 35637 | 0.086 | 5 | 35637 | 0.349 |
| 08:00 - 09:00 | 5 | 35637 | 0.325 | 5 | 35637 | 0.148 | 5 | 35637 | 0.473 |
| 09:00 - 10:00 | 5 | 35637 | 0.199 | 5 | 35637 | 0.148 | 5 | 35637 | 0.347 |
| 10:00 - 11:00 | 5 | 35637 | 0.161 | 5 | 35637 | 0.141 | 5 | 35637 | 0.302 |
| 11:00 - 12:00 | 5 | 35637 | 0.179 | 5 | 35637 | 0.169 | 5 | 35637 | 0.348 |
| 12:00 - 13:00 | 5 | 35637 | 0.155 | 5 | 35637 | 0.154 | 5 | 35637 | 0.309 |
| 13:00 - 14:00 | 5 | 35637 | 0.182 | 5 | 35637 | 0.186 | 5 | 35637 | 0.368 |
| 14:00 - 15:00 | 5 | 35637 | 0.141 | 5 | 35637 | 0.171 | 5 | 35637 | 0.312 |
| 15:00 - 16:00 | 5 | 35637 | 0.130 | 5 | 35637 | 0.185 | 5 | 35637 | 0.315 |
| 16:00 - 17:00 | 5 | 35637 | 0.198 | 5 | 35637 | 0.217 | 5 | 35637 | 0.415 |
| 17:00 - 18:00 | 5 | 35637 | 0.065 | 5 | 35637 | 0.343 | 5 | 35637 | 0.408 |
| 18:00 - 19:00 | 5 | 35637 | 0.047 | 5 | 35637 | 0.103 | 5 | 35637 | 0.150 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | 2.045 | | | 2.051 | | | 4.096 | | |

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|----------------------------|
| Trip rate parameter range selected: | 23226 - 70000 (units: sqm) |
| Survey date date range: | 01/01/10 - 15/09/16 |
| Number of weekdays (Monday-Friday): | 5 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 5 | 35637 | 0.014 | 5 | 35637 | 0.011 | 5 | 35637 | 0.025 |
| 08:00 - 09:00 | 5 | 35637 | 0.011 | 5 | 35637 | 0.011 | 5 | 35637 | 0.022 |
| 09:00 - 10:00 | 5 | 35637 | 0.017 | 5 | 35637 | 0.012 | 5 | 35637 | 0.029 |
| 10:00 - 11:00 | 5 | 35637 | 0.015 | 5 | 35637 | 0.016 | 5 | 35637 | 0.031 |
| 11:00 - 12:00 | 5 | 35637 | 0.016 | 5 | 35637 | 0.016 | 5 | 35637 | 0.032 |
| 12:00 - 13:00 | 5 | 35637 | 0.017 | 5 | 35637 | 0.013 | 5 | 35637 | 0.030 |
| 13:00 - 14:00 | 5 | 35637 | 0.015 | 5 | 35637 | 0.016 | 5 | 35637 | 0.031 |
| 14:00 - 15:00 | 5 | 35637 | 0.006 | 5 | 35637 | 0.011 | 5 | 35637 | 0.017 |
| 15:00 - 16:00 | 5 | 35637 | 0.009 | 5 | 35637 | 0.013 | 5 | 35637 | 0.022 |
| 16:00 - 17:00 | 5 | 35637 | 0.011 | 5 | 35637 | 0.014 | 5 | 35637 | 0.025 |
| 17:00 - 18:00 | 5 | 35637 | 0.008 | 5 | 35637 | 0.008 | 5 | 35637 | 0.016 |
| 18:00 - 19:00 | 5 | 35637 | 0.003 | 5 | 35637 | 0.003 | 5 | 35637 | 0.006 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.142 | | | 0.144 | | | 0.286 |

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.*

Calculation Reference: AUDIT-515501-181012-1009

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|-------------|--------|
| 02 | SOUTH EAST | |
| | KC KENT | 1 days |
| 04 | EAST ANGLIA | |
| | SF SUFFOLK | 1 days |
| 10 | WALES | |
| | WR WREXHAM | 1 days |

