

Framework Travel Plan

Interbridges Site, Emsworth

On behalf of: PNH Properties



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Document Control Sheet



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1 Introduction

- 1.1** Bellamy Roberts has been instructed by PNH Properties to prepare a Framework Travel Plan (FTP) in support of a planning application for proposed employment development, with associated access, parking, yards, landscaping and substation.
- 1.2** The proposal seeks to provide 14 Use Class E commercial units with a net floor area of approximately 2,221.3m² to be accessed from New Brighton Road.
- 1.3** A Transport Statement has been prepared by Bellamy Roberts and should be read in conjunction with this FTP.
- 1.4** Guidance has been sought from the Havant Borough Council (HBC) Local Plan (2011). Table B from the adopted Local Plan contains a threshold for Travel Plans and states that B1 and B2 Commercial Use over 2,500m² requires a Travel Plan. The HBC Local Plan states that TP guidance should be sought from Planning Practice Guidance. It also states that additional information is found on the Hampshire County Council website.
- 1.5** The Framework Travel Plan outlines the objectives, which are ultimately to reduce the number of single occupancy car trips and promote the use of more sustainable travel modes. Measures will be promoted, and targets will be set in order to reduce single occupancy car trips to/from the site. Given the nature of the development, this TP will focus on staff travel.
- 1.6** The measures that are to be introduced to achieve this objective are detailed in this document, along with the timeframe for the implementation of the various measures.
- 1.7** This Framework has been prepared in accordance with Planning Practice Guidance (PPG) and complies with the requirements set out in the National Planning Policy Framework (NPPF).

1.8

Policy DM12 'Mitigating the Impacts of Travel' from the Havant Borough Core Strategy (March 2011) states that *"new developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:*

- 1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.*
- 2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.*
- 3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.*
- 4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.*
- 5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals".*

2 Existing Site and Accessibility

2.1 This section of the Framework Travel Plan (FTP) considers the location of the site and its accessibility to other modes of transport that are within walking/cycling distance to the site.

Existing Site

2.2 The application site is currently undeveloped and is located approximately 350m north from the centre of Emsworth.

2.3 The site is bound by the A27 to the north, the Havant to Brighton and London Victoria railway line to the south and is located on the eastern side of North Street / New Brighton Road (B2148).

2.4 For reference, an extract of the site location plan is provided in Figure 1 and the full plan is presented in **Appendix 1**.

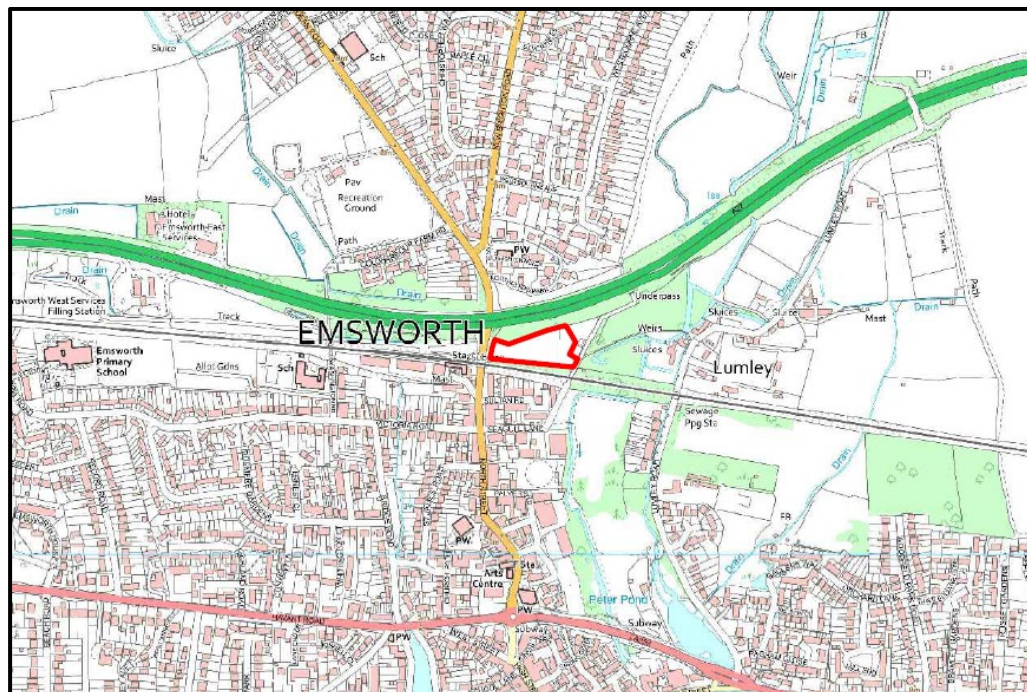


Figure 1: Site Location Plan

2.5 North Street / New Brighton Road (B2148) is a single carriageway road and is subject to a speed limit of 30mph. It has footways present on both sides, approximately 2m wide.

2.6 In addition, Emsworth railway station is approximately 40m west walking distance to the site, and the nearest bus stop is approximately 115m south walking distance.

Walking and Cycling

2.7 A pedestrian isochrone illustrates the location of the site and the public transport facilities that are within walking distance. This is presented at **Appendix 2**.

2.8 It illustrates that the site is within 400m walking distance of Emsworth railway station and bus stops.

2.9 As outlined in **Section 3** of this Report, the existing pedestrian infrastructure in the vicinity of the site allows for individuals to easily access the site from nearby transportation hubs. A plan showing the walking routes from Emsworth railway station and local bus stops to the site is presented at **Appendix 3**.

2.10 A plan showing a catchment area of 1.6km from the site is presented at **Appendix 4**. This figure has been determined from the National Travel Survey (NTS) 2021 which recognises that approximately 15% of journeys between 1 to 5 miles (1.6km to 8km) are undertaken on foot.

2.11 This demonstrates that residential areas within Emsworth, including Hermitage, New Brighton, and Westbourne are within walking distance to the site.

2.12 The cycle isochrone demonstrates that the site is within cycling distance of Emsworth, Havant, Hayling Island, Southbourne, and Hambrook. This is presented at **Appendix 5**.

Public Transport

Bus Services

- 2.13** The closest bus stop to the site is Emsworth Station bus stop, located approximately 40m west of the site on North Street / New Brighton Road. This bus stop is equipped with a timetable, lighting provision, and dropped kerbs. It is served by the 27-bus service between Rowland Castle and Emsworth.
- 2.14** An additional bus service runs between Portsmouth and Chichester. For Chichester, users will be required to use the Emsworth By-Pass bus stop which is approximately 510m south walking distance from the site. This is equipped with a bus layby, lighting provision, seating, shelter, a timetable, and a bus flag.
- 2.15** For Portsmouth, users will be required to use The Square bus stop, which is approximately 650m south of the site. This is equipped with lighting provision, a bus flag, seating, and lighting provision.
- 2.16** A summary of the frequency of the 27 and 700 bus services is presented in Table 1 and a plan illustrating the routes is presented at **Appendix 6**.

Table 1: Summary of Bus Services

Bus No.	Route Summary	Mon-Fri			Saturday			Sunday		
		First	Last	Freq	First	Last	Freq	First	Last	Freq
27	Rowland Castle – Emsworth	10:00	15:45	4/day	n/a			n/a		
	Emsworth – Rowland Castle	09:05	14:45	4/day	n/a			n/a		
700	Chichester Bus Station – Portsmouth The Hard Interchange	06:00	23:40	3/hr	06:10	23:40	3/hr	06:40	21:10	2/hr
	Chichester Bus Station – Portsmouth The Hard Interchange	05:15	22:25	3/hr	05:55	22:25	3/hr	06:25	20:55	2/hr

Railway Services

2.17 The nearest railway services are from Emsworth railway station, approximately 120m walking distance to the site. This station is equipped with 10 car and 15 cycle parking spaces. Railway services are operated by Southern Railway for destinations such as Brighton, Southampton Central, Portsmouth & Southsea, London Victoria, Littlehampton, and Portsmouth Harbour.

2.18 Table 2 shows the destination, duration and frequency of trains at Emsworth.

Table 2: Summary of Railway Services from Emsworth

Destination	Duration	Frequency
London Victoria	1 hour 47 minutes	1/hour
Portsmouth & Southsea	22 minutes	2/hour
Brighton	1 hour 8 minutes	2/hour
Southampton Central	45 minutes	2/hour
Littlehampton	34 minutes	1/hour
Portsmouth Harbour	22 minutes	1/hour

Summary

2.19 In summary, the application site is located in a highly accessible location for both pedestrians and cyclists accessing the site from local transport facilities.

2.20 Bus stops and Emsworth railway station are located within easy walking distance to the site, providing access to frequent bus and train services from the surrounding area to the site.

2.21 It is evident that the application site is located in an accessible area with genuine opportunities for staff and visitors of the site to travel to/from the applicant site using sustainable modes of transport.

3 Summary of Development Proposal

- 3.1** The scheme proposes to develop 14 commercial units with a gross floor area of 2,221.3m². The site is proposing 55 car parking spaces and 4 cycle storage units which will be evenly distributed across the site. Two yards, equating to a total of 1,098.6m², will be located to the west of the site and along the southern boundary.
- 3.2** Vehicular and pedestrian access to the site will be achieved from the eastern side of New Brighton Road. The proposed access plan is presented at **Appendix 7**. This plan also shows the location of the relocated uncontrolled pedestrian crossing.
- 3.3** The cycle storage location plan shows the footways within the internal layout, and location of car and cycle parking, which is being provided in accordance with the LPA standards. See **Appendix 8**.

Parking Provision

Car Parking

- 3.4** Guidance has been sought from the Havant Borough Council (HBC), Parking SPD (July 2016, partially updated in 2019) to determine an appropriate level of car and cycle parking for the site.
- 3.5** The end users of the site have not yet been confirmed. Land use B1 (b)(c) is considered comparable to the end users. According to this standard, the site should provide a minimum of 50 car parking spaces.
- 3.6** There is no need to provide dedicated parking for the yard, as it will function solely as a storage area. There are no permanent staff assigned to this location. On occasions when access to the site is required, visitors can park within the yard itself.

3.7 The scheme is proposing a total of 55 car parking spaces in accordance with the LPA minimum car parking standards.

3.8 BREEAM Compliance states that 10% of the total car parking capacity are required to provide Electric Vehicle (EV) charging points with a minimum of 7kW. In accordance with BREEAM, the site should provide 6 EV charging points,

Cycle Parking

3.9 Minimum cycle parking standards are provided in the Havant Borough Council, Parking SPD (July 2016, partially updated September 2019). Based on the minimum LPA standards, the site should provide a minimum of 9 long stay and 5 short stay cycle spaces – a total of 14 cycle spaces.

3.10 In compliance with BREEAM, 1 cycle space should be provided per 10 users. As the end users of the site are unknown, cycle parking has been calculated based on occupant density. 'Generic office area' density has been applied, of which the occupant density calculation is provided below:

- $0.108 \times 2221.3 = 240$
- $240 / 10 = 24$

3.11 Based on the calculation above, the BREEAM compliant number of cycle spaces is 24. It should be noted that BREEAM cycle parking is 'onerous'.

3.12 Four cycle storage units will be distributed across the site with a capacity of 6 bicycles per unit, equivalent to a total of 24 bicycles spaces. This figure complies with BREEAM cycle provision requirements and the minimum LPA standards.

4 Objectives

- 4.1** Government guidelines, outlined in the National Planning Policy Framework (NPPF), states that a key tool to facilitate sustainable travel is a Travel Plan.
- 4.2** With consideration to the current national, regional and local policies, the main objectives of the Framework Travel Plan are to:
- Change the travel behaviour of staff;
 - Promote environmentally sustainable travel patterns through effective communication and marketing;
 - Ensure that all staff are aware of the range of travel choices available to them; and
 - Minimise journeys to and from the site by single occupancy car.
- 4.3** This Framework TP will focus on the travel of staff. This represents the best opportunity to influence the travel patterns and meet the objectives of the plan.

5 Targets

5.1 The targets considered within this TP are SMART and as such **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**imebound. The aim is to reduce the level of single occupancy car trips across time, post occupation of the development.

