

TN11 – Further Response to WBC Highways comments

Site: 810 Winnersh Triangle Business Park, Winnersh, Wokingham
RG41 5UX

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Date: 5th June 2026

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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Winnersh Midco S.A.R.L. to respond to further queries raised by Wokingham Borough Council with regard to the potential future occupation of the site by a mix of uses, including Class E(g)(i) office use (formerly classified as B1 use)/B2/B8. This note also includes a review of the expected trip generation demands for a Class E(g)(ii) 'Research and Development' (R&D) business, either as a sole occupier or included within a potential development mix.
- 1.2 The note initially provides the analysis for a Class E(g)(ii) occupier based on information in the widely accepted TRICS database and then considers the future trip demands for the Building 810 scheme with a mix of land uses as requested by WBC officers. Although the building has been designed to accommodate one business, the analysis has been prepared to determine the worst-case scenario (from a vehicle demand perspective) where there are multiple businesses operating within the building.

2.0 Predicted vehicle trips – Class E(g)(ii) Research and Development

- 2.1 The TRICS database has limited information on the Research and Development land use (Class E(g)(ii)) within the employment category but there are three sites which include such businesses. These are as follows:
- ▶ TRICS site AN-02-C-01 – Composites business – Lisburn, 20% Offices, 10% Research and Development, 70 % Light Industry. 6,500 sqm with 71 car parking spaces.
 - ▶ TRICS site BP-02-C-01 – Powder Coatings business – Blackpool, 100% Research and Development. 1,010 sqm with 10 car parking spaces; and
 - ▶ TRICS site CS-02-C-01 – AV specialist – Sligo, 26% Offices and 74% Research and Development. 1,112 sqm with 20 car parking spaces.
- 2.2 The site details are provided in **Appendix A** and are set out in the 'Breakdown of Site Operations information on each site sheet. These sites with the Class E(g)(ii) R&D operations have been selected to provide a vehicle generation assessment to understand the predicted trip demand for the Winnersh Building 810 scheme (5,235 sqm) assuming an Class E(g)(ii) occupier.
- 2.3 A review of the site with regard to public transport services and accessibility:
- ▶ Site AN-02-C-01 (Lisburn) – Suburban location and there is one bus per hour (circular route) with a stop within 400m of the site;
 - ▶ Site BP-02-C-01 (Blackpool) – Edge of town location and there are 3 buses every hour with a stop within 400m of the site and a railway station is within 1km; and
 - ▶ Site CS-02-C-01 (Sligo) – Edge of town location and poor public transport – nearest station/stops are 2.7km from the site.
- 2.4 The 3 no. TRICS sites have a range of accessibility, however the Winnersh Business Park has a higher level of public transport accessibility given there are bus stops and a railway station with regular services within 350m of the site. The TRICS data provides a robust assessment in terms of vehicle movements for the 3 example sites.
- 2.5 There is little information available for Class E(g)(ii) R&D sites and the information provided is the most suitable data to use for this assessment. It is accepted that the TRICS sites are not in the South-East of England, however they are in a suburban / edge of town location which reflects the Winnersh site. In reality,

given the superior public transport accessibility of the application site, vehicle movements will be notably less than associated with the 3 no. TRICS examples and as such, the representative figures used are very much worst case.

Justification for proposed R&D trip rates

- 2.6 The details set out in the Wokingham Local Plan update, Local Highway Network and M4 Corridor – Transport Assessment Report prepared by Stantec in August 2019 include trip rates for various land uses including 'R&D'. On review, these rates are higher than those adopted for the Building 810 application since the approach used for each of the assessments are not at all comparable. The TRICS based analysis has been prepared on the basis of individual manufacturing based sites, similar to that proposed within the new Building 810 scheme, which would include an operational space for the R&D use as well as supporting office space for design and administration.
- 2.7 The trip rates adopted for the WSTM4 Forecast model have specifically been based on average surveys carried out at the Thames Valley Science Park (TVSP) in Shinfield as well as Business Parks sites within the UK which include Science/Tech uses. On review, the TVSP surveys would have been carried out when the Gateway Building was constructed which only formed a part of the overall site masterplan. The type of building was more for office use with several floors of office/consulting space but with some element of tech-related space within the building (as presented on Figure 2.1.).

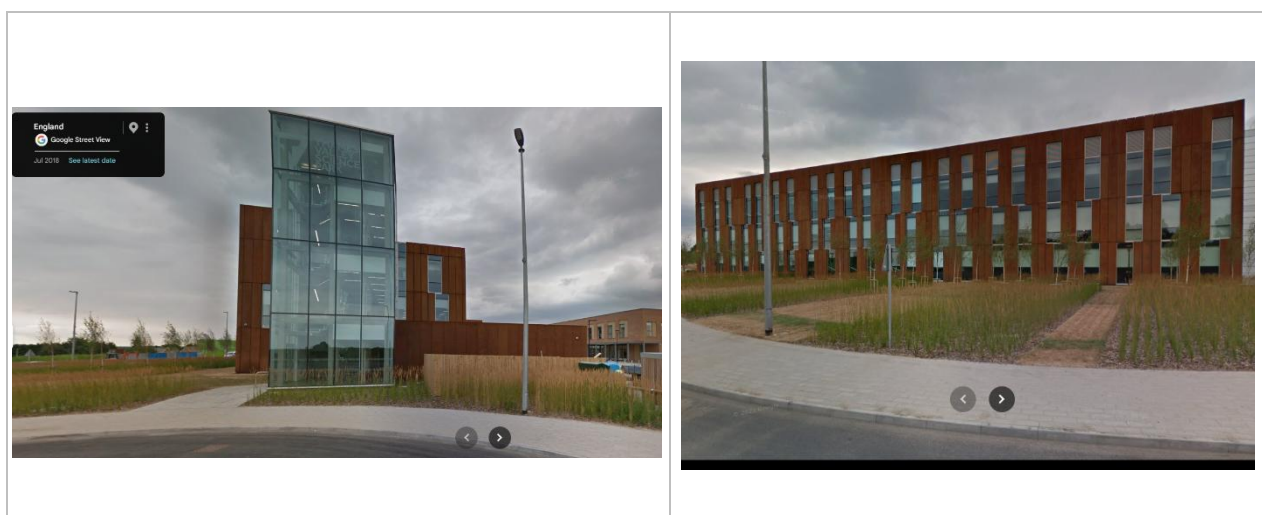


Figure 2.1 – Gateway Building – Thames Valley Business Park – 2018 (extract from Google Streetview)

- 2.8 The TVSP Gateway building was fully constructed and operational in 2018 and accommodated 10,412 sqm of commercial space with some 273 car parking spaces. The Gateway building is supported with 1 car parking space/38 sqm, this compares with the proposed 1 space/78 sqm proposed for an R&D type use within the Building 810 site, which reflected previous consented development at the Winnersh Triangle Business Park (Plot 1100 and 1040).
- 2.9 The WSTM4 R&D trip rates are not relevant to the Building 810 application for the following reasons:
- ▶ The TVSP site and the TRICS Science Park site comprises a large office-based building/Business Park uses – this is very different from the proposed single mid-tech' steel portal frame building proposed at Winnersh with operational space with supporting office use;
 - ▶ The TVSP site does not include a dedicated service yard for operational deliveries expected with a more industrial/R&D/manufacturing occupier as proposed at Winnersh 810;
 - ▶ The TVSP site car parking provision is almost twice that proposed at the Winnersh 810. Increased car parking provision at TVSP would increase vehicle trips, therefore the WSTM4 trip rates would not be appropriate for the Building 810 site; and

- ▶ The Winnersh Triangle Business Park is in a sustainable location and there is less need for people to travel to and from the commercial sites with reliance on a private car, therefore the lower vehicle trip rates derived from the Motion R&D assessment are more representative than those adopted for the WSTM4 modelling.

2.10 In view of above, the R&D trip rates determined from TRICS in this section are the most appropriate to use for the Building 810 analysis to follow in this technical note rather than using data based on office-led Business Parks or Science Parks.

3.0 Trip assessment – Class E(g)(ii) Research and Development

3.1 The TRICS output has been used to determine the peak hour trip demands and these can be compared with the predicted existing use vehicles trips on the basis of the building being occupied by just one business. The TRICS output for the employment Class E(g)(ii) R&D use is provided in **Appendix B** with the results summarised in Table 3.1 with the results compared with previous analysis of the existing building traffic demands.

Land use	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Existing B8 use trips (from previous analysis)	17	1	18	2	10	12
Predicted Class E(g)(ii) R&D use (TRICS)	16	8	24	0	10	10
Difference	-1	+7	+6	-2	No change	-2

Table 3.1– Predicted vehicle trips – Existing use compared with proposed Class E(g)(ii) R&D site – Winnersh Building 810 – 5,235 sqm

3.2 The details provided in Table 3.1 shows the traffic demands for a research and development use will be broadly similar to the existing B8 use. The exception will be in the AM peak where there will be an increase in the outbound vehicle trips but these will not impact on the sensitive A329(M) off-slip which will accommodate inbound traffic to the Winnersh Triangle Business Park.