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

Secondary 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: 9000 to 22270 (units: sqm)
 Range Selected by User: 634 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/17

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:

| | |
|----------|--------|
| Tuesday | 1 days |
| Thursday | 1 days |
| Friday | 1 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 3 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 1 |
| 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 | 3 |
|-----------------|---|

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

Secondary Filtering selection:

Use Class:

| | |
|----|--------|
| B8 | 3 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

| | |
|------------------|--------|
| 1,000 or Less | 1 days |
| 1,001 to 5,000 | 1 days |
| 15,001 to 20,000 | 1 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 5,001 to 25,000 | 1 days |
| 50,001 to 75,000 | 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 | 2 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 | 3 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 | 3 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

- | | | | | |
|---|--|---|---------------------|--|
| 1 | KC-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: | COMMERCIAL WAREHOUSING 11200 sqm | KENT | |
| | Survey date: FRIDAY | 22/09/17 | Survey Type: MANUAL | |
| 2 | SF-02-F-02 WALTON ROAD FELIXSTOWE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: | WAREHOUSING 22270 sqm | SUFFOLK | |
| | Survey date: THURSDAY | 11/07/13 | Survey Type: MANUAL | |
| 3 | WR-02-F-01 UNIT 1-2 PACIFIC PARK NEAR WREXHAM WREXHAM IND. ESTATE Free Standing (PPS6 Out of Town) Industrial Zone Total Gross floor area: | WAREHOUSE 9000 sqm | WREXHAM | |
| | Survey date: TUESDAY | 18/10/11 | Survey Type: MANUAL | |

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

MANUALLY DESELECTED SITES

| Site Ref | Reason for Deselection |
|------------|------------------------|
| BG-02-F-01 | GFA |
| CB-02-F-01 | GFA |
| HC-02-F-02 | logistics |
| LN-02-F-01 | book service |
| SF-02-F-03 | GFA |

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 22270 | 0.018 | 1 | 22270 | 0.040 | 1 | 22270 | 0.058 |
| 06:00 - 07:00 | 1 | 22270 | 0.058 | 1 | 22270 | 0.063 | 1 | 22270 | 0.121 |
| 07:00 - 08:00 | 3 | 14157 | 0.141 | 3 | 14157 | 0.052 | 3 | 14157 | 0.193 |
| 08:00 - 09:00 | 3 | 14157 | 0.099 | 3 | 14157 | 0.061 | 3 | 14157 | 0.160 |
| 09:00 - 10:00 | 3 | 14157 | 0.106 | 3 | 14157 | 0.082 | 3 | 14157 | 0.188 |
| 10:00 - 11:00 | 3 | 14157 | 0.078 | 3 | 14157 | 0.064 | 3 | 14157 | 0.142 |
| 11:00 - 12:00 | 3 | 14157 | 0.064 | 3 | 14157 | 0.066 | 3 | 14157 | 0.130 |
| 12:00 - 13:00 | 3 | 14157 | 0.064 | 3 | 14157 | 0.054 | 3 | 14157 | 0.118 |
| 13:00 - 14:00 | 3 | 14157 | 0.064 | 3 | 14157 | 0.078 | 3 | 14157 | 0.142 |
| 14:00 - 15:00 | 3 | 14157 | 0.075 | 3 | 14157 | 0.092 | 3 | 14157 | 0.167 |
| 15:00 - 16:00 | 3 | 14157 | 0.080 | 3 | 14157 | 0.073 | 3 | 14157 | 0.153 |
| 16:00 - 17:00 | 3 | 14157 | 0.054 | 3 | 14157 | 0.120 | 3 | 14157 | 0.174 |
| 17:00 - 18:00 | 3 | 14157 | 0.028 | 3 | 14157 | 0.104 | 3 | 14157 | 0.132 |
| 18:00 - 19:00 | 3 | 14157 | 0.016 | 3 | 14157 | 0.035 | 3 | 14157 | 0.051 |
| 19:00 - 20:00 | 1 | 22270 | 0.036 | 1 | 22270 | 0.031 | 1 | 22270 | 0.067 |
| 20:00 - 21:00 | 1 | 22270 | 0.013 | 1 | 22270 | 0.031 | 1 | 22270 | 0.044 |
| 21:00 - 22:00 | 1 | 22270 | 0.031 | 1 | 22270 | 0.018 | 1 | 22270 | 0.049 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.025 | | | 1.064 | | | 2.089 |