5.2 As the number of staff on site and method of travel to work is unknown, an indicative baseline has been identified. The following general targets have been provided, and it is considered that these should be achievable over a 5-year period.

<u>Method of Travel</u>	<u>Net Impact</u>
Single Occupancy Car/Van Driver	-10%
Car Sharing	+2%
Walking	+3%
Cycling	+2%
Public Transport (bus and train)	+3%

5.3 The promotion of car sharing can be enhanced by the Travel Plan Coordinator, who will distribute Travel Plan Welcome Packs to new staff upon their arrival at the site. These packs will include useful information, websites, and links to help staff make informed decisions about car sharing.

5.4 Walking can be encouraged as a viable mode of transport due to the presence of footways within the internal layout. Additionally, the access is equipped with dropped kerbs and tactile paving, enabling users to access the wider pedestrian network. An uncontrolled crossing is located adjacent to the site, with footways available on the surrounding local network.

5.5 The proposed site access is strategically positioned to connect with the shared footway/cycleway along North Street, providing access to additional cycle routes to the north of Emsworth. Staff and visitors can utilise this infrastructure

to reach the site, and secure cycle storage facilities are available on-site to accommodate staff bicycles.

5.6 The site benefits from its proximity to Emsworth Railway Station, with access requiring only a crossing at the uncontrolled pedestrian crossing on North Street. The station features an underpass for safe access to both platforms, and step-free access is available for added convenience.

5.7 The TRICS (7.11.4) data has been used to identify the existing baseline modal split. The site has been classified as industrial estate and warehousing (commercial) within TRICS. The full TRICS output is presented at **Appendix 9**, and the model split has been summarised in Table 3.

Table 3: Existing Baseline Modal Split

Mode of Travel	TRICS Output	% of Total Trips
Car/Van/Lorry driver	18.483	92%
Public Transport	0.073	3%
Bicycle	0.426	2%
Taxi/Car Sharing	0.600	3%
TOTAL	19.582	100%

Source: TRICS (7.11.4)

5.8 The travel survey should include questions regarding the main mode of travel to the site, the main reason for undertaking the journey, the reason for using this mode (i.e. because of shift patterns and length of travel time etc.). The survey shall aim to receive a minimum response rate of 35% and those undertaking the survey will be entered into a prize draw to seek to obtain a good response rate.

5.9 The target for the TP will be to reduce the number of single occupancy car trips by 10% over 5 years following full occupancy of the site. The effect on other modes is indicative at this stage, however the future modal split is envisaged to be similar to that shown in Table 4, respectively.



Table 4: Future Modal Split

Mode	Baseline	% of Total Trips (Year 1)	% of Total Trips (Year 3)	% of Total Trips (Year 5)
Car/Van/Lorry driver	92%	90%	86%	82%
Public Transport	3%	3.8%	5.4%	7%
Bicycle	2%	2.8%	4.4%	6%
Taxi/Car Sharing	3%	3.4%	4.2%	5%
TOTAL	100%	100%	100%	100%

5.10 When the results have been gathered from this initial survey, the TPC will review the figures contained in Table 4 and adjust them accordingly.

5.11 The results of the modal split derived from the survey will be forwarded to the site operator, the Local Planning Authority and HCC Highway Authority.

6 Travel Plan Coordinator

6.1 The Travel Plan Coordinator (TPC) will be selected by PNH Properties and will be employed at least 3 months prior to occupation of the site. At present, the contact details of the TPCs are not known. However, as soon as this information becomes available, it shall be forwarded to HCC within one month of site occupation.

6.2 The responsibility of the TPC will include:

- overseeing the development and implementation of the Travel Plan;
- provision and maintenance of public transport information;
- distribute Travel Plan Welcome Packs to staff upon occupation;
- management of parking at the development;
- designing and implementing effective marketing and awareness-raising campaigns to promote the Travel Plan and utilise existing travel awareness campaigns;
- promoting the benefits of sustainable travel;
- surveying travel patterns and working on objectives and targets to reduce the reliance on the private car;
- co-ordinate the necessary data collection exercise required to monitor and develop the plan; and
- liaise with staff and visitors as well as the Local Authority, other TPCs, local groups, partnerships, public transport operators and travel plan networks.

6.3 After the initial 5-year period, either the existing TPC will continue in the role, or a new TPC will be appointed to continue the management of the FTP.

7 Measures

- 7.1** The following paragraphs outline the measures that will be implemented in order to achieve the target reduction in single-occupancy vehicle trips generated by the site.
- 7.2** The management of the Travel Plan will be undertaken by the Travel Plan Coordinator (TPC) who will be appointed by PNH Properties. Measures will be implemented by the TPC or the developer prior to occupation of the site.
- 7.3** At this stage, the end users of each unit are unknown. The inherent variability in such a site, with different owners or tenants potentially having diverse needs and preferences, makes it difficult to implement a one-size-fits-all approach. The dynamic nature of the site requires a flexible and adaptive approach that can accommodate the specific circumstances of each unit.
- 7.4** These measures will be implemented by the TPC and developer prior to the commencement of the site. Table 5 provides a summary of the hard and soft measures that will be provided by the site.

Table 5: Hard and Soft Measures

Hard	Soft
Electric vehicle charging bays will be provided, offering a convenient and sustainable option for those who drive electric vehicles.	Travel Plan Welcome Pack issues to staff upon occupation which will include information on how they can make informed choices about their method of travel. An example is presented at Appendix 10 .
Footways within the internal layout which will enable staff and visitors to navigate through the site.	Promote sustainable travel events and health campaigns. The dates of active travel events will be available in the Travel Plan Welcome Pack and updated annually by the TPC. These events include Walk to Work Day, Car Free Day, Cycle to Work Day, and National Commuter Challenge.
Cycle parking provided in sheltered and secure storage within the site provided in accordance with the LPA standards.	Promote walking events such as 'lunchtime walk' or 'after work walk'.

Table 5: Continued

Hard	Soft
	Green Travel Voucher (£50 each). These can be used towards a variety of eco-friendly transportation options, including public transport passes, walking equipment, and cycle gear. An example is presented at Appendix 11 .
	Information on local cycle routes will be provided on the noticeboard so that staff can make well informed travel choices.
	Local bus information , including routes and timetables will be available in the Travel Plan Welcome Pack.
	Local rail information , including the direct stops from Sidcup railway station and frequency of services, will be available in the Travel Plan Welcome Pack.
	Promotion of free health apps which will be located within the Travel Plan Welcome Pack.
	Websites and apps to assist staff in making informed travel choices will be available in the Travel Plan Welcome Pack.
	Car Sharing promoted in the Travel Plan Welcome Pack, including 'BlaBlaCar' and Hampshire's own LiftShare scheme 'Hants Carshare'.

8 Action Plan

8.1 One of the key components of this TP is the Action Plan which sets out initiatives to improve travel for staff of the site.

8.2 The following actions, shown in Table 6, have been set with the aim of promoting sustainable travel and reducing single occupancy car trips.

Table 6: Action Plan

Action	By When	By Whom	Indicative Cost
Provide adequate cycle storage for staff	Construction completion	Developer	Included within build cost
Provide infrastructure capable of supporting a minimum of superfast broadband	Construction completion	Developer	Included within build cost
Provide Travel Plan Co-ordinator	Pre-occupation of site	PNH Properties	£5,000 over 5-year period per TPC
Produce Travel Welcome Pack for staff	Pre-occupation of site	Travel Plan Co-ordinator	Included within TPC duties
Encourage walking	Pre-occupation of site	Travel Plan Co-ordinator	Included within TPC duties
Encourage cycling	Pre-occupation of site	Travel Plan Co-ordinator	Included within TPC duties
Encourage use of public transport	Pre-occupation of site	Travel Plan Co-ordinator	Included within TPC duties
Green Travel Voucher	Within 3 months occupation of site	Travel Plan Co-ordinator	£50 per person
Conduct baseline mode share travel survey of staff	6 months after operation of the site	Travel Plan Co-ordinator	£1,000
Prepare revised TP with regards to data gathered from initial staff survey and agree target reduction over first 5 years. Submitted for approval by HCC	After initial baseline surveys conducted	Travel Plan Co-ordinator	Included within TPC duties
Conduct further monitoring every other year (Year 1, 3 and 5) until TP targets are being achieved	Every other year (year 1, 3 and 5)	Travel Plan Co-ordinator	£1,000 per survey (£3,000)
Minimum response rate of 35% for travel surveys. Voucher incentive to achieve this	Every survey	Travel Plan Co-ordinator	£25 per survey (£100 total)

9 Monitoring

9.1 In order to ensure that the measures outlined in this Framework TP achieve the targets, monitoring will need to take place at regular intervals. Table 7 shows the monitoring timetable of the Framework TP.

Table 7: Monitoring Timetable

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of report	To be submitted one year after occupation, This will include the baseline survey results round in the updated Full Travel Plan and a monitoring report	Monitoring Report.	Full Surveys – Monitoring Report	Monitoring Report.	Full Surveys – Monitoring Report

9.2 To determine the initial travel characteristics of the site, a travel questionnaire will be submitted alongside the Travel Plan Welcome Pack. An example of the questionnaire is presented at **Appendix 12**. This Initial survey is envisaged to be carried out within 3 months of first occupation or at 50% occupation of units, whichever comes first. Following the initial travel questionnaire, a follow-up survey will take place one year later, with subsequent surveys undertaken at intervals of every other year after occupation, until five years after first occupation of the development.

9.3 The survey will include questions designed to gather information on various travel behaviours of staff members. Specifically, it will inquire about the number of staff utilising the cycle storage units, the frequency of their usage, and how this compares to the total number of staff on site. Additionally, the survey will seek to determine how many staff members participate in car-sharing arrangements. It will also collect data on the number of staff using the Green Travel Voucher, including details on how they apply these vouchers.

9.4 Throughout the duration of the Travel Plan, the TPC will annually analyse the data collected from these survey questions. This analysis will involve comparing the usage rates of cycle storage facilities, car-sharing participation, and the application of Green Travel Vouchers. By evaluating these factors, the TPC aims to identify whether current measures are effective in promoting sustainable

travel behaviours. If the analysis indicates that certain targets are not being met, the TPC will implement additional measures as necessary to encourage increased use of sustainable travel options among staff.

- 9.5** The survey shall aim to receive a minimum response rate of 35% and those undertaking the survey will be entered into a prize draw in order to increase participation.
- 9.6** If the minimum response rate of 35% is not achieved, the TPC will coordinate ATC vehicle counts to monitor the car park usage. Where vehicle counts are required, these will follow the same methodology to maintain a robust and comparable dataset. The TPC will be responsible for organising the vehicle counts and reporting the results back to HCC.
- 9.7** The results of the surveys shall be forwarded to the relevant Authorities within 3 months of the being received, with the TPC being available to meet with the Authority to discuss the findings, if required. The information submitted will take the form of a 'Monitoring Report' and will summarise the results of the survey and determine the current modal split. This will then be compared with the targets to determine whether the Framework Travel Plan measures are having the desired effect. Should this not be the case, promotional measures will be increased as necessary.
- 9.8** Once this has been submitted, the local authority will provide written comments on the report which may require modification of the original Framework Travel Plan. The information submitted to the relevant Authorities shall include details such as the current modal split and a comparison with the target modal split.
- 9.9** If it is found that the targets are not being achieved, the site operator will seek to increase promotional measures and introduce remedial measures.
- 9.10** The monitoring fee paid to Hampshire County Council and commitment to provide a Travel Plan Cash Deposit will be secured through a S106 agreement.

