Table 3.2: Traffic Generation

Land use	AM			PM		
	Inbound	Outbound	Total	Inbound	Outbound	Total
B1a	124	14	**139**	13	88	101
B1c	213	61	**274**	46	299	**345**
Residential	14	62	**75**	57	24	**81**
Total Trips	351	137	**487**	115	412	**527**

3.12 It can be seen from Table 3.2 that, based on national traffic generation data, the site could expect to generate 487 two-way vehicle movements during a morning peak hour and 527 during an evening peak hour.

3.13 Table 3.3 provides a comparison of the total traffic generation forecasts for the application site using data from the TRICS national database and locally observed traffic generation data. These trips were assigned to the highway network using the same approach as contained in the *ProLogis Park, Hayes, Transport Assessment Report, WSP Development Ltd. June 2004.* The development traffic flow forecasts based on locally observed traffic generation data are illustrated on Figures 4 and 5 for the morning and evening peak hours respectively. In comparison, the traffic flow forecasts based on TRICS data are illustrated on Figures 6 and 7 for the morning and evening peak hours respectively.

Table 3.3: Traffic Generation Comparison

Land use	AM			PM		
	Inbound	Outbound	Total	Inbound	Outbound	Total
National Traffic Generation Data	351	137	**487**	115	412	**527**
Local Traffic Generation Data	158	100	**258**	85	157	**242**
Difference	-193	-36	**-229**	-30	-255	**-285**

3.14 Table 3.3 demonstrates that observed peak hour traffic generation levels in the Heathrow area for sites of this nature are considerably lower than the average across the UK. The differences in traffic flows can be attributable to the fact that the TRICS database considers a number of sites throughout the country in order to arrive at a typical traffic generation rate. As a consequence, TRICS data has limitations because it: