

Appendix 2 - Benchmark Narratives

1. **Details of Development Quantum** - Worksheets T2 – T10 will consider and analyse whether the actual development floorspace proposed within the element of the development being applied for falls within the land use and locational parameters set out in Revised Development Specification & Framework, particularly Appendix 5. This benchmark is a simple compliance test. The worksheets currently identify the distribution of development floorspace based on the assumed phasing set out in the Indicative Phasing Parameter Plan 029. Changes to these indicative phases may be approved by the planning authority in accordance with the anticipated planning conditions. Where such approval is granted it will be appropriate to update these worksheets to identify the updated development quantum for each phase in so long as it is consistent with Appendix 5 of the RDSF.
2. **Total Number of Development Trips** – Worksheets T11 – T19 will calculate the cumulative total of person trips based on the trip rates employed in the BXC TA for the total specified quantum of proposed development at that stage. This cumulative assessment will have regard to the results of any monitoring of trips generated by the development completed and occupied at that stage. The worksheets will allow identification as to whether the number of BXC person trips generated by that element of the development in the weekday AM, PM or Saturday peak hour exceed those forecast in the BXC TA. The Matrix will be considered to have failed if the cumulative total exceeds that predicted in the TA by more than 10%.
3. **Total Trip Generation by Mode** – Worksheets T20 - T22 will identify, by using any monitoring information available to date and combining this data with forecast trips by mode for the next proposed stage of development, if the mode share by car is consistent with the objectives set out for that stage of the development in the TA. The matrix will have failed if the proportion of BXC trips by car during the weekday AM and PM peak hours is more than 5% above the proportion predicted in the BXC TA. In applying this test, consideration can legitimately be given to any success in enhancing car occupancy through car sharing or car club initiatives. This test is not applied to Saturdays.
4. **Mitigation and Triggers** – Worksheet T23 will identify if the defined items of infrastructure have come forward in accordance with or before the triggers defined in detail in the Revised Development Specification & Framework Appendix 7, having regard to the quantum of floorspace approved and now proposed. This benchmark is a simple compliance test.
5. **Gateway Junction Demand** – Worksheet T24 will show, using the trip generation and mode share information from the above benchmarks, if that element of the BXC development being assessed, i.e. part occupied, part under construction and part applied for, is forecast to generate greater trips at the gateway junctions in the weekday, AM, PM or Saturday peak hours than indicated in the BXC TA for the cumulative development approved so far and now proposed. The end-state proposals for the Gateway Junctions, as

defined in the Revised Development Specification & Framework, have been assessed as follows:

- A41/A406 [TASR II Appendix 2/14];
- M1/A5/A406 [TASR II Appendix 2/14];
- BXSC Ingress/egress [TA Appendix IV];
- A41 junction [TASR II Appendix 2/14];
- A407/A5 [TASR II Appendix 2/14];;
- A407/Claremont Road [TASR II Appendix 2/14]; and
- A5/MML Road Bridge [TASR II Appendix 2/14].

This test relates to network performance, network capacity and capacity shortfall. Each assessment will have to forecast the amount of traffic likely to be generated by the total quantum of development that is being assessed, using the assumptions provided in the BXC TA. The distribution and assignment of trips to the networks will be undertaken adopting suitable assumptions regarding traffic distribution, redistribution and assignment as agreed with the Authorities and included in the TA. If the number of passenger car unit trips passing through any gateway junction is more than 5% greater than predicted the Matrix is considered to have failed.

The BXC TA identifies the likely flow conditions at each of these junctions which is fully described in Chapter 6 and Appendix IV (L1) and (M1) to the TA, and in Appendix 2/14 (TN55) of TASR II. The 2016 traffic flows used in this worksheet are based on the traffic data from Appendix 2/6 – i.e. Technical Note 35, in TASR II.

- 6. Construction Traffic Movements** – Worksheet T25 considers the number of construction vehicle movements passing through specified gateway junctions having regard to monitoring information and forecasts for the next proposed stage of development. The Matrix will fail if the number of BXC related construction vehicle movements passing through these junctions is forecast to be more than 10% above the maximum peak hour movements predicted by the BXC TA.

The BXC TA (Chapter 12) identifies the likely flow conditions at the specified gateway junctions which has been extracted from the Construction Impact Assessment (November 2008) and Addendum (March 2009), and specifically the forecast peak flows at Appendix 6. A further sensitivity test to consider worst case construction traffic impact (using smaller vehicles) also forecasts proposed flows and is set out in TASR II Appendix 2/16.