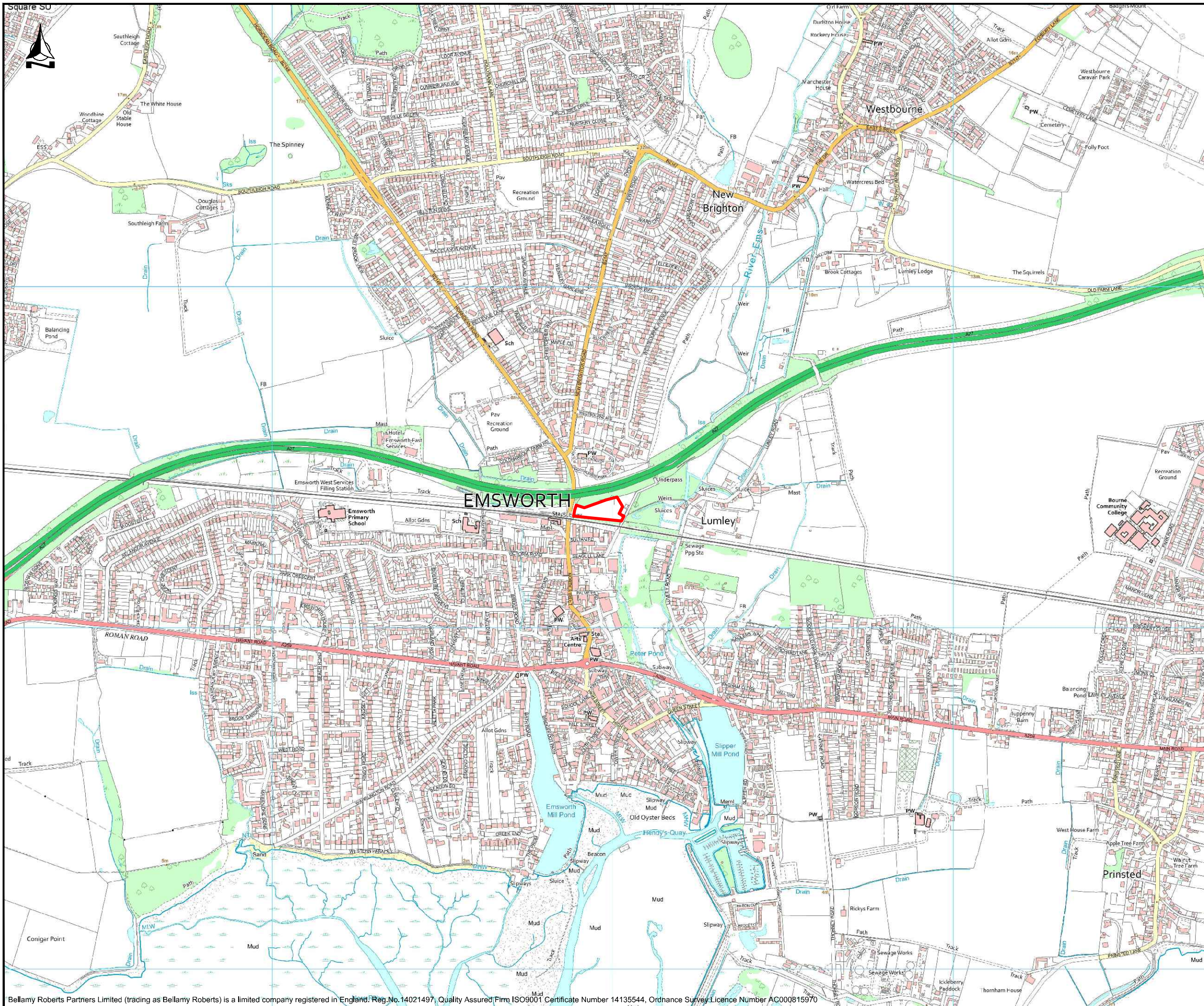
10 Summary

- 10.1** The objective of this Travel Plan (TP) is to reduce single-occupancy car trips by 10% within five years of the full operation of the site.
- 10.2** To meet this objective, a range of measures will be introduced by the developer in collaboration with the Travel Plan Coordinator (TPC), who will be appointed by PNH Properties. The TPC will be responsible for overseeing the implementation of the TP, conducting regular travel surveys, and continuously monitoring its progress to ensure that the targets are being met.
- 10.3** If the targets are not achieved within five years, additional measures will be introduced, and the TP will remain in effect until year nine. This will ensure that any obstacles to meeting the desired outcomes are addressed, and that further improvements to travel behaviours are made.
- 10.4** To support the ongoing monitoring and implementation of the TP, a monitoring fee to Hampshire County Council (HCC) and a travel plan cash deposit will be secured through a Section 106 agreement.
- 10.5** This comprehensive approach will ensure that the TP remains a dynamic tool for reducing car dependency and encouraging sustainable travel choices throughout the early years of the development's operation.

APPENDICES

APPENDIX 1

Site Location Plan



Notes

— Site

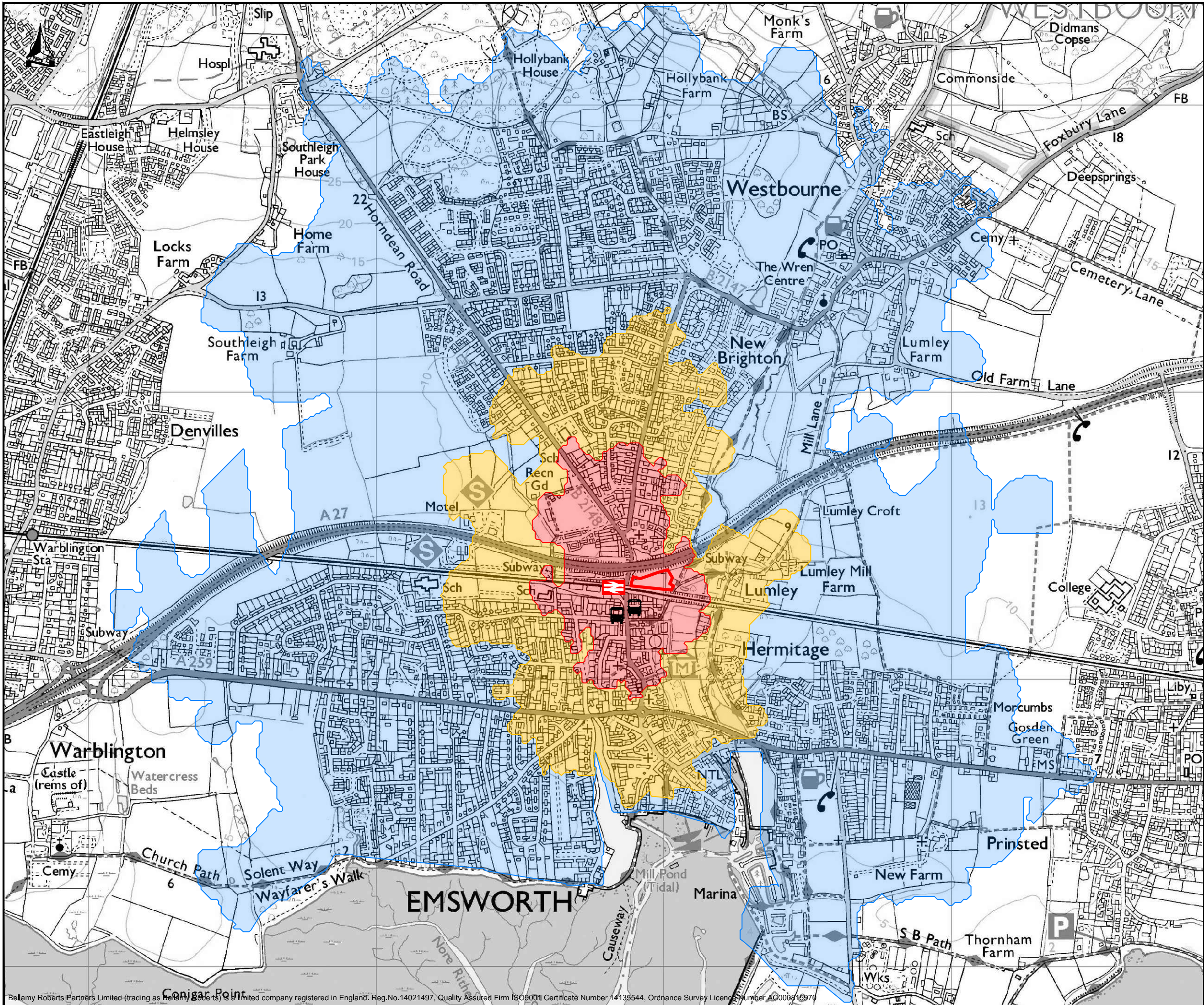


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CLIENT	PNH Properties		
PROJECT	Interbridges Site, Emsworth		
TITLE	Site Location Plan		
DRAWN BY	MB	DESIGN BY	-
DATE	23/05/24	CHK BY	MT
SCALE	NTS @ A3	DRAWING No.	6096 / 301
		REV No.	

APPENDIX 2

Pedestrian Isochrone



Notes

- Site
- Pedestrian Isochrones
 - 400m
 - 800m
 - 2000m
- Facilities
 - Train Station
 - Bus Stop

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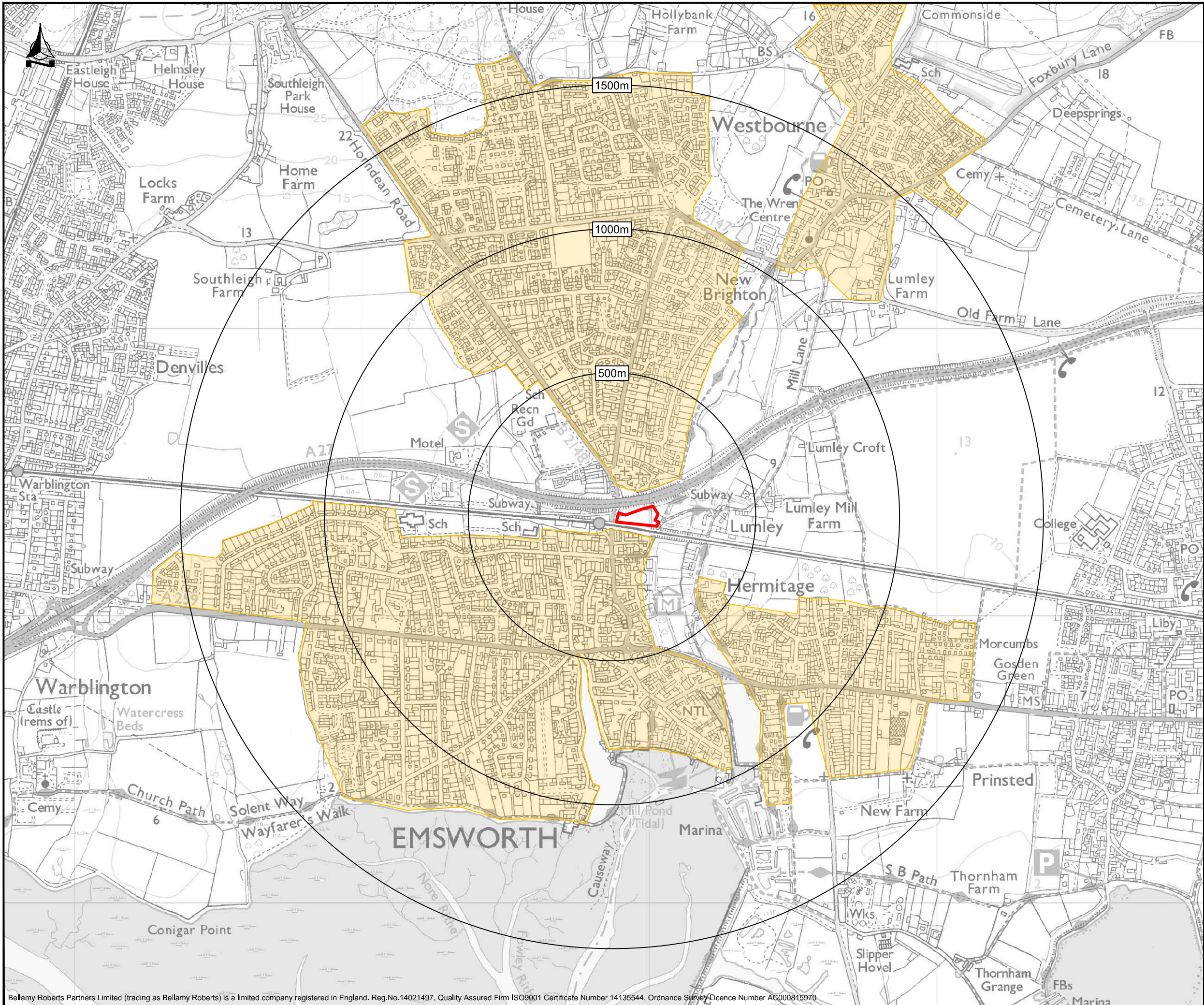
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PROJECT Interbridges Site, Emsworth		
TITLE Pedestrian Isochrones		
DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 23/05/24	DRAWING No. 6096 / 302	
SCALE NTS @ A3	REV No.	