4.0 Analysis of Potential Mix-use scheme

4.1 The purpose of the section of the note is to determine the potential maximum office (Class E(g)(i)) space to be allocated within the 810 plot whilst the remainder of the building accommodates another use (e.g. B2/B8 or Class E(g)(ii) R&D). A further assessment of the potential development has been carried out to determine the potential quantum of office space which may be accommodated within the building without impacting on the A329(M) junction. As confirmed in the meeting on Wednesday 22nd April 2026 with WBC Highways, an increase of up to 3 vehicles on the slip road in the AM peak is considered acceptable.

4.2 The analysis summarised in Table 3.1 indicates that a potential Class E(g)(ii) R&D occupier would attract a similar level of inbound traffic in the AM peak as the existing B8 Warehouse use, therefore there will be a slight reduction in the Class E (g)(i) office space when compared with the B2/B8 assessments to ensure the related vehicle movements will not significantly impact on the A329(M) westbound off-slip road in the AM peak period.

4.3 A summary of the scenarios to be tested are as follows:

- ▶ Maximum Class E(g)(i) office space (23%) and B2 or B8 Warehouse use (77%) – providing both office and industrial/storage of production space within the building; and
- ▶ Maximum Class E(g)(i) office space (18%) and Class E(g)(ii) R&D use (82%).

4.4 The areas to be considered are summarised in Table 4.1:

Scenario	Land use	Class E(g)(i) use	Other use	TOTAL
1	Full B2 use	0 sqm	5,235 sqm	5,235 sqm
2	Full B8 use	0 sqm	5,235 sqm	5,235 sqm
3	Full Class E(g)(ii) R&D use	0 sqm	5,235 sqm	5,235 sqm
4	23% Class E(g)(i) and 77% B2	1,204 sqm	4,031 sqm	5,235 sqm
5	23% Class E(g)(i) and 77% B8	1,204 sqm	4,031 sqm	5,235 sqm
6	18% Class E(g)(i) and 82% Class E(g)(ii) R&D	942 sqm	4,293 sqm	5,235 sqm

Table 4.1 – Summary of development options with a mix of Class E(g)(i) with B2, B8 or Class E(g)(ii) R&D uses

4.5 The predicted trip associated with the above scenarios have been assessed to determine the peak hour impacts on the local network, in particular the A329(M) off-slip road in the critical AM peak.

5.0 Trip assessment

5.1 The WSTM4 office data, as well as the TRICS data previously used for this application, has been utilised to calculate the predicted trip demands for Scenarios 4 – 6. Each of the scenarios are considered in this section to compare predicted and existing vehicle movements, therefore setting out the potential impact on the local road network.

Scenario 4 – Mix of Class E(g)(i) office and B2 use

5.2 Table 5.1 shows the traffic demands for potential mix of Class E(g)(i) office use (23%) and the remaining space being use for B2 industrial use. The traffic flow demands for the Class E(g)(i) have been determined by calculating the trips based on the WSTM4 office trip rates and then presenting the demands should 23% if the site be occupied by Class E (g)(i) use (row '1' in each table).

	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Predicted Class E(g)(i) Trips (100%) based on WSTM4	81	9	90	9	68	77
1 Predicted Class E(g)(i) Trips (23%)	18	3	21	2	12	14
2 Predicted B2 Trips (77%)	6	4	10	2	2	4
3 Existing B8 use trips	17	1	18	2	10	12
Difference (1+2-3)	+7	+6	+13	+2	+4	+6

Table 5.1 – Predicted vehicle trips – proposed site – 5,235 sqm - 1,204 sqm (23% Class E(g)(i) floor space) and 4,031 sqm (77% B2 use)

Scenario 5 – Mix of Class E(g)(i) office and B8 Warehouse use

- 5.3 The exercise has been repeated for the B8 use, where if part of the building was occupied by Class E(g)(i) office use, the remainder of the space would include B8 use. The predicted trip analysis is presented in Table 5.2.

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Predicted Class E(g)(i) Trips (100%) based on WSTM4	81	9	90	9	68	77
1 Predicted Office Trips (23%)	18	3	21	2	12	14
2 Predicted B8 Trips (77%)	7	6	13	5	9	14
3 Existing B8 use trips	17	1	18	2	10	12
Difference (1+2-3)	+8	+8	+16	+5	+11	+16

Table 5.2 – Predicted vehicle trips – proposed site – 5,235 sqm 1,204 sqm (23% Class E (g)(i) office floor space) and 4,031 sqm (77% B8 use)

- 5.4 The predicted demands with a mix of uses presented in Table 5.2 (Class E(g)(i) and B8) is marginally more than those presented in Table 5.1. As with the B2 use, the critical AM inbound demands which may impact on the A329(M) are broadly the same for Scenario 1 and Scenario 2.

Scenario 6 - Mix of Class E(g)(i) and Class E(g)(ii) R&D

- 5.5 The same exercise has been prepared for a mix of Class E(g)(i) and Class E(g)(ii) Research and Development use and the results are presented in Table 5.3.

	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Predicted Class E(g)(i) Trips (100%) based on WSTM4	81	9	90	9	68	77
1 Predicted Class E(g)(i) Trips (18%)	15	2	13	2	12	14
2 Predicted Class E(g)(ii) R&D Trips (82%)	13	7	20	0	8	8
3 Existing B8 use trips	17	1	18	2	10	12
Difference (1+2-3)	+11	+8	+19	No change	+10	+10

Table 5.3 – Predicted vehicle trips – proposed site – 5,235 sqm - 942 sqm (18% Class E(g)(i) floor space and 4,293 sqm (82% Class E(g)(ii) R&D use)

- 5.6 The change in flows is marginally higher than those determined with the B2 & B8 assessments (Scenarios 4 and 5).

6.0 Traffic network analysis

- 6.1 The predicted trip demands for the Scenarios 3, 4 and 5 have been assigned to the traffic flow diagram to determine the predicted changes each will have on the local road network in 2040 during the AM and PM peak periods and these are provided in **Appendix C**.
- 6.2 The flows for the Class E (g)(i) office (23%) and the B2 commercial use (77%) are presented on Figures 3.4 and 3.5 for the AM peak and PM peaks respectively. The inbound vehicle demands on the A329(M) slip road in the AM peak is shown as 2 vehicles and is within the acceptable range identified by WBC Highways at the meeting on Wednesday 22nd April 2026 (a 2-3 vehicle increase is considered acceptable on the slip road in the AM peak).
- 6.3 The flows for the Class E (g)(i) office (23%) and the B8 Warehouse use (77%) are presented on Figures 3.6 and 3.7 for the AM and PM peaks. The inbound vehicle demands on the A329(M) slip road is 2 vehicles.
- 6.4 The assessment for the potential mix of Class E(g)(i) office (18%) and Class E(g)(ii) R&D use (82%) are presented on Figures 3.8 and 3.9 for the AM and PM peak hours respectively. The predicted net increase in the inbound trips set out in Table 5.3 have been assigned to the network represents and the change represents an increase of 3 vehicles on the A329(M) off-slip during the AM peak. The increase in vehicle trips is within the acceptable range set out by WBC (refer to para 6.2 above).

Review

- 6.5 The analysis provided in Sections 5.0 and 6.0, shows that should there a mix of uses, the maximum floor area for Class E (g)(i) will be 23% of the total building floor area if accompanied with B2 or B8 uses or 18% if accompanied with a Class E(g)(ii) R&D use. The assessment shows that the traffic impact on the A329(M) is within the limits set out by WBC Highways.

7.0 Summary

- 7.1 Supplementary analysis has been prepared for a potential sole Class E(g)(ii) R&D occupier based on appropriate trip rates for a single building and the trip demands are broadly similar to the existing B8 Warehouse use. The exception will be in the AM peak where there will be an increase in the outbound vehicle trips but these will not impact on the sensitive A329(M) off-slip which will accommodate inbound traffic to the Winnersh Triangle Business Park. On this basis, a future Class E(g)(ii) R&D business would not create any material impact on the local road network.
- 7.2 The additional material has considered a mix of uses on the site, Class E (g)(i), B2, B8 warehouse or Class E(g)(ii) R&D uses. The local traffic network can accommodate up to 23% of Class E(g)(i) office space with B2 or B8 uses and 18% of Class E (g)(i) when combined with a Class E(g)(ii) R&D use, within the 5,235 sqm building. In each scenario tested, the increase in vehicle trips on the A329(M) off-slip during the AM peak is no more than 3 vehicles and is within the acceptable range provided by WBC Highways.
- 7.3 Traffic analysis for the worst-case scenarios (mix of Class E(g)(i) with B2, B8 or Class E(g)(ii) R&D use) has been prepared and the assessments show there to be negligible impact on the A329(M) during the peak periods.