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---------------------------|
| Trip rate parameter range selected: | 9000 - 22270 (units: sqm) |
| Survey date date range: | 01/01/10 - 22/09/17 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 5 |

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.

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 22270 | 0.013 | 1 | 22270 | 0.040 | 1 | 22270 | 0.053 |
| 06:00 - 07:00 | 1 | 22270 | 0.027 | 1 | 22270 | 0.063 | 1 | 22270 | 0.090 |
| 07:00 - 08:00 | 3 | 14157 | 0.031 | 3 | 14157 | 0.021 | 3 | 14157 | 0.052 |
| 08:00 - 09:00 | 3 | 14157 | 0.016 | 3 | 14157 | 0.014 | 3 | 14157 | 0.030 |
| 09:00 - 10:00 | 3 | 14157 | 0.033 | 3 | 14157 | 0.028 | 3 | 14157 | 0.061 |
| 10:00 - 11:00 | 3 | 14157 | 0.033 | 3 | 14157 | 0.019 | 3 | 14157 | 0.052 |
| 11:00 - 12:00 | 3 | 14157 | 0.019 | 3 | 14157 | 0.016 | 3 | 14157 | 0.035 |
| 12:00 - 13:00 | 3 | 14157 | 0.019 | 3 | 14157 | 0.019 | 3 | 14157 | 0.038 |
| 13:00 - 14:00 | 3 | 14157 | 0.024 | 3 | 14157 | 0.026 | 3 | 14157 | 0.050 |
| 14:00 - 15:00 | 3 | 14157 | 0.026 | 3 | 14157 | 0.021 | 3 | 14157 | 0.047 |
| 15:00 - 16:00 | 3 | 14157 | 0.031 | 3 | 14157 | 0.019 | 3 | 14157 | 0.050 |
| 16:00 - 17:00 | 3 | 14157 | 0.019 | 3 | 14157 | 0.021 | 3 | 14157 | 0.040 |
| 17:00 - 18:00 | 3 | 14157 | 0.016 | 3 | 14157 | 0.021 | 3 | 14157 | 0.037 |
| 18:00 - 19:00 | 3 | 14157 | 0.009 | 3 | 14157 | 0.014 | 3 | 14157 | 0.023 |
| 19:00 - 20:00 | 1 | 22270 | 0.018 | 1 | 22270 | 0.022 | 1 | 22270 | 0.040 |
| 20:00 - 21:00 | 1 | 22270 | 0.013 | 1 | 22270 | 0.027 | 1 | 22270 | 0.040 |
| 21:00 - 22:00 | 1 | 22270 | 0.027 | 1 | 22270 | 0.004 | 1 | 22270 | 0.031 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.374 | | | 0.395 | | | 0.769 |

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.*

APPENDIX C – CENSUS 2011 JOURNEY TO WORK DATA

WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 11 September 2018]

| | |
|------------|--|
| population | All usual residents aged 16 to 74 in employment in the area the week before the census |
| units | Persons |
| area type | 2011 census workplace zones |
| area name | W35001991 |

| Method of travel to work | 2011 |
|------------------------------|-------|
| Train | 26 |
| Bus, minibus or coach | 46 |
| Taxi | 8 |
| Motorcycle, scooter or moped | 21 |
| Driving a car or van | 1,423 |
| Passenger in a car or van | 87 |
| Bicycle | 22 |
| On foot | 29 |

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix D – JNY9624-03 Scoping Note Addendum