APPENDIX 3

Walking Routes

APPENDIX 4

Residential Catchment Area



- Notes
- Site
 - Housing Area

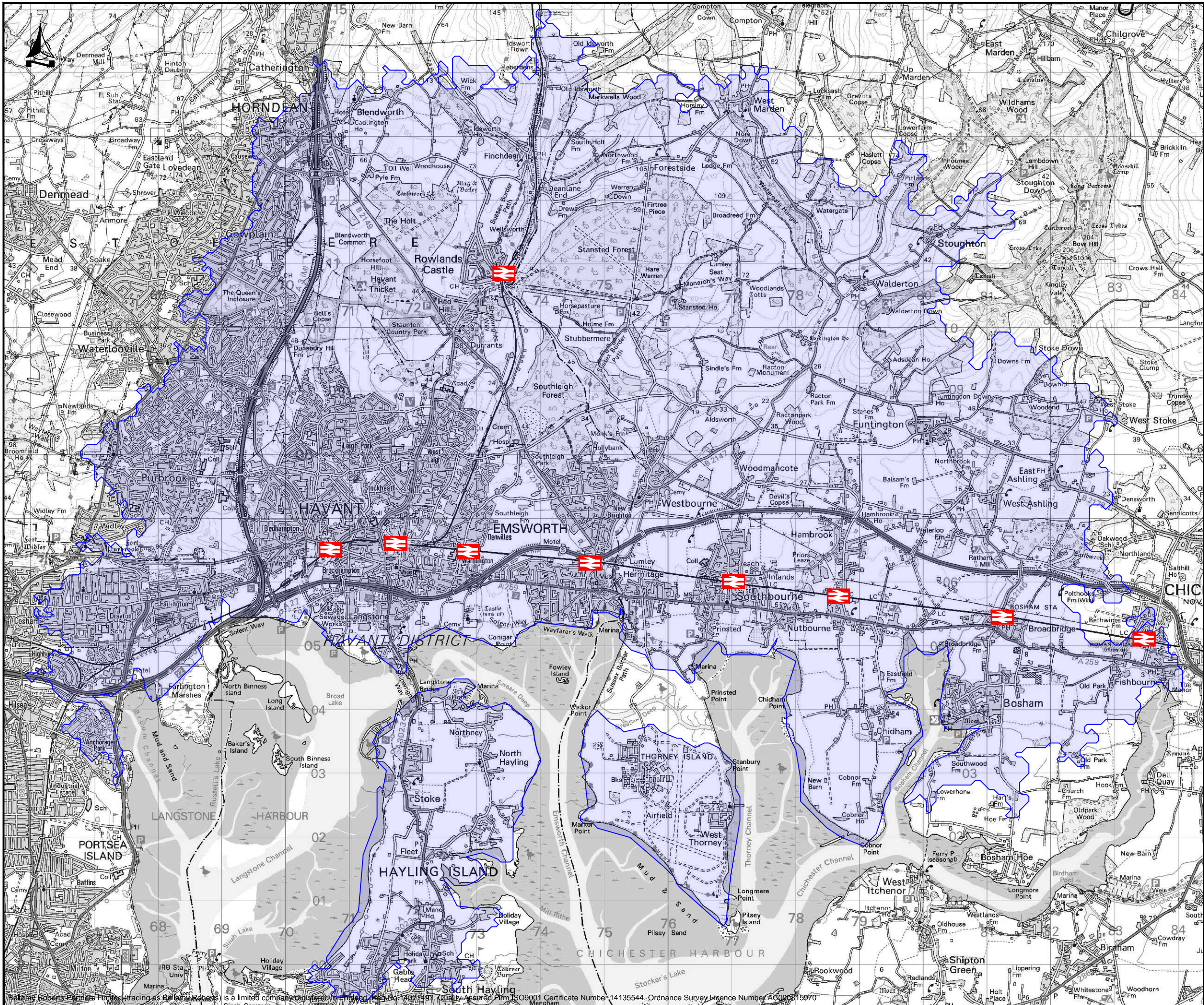
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CLIENT	PNH Properties		
PROJECT	Interbridges Site, Emsworth		
TITLE	Housing Areas Plan		

DRAWN BY	MB	DESIGN BY	-	CHK BY	MT
DATE	23/05/24	DRAWING No.	6096 / 306		
SCALE	NTS @ A3	REV No.			

APPENDIX 5

Cycle Isochrone



Notes

- Site
- Cycle Isochrone
- 8km
- Train Station



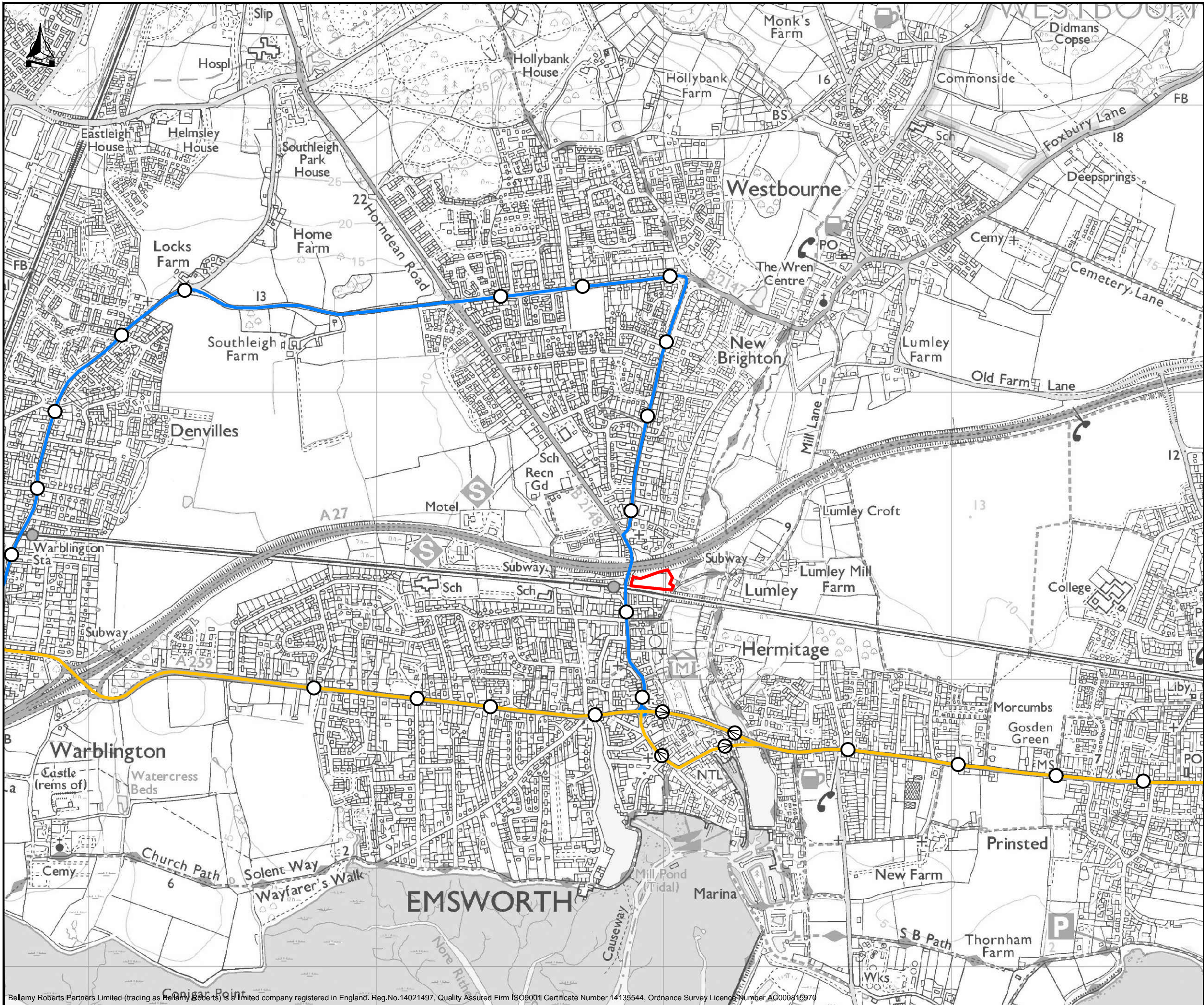
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CLIENT	PNH Properties		
PROJECT	Interbridges Site, Emsworth		
TITLE	Cycle Isochrone		
DRAWN BY	MB	DESIGN BY	MT
DATE	23/05/24	DRAWING No.	6096 / 303
SCALE	NTS @ A3	REV No.	

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APPENDIX 6

Bus Routes



Notes

Site

Bus Stop

Bus Routes

27

700

Bellamy Roberts

Clover House
Western Lane
Odiham
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Email: info@bellamyroberts.co.uk

CLIENT

PNH Properties

PROJECT

Interbridges Site, Emsworth

TITLE

Bus Routes

DRAWN BY

MB

DESIGN BY

-

CHK BY

MT

DATE

29/05/24

DRAWING No.

6096 / 304

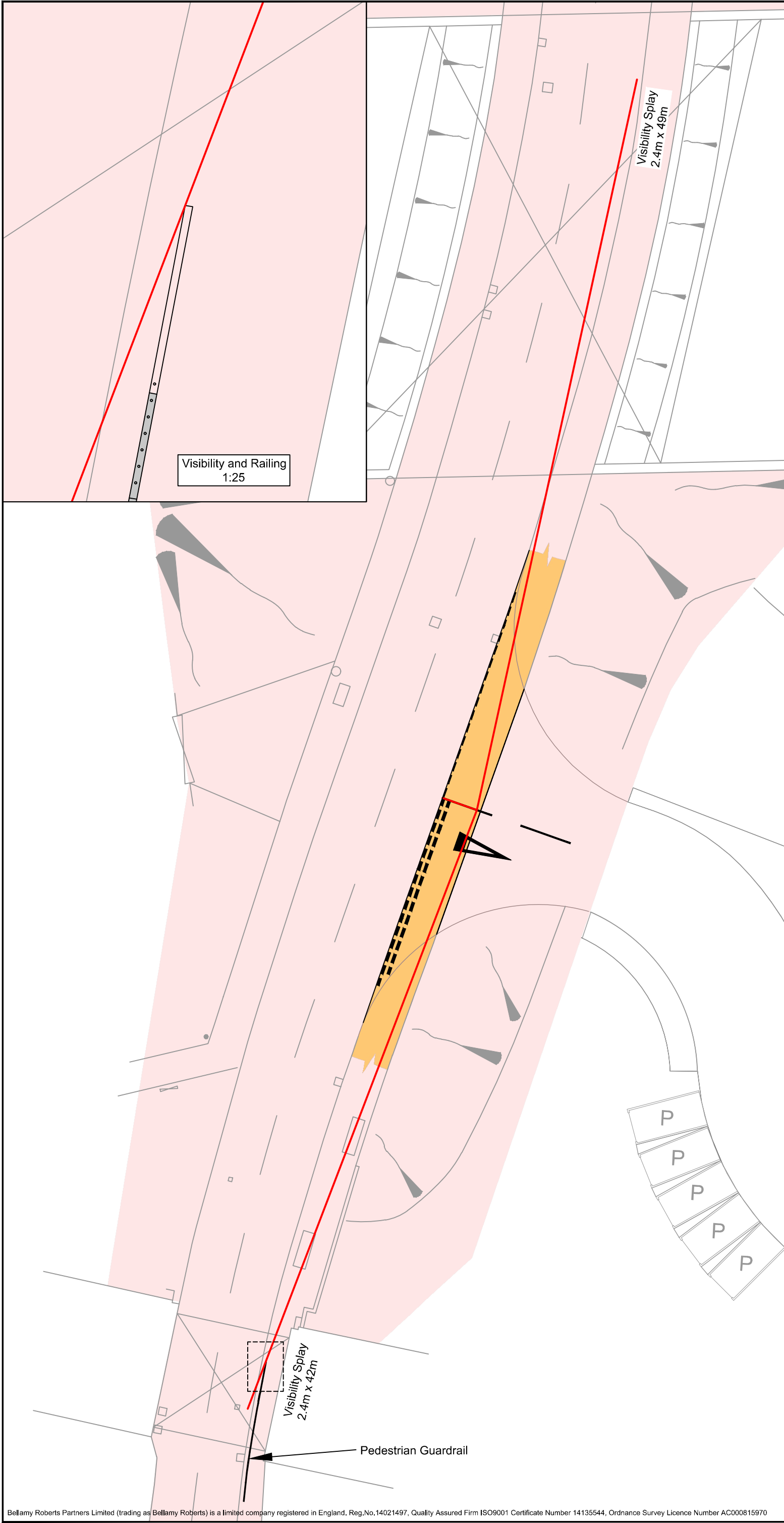
REV No.