Appendix A

TRICS details – Research and Development sites

Parameters:

Site Reference: AN-02-C-01 VEHICLES Site
Latitude/Longitude: 54.51022, -6.06685
Land Use Type: 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Region/Area: /ANTRIM

Description: COMPOSITES
Street: FERGUSON ROAD
District:
Town: LISBURN
Post Code: BT28 2FW
Planning Authority:

Location: Suburban Area
Location Sub Category: No Sub Category
Use Class: Not Known

Breakdown of Site Operations
Offices 20%
Research & Development 10%
Light Industrial 70%
General Industrial 0%

Storage & Distribution
0%

Population within 500m: 1300
Population within 1 Mile: 10,001 to 15,000
Population within 5 Miles: 75,001 to 100,000
Car ownership within 5 Miles: 1.1 to 1.5
Buses/Trains per day (both directions): 45+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	45		45
Monday-Friday	0700-1000	11		11
Monday-Friday	1600-1900	10		10
Saturday	0700-1900	33		33
Sunday	0700-1900			

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future: No
Is survey data available before the implementation of the Travel Plan:
Is the location of the site hilly or flat Flat
Urban Regeneration: No
Covid-19 Restrictions:

Local Traffic Calming Features

Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Site area 1.399999976158142 hect
Gross floor area 6500 sqm
Parking Spaces 71

Number of employees 175

No. of developments for this Site: 1

No. of survey Days for this Site: 1

Comments:

This site is located to the south-west of the centre of Lisburn. The nearest main route is the A3 Moira Road, to the south of the site, running east and west. Other local roads head towards various parts of the local area.

The site is surrounded by some industrial units and residential streets.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The 109A bus service from Antrim to Lisburn is once an hour. There is also a circular service that goes in one direction only.

Design features encouraging non-car modes

12. Pedestrians

There are good local footpaths available that are also in very close proximity to residential areas.

13. Pedal cycles

There are local cycle paths and there is parking for bicycles on site.

14. Public transport

It is in close proximity to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2015
Nearest Primary School	1.3 kilometres
Nearest Secondary School	1.6 kilometres
Nearest Local Shop/Corner Shop	2 kilometres
Nearest Main Supermarket	2.1 kilometres
Nearest Doctors Surgery	3.1 kilometres
Nearest Hospital with Minor Injuries/A & E	3 kilometres
Nearest Sports/Leisure Centre	2.6 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	N00003408
Number of people employed within Census Output Area/Data Zone	0
Number of households within Census Output Area/Data Zone	197
Number of people living within Census Output Area/Data Zone	531
Area of Census Output Area (hectares)	288.00
Population density within Census Output Area (per hectare)	1.84

Parameters:

Site Reference: BP-02-C-01 VEHICLES Site
Latitude/Longitude: 53.83829, -3.02353
Land Use Type: 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Region/Area: /BLACKPOOL

Description: POWDER COATINGS
Street: CHORLEY ROAD
District: LITTLE CARLETON
Town: BLACKPOOL
Post Code: FY3 7XQ
Planning Authority: BLACKPOOL COUNCIL

Location: Edge of Town
Location Sub Category: Industrial Zone
Use Class: Not Known

Breakdown of Site Operations
Offices 0%
Research & Development 100%
Light Industrial 0%
General Industrial 0%

Storage & Distribution
0%

Population within 500m: 2337
Population within 1 Mile: 25,001 to 50,000
Population within 5 Miles: 125,001 to 250,000
Car ownership within 5 Miles: 1.1 to 1.5
Buses/Trains per day (both directions): 108+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	72	36	108
Monday-Friday	0700-1000	18	10	28
Monday-Friday	1600-1900	18	11	29
Saturday	0700-1900	64	30	94
Sunday	0700-1900	30	25	55

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future: No
Is survey data available before the implementation of the Travel Plan:
Is the location of the site hilly or flat Flat
Urban Regeneration: No
Covid-19 Restrictions:

Local Traffic Calming Features

Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Site area 0.18199999630451202 hect
Gross floor area 1010 sqm
Parking Spaces 10

Number of employees 5

No. of developments for this Site: 1

No. of survey Days for this Site: 1

Comments:

This site is in the Little Carleton area of Blackpool, which is at the eastern edge of the town. It is surrounded mostly by industrial development, with some residential areas and open land a bit further away.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Fleetwood	3	43

Rail accessibility:

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

Layton Train Station is 580 metres south west of the site, which provides Northern Rail services to Manchester Airport, Blackpool North and Hazel Grove. There are several bus stops within 400 metres of the site on Blackpool Old Road.

Design features encouraging non-car modes

12. Pedestrians

There are local footpaths present that lead to the wider community.

13. Pedal cycles

None

14. Public transport

Local footpaths lead to bus stops and the local rail station.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2019
Nearest Primary School	1.1 kilometres
Nearest Secondary School	0.6 kilometres
Nearest Local Shop/Corner Shop	1 kilometres
Nearest Main Supermarket	2.7 kilometres
Nearest Doctors Surgery	0.6 kilometres
Nearest Hospital with Minor Injuries/A & E	3.5 kilometres
Nearest Sports/Leisure Centre	1.1 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00064149
Number of people employed within Census Output Area/Data Zone	187

Census Data	
Number of households within Census Output Area/Data Zone	151
Number of people living within Census Output Area/Data Zone	314
Area of Census Output Area (hectares)	12.59
Population density within Census Output Area (per hectare)	24.90

Parameters:

Site Reference: CS-02-C-01 MULTI-MODAL Site
Latitude/Longitude: 54.2745, -8.4978
Land Use Type: 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Region/Area: /SLIGO

Description: AV SPECIALISTS
Street: RATHFINN CLOSE
District: FINISKLIN BUSINESS PARK
Town: SLIGO
Post Code:
Planning Authority:

Location: Edge of Town
Location Sub Category: Commercial Zone
Use Class: Not Known

Breakdown of Site Operations
Offices 26%
Research & Development 74%
Light Industrial 0%
General Industrial 0%

Storage & Distribution
0%

Population within 500m: 641
Population within 1 Mile: 5,001 to 10,000
Population within 5 Miles: 5,001 to 25,000
Car ownership within 5 Miles: 1.1 to 1.5
Buses/Trains per day (both directions):

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900			
Monday-Friday	0700-1000			
Monday-Friday	1600-1900			
Saturday	0700-1900			
Sunday	0700-1900			

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future: No
Is survey data available before the implementation of the Travel Plan:
Is the location of the site hilly or flat Flat
Urban Regeneration: No
Covid-19 Restrictions:

Local Traffic Calming Features

Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Site area 0.47999998927116394 hect
Gross floor area 1112 sqm
Parking Spaces 20

Number of employees 10

No. of developments for this Site: 1

No. of survey Days for this Site: 1

Comments:

This site is located within Finisklin Business Park, in a western suburb of Sligo. Local roads head towards various parts of the local area.

The site is mainly surrounded by business and industrial developments, with residential streets further to the west, east and south.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : No

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is no local public transport available. The bus and train station is 2.7 kilometres away.

Design features encouraging non-car modes

12. Pedestrians

There is a footway on the main road.

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2015
Nearest Primary School	2.8 kilometres
Nearest Secondary School	3.2 kilometres
Nearest Local Shop/Corner Shop	2.7 kilometres
Nearest Main Supermarket	2.1 kilometres
Nearest Doctors Surgery	2.5 kilometres
Nearest Hospital with Minor Injuries/A & E	3.1 kilometres
Nearest Sports/Leisure Centre	2.7 kilometres

Census Data	
Year of Census	2011
County	SLIGO
Number of people employed within County	30631
Number of households within County	24525
Number of people living within County	65393

Appendix B

TRICS output

Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT
Category: C - INDUSTRIAL UNIT
Selected Vehicle Type: Total Vehicles

Selected regions and areas:			
08	NORTH WEST		
	BP	BLACKPOOL	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day

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



Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

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:	GFA
Actual Range:	150 to 67459 (units:sqm)
Range Selected by User:	150 to 67459 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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:

Friday	1 days
Thursday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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	2 days
Suburban Area	1 days

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:

Commercial Zone	1 days
Industrial Zone	1 days
No Sub Category	1 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	3 days
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Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

Secondary Filtering Selection:

Use Class:

Not Known

3 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 6000

Population within 1 mile:

10,001 to 15,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
5,001 to 25,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	3 surveys
------------	-----------

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.

Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No

3 surveys

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 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

1 FERGUSON ROAD LISBURN Suburban Area No Sub Category Gross floor area: 6500.00 sqm Survey date: Friday 19/06/2015	AN-02-C-01	COMPOSITES	ANTRIM	Survey Type: Unknown
2 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Gross floor area: 1010.00 sqm Survey date: Thursday 20/06/2019	BP-02-C-01	POWDER COATINGS	BLACKPOOL	Survey Type: Unknown
3 RATHFINN CLOSE SLIGO FINISKLIN BUSINESS PARK Edge of Town Commercial Zone Gross floor area: 1112.00 sqm Survey date: Tuesday 28/04/2015	CS-02-C-01	AV SPECIALISTS	SLIGO	Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-02-C-01 21-06-2007	21-06-2007	Research and Dev only wanted
AC-02-C-02 19-11-2014	19-11-2014	Research and Dev only wanted
AR-02-C-02 12-11-2009	12-11-2009	Research and Dev only wanted
BB-02-C-01 21-06-2004	21-06-2004	Research and Dev only wanted
BO-02-C-01 15-10-2020	15-10-2020	Research and Dev only wanted
BR-02-C-01 19-10-2009	19-10-2009	Research and Dev only wanted
BR-02-C-02 22-09-2015	22-09-2015	Research and Dev only wanted
BT-02-C-01 18-09-2001	18-09-2001	Research and Dev only wanted
BT-02-C-02 10-09-2014	10-09-2014	Research and Dev only wanted
CF-02-C-01 24-10-2006	24-10-2006	Research and Dev only wanted
CF-02-C-02 06-10-2016	06-10-2016	Research and Dev only wanted
CR-02-C-01 13-12-2012	13-12-2012	Research and Dev only wanted
CS-02-C-02 06-09-2023	06-09-2023	Research and Dev only wanted
CU-02-C-01 15-10-2021	15-10-2021	Research and Dev only wanted
CW-02-C-01 08-06-2007	08-06-2007	Research and Dev only wanted
CW-02-C-02 06-06-2007	06-06-2007	Research and Dev only wanted
DC-02-C-01 13-09-1988	13-09-1988	Research and Dev only wanted
DC-02-C-02 04-07-2000	04-07-2000	Research and Dev only wanted
DC-02-C-03 15-05-2001	15-05-2001	Research and Dev only wanted
DC-02-C-04 09-07-2001	09-07-2001	Research and Dev only wanted
DC-02-C-05 11-10-2001	11-10-2001	Research and Dev only wanted
DC-02-C-06 20-07-2008	20-07-2008	Research and Dev only wanted
DC-02-C-07 07-07-2008	07-07-2008	Research and Dev only wanted
DE-02-C-01 12-11-2009	12-11-2009	Research and Dev only wanted

Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

Site Ref	Survey Date	Reason for Deselection
DL-02-C-01 26-09-2019	26-09-2019	Research and Dev only wanted
DN-02-C-01 28-09-2020	28-09-2020	Research and Dev only wanted
DS-02-C-01 22-06-2006	22-06-2006	Research and Dev only wanted
DS-02-C-02 04-10-2023	04-10-2023	Research and Dev only wanted
DV-02-C-02 06-07-2017	06-07-2017	Research and Dev only wanted
DY-02-C-01 25-06-2015	25-06-2015	Research and Dev only wanted
EB-02-C-01 16-06-2008	16-06-2008	Research and Dev only wanted
EB-02-C-02 25-10-2010	25-10-2010	Research and Dev only wanted
EC-02-C-01 19-09-2016	19-09-2016	Research and Dev only wanted
EC-02-C-02 07-05-2021	07-05-2021	Research and Dev only wanted
ER-02-C-01 11-10-2001	11-10-2001	Research and Dev only wanted
ER-02-C-02 08-05-2002	08-05-2002	Research and Dev only wanted
FI-02-C-01 20-04-2007	20-04-2007	Research and Dev only wanted
FI-02-C-02 20-04-2023	20-04-2023	Research and Dev only wanted
FU-02-C-01 10-06-2014	10-06-2014	Research and Dev only wanted
GM-02-C-02 08-06-2004	08-06-2004	Research and Dev only wanted
GS-02-C-01 26-05-2004	26-05-2004	Research and Dev only wanted
GS-02-C-02 23-04-2021	23-04-2021	Research and Dev only wanted
GS-02-C-03 03-05-2023	03-05-2023	Research and Dev only wanted
HC-02-C-01 16-06-2016	16-06-2016	Research and Dev only wanted
HC-02-C-02 09-05-2018	09-05-2018	Research and Dev only wanted
HD-02-C-01 11-05-2012	11-05-2012	Research and Dev only wanted
HD-02-C-02 05-12-2012	05-12-2012	Research and Dev only wanted
HE-02-C-01 14-10-2010	14-10-2010	Research and Dev only wanted
HE-02-C-02 22-10-2013	22-10-2013	Research and Dev only wanted
HF-02-C-01 17-07-2008	17-07-2008	Research and Dev only wanted
HF-02-C-02 08-11-2023	08-11-2023	Research and Dev only wanted
HI-02-C-01 24-05-2006	24-05-2006	Research and Dev only wanted
KE-02-C-01 17-10-2019	17-10-2019	Research and Dev only wanted
KK-02-C-01 26-10-2017	26-10-2017	Research and Dev only wanted
KK-02-C-02 04-10-2019	04-10-2019	Research and Dev only wanted
KS-02-C-01 10-10-2018	10-10-2018	Research and Dev only wanted
LC-02-C-02 10-05-2012	10-05-2012	Research and Dev only wanted
LC-02-C-03 06-11-2018	06-11-2018	Research and Dev only wanted
LC-02-C-05 30-06-2021	30-06-2021	Research and Dev only wanted
LC-02-C-06 21-04-2022	21-04-2022	Research and Dev only wanted
LE-02-C-01 17-06-2022	17-06-2022	Research and Dev only wanted
LS-02-C-01 19-10-2015	19-10-2015	Research and Dev only wanted
LT-02-C-01 22-05-2017	22-05-2017	Research and Dev only wanted
MA-02-C-01 09-10-2020	09-10-2020	Research and Dev only wanted
MG-02-C-01 04-12-2012	04-12-2012	Research and Dev only wanted
MG-02-C-02 16-11-2016	16-11-2016	Research and Dev only wanted
MG-02-C-03 12-10-2021	12-10-2021	Research and Dev only wanted
MG-02-C-04 28-09-2023	28-09-2023	Research and Dev only wanted
MT-02-C-01 09-10-2007	09-10-2007	Research and Dev only wanted

Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

Site Ref	Survey Date	Reason for Deselection
NF-02-C-01 16-11-2000	16-11-2000	Research and Dev only wanted
NF-02-C-02 19-09-2005	19-09-2005	Research and Dev only wanted
NF-02-C-03 07-11-2019	07-11-2019	Research and Dev only wanted
NF-02-C-04 14-11-2019	14-11-2019	Research and Dev only wanted
NM-02-C-01 27-11-2008	27-11-2008	Research and Dev only wanted
NN-02-C-01 22-10-2020	22-10-2020	Research and Dev only wanted
NY-02-C-01 23-09-2008	23-09-2008	Research and Dev only wanted
NY-02-C-02 19-04-2005	19-04-2005	Research and Dev only wanted
NY-02-C-03 29-06-2023	29-06-2023	Research and Dev only wanted
PB-02-C-01 29-09-2022	29-09-2022	Research and Dev only wanted
PL-02-C-01 17-07-2012	17-07-2012	Research and Dev only wanted
RE-02-C-01 22-11-2012	22-11-2012	Research and Dev only wanted
RF-02-C-01 27-04-1989	27-04-1989	Research and Dev only wanted
RM-02-C-01 14-04-2025	14-04-2025	Research and Dev only wanted
RO-02-C-01 24-09-2014	24-09-2014	Research and Dev only wanted
RO-02-C-02 26-09-2014	26-09-2014	Research and Dev only wanted
SC-02-C-02 09-10-1997	09-10-1997	Research and Dev only wanted
SF-02-C-01 12-07-2013	12-07-2013	Research and Dev only wanted
SM-02-C-01 14-09-2022	14-09-2022	Research and Dev only wanted
SR-02-C-01 16-06-2014	16-06-2014	Research and Dev only wanted
TV-02-C-01 02-10-2001	02-10-2001	Research and Dev only wanted
TV-02-C-02 04-09-2020	04-09-2020	Research and Dev only wanted
TW-02-C-01 15-11-2012	15-11-2012	Research and Dev only wanted
TY-02-C-01 14-03-2019	14-03-2019	Research and Dev only wanted
VG-02-C-01 06-05-2021	06-05-2021	Research and Dev only wanted
WA-02-C-01 18-11-2008	18-11-2008	Research and Dev only wanted
WC-02-C-01 28-05-2018	28-05-2018	Research and Dev only wanted
WK-02-C-01 10-11-2021	10-11-2021	Research and Dev only wanted
WM-02-C-01 25-11-2008	25-11-2008	Research and Dev only wanted
WM-02-C-02 17-06-2009	17-06-2009	Research and Dev only wanted
WM-02-C-03 06-11-2012	06-11-2012	Research and Dev only wanted
WM-02-C-04 21-11-2017	21-11-2017	Research and Dev only wanted
WM-02-C-05 22-11-2021	22-11-2021	Research and Dev only wanted
WO-02-C-01 03-06-2025	03-06-2025	Research and Dev only wanted
WS-02-C-01 24-01-2013	24-01-2013	Research and Dev only wanted
WS-02-C-02 23-01-2014	23-01-2014	Research and Dev only wanted
WS-02-C-03 24-09-2019	24-09-2019	Research and Dev only wanted
WS-02-C-04 29-06-2022	29-06-2022	Research and Dev only wanted
WX-02-C-01 20-04-2023	20-04-2023	Research and Dev only wanted

Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3	2874	0.510	0.209	0.719
08:00-09:00	3	2874	0.302	0.151	0.453
09:00-10:00	3	2874	0.267	0.197	0.464
10:00-11:00	3	2874	0.128	0.116	0.244
11:00-12:00	3	2874	0.313	0.186	0.499
12:00-13:00	3	2874	0.371	0.696	1.067
13:00-14:00	3	2874	0.220	0.151	0.371
14:00-15:00	3	2874	0.209	0.220	0.429
15:00-16:00	3	2874	0.093	0.278	0.371
16:00-17:00	3	2874	0.046	0.151	0.197
17:00-18:00	3	2874	0.000	0.186	0.186
18:00-19:00	3	2874	0.070	0.209	0.279
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.529	2.750	5.279

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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Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

Parameter Summary:

Trip rate parameter range selected:	150 - 67459 (units: sqm)
Survey date date range:	28/04/2015 - 20/06/2019
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	108
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.

Parameters:

Site Reference: CS-02-C-01 MULTI-MODAL Site
Latitude/Longitude: 54.2745, -8.4978
Land Use Type: 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Region/Area: /SLIGO

Description: AV SPECIALISTS
Street: RATHFINN CLOSE
District: FINISKLIN BUSINESS PARK
Town: SLIGO
Post Code:
Planning Authority:

Location: Edge of Town
Location Sub Category: Commercial Zone
Use Class: Not Known

Breakdown of Site Operations
Offices 26%
Research & Development 74%
Light Industrial 0%
General Industrial 0%

Storage & Distribution
0%

Population within 500m: 641
Population within 1 Mile: 5,001 to 10,000
Population within 5 Miles: 5,001 to 25,000
Car ownership within 5 Miles: 1.1 to 1.5
Buses/Trains per day (both directions):

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900			
Monday-Friday	0700-1000			
Monday-Friday	1600-1900			
Saturday	0700-1900			
Sunday	0700-1900			

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future: No
Is survey data available before the implementation of the Travel Plan:
Is the location of the site hilly or flat Flat
Urban Regeneration: No
Covid-19 Restrictions:

Local Traffic Calming Features

Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Site area 0.47999998927116394 hect
Gross floor area 1112 sqm
Parking Spaces 20

Number of employees 10

No. of developments for this Site: 1

No. of survey Days for this Site: 1

Comments:

This site is located within Finisklin Business Park, in a western suburb of Sligo. Local roads head towards various parts of the local area.

The site is mainly surrounded by business and industrial developments, with residential streets further to the west, east and south.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : No

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is no local public transport available. The bus and train station is 2.7 kilometres away.

Design features encouraging non-car modes

12. Pedestrians

There is a footway on the main road.

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2015
Nearest Primary School	2.8 kilometres
Nearest Secondary School	3.2 kilometres
Nearest Local Shop/Corner Shop	2.7 kilometres
Nearest Main Supermarket	2.1 kilometres
Nearest Doctors Surgery	2.5 kilometres
Nearest Hospital with Minor Injuries/A & E	3.1 kilometres
Nearest Sports/Leisure Centre	2.7 kilometres

Census Data	
Year of Census	2011
County	SLIGO
Number of people employed within County	30631
Number of households within County	24525
Number of people living within County	65393

Appendix B

TRICS output – Research and Development

Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

08	NORTH WEST	
	BP	BLACKPOOL
12	CONNAUGHT	1 day
	CS	SLIGO
17	ULSTER (NORTHERN IRELAND)	1 day
	AN	ANTRIM
		1 day

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



Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

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:	GFA
Actual Range:	150 to 67459 (units:sqm)
Range Selected by User:	150 to 67459 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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:

Friday	1 days
Thursday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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	2 days
Suburban Area	1 days

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:

Commercial Zone	1 days
Industrial Zone	1 days
No Sub Category	1 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	3 days
----------------------------	--------

Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

Secondary Filtering Selection:

Use Class:

Not Known

3 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 6000

Population within 1 mile:

10,001 to 15,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
5,001 to 25,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	3 surveys
------------	-----------

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.

Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No

3 surveys

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 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: e07180de-125a-45e5-87b1-bd8ba18373d1

1 FERGUSON ROAD LISBURN Suburban Area No Sub Category Gross floor area: 6500.00 sqm Survey date: Friday 19/06/2015	AN-02-C-01	COMPOSITES	ANTRIM	Survey Type: Unknown
2 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Gross floor area: 1010.00 sqm Survey date: Thursday 20/06/2019	BP-02-C-01	POWDER COATINGS	BLACKPOOL	Survey Type: Unknown
3 RATHFINN CLOSE SLIGO FINISKLIN BUSINESS PARK Edge of Town Commercial Zone Gross floor area: 1112.00 sqm Survey date: Tuesday 28/04/2015	CS-02-C-01	AV SPECIALISTS	SLIGO	Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-02-C-01 21-06-2007	21-06-2007	Research and Dev only wanted
AC-02-C-02 19-11-2014	19-11-2014	Research and Dev only wanted
AR-02-C-02 12-11-2009	12-11-2009	Research and Dev only wanted
BB-02-C-01 21-06-2004	21-06-2004	Research and Dev only wanted
BO-02-C-01 15-10-2020	15-10-2020	Research and Dev only wanted
BR-02-C-01 19-10-2009	19-10-2009	Research and Dev only wanted
BR-02-C-02 22-09-2015	22-09-2015	Research and Dev only wanted
BT-02-C-01 18-09-2001	18-09-2001	Research and Dev only wanted
BT-02-C-02 10-09-2014	10-09-2014	Research and Dev only wanted
CF-02-C-01 24-10-2006	24-10-2006	Research and Dev only wanted
CF-02-C-02 06-10-2016	06-10-2016	Research and Dev only wanted
CR-02-C-01 13-12-2012	13-12-2012	Research and Dev only wanted
CS-02-C-02 06-09-2023	06-09-2023	Research and Dev only wanted
CU-02-C-01 15-10-2021	15-10-2021	Research and Dev only wanted
CW-02-C-01 08-06-2007	08-06-2007	Research and Dev only wanted
CW-02-C-02 06-06-2007	06-06-2007	Research and Dev only wanted
DC-02-C-01 13-09-1988	13-09-1988	Research and Dev only wanted
DC-02-C-02 04-07-2000	04-07-2000	Research and Dev only wanted
DC-02-C-03 15-05-2001	15-05-2001	Research and Dev only wanted
DC-02-C-04 09-07-2001	09-07-2001	Research and Dev only wanted
DC-02-C-05 11-10-2001	11-10-2001	Research and Dev only wanted
DC-02-C-06 20-07-2008	20-07-2008	Research and Dev only wanted
DC-02-C-07 07-07-2008	07-07-2008	Research and Dev only wanted
DE-02-C-01 12-11-2009	12-11-2009	Research and Dev only wanted

