

## Greater Norwich Food Enterprise Zone Trip Rate Note

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This report has been prepared by Rossi Long Consulting (RLC) to summarise discussions undertaken to date regarding vehicular trip rates that could potentially be generated by the proposed Greater Norwich Food Enterprise Zone Local Development Order (LDO) at Easton.

The work described below took place during the months of March - May 2016 between Rossi Long Consulting (on behalf of Ian Alston), Stephen Scowen (on behalf of Broadland District Council as planning authority), and Liz Poole (on behalf of Norfolk County Council as local highway authority).

To commence discussions, Rossi Long Consulting (RLC) undertook a review of the 'TRICS 7.3.1' database (the industry-wide trip rate generation prediction tool) as requested by Broadland District Council (BDC) to provide an initial estimate of the possible trip generation the first phase of development could generate.

Since there are no sites directly comparable to the proposed Food Enterprise Zone, the analysis was based on the development quantum suggested by Broadland District Council (BDC). In summary, it was proposed by BDC *"that the quantum of development we are considering equates to approximately 50,000m<sup>2</sup>. This will comprise a maximum of 5,000m<sup>2</sup> office use. I think we should assume general industrial estate trip generation and hours of use for the remaining 45,000m<sup>2</sup> at this stage."*

The output sheets are attached for reference with a summary table provided below for the total predicted arrivals and departures for the generic network AM and PM peak periods (08.00-09.00 and 17.00-18.00):

	Arrivals	Departures	Total
<b>AM Peak</b>	227	82	307
<b>PM Peak</b>	43	221	263

Table 1

As can be seen in the table above, the figures aren't insignificant but likewise they shouldn't give rise to too much alarm for the location, particularly when no account has been taken thus far of the site specific location or travel planning measures.

BDC subsequently carried out further research into availability of examples of Transport Assessments associated with Food Enterprise Zones by way of a comparison. The results of which were limited, largely due to the fact that none are adopted at present.

However, one particular example is located in Stowmarket in Mid Suffolk. This site has planning permission (ref: 0371/15) and is allocated. Details of the planning permission can be viewed here:

<http://planningpages.midsuffolk.gov.uk/onlineapplications/search.do;jsessionid=BB708AC18BAE84505FE8BEE94058050A?action=simple&searchType=Application> and then entering the ref 0371/15.

The main elements for Phase 1 of the proposed Stowmarket LDO are as follows:

- Total Employment Area 29.0 ha
- Area of B1 offices 2.0 ha
- Area of other business units 6.0 ha
- Area of warehouses 21.0 ha

Norfolk County Council (NCC) have reviewed the Stowmarket TA and the trip rates used. NCC consider the trip rates to be more realistic than the TRICS data detailed in Table 1 above. Tables 2 and 3 below show the trip rates used for a standard AM peak (08.00-09.00) and a standard PM peak (17.00-18.00) for B1 (5,000m<sup>2</sup>) and B2 (45,000m<sup>2</sup>) - HGV figures are additional and shown in brackets.

AM PEAK	B1	B2	Total
Arrivals	90 (1)	259 (13)	349 (14)
Departures	13 (0)	130 (12)	142 (12)
Two-Way	103 (2)	389 (25)	492 (27)

Table 2

PM PEAK	B1	B2	Total
Arrivals	11 (0)	63 (4)	74 (4)
Departures	77 (0)	222 (6)	299 (6)
Two-Way	88 (0)	285 (10)	373 (10)

Table 3

RLC have reviewed the above trip rates and agree that comparable sites located elsewhere should be utilised where possible, and that the Stowmarket site is located in a similar geographical location. However, the TA for the Stowmarket site was supplied for a 'Business and Enterprise Park'.

Therefore, RLC considered that the figures quoted in Tables 2 and 3 above focus too heavily on B1 and B2 uses, when the end users of within the FEZ are likely to be erring on the side of B2/B8 uses in terms of trip generation – rather than business/office uses. This is shown with the relatively low number of HGV's quoted for B1/B2 uses. Additionally, no allowance has been made for Travel Planning measures.

Based on the above, it is considered by RLC that a more representative scenario would be to utilise the trip rates from the TA for 50,000m<sup>2</sup> of B2/other use. Table 4 below shows the trip rates based on this scenario.

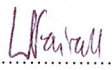
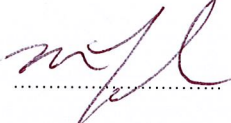
	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>
<b>AM Peak</b>	288 (15)	144 (14)	432 (29)
<b>PM Peak</b>	71 (4)	247 (7)	317 (11)

Table 4

Further discussions were undertaken between RLC and BDC, during which it was agreed to provide a sensitivity test and as such a 'worse-case' scenario.

In summary, it has been agreed that in terms of the LDO, if the proposals follow the SPD they could generate in the region of 450 two-way trips in the AM peak period, and 350 two-way trips in the PM peak period.

Whilst in reality the A47 Easton roundabout will have some degree of queuing in future years, with the addition of committed development it is still not shown to have significant queuing. Additionally, proposals are currently under way to dual the A47 west of this roundabout – the associated works for which should improve capacity at this junction.

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