SCALE

NTS @ A3

APPENDIX 7

Proposed Access Plan



Notes

Highway boundary

Visibility taken to 300mm offset north and 310mm south from kerbs

Speeds -
Northbound: 29.5mph
Southbound: 33mph

Footway

F	Visibility and plan updated	MB	MT
E	Access and visibility updated	MB	MT
D	Red line boundary added	MB	MT
C	Site updated	MB	MT
B	Site and access updated	MB	MT
A	Site and access updated	MB	MT
REVISION	AMENDMENT	DRN	CHK

Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
PNH Properties

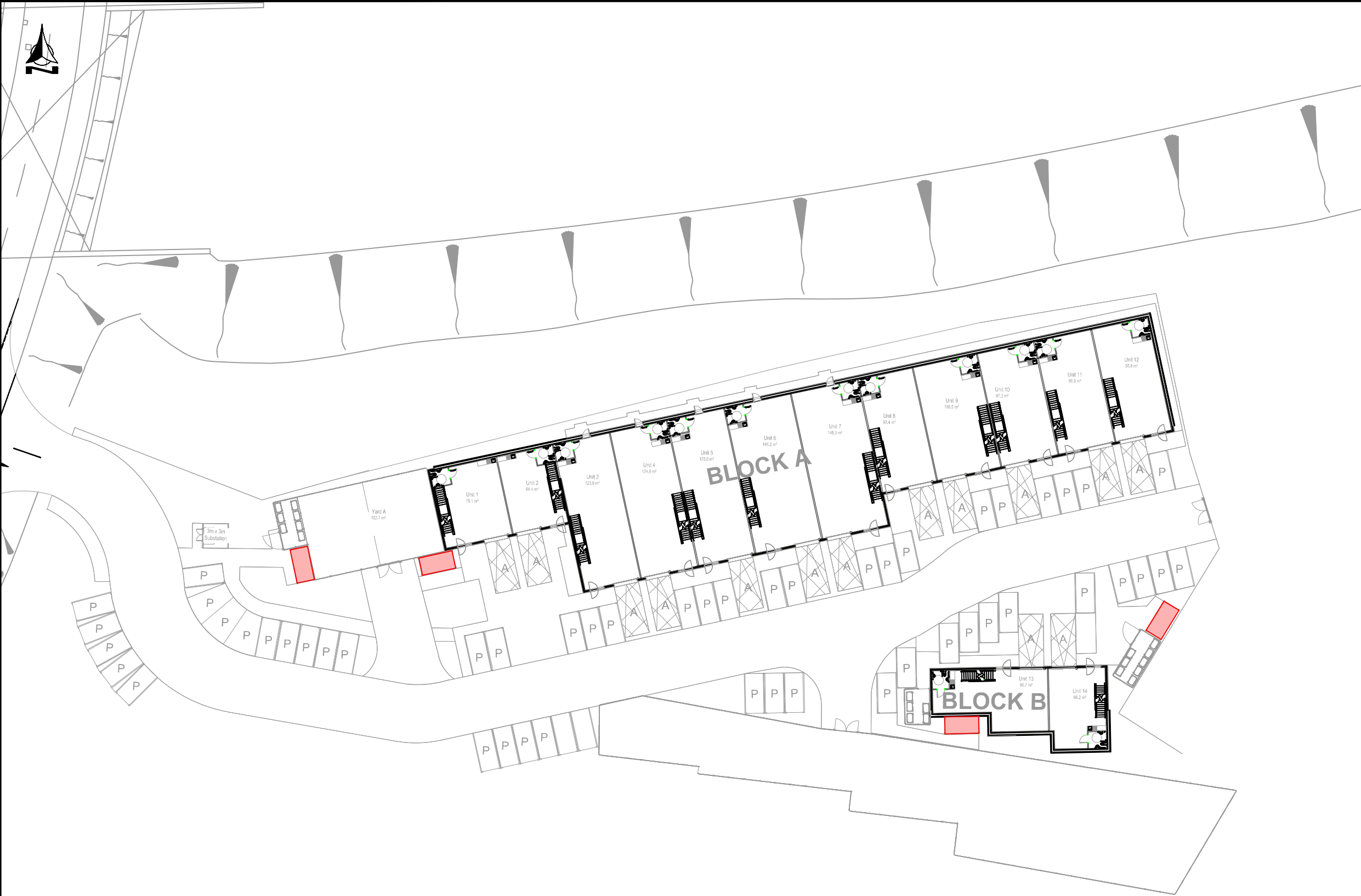
PROJECT
Interbridges Site, Emsworth

TITLE
Access Visibility

DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 23/05/24	DRAWING No. 6096 / 001	REV No. F
SCALE 1:250 @ A3		

APPENDIX 8

Cycle Storage Location Plan



Notes

 Cycle Storage



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Emsworth Business Park Limited

PROJECT
Interbridges Site, Emsworth

TITLE
Cycle Storage Location Plan

DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 12/03/25	DRAWING No. 6096 / 006	REV No.
SCALE 1:500 @ A3		

APPENDIX 9

TRICS Output

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

Calculation Reference: AUDIT-200601-250312-0304

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BK BARKING	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
10	WALES	
	SW SWANSEA	1 days

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

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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: Gross floor area
 Actual Range: 1138 to 5280 (units: sqm)
 Range Selected by User: 552 to 5500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 30/04/24

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	4 days
Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	15 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)	3
Edge of Town	12

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	11
Development Zone	1
Residential Zone	1
No Sub Category	2

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 Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	15 days
-----------	---------

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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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	4 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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	3 days
125,001 to 250,000	8 days
250,001 to 500,000	2 days
500,001 or More	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	11 days
1.1 to 1.5	3 days
1.6 to 2.0	1 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	15 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	13 days
0 None	1 days
1b Very poor	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	BE-02-D-01	INDUSTRIAL ESTATE	BEXLEY
	CRABTREE MANORWAY N.		
	ERITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3300 sqm	
	Survey date: WEDNESDAY	19/09/18	Survey Type: MANUAL
5	BK-02-D-01	INDUSTRIAL ESTATE	BARKING
	RIVER ROAD		
	BARKING		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4180 sqm	
	Survey date: TUESDAY	08/09/20	Survey Type: MANUAL
6	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
7	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-02-D-08 NOOK LANE BAMBER BRIDGE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
10	LN-02-D-04 TATTERSHALL WAY LOUTH	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	1506 sqm	
	Survey date: MONDAY	22/04/24	Survey Type: MANUAL
11	LN-02-D-05 BELVOIR WAY LOUTH	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	2176 sqm	
	Survey date: THURSDAY	18/04/24	Survey Type: MANUAL
12	LN-02-D-06 RICHMOND ROAD LOUTH	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	1470 sqm	
	Survey date: TUESDAY	30/04/24	Survey Type: MANUAL
13	SF-02-D-03 LANDSEER ROAD IPSWICH	INDUSTRIAL ESTATE	SUFFOLK
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	3550 sqm	
	Survey date: THURSDAY	17/09/20	Survey Type: MANUAL
14	SW-02-D-02 CLARION COURT SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL
15	WM-02-D-03 JUNCTION ROAD STOURBRIDGE AUDNAM	INDUSTRIAL ESTATE	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	1138 sqm	
	Survey date: TUESDAY	28/11/17	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
NY-02-D-04	not applicable

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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

TOTAL 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	5	2922	0.082	5	2922	0.068	5	2922	0.150
06:00 - 07:00	5	2922	0.363	5	2922	0.260	5	2922	0.623
07:00 - 08:00	15	3271	0.626	15	3271	0.224	15	3271	0.850
08:00 - 09:00	15	3271	0.770	15	3271	0.446	15	3271	1.216
09:00 - 10:00	15	3271	0.679	15	3271	0.487	15	3271	1.166
10:00 - 11:00	15	3271	0.693	15	3271	0.589	15	3271	1.282
11:00 - 12:00	15	3271	0.652	15	3271	0.697	15	3271	1.349
12:00 - 13:00	15	3271	0.613	15	3271	0.701	15	3271	1.314
13:00 - 14:00	15	3271	0.626	15	3271	0.577	15	3271	1.203
14:00 - 15:00	15	3271	0.552	15	3271	0.656	15	3271	1.208
15:00 - 16:00	15	3271	0.552	15	3271	0.495	15	3271	1.047
16:00 - 17:00	15	3271	0.469	15	3271	0.764	15	3271	1.233
17:00 - 18:00	15	3271	0.279	15	3271	0.650	15	3271	0.929
18:00 - 19:00	15	3271	0.079	15	3271	0.234	15	3271	0.313
19:00 - 20:00	6	2985	0.056	6	2985	0.212	6	2985	0.268
20:00 - 21:00	6	2985	0.000	6	2985	0.073	6	2985	0.073
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.091			7.133			14.224

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.

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Parameter summary

Trip rate parameter range selected:	1138 - 5280 (units: sqm)
Survey date date range:	01/01/16 - 30/04/24
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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

TAXIS

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	5	2922	0.000	5	2922	0.000	5	2922	0.000
06:00 - 07:00	5	2922	0.000	5	2922	0.000	5	2922	0.000
07:00 - 08:00	15	3271	0.000	15	3271	0.000	15	3271	0.000
08:00 - 09:00	15	3271	0.000	15	3271	0.000	15	3271	0.000
09:00 - 10:00	15	3271	0.000	15	3271	0.000	15	3271	0.000
10:00 - 11:00	15	3271	0.004	15	3271	0.004	15	3271	0.008
11:00 - 12:00	15	3271	0.002	15	3271	0.002	15	3271	0.004
12:00 - 13:00	15	3271	0.006	15	3271	0.006	15	3271	0.012
13:00 - 14:00	15	3271	0.000	15	3271	0.000	15	3271	0.000
14:00 - 15:00	15	3271	0.004	15	3271	0.004	15	3271	0.008
15:00 - 16:00	15	3271	0.002	15	3271	0.000	15	3271	0.002
16:00 - 17:00	15	3271	0.002	15	3271	0.002	15	3271	0.004
17:00 - 18:00	15	3271	0.000	15	3271	0.000	15	3271	0.000
18:00 - 19:00	15	3271	0.000	15	3271	0.000	15	3271	0.000
19:00 - 20:00	6	2985	0.000	6	2985	0.000	6	2985	0.000
20:00 - 21:00	6	2985	0.000	6	2985	0.000	6	2985	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

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.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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	5	2922	0.000	5	2922	0.000	5	2922	0.000
06:00 - 07:00	5	2922	0.014	5	2922	0.000	5	2922	0.014
07:00 - 08:00	15	3271	0.024	15	3271	0.020	15	3271	0.044
08:00 - 09:00	15	3271	0.041	15	3271	0.031	15	3271	0.072
09:00 - 10:00	15	3271	0.039	15	3271	0.033	15	3271	0.072
10:00 - 11:00	15	3271	0.026	15	3271	0.024	15	3271	0.050
11:00 - 12:00	15	3271	0.026	15	3271	0.043	15	3271	0.069
12:00 - 13:00	15	3271	0.037	15	3271	0.024	15	3271	0.061
13:00 - 14:00	15	3271	0.029	15	3271	0.026	15	3271	0.055
14:00 - 15:00	15	3271	0.022	15	3271	0.031	15	3271	0.053
15:00 - 16:00	15	3271	0.029	15	3271	0.024	15	3271	0.053
16:00 - 17:00	15	3271	0.024	15	3271	0.029	15	3271	0.053
17:00 - 18:00	15	3271	0.002	15	3271	0.010	15	3271	0.012
18:00 - 19:00	15	3271	0.000	15	3271	0.000	15	3271	0.000
19:00 - 20:00	6	2985	0.000	6	2985	0.000	6	2985	0.000
20:00 - 21:00	6	2985	0.000	6	2985	0.000	6	2985	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.313			0.295			0.608

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.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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

PSVS

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	5	2922	0.000	5	2922	0.000	5	2922	0.000
06:00 - 07:00	5	2922	0.014	5	2922	0.007	5	2922	0.021
07:00 - 08:00	15	3271	0.000	15	3271	0.018	15	3271	0.018
08:00 - 09:00	15	3271	0.002	15	3271	0.000	15	3271	0.002
09:00 - 10:00	15	3271	0.002	15	3271	0.004	15	3271	0.006
10:00 - 11:00	15	3271	0.000	15	3271	0.002	15	3271	0.002
11:00 - 12:00	15	3271	0.002	15	3271	0.000	15	3271	0.002
12:00 - 13:00	15	3271	0.000	15	3271	0.002	15	3271	0.002
13:00 - 14:00	15	3271	0.002	15	3271	0.002	15	3271	0.004
14:00 - 15:00	15	3271	0.000	15	3271	0.000	15	3271	0.000
15:00 - 16:00	15	3271	0.006	15	3271	0.000	15	3271	0.006
16:00 - 17:00	15	3271	0.010	15	3271	0.000	15	3271	0.010
17:00 - 18:00	15	3271	0.000	15	3271	0.000	15	3271	0.000
18:00 - 19:00	15	3271	0.000	15	3271	0.000	15	3271	0.000
19:00 - 20:00	6	2985	0.000	6	2985	0.000	6	2985	0.000
20:00 - 21:00	6	2985	0.000	6	2985	0.000	6	2985	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.035			0.073

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.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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

CYCLISTS

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	5	2922	0.034	5	2922	0.000	5	2922	0.034
06:00 - 07:00	5	2922	0.041	5	2922	0.014	5	2922	0.055
07:00 - 08:00	15	3271	0.022	15	3271	0.000	15	3271	0.022
08:00 - 09:00	15	3271	0.012	15	3271	0.004	15	3271	0.016
09:00 - 10:00	15	3271	0.006	15	3271	0.006	15	3271	0.012
10:00 - 11:00	15	3271	0.002	15	3271	0.008	15	3271	0.010
11:00 - 12:00	15	3271	0.000	15	3271	0.004	15	3271	0.004
12:00 - 13:00	15	3271	0.004	15	3271	0.004	15	3271	0.008
13:00 - 14:00	15	3271	0.002	15	3271	0.004	15	3271	0.006
14:00 - 15:00	15	3271	0.004	15	3271	0.008	15	3271	0.012
15:00 - 16:00	15	3271	0.002	15	3271	0.010	15	3271	0.012
16:00 - 17:00	15	3271	0.004	15	3271	0.014	15	3271	0.018
17:00 - 18:00	15	3271	0.002	15	3271	0.016	15	3271	0.018
18:00 - 19:00	15	3271	0.000	15	3271	0.002	15	3271	0.002
19:00 - 20:00	6	2985	0.000	6	2985	0.000	6	2985	0.000
20:00 - 21:00	6	2985	0.000	6	2985	0.000	6	2985	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.135			0.094			0.229

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
CARS
 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	5	2922	0.068	5	2922	0.021	5	2922	0.089
06:00 - 07:00	5	2922	0.212	5	2922	0.123	5	2922	0.335
07:00 - 08:00	15	3271	0.346	15	3271	0.079	15	3271	0.425
08:00 - 09:00	15	3271	0.442	15	3271	0.134	15	3271	0.576
09:00 - 10:00	15	3271	0.397	15	3271	0.196	15	3271	0.593
10:00 - 11:00	15	3271	0.371	15	3271	0.295	15	3271	0.666
11:00 - 12:00	15	3271	0.322	15	3271	0.342	15	3271	0.664
12:00 - 13:00	15	3271	0.318	15	3271	0.383	15	3271	0.701
13:00 - 14:00	15	3271	0.359	15	3271	0.326	15	3271	0.685
14:00 - 15:00	15	3271	0.287	15	3271	0.373	15	3271	0.660
15:00 - 16:00	15	3271	0.273	15	3271	0.281	15	3271	0.554
16:00 - 17:00	15	3271	0.247	15	3271	0.479	15	3271	0.726
17:00 - 18:00	15	3271	0.210	15	3271	0.501	15	3271	0.711
18:00 - 19:00	15	3271	0.057	15	3271	0.175	15	3271	0.232
19:00 - 20:00	6	2985	0.050	6	2985	0.184	6	2985	0.234
20:00 - 21:00	6	2985	0.000	6	2985	0.045	6	2985	0.045
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.959			3.937			7.896

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.*

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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

LGVS

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	5	2922	0.014	5	2922	0.048	5	2922	0.062
06:00 - 07:00	5	2922	0.116	5	2922	0.130	5	2922	0.246
07:00 - 08:00	15	3271	0.255	15	3271	0.106	15	3271	0.361
08:00 - 09:00	15	3271	0.281	15	3271	0.281	15	3271	0.562
09:00 - 10:00	15	3271	0.236	15	3271	0.255	15	3271	0.491
10:00 - 11:00	15	3271	0.287	15	3271	0.257	15	3271	0.544
11:00 - 12:00	15	3271	0.298	15	3271	0.306	15	3271	0.604
12:00 - 13:00	15	3271	0.251	15	3271	0.285	15	3271	0.536
13:00 - 14:00	15	3271	0.234	15	3271	0.220	15	3271	0.454
14:00 - 15:00	15	3271	0.238	15	3271	0.247	15	3271	0.485
15:00 - 16:00	15	3271	0.238	15	3271	0.190	15	3271	0.428
16:00 - 17:00	15	3271	0.185	15	3271	0.249	15	3271	0.434
17:00 - 18:00	15	3271	0.067	15	3271	0.137	15	3271	0.204
18:00 - 19:00	15	3271	0.022	15	3271	0.055	15	3271	0.077
19:00 - 20:00	6	2985	0.006	6	2985	0.028	6	2985	0.034
20:00 - 21:00	6	2985	0.000	6	2985	0.028	6	2985	0.028
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.728			2.822			5.550

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.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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

MOTOR CYCLES

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	5	2922	0.000	5	2922	0.000	5	2922	0.000
06:00 - 07:00	5	2922	0.007	5	2922	0.000	5	2922	0.007
07:00 - 08:00	15	3271	0.000	15	3271	0.000	15	3271	0.000
08:00 - 09:00	15	3271	0.004	15	3271	0.000	15	3271	0.004
09:00 - 10:00	15	3271	0.004	15	3271	0.000	15	3271	0.004
10:00 - 11:00	15	3271	0.004	15	3271	0.006	15	3271	0.010
11:00 - 12:00	15	3271	0.002	15	3271	0.004	15	3271	0.006
12:00 - 13:00	15	3271	0.002	15	3271	0.000	15	3271	0.002
13:00 - 14:00	15	3271	0.002	15	3271	0.002	15	3271	0.004
14:00 - 15:00	15	3271	0.000	15	3271	0.002	15	3271	0.002
15:00 - 16:00	15	3271	0.004	15	3271	0.000	15	3271	0.004
16:00 - 17:00	15	3271	0.000	15	3271	0.006	15	3271	0.006
17:00 - 18:00	15	3271	0.000	15	3271	0.002	15	3271	0.002
18:00 - 19:00	15	3271	0.000	15	3271	0.004	15	3271	0.004
19:00 - 20:00	6	2985	0.000	6	2985	0.000	6	2985	0.000
20:00 - 21:00	6	2985	0.000	6	2985	0.000	6	2985	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.026			0.055

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

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: Gross floor area
Actual Range: 190 to 3665 (units: sqm)
Range Selected by User: 190 to 6000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

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
Thursday 1 days
Friday 1 days

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

Selected survey types:

Manual count 4 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

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 4

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 Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days
B8 3 days

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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

Secondary Filtering selection (Cont.):

Population within 1 mile:

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:

75,001 to 100,000	1 days
125,001 to 250,000	3 days

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	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:

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	4 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BO-02-F-01 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORD
	Edge of Town Industrial Zone Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
3	NY-02-F-01 GRIMBALD CRAG CLOSE KNARESBOROUGH	REMOVALS SERVICE	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	1750 sqm	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
4	TB-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	TORBAY
	Edge of Town Industrial Zone Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	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
CU-02-F-01	not applicable

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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

TOTAL 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	2	1845	0.217	2	1845	0.027	2	1845	0.244
06:00 - 07:00	2	1845	0.190	2	1845	0.108	2	1845	0.298
07:00 - 08:00	4	2276	0.154	4	2276	0.132	4	2276	0.286
08:00 - 09:00	4	2276	0.099	4	2276	0.066	4	2276	0.165
09:00 - 10:00	4	2276	0.143	4	2276	0.033	4	2276	0.176
10:00 - 11:00	4	2276	0.275	4	2276	0.187	4	2276	0.462
11:00 - 12:00	4	2276	0.187	4	2276	0.220	4	2276	0.407
12:00 - 13:00	4	2276	0.187	4	2276	0.209	4	2276	0.396
13:00 - 14:00	4	2276	0.297	4	2276	0.154	4	2276	0.451
14:00 - 15:00	4	2276	0.220	4	2276	0.340	4	2276	0.560
15:00 - 16:00	4	2276	0.132	4	2276	0.417	4	2276	0.549
16:00 - 17:00	4	2276	0.099	4	2276	0.154	4	2276	0.253
17:00 - 18:00	4	2276	0.044	4	2276	0.198	4	2276	0.242
18:00 - 19:00	4	2276	0.022	4	2276	0.022	4	2276	0.044
19:00 - 20:00	2	1845	0.000	2	1845	0.027	2	1845	0.027
20:00 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.266			2.294			4.560

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:	190 - 3665 (units: sqm)
Survey date date range:	01/01/16 - 19/06/24
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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

TAXIS

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	2	1845	0.000	2	1845	0.000	2	1845	0.000
06:00 - 07:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
07:00 - 08:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
08:00 - 09:00	4	2276	0.011	4	2276	0.011	4	2276	0.022
09:00 - 10:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
10:00 - 11:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
11:00 - 12:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
12:00 - 13:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
13:00 - 14:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
14:00 - 15:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
15:00 - 16:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
16:00 - 17:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
17:00 - 18:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
18:00 - 19:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
19:00 - 20:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:00 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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	2	1845	0.027	2	1845	0.027	2	1845	0.054
06:00 - 07:00	2	1845	0.000	2	1845	0.054	2	1845	0.054
07:00 - 08:00	4	2276	0.022	4	2276	0.121	4	2276	0.143
08:00 - 09:00	4	2276	0.011	4	2276	0.044	4	2276	0.055
09:00 - 10:00	4	2276	0.044	4	2276	0.011	4	2276	0.055
10:00 - 11:00	4	2276	0.099	4	2276	0.066	4	2276	0.165
11:00 - 12:00	4	2276	0.055	4	2276	0.077	4	2276	0.132
12:00 - 13:00	4	2276	0.044	4	2276	0.066	4	2276	0.110
13:00 - 14:00	4	2276	0.066	4	2276	0.033	4	2276	0.099
14:00 - 15:00	4	2276	0.055	4	2276	0.033	4	2276	0.088
15:00 - 16:00	4	2276	0.033	4	2276	0.022	4	2276	0.055
16:00 - 17:00	4	2276	0.044	4	2276	0.033	4	2276	0.077
17:00 - 18:00	4	2276	0.011	4	2276	0.011	4	2276	0.022
18:00 - 19:00	4	2276	0.011	4	2276	0.000	4	2276	0.011
19:00 - 20:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:00 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.522			0.598			1.120

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.