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Site Ref	Survey Date	Reason for Deselection
DL-02-C-01 26-09-2019	26-09-2019	Research and Dev only wanted
DN-02-C-01 28-09-2020	28-09-2020	Research and Dev only wanted
DS-02-C-01 22-06-2006	22-06-2006	Research and Dev only wanted
DS-02-C-02 04-10-2023	04-10-2023	Research and Dev only wanted
DV-02-C-02 06-07-2017	06-07-2017	Research and Dev only wanted
DY-02-C-01 25-06-2015	25-06-2015	Research and Dev only wanted
EB-02-C-01 16-06-2008	16-06-2008	Research and Dev only wanted
EB-02-C-02 25-10-2010	25-10-2010	Research and Dev only wanted
EC-02-C-01 19-09-2016	19-09-2016	Research and Dev only wanted
EC-02-C-02 07-05-2021	07-05-2021	Research and Dev only wanted
ER-02-C-01 11-10-2001	11-10-2001	Research and Dev only wanted
ER-02-C-02 08-05-2002	08-05-2002	Research and Dev only wanted
FI-02-C-01 20-04-2007	20-04-2007	Research and Dev only wanted
FI-02-C-02 20-04-2023	20-04-2023	Research and Dev only wanted
FU-02-C-01 10-06-2014	10-06-2014	Research and Dev only wanted
GM-02-C-02 08-06-2004	08-06-2004	Research and Dev only wanted
GS-02-C-01 26-05-2004	26-05-2004	Research and Dev only wanted
GS-02-C-02 23-04-2021	23-04-2021	Research and Dev only wanted
GS-02-C-03 03-05-2023	03-05-2023	Research and Dev only wanted
HC-02-C-01 16-06-2016	16-06-2016	Research and Dev only wanted
HC-02-C-02 09-05-2018	09-05-2018	Research and Dev only wanted
HD-02-C-01 11-05-2012	11-05-2012	Research and Dev only wanted
HD-02-C-02 05-12-2012	05-12-2012	Research and Dev only wanted
HE-02-C-01 14-10-2010	14-10-2010	Research and Dev only wanted
HE-02-C-02 22-10-2013	22-10-2013	Research and Dev only wanted
HF-02-C-01 17-07-2008	17-07-2008	Research and Dev only wanted
HF-02-C-02 08-11-2023	08-11-2023	Research and Dev only wanted
HI-02-C-01 24-05-2006	24-05-2006	Research and Dev only wanted
KE-02-C-01 17-10-2019	17-10-2019	Research and Dev only wanted
KK-02-C-01 26-10-2017	26-10-2017	Research and Dev only wanted
KK-02-C-02 04-10-2019	04-10-2019	Research and Dev only wanted
KS-02-C-01 10-10-2018	10-10-2018	Research and Dev only wanted
LC-02-C-02 10-05-2012	10-05-2012	Research and Dev only wanted
LC-02-C-03 06-11-2018	06-11-2018	Research and Dev only wanted
LC-02-C-05 30-06-2021	30-06-2021	Research and Dev only wanted
LC-02-C-06 21-04-2022	21-04-2022	Research and Dev only wanted
LE-02-C-01 17-06-2022	17-06-2022	Research and Dev only wanted
LS-02-C-01 19-10-2015	19-10-2015	Research and Dev only wanted
LT-02-C-01 22-05-2017	22-05-2017	Research and Dev only wanted
MA-02-C-01 09-10-2020	09-10-2020	Research and Dev only wanted
MG-02-C-01 04-12-2012	04-12-2012	Research and Dev only wanted
MG-02-C-02 16-11-2016	16-11-2016	Research and Dev only wanted
MG-02-C-03 12-10-2021	12-10-2021	Research and Dev only wanted
MG-02-C-04 28-09-2023	28-09-2023	Research and Dev only wanted
MT-02-C-01 09-10-2007	09-10-2007	Research and Dev only wanted

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Site Ref	Survey Date	Reason for Deselection
NF-02-C-01 16-11-2000	16-11-2000	Research and Dev only wanted
NF-02-C-02 19-09-2005	19-09-2005	Research and Dev only wanted
NF-02-C-03 07-11-2019	07-11-2019	Research and Dev only wanted
NF-02-C-04 14-11-2019	14-11-2019	Research and Dev only wanted
NM-02-C-01 27-11-2008	27-11-2008	Research and Dev only wanted
NN-02-C-01 22-10-2020	22-10-2020	Research and Dev only wanted
NY-02-C-01 23-09-2008	23-09-2008	Research and Dev only wanted
NY-02-C-02 19-04-2005	19-04-2005	Research and Dev only wanted
NY-02-C-03 29-06-2023	29-06-2023	Research and Dev only wanted
PB-02-C-01 29-09-2022	29-09-2022	Research and Dev only wanted
PL-02-C-01 17-07-2012	17-07-2012	Research and Dev only wanted
RE-02-C-01 22-11-2012	22-11-2012	Research and Dev only wanted
RF-02-C-01 27-04-1989	27-04-1989	Research and Dev only wanted
RM-02-C-01 14-04-2025	14-04-2025	Research and Dev only wanted
RO-02-C-01 24-09-2014	24-09-2014	Research and Dev only wanted
RO-02-C-02 26-09-2014	26-09-2014	Research and Dev only wanted
SC-02-C-02 09-10-1997	09-10-1997	Research and Dev only wanted
SF-02-C-01 12-07-2013	12-07-2013	Research and Dev only wanted
SM-02-C-01 14-09-2022	14-09-2022	Research and Dev only wanted
SR-02-C-01 16-06-2014	16-06-2014	Research and Dev only wanted
TV-02-C-01 02-10-2001	02-10-2001	Research and Dev only wanted
TV-02-C-02 04-09-2020	04-09-2020	Research and Dev only wanted
TW-02-C-01 15-11-2012	15-11-2012	Research and Dev only wanted
TY-02-C-01 14-03-2019	14-03-2019	Research and Dev only wanted
VG-02-C-01 06-05-2021	06-05-2021	Research and Dev only wanted
WA-02-C-01 18-11-2008	18-11-2008	Research and Dev only wanted
WC-02-C-01 28-05-2018	28-05-2018	Research and Dev only wanted
WK-02-C-01 10-11-2021	10-11-2021	Research and Dev only wanted
WM-02-C-01 25-11-2008	25-11-2008	Research and Dev only wanted
WM-02-C-02 17-06-2009	17-06-2009	Research and Dev only wanted
WM-02-C-03 06-11-2012	06-11-2012	Research and Dev only wanted
WM-02-C-04 21-11-2017	21-11-2017	Research and Dev only wanted
WM-02-C-05 22-11-2021	22-11-2021	Research and Dev only wanted
WO-02-C-01 03-06-2025	03-06-2025	Research and Dev only wanted
WS-02-C-01 24-01-2013	24-01-2013	Research and Dev only wanted
WS-02-C-02 23-01-2014	23-01-2014	Research and Dev only wanted
WS-02-C-03 24-09-2019	24-09-2019	Research and Dev only wanted
WS-02-C-04 29-06-2022	29-06-2022	Research and Dev only wanted
WX-02-C-01 20-04-2023	20-04-2023	Research and Dev only wanted

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3	2874	0.510	0.209	0.719
08:00-09:00	3	2874	0.302	0.151	0.453
09:00-10:00	3	2874	0.267	0.197	0.464
10:00-11:00	3	2874	0.128	0.116	0.244
11:00-12:00	3	2874	0.313	0.186	0.499
12:00-13:00	3	2874	0.371	0.696	1.067
13:00-14:00	3	2874	0.220	0.151	0.371
14:00-15:00	3	2874	0.209	0.220	0.429
15:00-16:00	3	2874	0.093	0.278	0.371
16:00-17:00	3	2874	0.046	0.151	0.197
17:00-18:00	3	2874	0.000	0.186	0.186
18:00-19:00	3	2874	0.070	0.209	0.279
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.529	2.750	5.279

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:	150 - 67459 (units: sqm)
Survey date date range:	28/04/2015 - 20/06/2019
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	108
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.