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BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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

CYCLISTS

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	2	1845	0.000	2	1845	0.000	2	1845	0.000
06:00 - 07:00	2	1845	0.054	2	1845	0.000	2	1845	0.054
07:00 - 08:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
08:00 - 09:00	4	2276	0.011	4	2276	0.000	4	2276	0.011
09:00 - 10:00	4	2276	0.000	4	2276	0.011	4	2276	0.011
10:00 - 11:00	4	2276	0.011	4	2276	0.000	4	2276	0.011
11:00 - 12:00	4	2276	0.011	4	2276	0.011	4	2276	0.022
12:00 - 13:00	4	2276	0.011	4	2276	0.000	4	2276	0.011
13:00 - 14:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
14:00 - 15:00	4	2276	0.011	4	2276	0.011	4	2276	0.022
15:00 - 16:00	4	2276	0.000	4	2276	0.044	4	2276	0.044
16:00 - 17:00	4	2276	0.000	4	2276	0.011	4	2276	0.011
17:00 - 18:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
18:00 - 19:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
19:00 - 20:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:00 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.088			0.197

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 CARS
 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	2	1845	0.190	2	1845	0.000	2	1845	0.190
06:00 - 07:00	2	1845	0.136	2	1845	0.000	2	1845	0.136
07:00 - 08:00	4	2276	0.099	4	2276	0.000	4	2276	0.099
08:00 - 09:00	4	2276	0.066	4	2276	0.000	4	2276	0.066
09:00 - 10:00	4	2276	0.077	4	2276	0.022	4	2276	0.099
10:00 - 11:00	4	2276	0.110	4	2276	0.066	4	2276	0.176
11:00 - 12:00	4	2276	0.099	4	2276	0.088	4	2276	0.187
12:00 - 13:00	4	2276	0.099	4	2276	0.110	4	2276	0.209
13:00 - 14:00	4	2276	0.165	4	2276	0.077	4	2276	0.242
14:00 - 15:00	4	2276	0.132	4	2276	0.264	4	2276	0.396
15:00 - 16:00	4	2276	0.066	4	2276	0.329	4	2276	0.395
16:00 - 17:00	4	2276	0.033	4	2276	0.110	4	2276	0.143
17:00 - 18:00	4	2276	0.022	4	2276	0.165	4	2276	0.187
18:00 - 19:00	4	2276	0.000	4	2276	0.022	4	2276	0.022
19:00 - 20:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:00 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.294			1.253			2.547

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.*

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

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

LGVS

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	2	1845	0.000	2	1845	0.000	2	1845	0.000
06:00 - 07:00	2	1845	0.054	2	1845	0.054	2	1845	0.108
07:00 - 08:00	4	2276	0.022	4	2276	0.011	4	2276	0.033
08:00 - 09:00	4	2276	0.011	4	2276	0.011	4	2276	0.022
09:00 - 10:00	4	2276	0.022	4	2276	0.000	4	2276	0.022
10:00 - 11:00	4	2276	0.044	4	2276	0.055	4	2276	0.099
11:00 - 12:00	4	2276	0.022	4	2276	0.044	4	2276	0.066
12:00 - 13:00	4	2276	0.033	4	2276	0.033	4	2276	0.066
13:00 - 14:00	4	2276	0.066	4	2276	0.044	4	2276	0.110
14:00 - 15:00	4	2276	0.033	4	2276	0.033	4	2276	0.066
15:00 - 16:00	4	2276	0.033	4	2276	0.044	4	2276	0.077
16:00 - 17:00	4	2276	0.011	4	2276	0.011	4	2276	0.022
17:00 - 18:00	4	2276	0.011	4	2276	0.022	4	2276	0.033
18:00 - 19:00	4	2276	0.011	4	2276	0.000	4	2276	0.011
19:00 - 20:00	2	1845	0.000	2	1845	0.027	2	1845	0.027
20:00 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.373			0.389			0.762

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MOTOR CYCLES
 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	2	1845	0.000	2	1845	0.000	2	1845	0.000
06:00 - 07:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
07:00 - 08:00	4	2276	0.011	4	2276	0.000	4	2276	0.011
08:00 - 09:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
09:00 - 10:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
10:00 - 11:00	4	2276	0.022	4	2276	0.000	4	2276	0.022
11:00 - 12:00	4	2276	0.011	4	2276	0.011	4	2276	0.022
12:00 - 13:00	4	2276	0.011	4	2276	0.000	4	2276	0.011
13:00 - 14:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
14:00 - 15:00	4	2276	0.000	4	2276	0.011	4	2276	0.011
15:00 - 16:00	4	2276	0.000	4	2276	0.022	4	2276	0.022
16:00 - 17:00	4	2276	0.011	4	2276	0.000	4	2276	0.011
17:00 - 18:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
18:00 - 19:00	4	2276	0.000	4	2276	0.000	4	2276	0.000
19:00 - 20:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:00 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.044			0.110

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.

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APPENDIX 10

Example Travel Plan Welcome Pack

Travel Welcome Pack

Interbridges Site, Emsworth

On behalf of: PNH Properties



Bellamy Roberts

Document Control Sheet



PNH Properties
Unit 5, Passfield Business Centre
Lynchborough Road
Liphook
Hampshire GU30 7SB



Bellamy Roberts
Clover House
Western Lane
Odiham
Hants RG29 1TU

Report Issue No.	Status	Date	Author	Authorised
MT/RK/6096/TWP.1	Final	22 nd November 2024	RK	MT

Disclaimer

The material presented in this report is confidential. This report has been prepared for the exclusive use of PNH Properties within the terms of the contract and shall not be distributed or made available to any other company or person without the knowledge and written consent of Bellamy Roberts.

Any such party relies on the report at their own risk.

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2.	By Foot	2
3.	By Bike	3
4.	By Bus and Train	4
5.	Car Sharing	5
6.	Development Travel Plan	6



1 Introduction

Welcome to your comprehensive Travel Pack! Designed for staff, this guide provides everything you need to make the most of local transportation options and enhance your daily routines. This pack offers valuable insights into walking routes, cycling benefits, and bus and rail services.

With detailed maps and tips for safer and more enjoyable travel, this pack is your go-to resource for navigating with ease and confidence. It highlights the many benefits of choosing active and sustainable travel options, such as enhancing physical health, reducing commuting costs, and minimising environmental impact.

By utilising the information and suggestions provided, you'll discover new opportunities to connect with the local area, stay active, and contribute to a greener, more vibrant community. It offers practical commuting solutions that enhance well-being and productivity.

If you have any questions or queries regarding travel information or promotional measures for sustainable transport, please direct them to the Travel Plan Co-ordinator (TPC) for the site. They are here to assist you with any travel-related concerns and ensure you have all the support you need for an enjoyable and efficient travel experience.

Embrace the convenience, health benefits, and environmental advantages of the transportation options in your area. Your Travel Pack is here to make your journeys more seamless, rewarding, and enjoyable.

2 By Foot

Emsworth offers excellent walking accessibility, making it an ideal destination for staff trips. The town features well-maintained footways, ensuring ease of movement throughout the area. A variety of public transportation links are within walking distance to and from the site, including Emsworth railway station, Emsworth Station bus stop, and the Emsworth by-pass bus stops.

- 1. Physical Health:** improves cardiovascular fitness, strengthens muscles and bones, enhances flexibility, and aids in weight management.
- 2. Mental Well-being:** boosts mood, reduces stress and anxiety, enhances cognitive function, and improves sleep quality.
- 3. Social Engagement:** provides opportunities for social interaction, community involvement, and exploration of surroundings.
- 4. Accessibility and Versatility:** requires minimal equipment, can be done almost anywhere, and accommodates various fitness levels and preferences.
- 5. Sustainability:** environmentally friendly mode of transportation that reduces carbon footprint.

A summary of the journey time on foot between key public transport facilities and Emsworth Business Park is summarised below. All of these facilities are accessible via New Brighton Road and North Street, which offer good pedestrian infrastructure

Destination	Journey time on foot
Emsworth railway station	< 1 minute >
Emsworth Station bus stop	< 2 minutes >
Emsworth By-Pass bus stop (eastbound)	< 8 minutes >
Emsworth By-Pass bus stop (westbound)	< 10 minutes >

A plan of the walking routes from the public transport services above to the site is attached at the back of this pack. This shows the destination, the distance, and the duration of the walk.

3 By Bike

Cycling isn't just about getting from Point A to point B – it's a lifestyle choice that brings numerous benefits for both you and the environment:

1. **Enhance Your Health:** cycling is a fantastic way to stay fit without needing a gym membership. It improves cardiovascular health, strengthens muscles, and boosts overall fitness. By incorporating cycling into your daily routine, you'll feel more energised and ready to take on the day.
2. **Boost Your Mood:** cycling releases endorphins, which are natural mood elevators. It reduces stress levels, enhances mental clarity, and promotes a positive mindset. Starting your day with a bike ride can set a positive tone for your workday.
3. **Save Money:** forget about parking fees, public transport fares, or fuel costs. Cycling is a cost-effective way to commute. Minimal maintenance expenses for your bike mean more savings in your pocket.
4. **Protect the Environment:** cycling is a zero-emission mode of transportation. By reducing your reliance on cars or public transport powered by fossil fuels, you're helping to lower air pollution and minimise your carbon footprint.
5. **Time Efficiency:** in urban areas, cycling can often be faster than driving or taking public transport, especially during rush hours. Dedicated bike lanes may provide a quicker and more direct route to your workplace.
6. **Increase Productivity:** regular exercise, like cycling has been linked to improved concentration and productivity at work. Arriving to work refreshed and invigorated can lead to better focus and efficiency throughout the day.

Planning your bike journey has never been easier with the comprehensive journey planner using 'Cycling UK' (<https://www.cyclinguk.org/journey-planner>). This website is designed to cater to all types of cyclists, whether you're looking for off-road adventures, quiet scenic routes, fast and efficient paths, or a balanced mix of all.

Simply input your starting point and destination, and the journey planner will provide customised routes tailored to your preferences. It also includes real-time traffic updates, elevation profiles, and points of interest such as bike repair stations and cafes, ensuring a smooth and enjoyable ride.



4 By Bus and Train

Emsworth benefits from a well-connected network of bus and rail services, facilitating easy access to neighbouring areas, ensuring that staff have convenient and efficient transportation options for their daily needs.

Emsworth Station bus stop (2 minute walk)

Bus route to / from	Frequency Mon - Sat	Operator
Rowland Castle / Emsworth	4 / day	27 – Stagecoach

For real time information on bus services to this location, visit the Stagecoach website to find bus services from your nearest bus stop to this location.

<https://www.stagecoachbus.com/promos-and-offers/national/live-bus-information>

Emsworth By-Pass bus stop (8-10 minute walk)

Bus route to / from	Frequency Mon - Sat	Operator
Chichester Bus Station / Portsmouth The Hard Interchange	3 / hour	700 – Stagecoach

For real time information on bus services from here, visit the Stagecoach website to find bus services from your nearest bus stop.

<https://www.stagecoachbus.com/promos-and-offers/national/live-bus-information>

Emsworth Railway Services (1 minute walk)

Destination	Duration	Frequency
London Victoria	1 hour 47 minutes	1 / hour
Portsmouth & Southsea	22 minutes	2 / hour
Brighton	1 hour 8 minutes	2 / hour
Southampton Central	45 minutes	2 / hour
Littlehampton	34 minutes	1 / hour
Portsmouth Harbour	22 minutes	1 / hour

For more information, visit the Southern Railway website for live information.

<https://www.southernrailway.com/>

5 Car Sharing

Car sharing is a practical and environmentally friendly way to commute, offering numerous benefits to individuals. By participating in car sharing, you can make your daily travel more economical and reduce your carbon footprint.

Benefits of Car Sharing

- **Cost Savings:** Sharing a ride with colleagues or other commuters allows you to split the cost of fuel and parking, significantly lowering your travel expenses.
- **Environmental Impact:** Car sharing reduces the number of vehicles on the road, leading to fewer emissions of pollutants. This helps to contribute to a healthier environment for everyone.
- **Social Benefits:** Car sharing provides an opportunity to build stronger relationships with colleague and meet new people. Sharing a ride can make your daily commute more enjoyable and foster a sense of community.