Appendix C

Traffic Flows

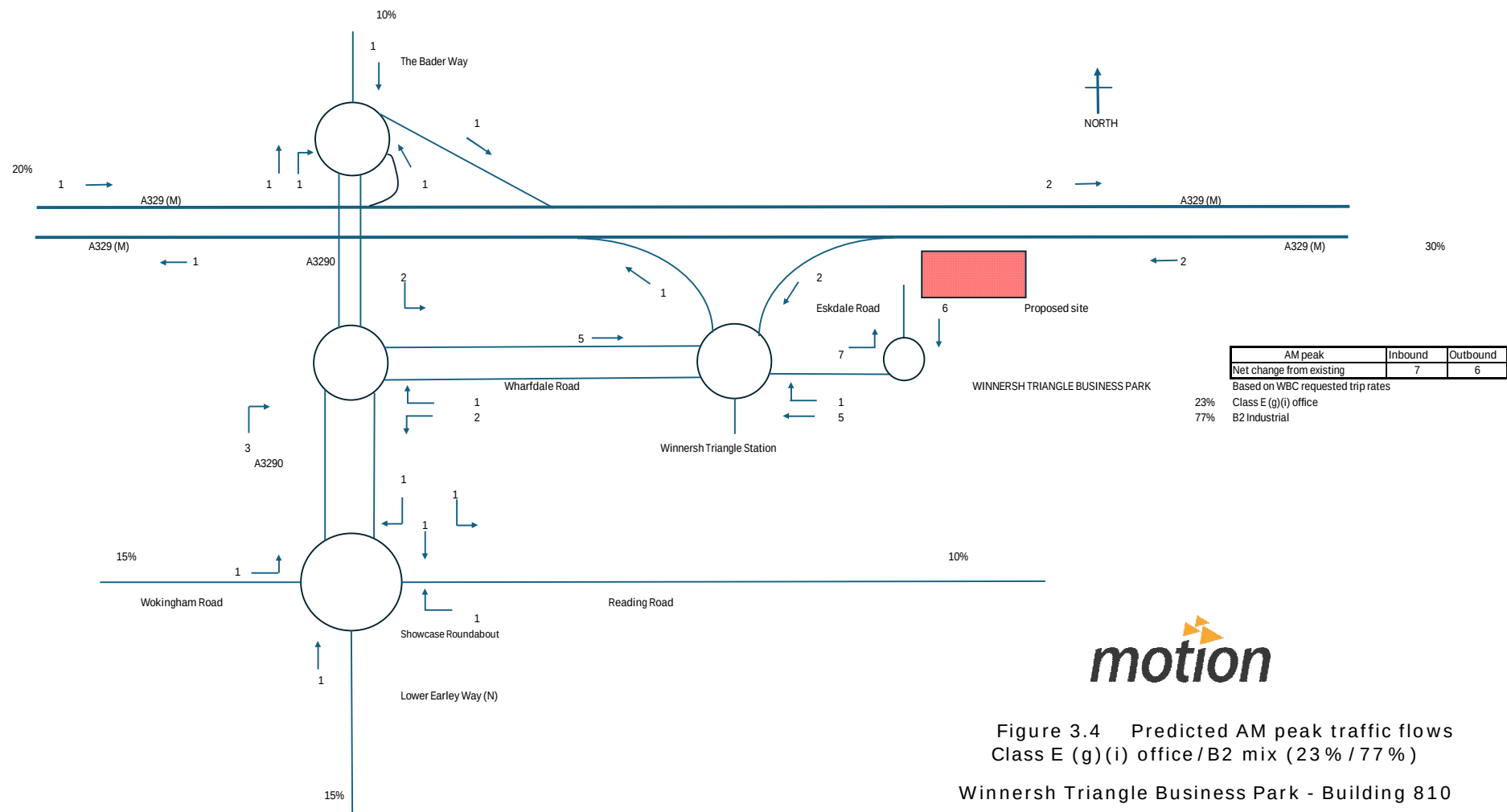
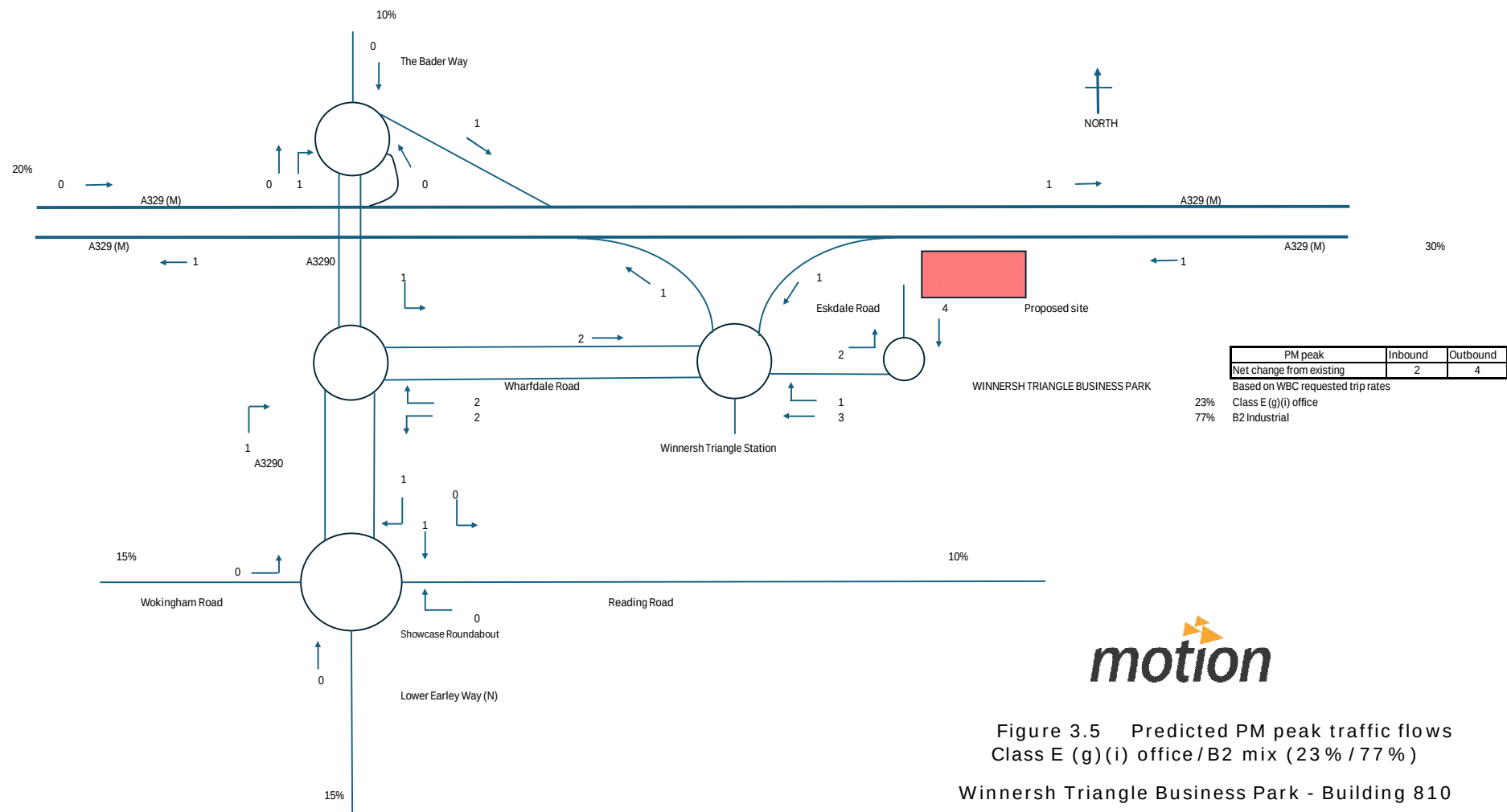


Figure 3.4 Predicted AM peak traffic flows
Class E (g)(i) office / B2 mix (23 % / 77 %)
Winnersh Triangle Business Park - Building 810