To facilitate car sharing, we recommend using the Hants Carshare scheme which involves facilitating 'liftshare'. For more information, visit the 'liftshare' website.

<https://liftshare.com/uk>

By joining the scheme, you can take advantage of all the benefits car sharing has to offer while contributing to a more sustainable future. Consider car sharing as part of your daily travel routine and experience the positive impact it can have on your wallet, your well-being, and the environment!



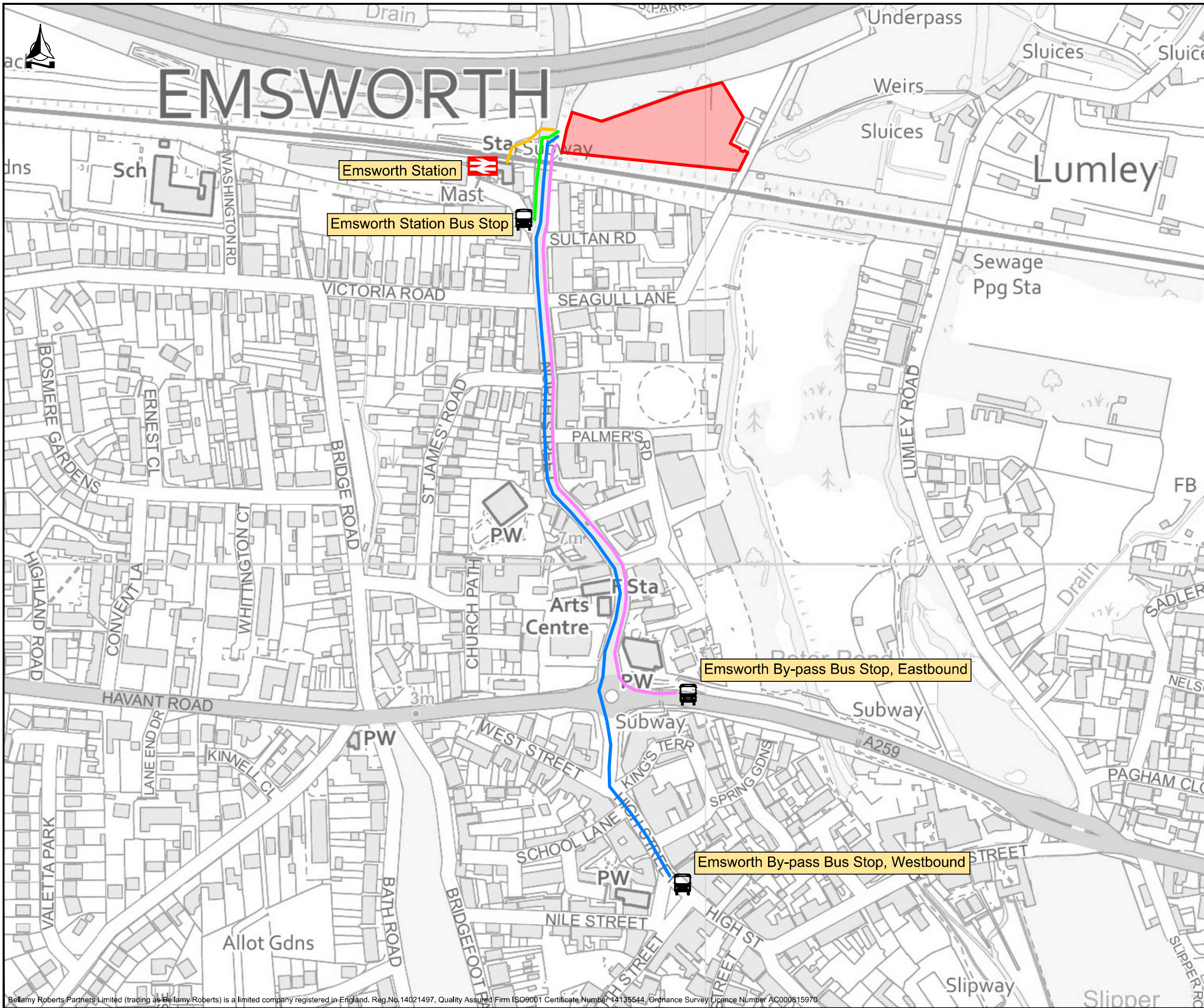


6 Development Travel Plan

This promotional document has been prepared by Bellamy Roberts to support sustainable travel choices to and from the development, and in particular to provide viable alternatives to making journeys by car with a single occupant.

To monitor the success of the Travel Plan, site monitoring will be undertaken periodically.

Travel Plan monitoring will include vehicle counts at the access point to the development, as well as a quick resident survey that will be posted through the door.



- Notes
- Site
 - Emsworth Train Station
40m - 1 minute
 - Emsworth Station Bus Stop
120m - 2 minutes
 - Emsworth By-pass Bus Stop
Eastbound
550m - 8 minutes
 - Emsworth By-Pass Bus Stop
Westbound
650m - 10 minutes

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CLIENT	PNH Properties
PROJECT	Interbridges Site, Emsworth
TITLE	Pedestrian Routes Plan

DRAWN BY	MB	DESIGN BY	-	CHK BY	MT
DATE	10/07/24	DRAWING No.	6096 / 307	REV No.	
SCALE	NTS @ A3				



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APPENDIX 11

Green Travel Voucher

Emsworth Business Park

Example Green Travel Voucher

We are delighted to offer you, as an occupier of Emsworth Business Park, this Green Travel Voucher which you can spend on sustainable travel items up to, or towards the value of **£50**. This **one-off** offer is limited to **one voucher per person**.

The voucher gives you the opportunity to purchase things that can help you to make sustainable travel choices and reduce your car use. For example, you might choose to buy a bike, walking shoes, waterproof trousers, motorbike helmet, or put the voucher towards a bus or train monthly/season ticket. You can buy as many different things from the list as you like, with a maximum of three of any one item per household.

How it works in three easy steps:

- 1) Purchase any of the items from list overleaf** from any retailer, including online sellers. Please keep your receipt as you will need to send this to us. We will return once the claim has been processed.
- 2) Complete the Green Travel Voucher overleaf**, indicating all items that you are claiming for and **send it with your receipts** to the following address, within three months of purchase (we recommend that you get a proof of postage when sending us your voucher and receipts):
- 3) When we receive your receipt(s) and Green Travel Voucher**, we will **reimburse you the cost of your purchases up to £50 straight into your bank account**. All information you provide will be treated as confidential and not shared. Please note that payment can take up to 28 days.

Providing these vouchers is part of the commitment for Emsworth Business Park to reduce road congestion, carbon footprint and make where you live a safer and better place.

Green Travel Voucher

Item	Value Claimed
Walking [†]	
Shopping trolley	
Map of local area	
Nordic walking poles	
Personal attack alarm	
Raincoat	
Rucksack	
Walking Shoes/boots	
Torch (not batteries)	
Umbrella	
Waterproof Trousers	
Fluorescent accessories (vest, backpack cover, armbands etc)	
Fitbit (or equivalent brand)	
Cycling ^{†*}	
Bicycle*, Scooter (non-motorised)	
Cycling clothing and accessories*	
Public Transport [†]	
Bus season ticket from home (not individual tickets)	
Rail season ticket for journey to work (not one-off journeys)	
Motorcycling [†]	
Motorcycle equipment including helmet (not servicing and labour costs)	
Working from Home [†]	
Computer equipment (not games) including laptop and printer	
Home office desk	
Home office storage	
Office chair	
Total value of Claim (Maximum £50/£100)	£

†NOT INCLUDED: Training courses, car hire, taxi fares or petrol, suitcases/flight-cases, phone bills, one-off phone connection costs, mobile phones, telephones, computer accessories, garden shed, fashion or infant footwear.

***SPECIFIC CYCLING EQUIPMENT:** clothing or accessories inc. shoes, padded shorts etc.; puncture repair kits; safety light/s; pump; toolkit; spares; pannier racks; panniers or other cycle bags; trailers; lock; helmet; bicycle (range depending on local needs and terrains – foldable, electrically-assisted, hybrid mountain)

☐ I enclose itemised receipts for the items indicated above (no receipt, no reimbursement)

Name (**In capitals**): Daytime telephone:.....

Address:

.....

Bank Sort Code:..... Name on account:.....

Account Number:..... Date:.....

APPENDIX 12

Example Staff Questionnaire



EXAMPLE STAFF TRAVEL QUESTIONNAIRE

Emsworth Business Park

Thank you for your time in completing this travel questionnaire. The information obtained will help us to prepare the Travel Plan which seeks to increase the number of staff members choosing sustainable means of travel.

Postcode:

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Do you consider yourself to have a disability that affects your travel options?

Yes

☐

No

☐

What is your age?

Under 20

☐

20-29

☐

30-39

☐

40-49

☐

50-59

☐

Over 60

☐

How many days of the week do you usually work?

1

☐

2

☐

3

☐

4

☐

5

☐

6

☐

7

☐



Please indicate how you usually travel to work.

Car (as single occupant)	☐
Car Share (driver)	☐
Car Share (passenger)	☐
Bicycle	☐
Walk	☐
Bus	☐
Train	☐
Scooter/Moped/Motorbike	☐
Work from Home	☐

How far do you usually travel to work? (one way)

Less than 1 mile

☐

1-2 miles

☐

3-5 miles

☐

6-10 miles

☐

11-20 miles

☐

21-30 miles

☐

Over 30 miles

☐

If you travel by car, what is your main reason?

Car essential to perform job	☐
Dropping off/collecting children	☐
Get a lift	☐
Health reasons	☐
Lack of alternative	☐
Convenience	☐
Other (please specify below)	



If you do not travel by car, what is your reason/s? (Please tick all that apply)

No car available	☐
Enjoy using the alternatives	☐
Environmental concerns	☐
Avoid congestion	☐
Cost savings	☐
Health/fitness reasons	☐
Most practical method	☐
Other (please specify below)	

Alternative to the car

Please tick all that apply for the following questions – is there anything your company could do to make you leave your car at home? (Even just one day a week)

Which of the following measures would encourage you to join a car sharing scheme? (Tick all that apply)

Preferential guaranteed car-parking spaces for registered car sharers	☐
On line access to a Car Share database	☐
Guaranteed transport home in the event of an emergency/unforeseen work requirements	☐
Incentive to join scheme	☐
Ongoing incentives to car share	☐
Other (please specify below)	



Which of the following facilities would encourage you to cycle to work?

Measures to improve cycling along the nearby roads	☐
Showers/changing and locker facilities at place of work	☐
Discounts/loans towards the purchase of a cycle	☐
Improved cycle network in local area	☐
Training, advice or guidance on safer cycling	☐
Other (please specify below)	

Which of the following facilities would encourage you to walk to work?

An identified park and walk site	☐
Showers/changing and locker facilities at place of work	☐
Incentives for walkers i.e. free pedometers	☐
Improved footpaths in the local area	☐
Other people to walk with	☐
Other (please specify below)	

Which of the following services would encourage you to use public transport?

More convenient bus stop/pick up point on site	☐
Improved shelters	☐
Better quality buses	☐
Discounted or lower fares	☐
Tickets and timetable information available at work	☐
Bus links between site and nearest railway station	☐
More frequent lunchtime shuttlebus to nearest shops/services	☐
Other (please specify below)	



If you travel by motorcycle/moped which of the following, would you like to see?

Covered area for motorcycle/moped	☐
Improved secure parking	☐
Showers/changing facilities/lockers at work	☐
Training, advice or guidance on safer motorcycling	☐
Other (please specify below)	

Would you be likely to use alternative methods of transport to the car if any of the facilities above were provided? If so, how often would this be?

Method of Transport	Daily	3-4 Times a Week	1-2 Times a Week	Occasionally
Cycling				
Walking				
Public Transport				
Motorcycling				

Would you be interested in getting involved in the travel plan?

Yes

☐

No

☐

If Yes, please provide your name:



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