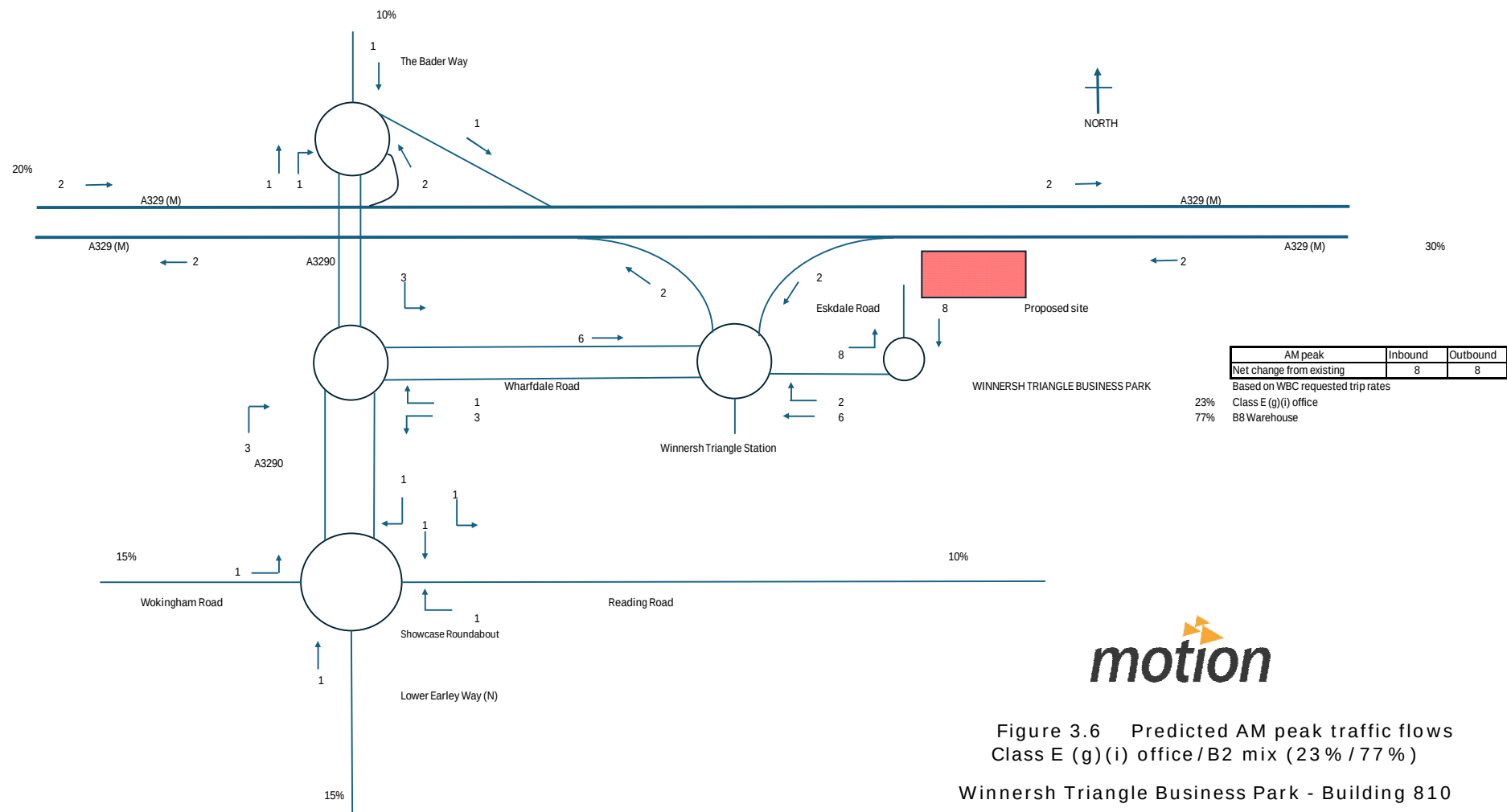
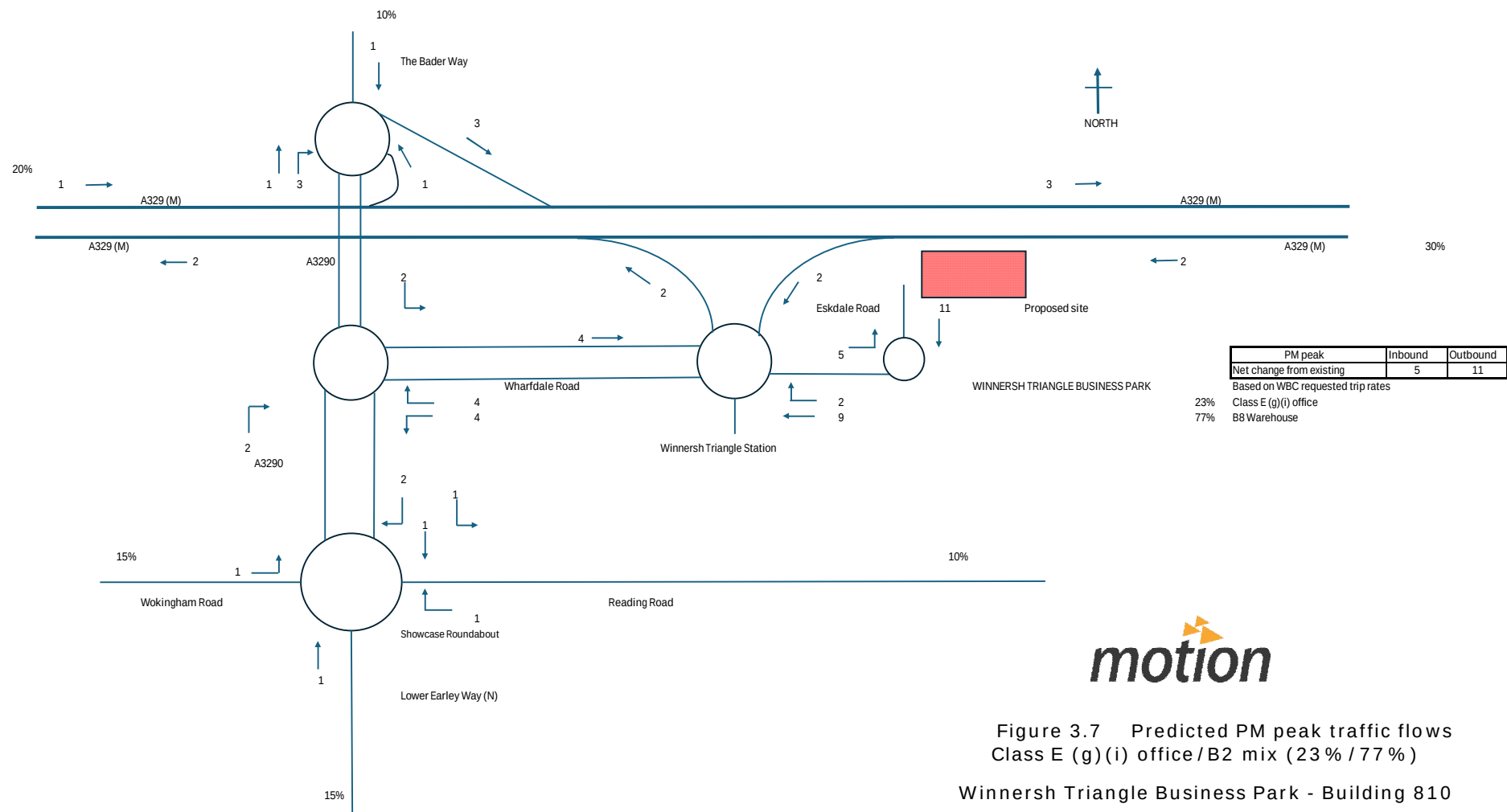


Figure 3.6 Predicted AM peak traffic flows
Class E (g)(i) office / B2 mix (23 % / 77 %)
Winnersh Triangle Business Park - Building 810



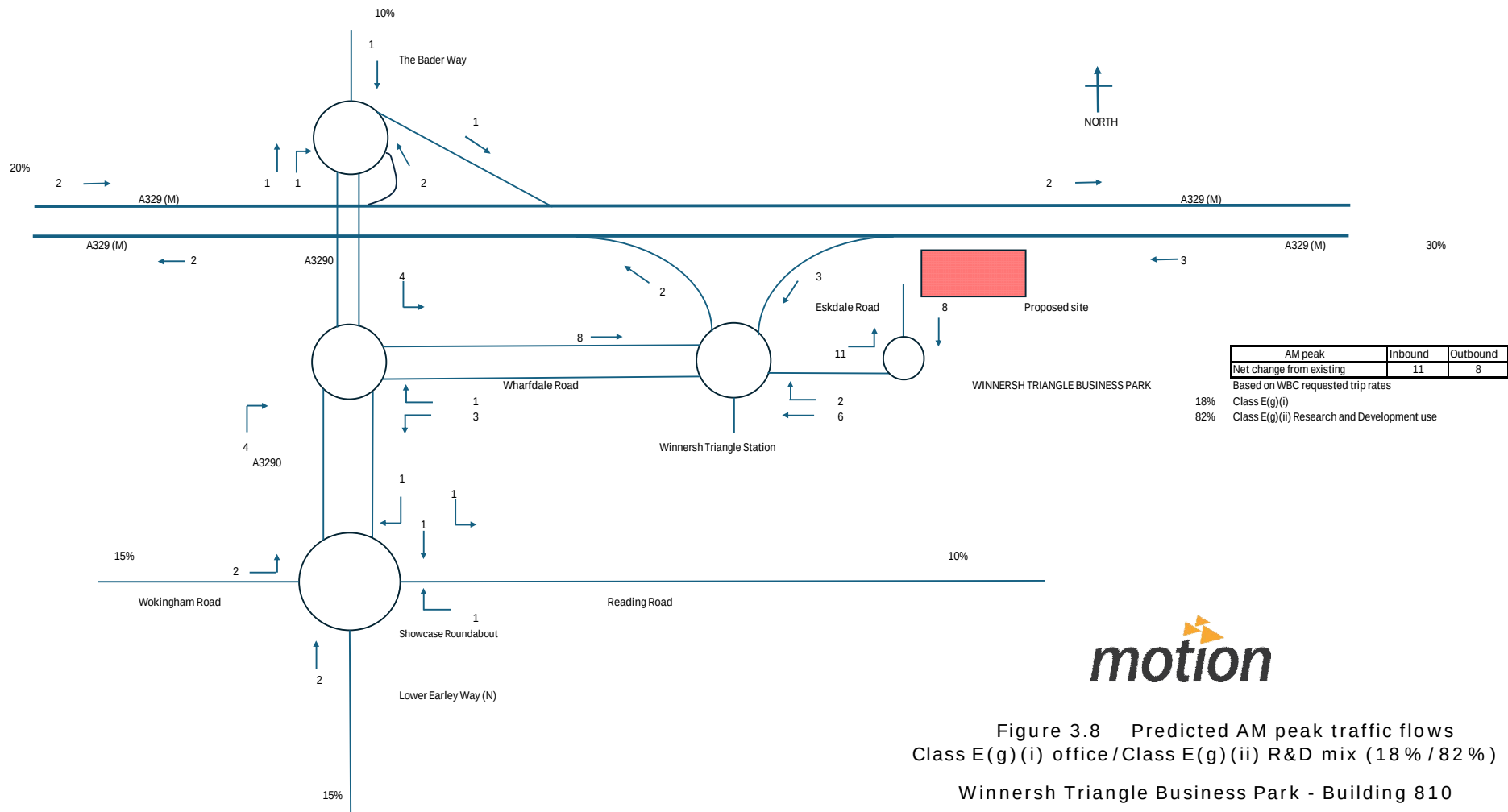


Figure 3.8 Predicted AM peak traffic flows
Class E(g)(i) office / Class E(g)(ii) R&D mix (18 % / 82 %)
Winnersh Triangle Business Park - Building 810

